Roberts Limbrick

# Ti'r Isha Employment Area, Sarn, Bridgend

## Design and Access Statement

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|---|---|
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ISO 9001:2015
ISO 14001:2015
OHAS 18001:2007

# 00 Contents

# 01 Summary of the Proposal

## 1.1 Summary of the Proposal

This Design and Access Statement has been prepared by Roberts Limbrick. It supports an outline planning application with all matters reserved for the construction of an employment unit (Use Class B1, B2 or B8), with indicative access and circulation, hard and soft landscaping and drainage infrastructure.

This outline planning application is for the Ti'r Isha Employment Area site, which forms part of the Bridgend Energy Hub project by CENIN. Bridgend Energy Hub is a future generations project, covering a total of 4 sites, that uses the generation of low-cost sustainable electricity, to deliver major economic, environmental and transportation benefits to Bridgend and the surrounding area.

CENIN are a Welsh-based, family-owned business that believes in creating a cleaner, more sustainable future for generations to come. CENIN believe that the transition to renewable energy is essential for ensuring a sustainable, secure, and healthy future for Wales. CENIN are committed to benefiting the communities in which they operate and educating young people to help them make informed decisions and adopt sustainable practices.

This Design and Access Statement sets out:

- The client brief and wider CENIN projects;
- Site and surrounding context;
- Site analysis and key parameters;
- Illustrative development proposals and;
- References key consultant technical summaries.

All drawings in this report are for illustrative purposes only.

CENIN

# 02 The Vision and Brief

## 2.1 The Vision and Brief

**The Vision**

The vision for the Ti'r Isha Employment Area centres on creating a facility supplied by a significant source of green energy which will create high-value sustainable employment for local people.

**The Brief**

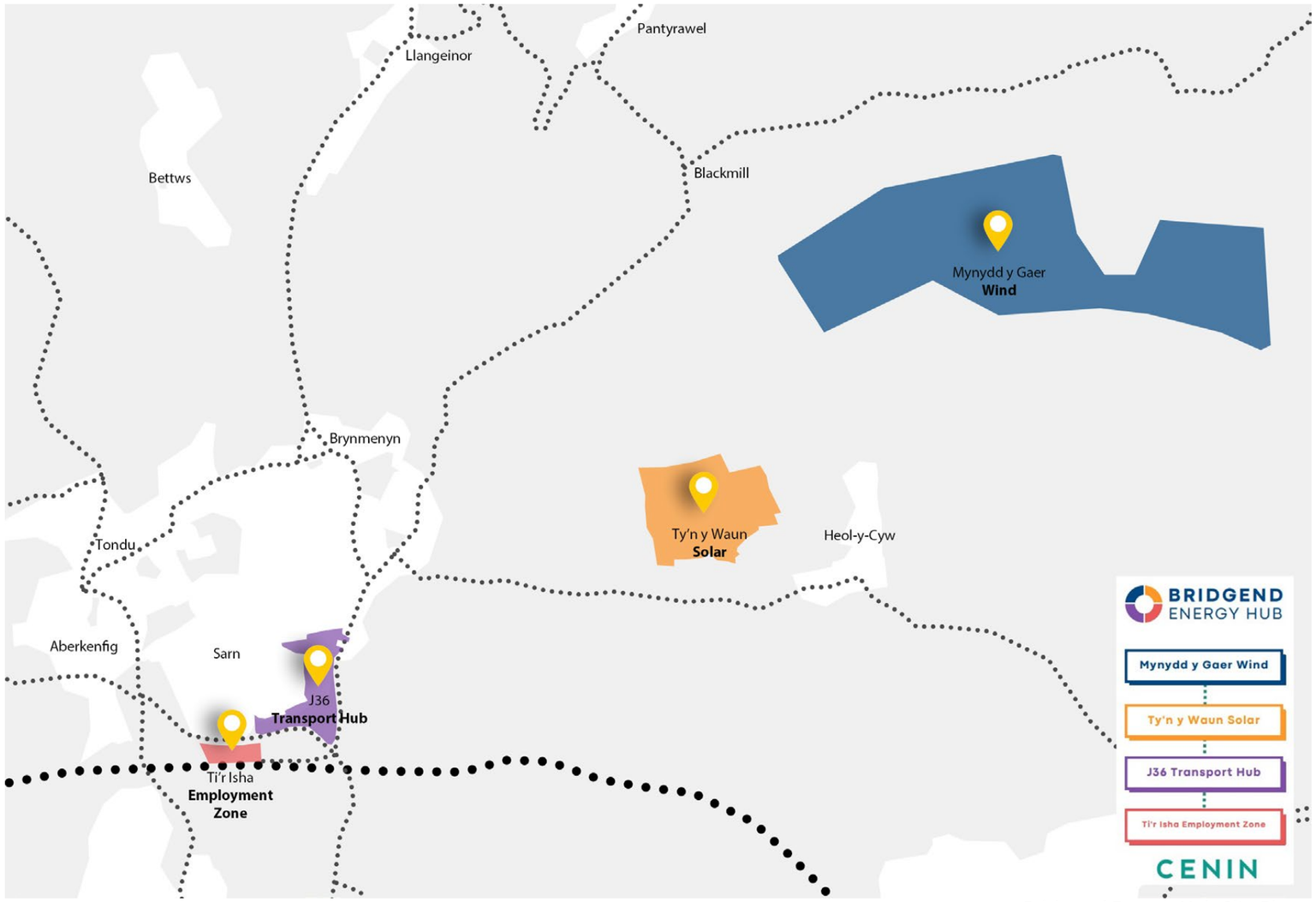
- Create a flexible purpose-built facility to attract businesses, aiding local economic growth at a time when investment into Bridgend and job creation is vitally needed;
- Help Bridgend meet the Net-Zero commitments by incorporating renewable energy sources, on-site (e.g. solar collection via PV panels) and off-site (using the green energy supplied by the other Bridgend Energy Hub projects);
- Tie in with the strategic transport links the site offers, including close proximity to the M4 and active travel routes;
- Create new primary access to the site from the dual carriageway;
- Ensure appropriate landscaping, ecological mitigation and sustainable drainage principles are rooted in the design;
- Respond to the slope of the site, in terms of buildability and views.

## 2.2 Wider Strategy

The Ti'r Isha Employment Area forms part of the wider Bridgend Energy Hub future generations project. This integrates the generation of low cost sustainable electricity, using both solar and wind. It will deliver a 100,000 tons per year cut in carbon emissions whilst delivering a host of economic, environmental and transportation benefits to the community.

Alongside the Employment Area, this includes:

- **Mynydd y Gaer Wind Farm** - sustainably supplying the total power needs for 60,000 homes, producing local power that would help Bridgend reach its net-zero aspirations.
- **Ty'n y Waun Solar** - an innovative scheme that will bring a wide range of benefits to the local area and provides enough power for approximately 12,500 homes.
- **Junction 36 Transport Hub** - located just off the M4 motorway, this will be a travel centre for future transport needs, shaped by the local community to best deliver for the people of Bridgend.

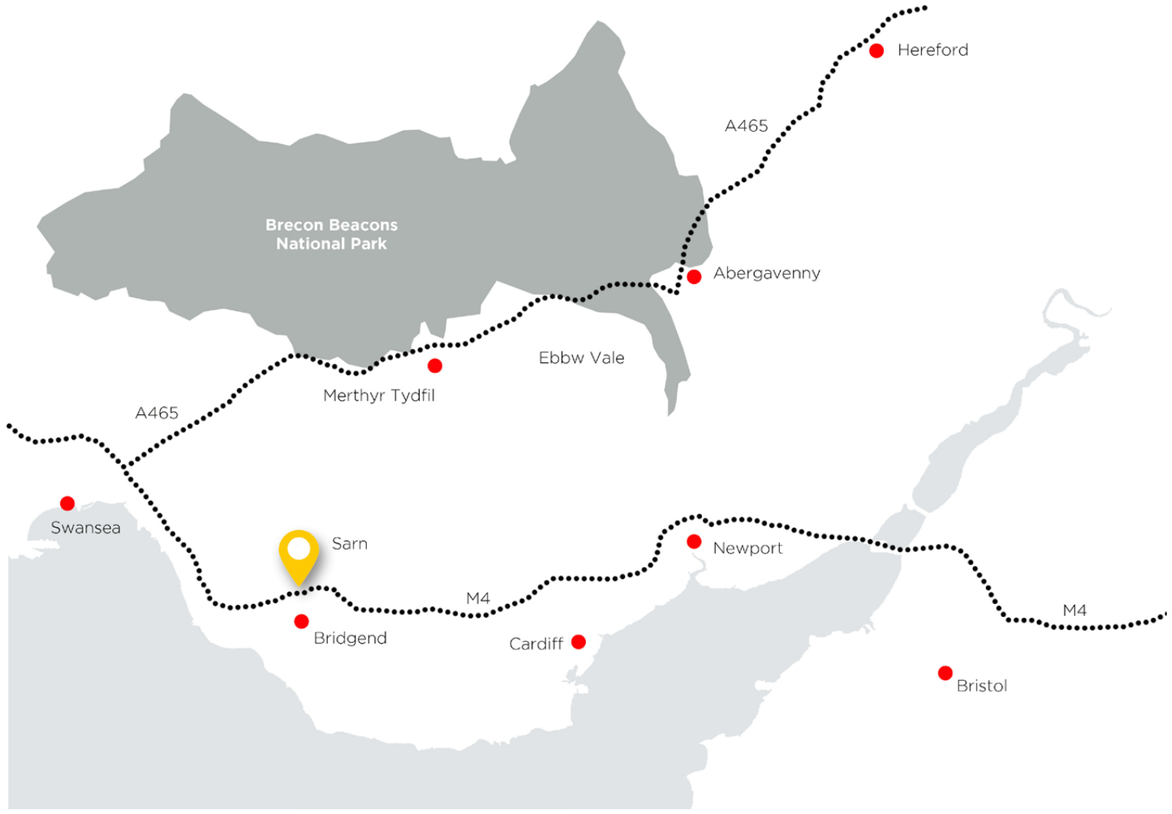



Bridgend Energy Hub Site Plan

# 03 Site and Context

## 3.1 Wider Location


Wider Site Location Plan




Site Location Plan

The site is located near Bridgend in South Wales. Bridgend lies alongside the M4 motorway, sitting approximately half way between Cardiff (20 miles to the east) and Swansea (20 miles to the west). The town of Bridgend has a population of around 50,000 and is in the Bridgend County Borough of Wales. It is also within the Cardiff Capital Region, a city region in Wales partnered between ten local authorities.

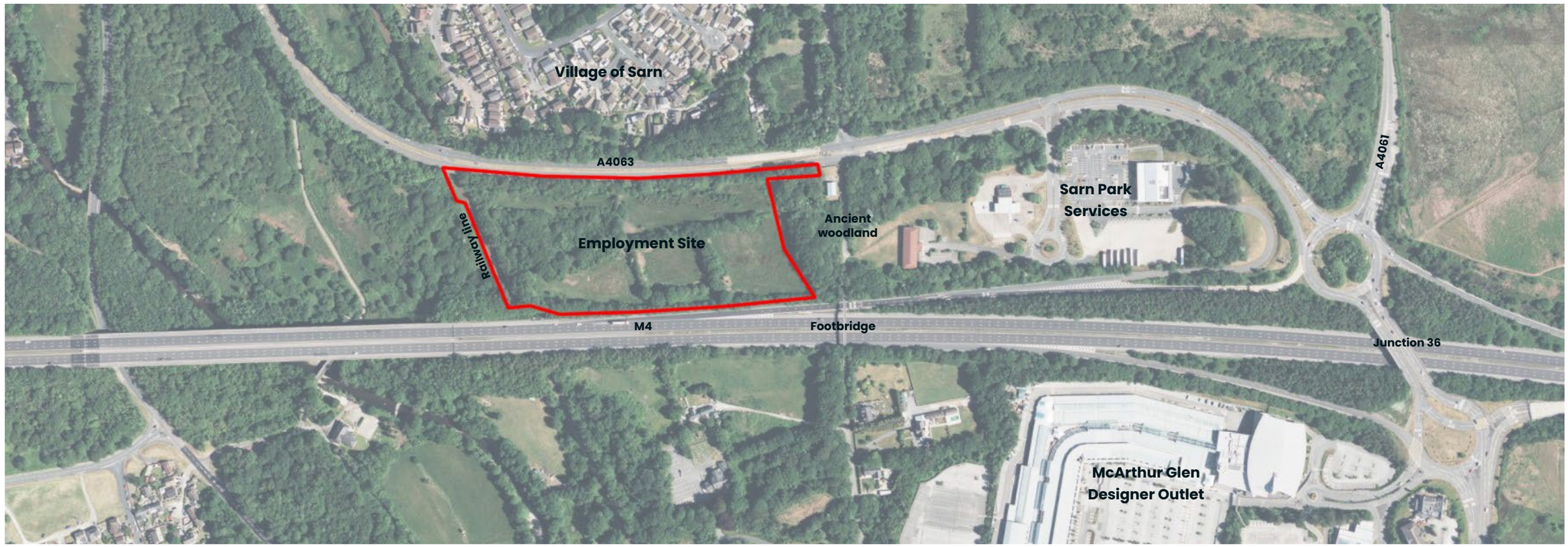
## 3.2 Site Location

The site located just north of the M4 motorway from Bridgend, just south of the village of Sarn. Sarn is located in Bridgend County Borough, about three miles north of Bridgend town. Sarn lies just east of the confluence of the Ogmore and Llynfi rivers and the village itself has a population of around 2500.

The area north of Bridgend and the M4 is known as the Valleys Gateway, including five merged villages, Sarn, Aberkenfig, Bryncethin, Brynmenyn and Tondu.


Existing Site Location Plan

## 3.2 Site Location




Aerial View Existing Site

The site is located very near junction 36 of the M4. It sits between the M4 motorway and the A4063 dual carriageway. It is just the other side of the M4 to the McArthur Glen Group Bridgend Designer Outlet, a retail complex opened in 1998, including 90 stores, several restaurants, a cinema and children's play areas. Adjacent to the site, is the Sarn Park Services and petrol station and associated Days Inn hotel.

East and west of the site are predominantly rural areas with lots of fields and woodlands in the immediate surroundings.

## 3.3 Transport Links

Essentially rural in character, the Valleys Gateway plays a strategic role within the County Borough as a focus point for services, transport and community activities. As well as benefitting from the proximity to the M4 corridor, the site also has the following transport links:

**Train**
Less than a mile to Sarn railway station and associated park and ride facilities. From Sarn station, regular train services operate between Maesteg and Bridgend. Bridgend is part of the national rail network providing fast and efficient rail travel, including direct services to London, Manchester and Swansea.

**Bus**
Less than half a mile from the nearest bus stop. This is on Bryncoch road, to the north of the site within Sarn village. There are 3 bus routes that pass through this stop, which go from Bridgend centre to the valleys to the north.

**Cycle**
Connected by a footpath to the National Cycle Network Route 885.

**Air**
Approximately 20 miles to Cardiff Airport (CWL) in Rhoose.

View of the nearby railway

View of the M4

## 3.4 Local Character Assessment

As well as transport infrastructure, the existing site is surrounded by buildings encapsulating the Use Class A1 (Shops), A3 (Food and Drink) and C1 (Hotels).

The architecture in the immediate surrounding area is quite varied. Some of the surrounding buildings, such as the Service Station and Designer Outlet have a contemporary architectural language. These incorporate unusual roof forms and exposed structures creating a modern industrial aesthetic. The materiality is primarily grey cladding.

Further along the M4 corridor, there is a strong technological presence. There are numerous large buildings encapsulating the Use Class B1 (Business), B2 (General Industrial) and B8 (Storage or distribution). These are typically large scale buildings with a single mass and simple form.

McArthur Glen Designer Outlet


Pencoed Technology Park

Sarn Park Motorway Services


Renishaw in Miskin

## 3.5 Existing Site Description

The site boundary is framed by:

- A4063 dual carriageway to the north;
- A narrow road which then turns into a footbridge over the M4 to the east;
- M4 motorway to the south;
- Railway line to the west, which then runs under the A4063.

The existing site is a greenfield site. The site measures approximately 10.3 acres (4.2 hectares). Whilst there is no existing vehicular access into the development site, there is an access to its boundary.


Existing Site Plan

## 3.5 Existing Site Description

Entrance to the existing site

View of the existing site

View of the site boundary from the A4063

View towards footbridge over M4

## 3.6 Existing Landscape

The site comprises a mix of grassland fields, with mature hedgerows and areas of woodland.

The fields are primarily neutral grassland, defined by mixed species hedgerows with a few mature trees. There is an area of broadleaved woodland in the northwest part of the site, and restored ancient woodland along the eastern boundary of the site.

Additional site features include an old stone wall within the south of the site, and a watercourse which runs east – west, roughly splitting the site in half. There is also a significant presence of Himalayan balsam along existing field boundaries, along with a large number of ash trees suffering from ash dieback.

Grassland fields within existing site

Historic stone wall within the existing site

Watercourse running through the existing site

## 3.7 Existing Ecology

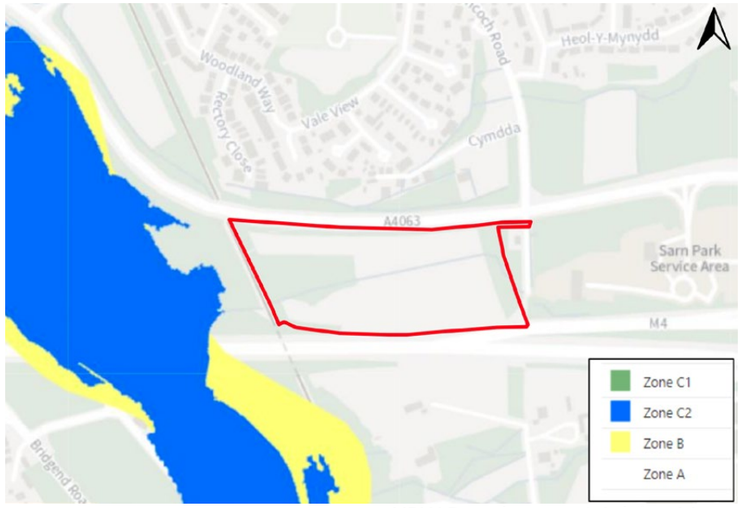
As detailed in the Preliminary Ecology Assessment Report and Green Infrastructure Report, the site has the following habitat types:

- **Ancient Semi-natural Woodland** - The east of the site contains a large block of ancient semi-natural woodland, comprised of a range of broadleaved species. This area classifies as the Priority Habitat type 'Lowland Mixed Deciduous Woodland'.
- **Semi-natural Broadleaved Woodland** - The west of the site is largely a block of semi-natural broadleaved woodland, the majority of which comprises dense willow. Mature oak and ash are present along the southern boundary of the woodland.
- **Plantation Broadleaved Woodland** - Two sections of plantation broadleaved woodland border the site.
- **Neutral Grassland** -The four larger fields within the site (F1-4) and the area within the woodland.
- **Modified Grassland** - The small field in the south of the site (F5).
- **Treelines** - The site is divided by a central treeline bank and there is a shorter treeline.
- **Hedgerows** - Two hedgerows divide fields in the southern section of the site, which lack a dense structure.
- **Stream** - The shallow banks are dominated by grasses.

Habitats Plan

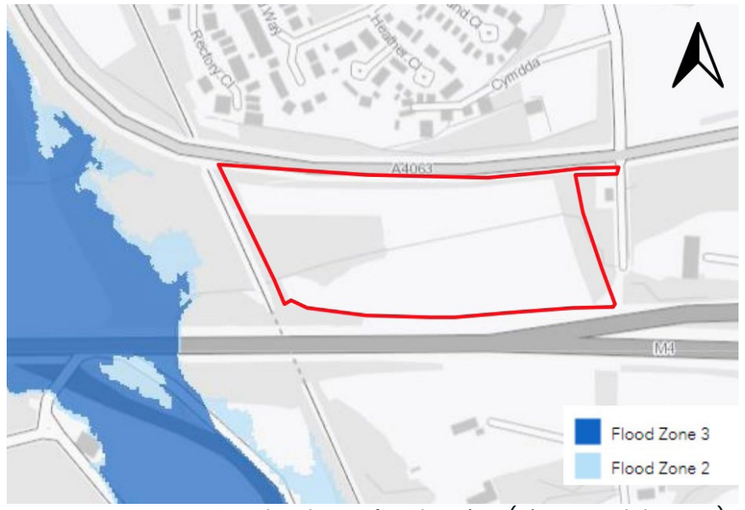
## 3.8 Existing Drainage and Flood Risk

An accompanying Flood Consequence Assessment (FCA) has been prepared. The Welsh Assembly Government produces Development Advice Maps (DAM) to accompany Technical Advice Note (TAN) 15. These maps show the degree of flood risk which is to be applied to the site for the planning process and thus establish the suitability of the site for development. These maps are based upon the National Resource Wales (NRW) flood maps.



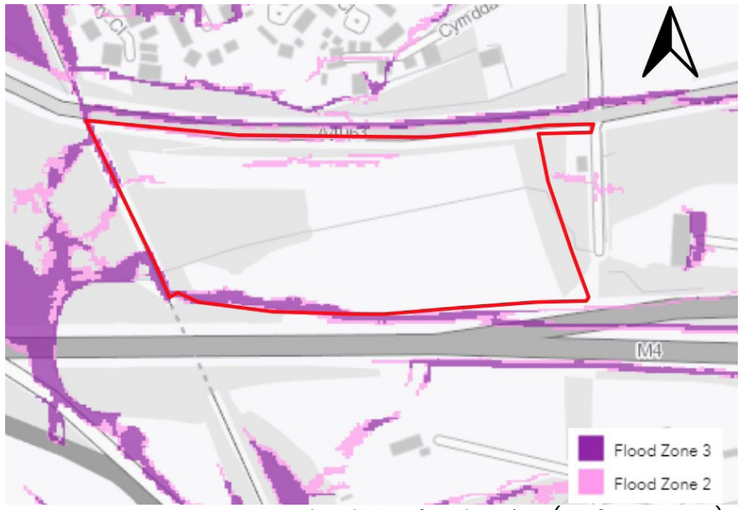

NRW Development Advice Map

The site is located in DAM mapping Zone A and is outside of all modelled flood extents. It is described as those areas 'considered to be at little or no risk of fluvial or coastal / tidal flooding',




NRW Flood Map for Planning (Rivers and the Sea)

The NRW's new Flood Map for Planning (for rivers and the sea) identifies that the site is classified as the equivalent as Flood Zone 1, whereby the annual probability of flooding is less than 1 in 1,000 (0.1%).




NRW Flood Map for Planning (Surface Water)

The Flood Map for Planning for surface water identifies that the majority of the site is classified as the equivalent as Flood Zone 1, whereby the annual probability of flooding is less than 1 in 1,000 (0.1%). However, there are areas associated with Flood Zone 2 (0.1% to 1% (1 in 1000 to 1 in 100) chance of flooding) and Flood Zone 3 (areas with more than 1% (1 in 100) chance of flooding) seen in the south of the site. Small, isolated areas of Flood Zone 2 are seen in the north.

# 04 Interpretation and Design Development

## 4.1 Wider Constraints and Opportunities

The adjacent map shows the wider site opportunities and constraints. These have been considered when developing the proposal to ensure the scheme, alongside the other Bridgend Energy Hub projects, has a positive impact on the surrounding context.

The site is located within a strategic regeneration growth area, with the benefits of growth extending to the wider area. The defined Employment Area site near Sarn is to tie in with other employment sites in the nearby towns. These all contribute to the strategic linkages to the rest of South Wales and beyond.

The site does not sit within a Special Area of Conservation (SAC) or a Site of Special Scientific Interest (SSSI), however there are several within the vicinity.


Strategic Links Diagram

## 4.2 Site Analysis - Access & Movement

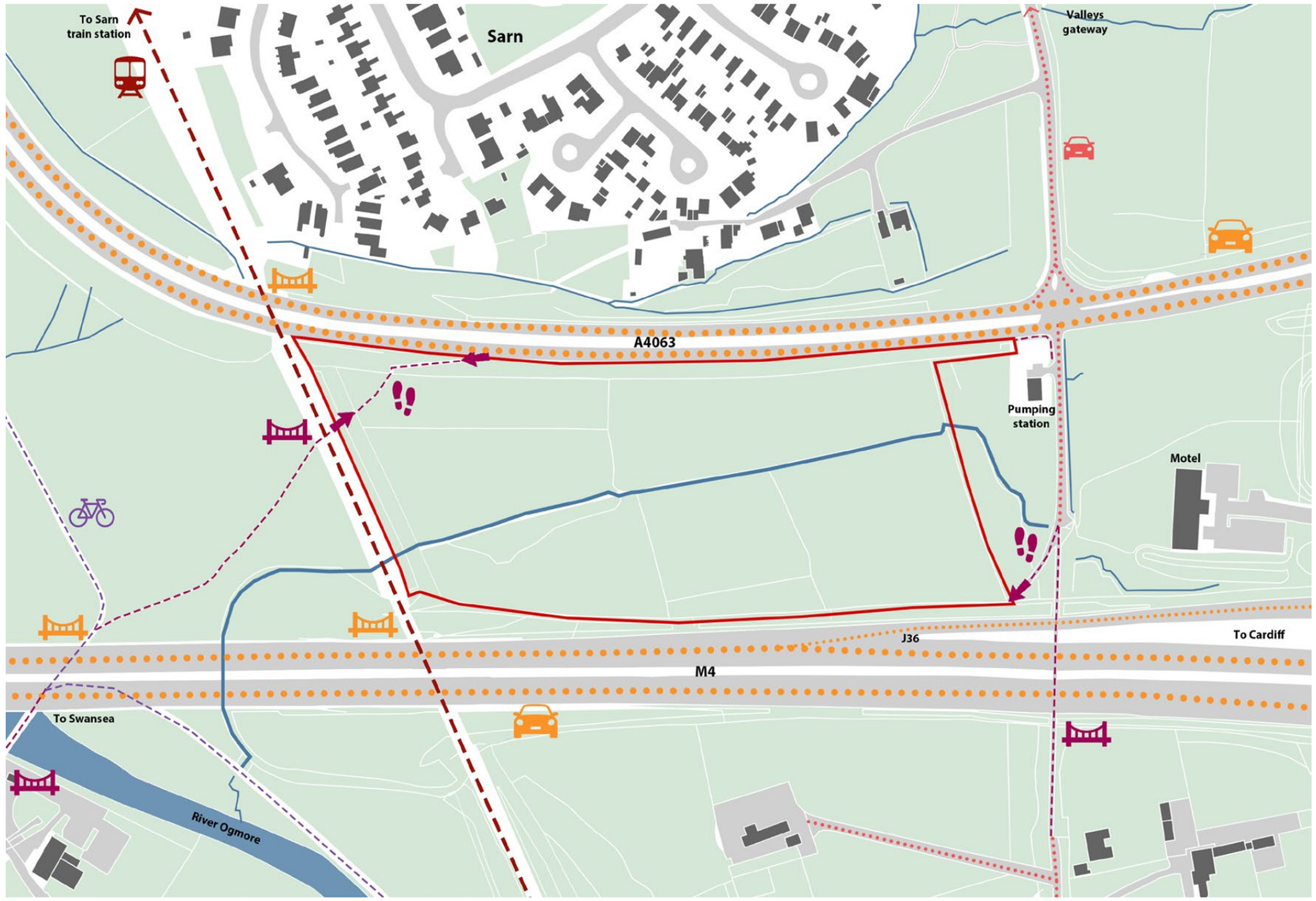
The site's physical constraint of being sandwiched between two main roads (M4 and A4063) acts as an opportunity as a strategic location for future growth.

The site does not currently have a main entrance point or any vehicular access. This is a current constraint which needs to be integrated into the design as it develops.

The proposal should tie in with the existing footpaths and nearby cycle paths.

**Key**

- Site boundary
- Stream
- Motorway / Dual carriageway
- Other road
- Railway line
- Cycleway
- Footpath
- Road bridge
- Foot bridge
- Pedestrian access point




Access and Movement Diagram

## 4.2 Site Analysis - Landscape, Ecology & Climate

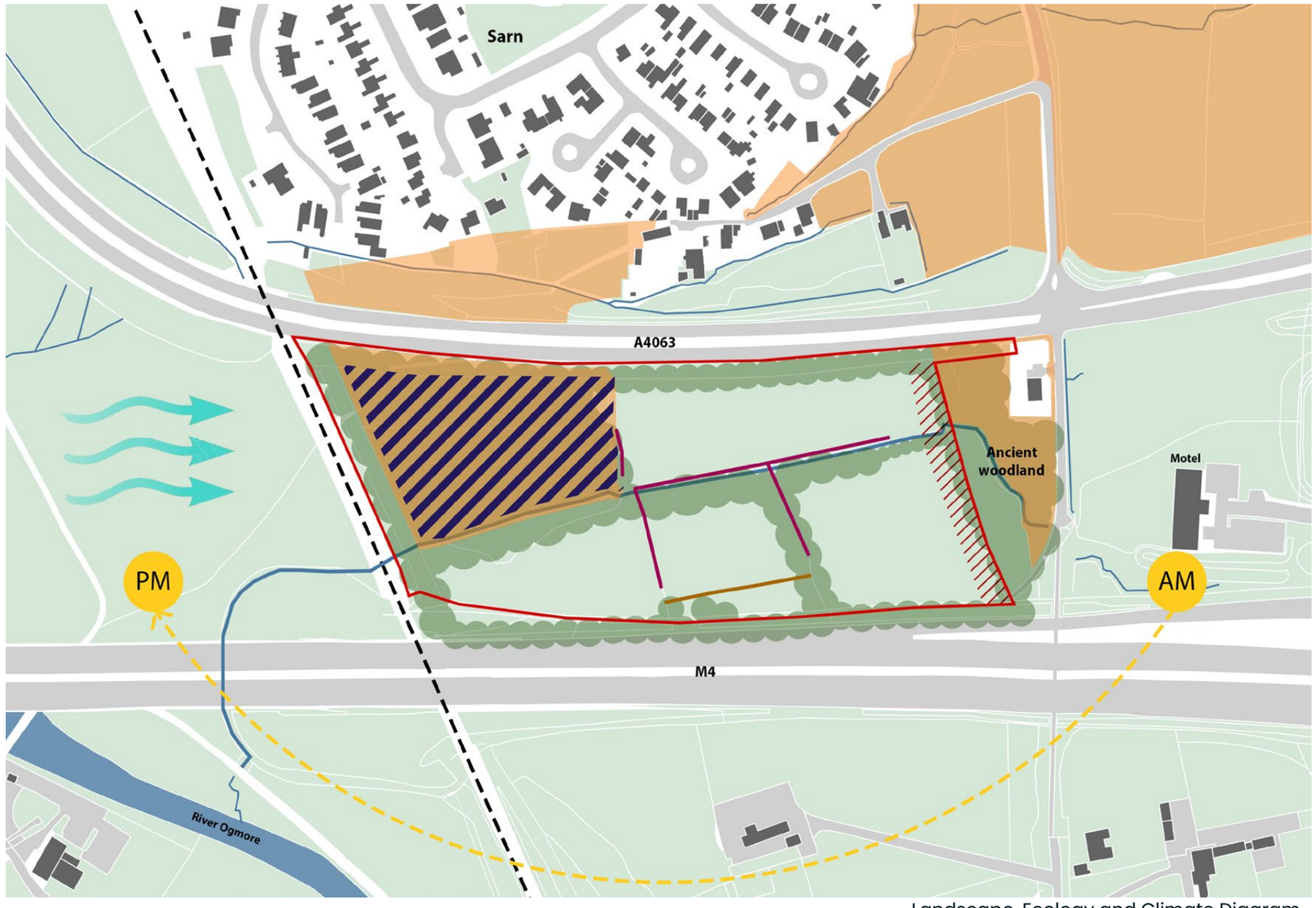
The area to the west of the site is a higher value habitat, which is a constraint that the proposal needs to be respond to sensitively.

The site includes areas of native woodlands, which can be integrated into the design where possible and otherwise offset. The ancient woodland to the east of the site requires a 15m tree protection offset free of any development.

The existing watercourse runs through the centre of the site, meaning it would be difficult to avoid in terms of development area, therefore needs to be diverted.

**Key**

- Site boundary
- Stream
- Mature tree-lined internal hedges
- Historic stone wall
- Sun path
- Prevailing wind direction
- 15m tree protection zone
- Higher value habitat
- Common land




Landscape, Ecology and Climate Diagram

## 4.2 Site Analysis - Topography & Views

The site slopes down from the east to the west, providing both a constraint and an opportunity for views over the wider countryside. Views of the new facility need to be considered too and boundary treatment for privacy.

The proposal should integrate with the existing topography, with potential for a split-level facility with multiple entrances.


Topography and Views Diagram

## 4.3 Parameters - Scale

This plan shows the approximate number of storeys of the surrounding buildings based on a rough visual desktop assessment.

The scale of the proposal should be sensitive to the local context, whilst responding to the site allocation for Business Use and local character assessment including the technological presence along the M4..

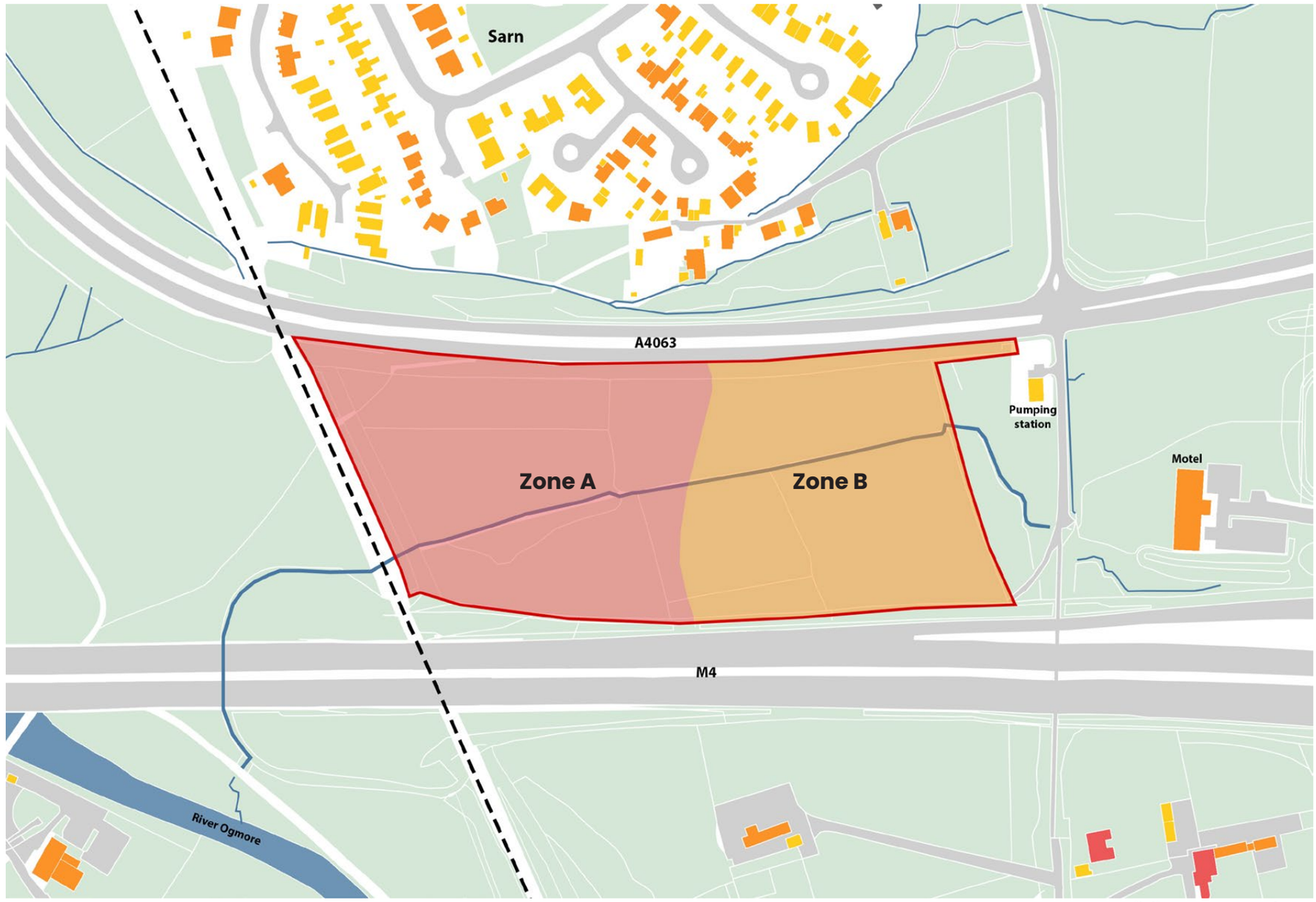
Due to the significant level change on the site, it has been split into two zones:

- Zone A = Lower west side of the site
- Zone B = Higher east side of the site

| Zone | Min height (m) | Max height to haunch (m) | Max height to ridge (m) | Max no. of storeys |
|---|---|---|---|---|
| A | 0 | 20 | 23.5 | 3 |
| B | 0 | 13 | 16.5 | 2 |

**Key**

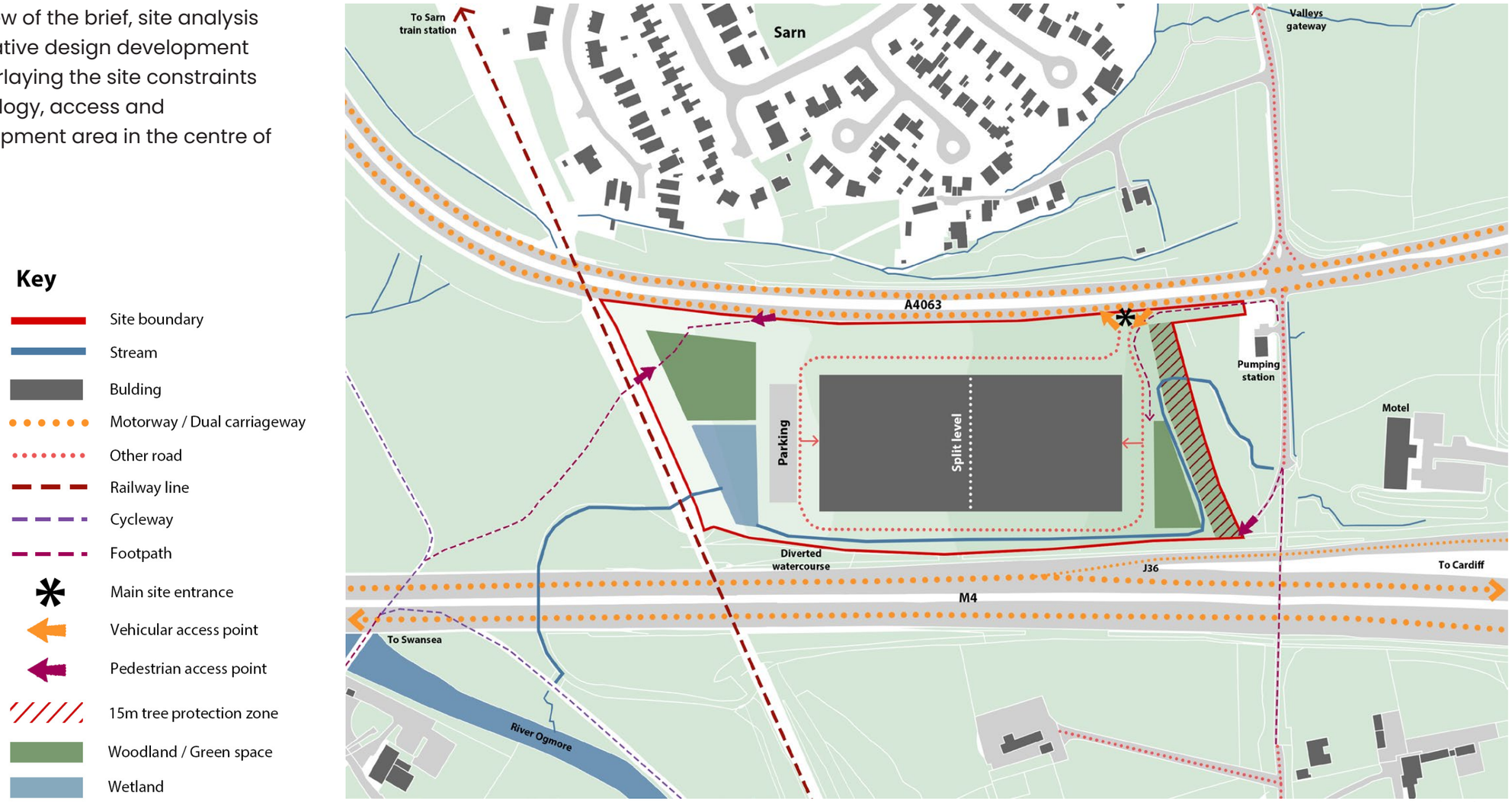
- Site boundary
- Stream
- Single storey
- Two-storey
- Three-storey




Building Storeys Plan

## 4.4 Design Development

Following a detailed review of the brief, site analysis and parameters, the iterative design development process began. After overlaying the site constraints including landscape, ecology, access and topography, a key development area in the centre of the site could be defined.

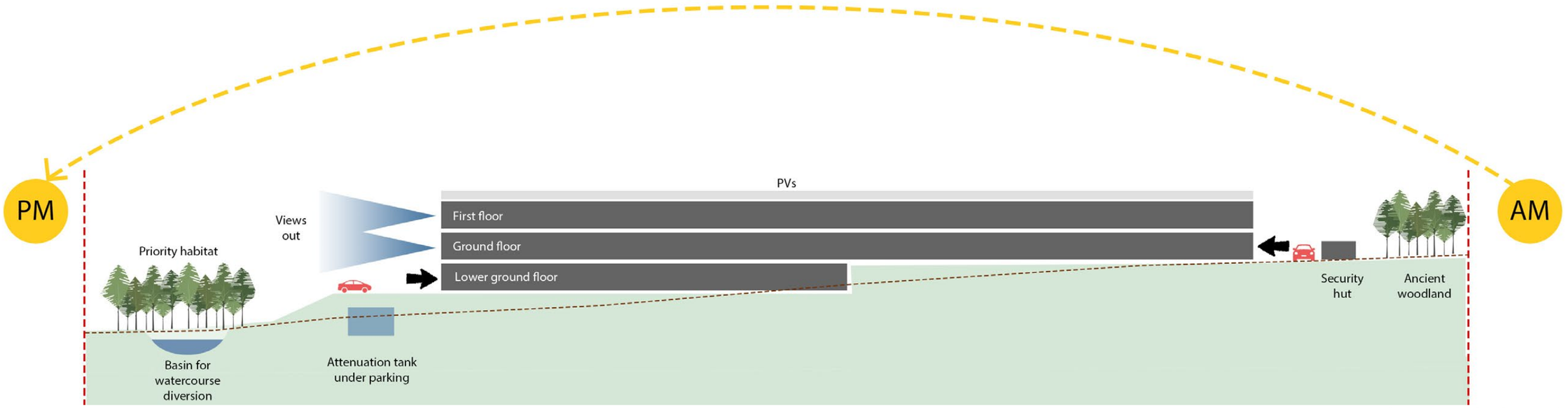



Diagrammatic Site Plan

## 4.4 Design Development

Key aims / considerations for the design process:

- Maximise the space on the site that can be used to provide employment opportunities by providing a large flexible unit.
- Provide new access to the site, making the most of the strategic transport links.
- Consider on-site and off-site renewable energy.
- Integrate the proposal with the existing site levels, considering views of and from the proposal.
- Be considerate to the landscape and ecology on the site, maintaining as much as possible / offsetting when required.
- Mitigate the existing watercourse that runs through the site to provide a sustainable drainage solution.




Diagrammatic Site Section

## 4.5 Response to Planning Policy

**Policy Context**

Legislation, national and local planning policies relevant to the proposed development are summarised below.

The Wellbeing Future Generations (Wales) Act 2015, the Environment (Wales) Act 2016, Future Wales - the National Plan 2040, published February 2021 ('Future Wales'), Planning Policy Wales, Edition 12 published February 2024 ('PPW'), and the accompanying Technical Advice Notes (TANs) set out the national planning policies of the Welsh Government.
The Development Plan for the proposed development is Future Wales and the Bridgend County Borough Council (BCBC) Local Development Plan, adopted March 2024 (the 'LDP').

A summary of relevant planning policies and guidance, including the above, is provided below.

**The Wellbeing Future Generations (Wales) Act 2015**

The Well-being of Future Generations (Wales) Act 2015 creates a legal obligation on public bodies to improve, amongst other things, the environmental well-being of Wales.

It also compels public bodies to set objectives that contribute to achieving seven well-being goals, including:

- A prosperous Wales, described as '*An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work*';

- A resilient Wales, described as '*A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change)*' and

- A globally responsible Wales, described as '*A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.*'

We have a 'plan-led' planning system in Wales and the key material consideration in the determination of a planning application is conformity with the Development Plan.

We have 3 tiers and at the top is Future Wales.

**Future Wales**

The strategic policy context for the application proposal is set out in Future Wales (and supported and amplified by Planning Policy Wales). Future Wales addresses key national priorities, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities.

## 4.5 Response to Planning Policy

Whilst not an energy generating scheme, the clear functional link between the employment site proposal and the energy projects around it being brought forward by the applicant (the consented Tyn y Waun Solar and proposed Mynydd y Gaer Wind projects) mean that the scheme has synergies with Future Wales Policy 17 renewable and low carbon energy and associated infrastructure as well as aspirations for growth along the M4 corridor as part of the South East Wales regional focus.

The site's strategic location, coupled with its intended high value employment aspiration means that in a strategic context, the project will have more than local impact, reaching into the delivery and growth aspirations not just of Bridgend County Borough Council, but across the region to deliver on similar aspirations of Cardiff Capital Region and Welsh Government.

**Planning Policy Wales (PPW)**

Turning to PPW, the proposal has synergy with a number of the key topics within the policy guidance, namely Chapters 3 (Strategic and Spatial Choices) and 5 (Productive and Enterprising Places) which alongside setting out good place-making principles, is clear that wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration as well as co ordinate development with all forms of infrastructure provision such as transport and utilities, which is at the heart of this proposal.

Overall, this proposal aligns with the PPW Key Planning Principle of 'the right development in the right place' and the statement that: 'The planning system should enable development which contributes to long term economic well being, making the best use of existing infrastructure and planning for new supporting infrastructure and services'.

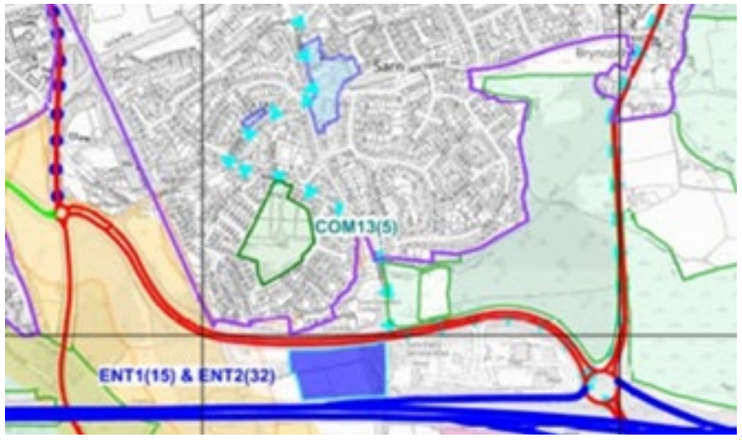
A core national sustainable placemaking outcome of PPW is for our economy to grow in a sustainable manner, in being an economy that:

- Fosters economic activity
- Enables easy communication
- Generates its own renewable energy
- Is vibrant and dynamic
- Is adaptive to change
- Embraces smart and innovative technology.

This proposal aligns firms with all of the above through both its location, its functional relationship to nearby renewable energy generating proposals and its intended high-technology/value sector aspiration.

**Local Development Plan**

The application site is allocated in the recently adopted Local Development Plan (LDP) for employment uses - for B1 under ENT1(15) and for B1, B2 & B8 under ENT2 (32) – both policies referencing the application site as 'Land adjacent to Sarn Park Services'.



## 4.5 Response to Planning Policy

This is a long-standing allocation that pre-dates this latest LDP and via this proposal there is a clear opportunity to help implement the LDP and bring forward this strategically located employment opportunity that will link to its nearby renewable energy projects whilst at the same time offering something attractive to the employment sector in terms of new capacity/space.

Policy SP3: Good Design and Sustainable Placemaking states that all development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment by:

1) Demonstrating alignment with the principles of Good Design; and
2) Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

Policy SP4 asks proposals to deliver towards mitigating the impacts of climate change. In response to the policy, this proposal will be strategically located on a main junction of the M4, which is also a key north-south node for commuter and other journeys across the County Borough.

As set out more widely in this Design and Access Statement, the proposal offers opportunities for low carbon development, served by a direct renewable energy source in a location that is neither subject to flooding, nor will its development exacerbate flood risks elsewhere. The focus of the development strategy is on attracting high energy users who will draw the power directly from the energy generating infrastructure, providing the occupiers with a long-term secure source of local sustainable energy that will invest significantly in their facility and create high value employment.

Policy DNP8: Green Infrastructure states that development proposals will be required to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi-functionality of the green infrastructure network. Where the loss or damage of existing green infrastructure is unavoidable, appropriate mitigation and compensation will be required.

All developments must seek to maximise, as far as practicable, the amount of green infrastructure on the site, as well as the interconnectedness of green infrastructure within and around the site to the wider green infrastructure network. Development must also maximise opportunities to achieve multi-functionality by bringing green infrastructure functions together.

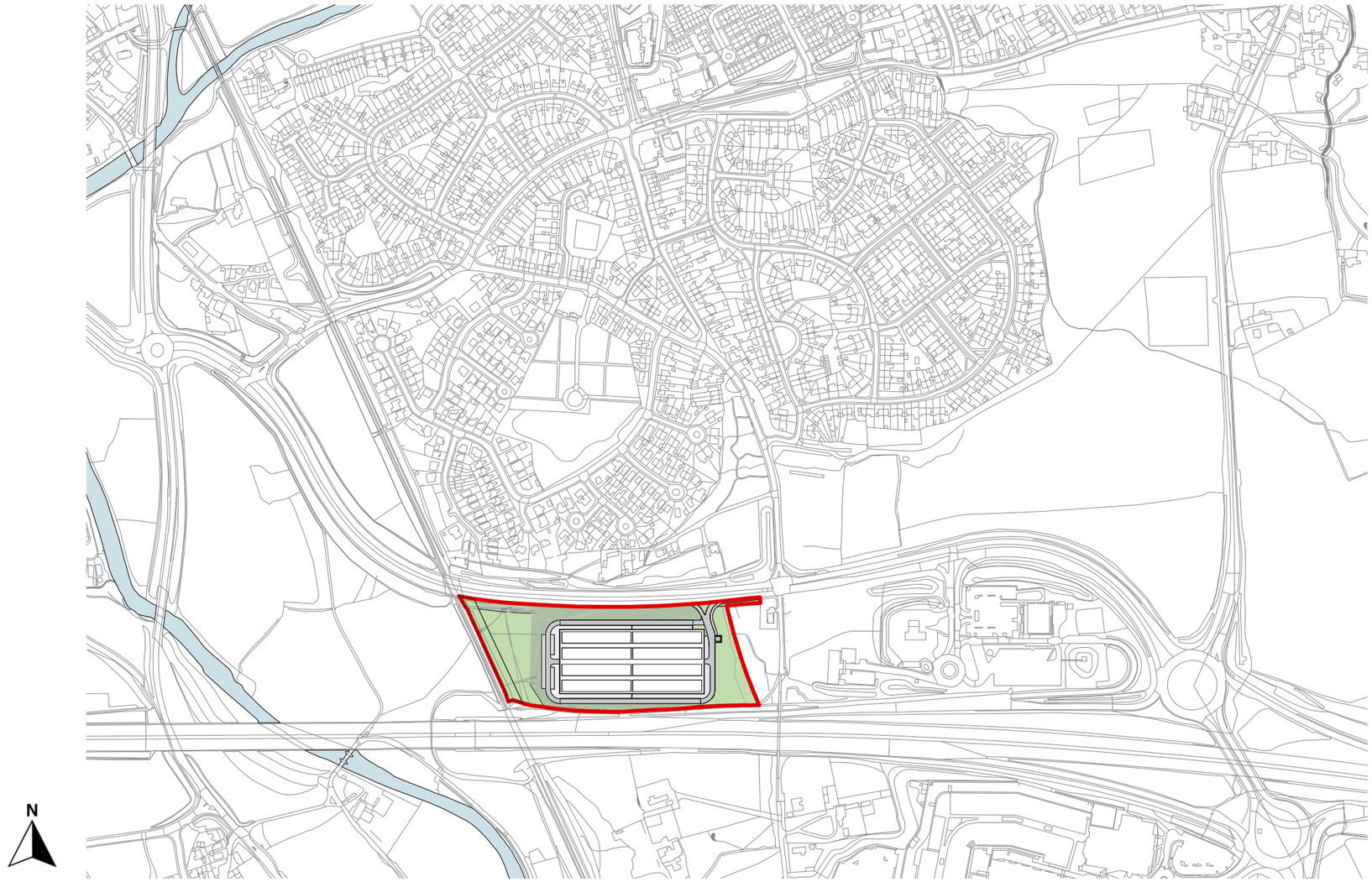
This application is supported by a Green Infrastructure Statement, in which it sets out the current site context, the scheme requirements that are driven by potential occupier/market requirements and acknowledges the limited space available for on-site mitigation and that there is an opportunity afforded by the wider landholding controlled by the applicant for nearby mitigation of lost habitats on site and biodiversity connectivity. Key habitats such as the ancient woodland on the eastern boundary of the site are avoided.

# 05 Concept Proposal

## 5.1 Site Location Plan

The adjacent site location plan shows how the concept design sits within the surrounding context. It maximises the space on the site, to attract green industries / businesses to the Bridgend area.

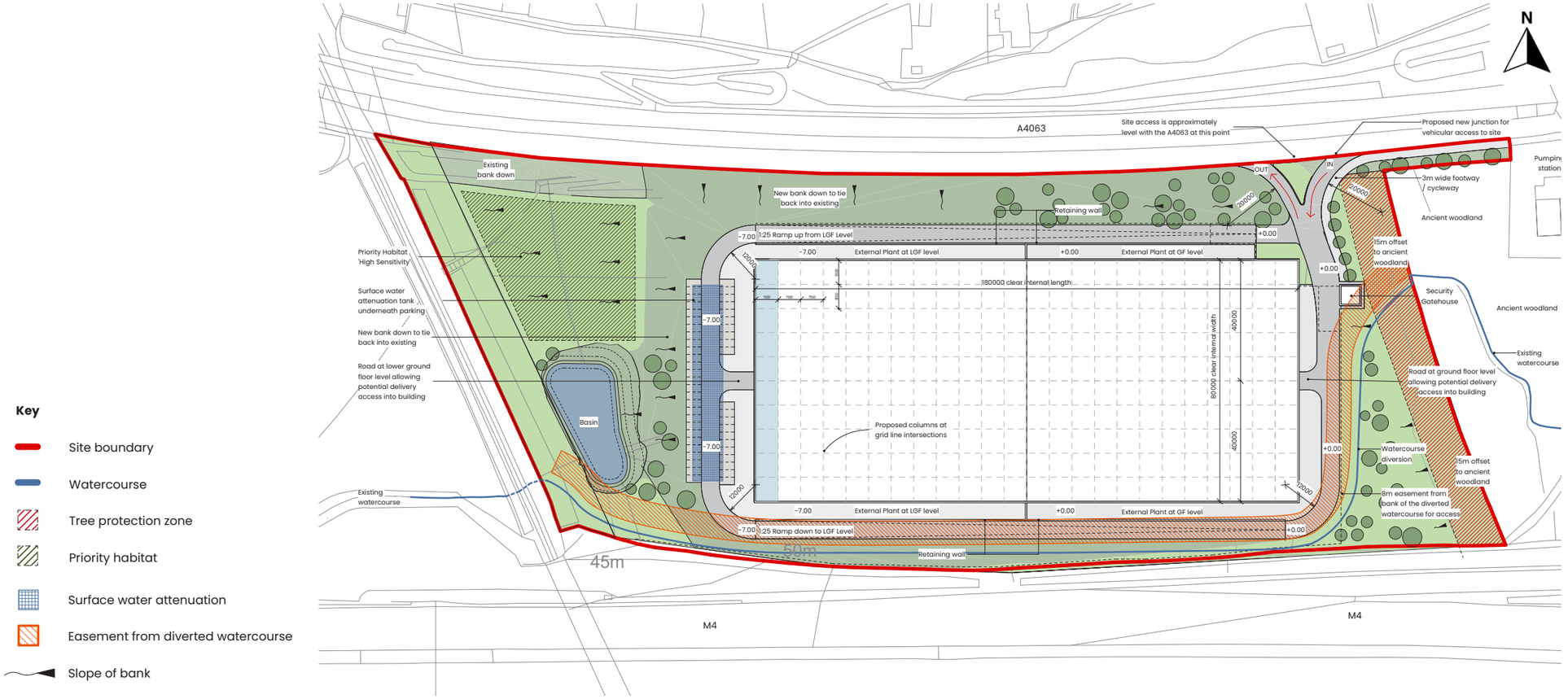
A new junction has been provided from the A4063 for vehicular access to the site. This is located on the flattest part of the site and 100m away from the existing signalling junction adjacent to the pumping station.




Illustrative Site Location Plan

## 5.2 Illustrative Site Layout

The illustrative site layout includes a large single building, to suit the operational requirements and provide maximum flexibility. It is a linear building responding to the shape of the site. The building is set back from the ancient woodland, providing an offset for the tree protection zones. A loop road from the new junction wraps around the building, ramping down and allowing for deliveries at multiple points. The existing watercourse running through the site has been diverted, with a basin proposed to the west of the site and surface water attenuation underneath the parking to mitigate this. New banks and ground levelling works are proposed to tie back into the existing.



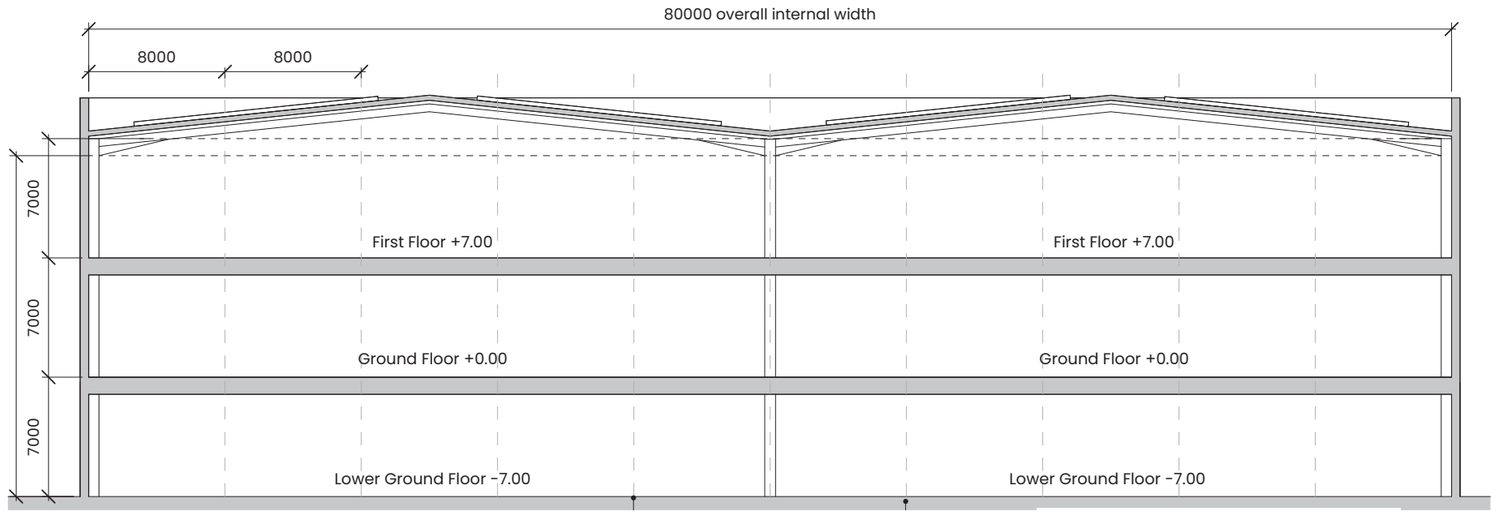

Illustrative Site Plan

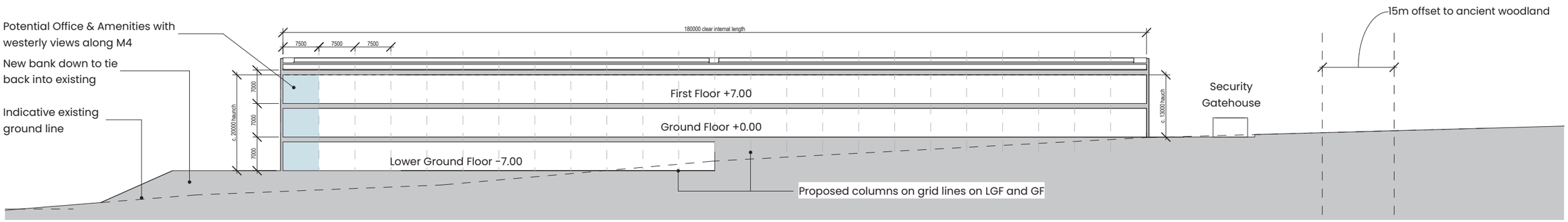
## 5.3 Character - Scale & Appearance

The concept proposal is a three storey building with a double shallow pitch roof and a parapet. It responds to the levels of the site, with entrances at ground and lower ground level.

The indicative dimensions of the building are c.180m x 80m internally. The height is c.20m to the haunch from the lower ground level.

It is set indicatively on a 7.5m x 8m structural grid. The building has a spacious flexible interior with floor to floor heights c.7m.



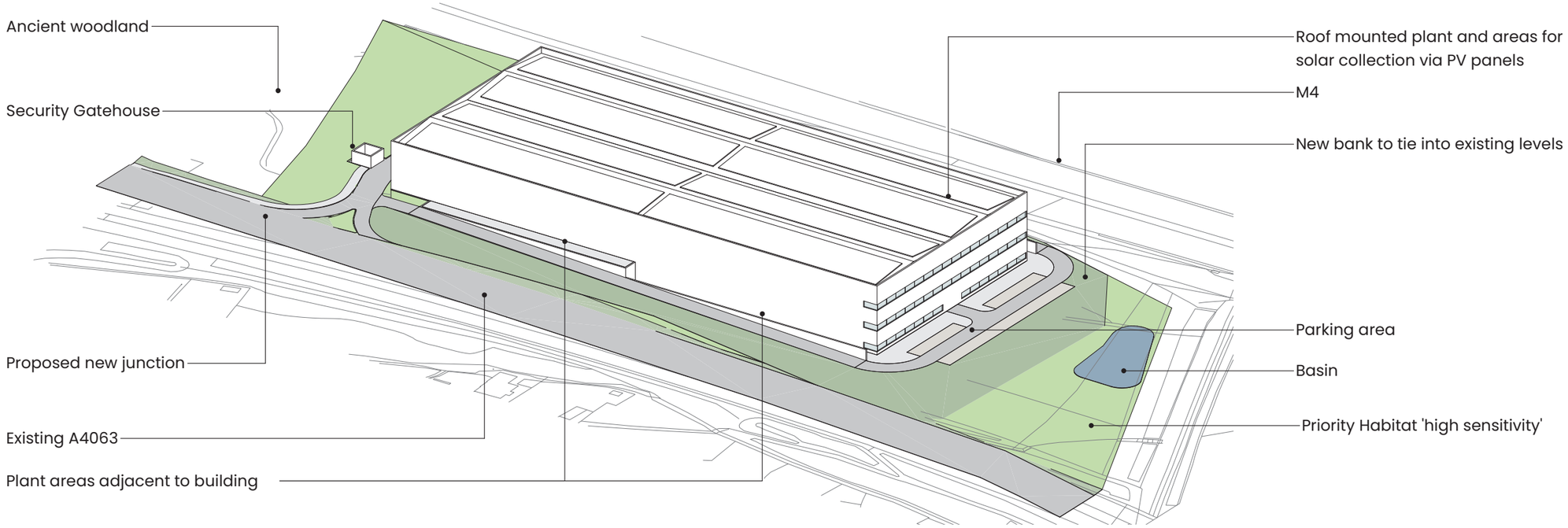




Illustrative Sections

## 5.3 Character - Scale and Appearance

**Approximate gross internal floor area: c. 32,000 sq.m / 344,445 sq.ft.**
Lower ground floor: c. 6,000 sq.m / 64,583 sq.ft
Ground floor: c. 13,000 sq.m / 139,930 sq.ft
First floor: c. 13,000 sq.m / 139,930 sq.ft

The proposal includes potential offices and amenities with westerly views over the M4. Glazing is proposed along this facade, allowing natural light in and breaking up the elevation. The roof has area for solar collection via roof mounted PV panels. There is also roof mounted plant and plant areas adjacent to the building at ground level.




Illustrative 3D View

## 5.3 Character - Scale and Appearance

The proposed building has a modern industrial aesthetic. It is a single mass with large volume spaces for flexible employment use. The precedents on this page show examples of form, scale and materiality, which can be further defined at the next stage.

## 5.4 Environmental Sustainability

This project shall tie in with the wider Bridgend Energy Hub future generations project. Alongside the wind farm, solar farm and transport hub, the Employment Site will contribute positively to the environmental, social and economical sustainability of the area.

Environmentally sustainable principles that the Employment Area scheme could implicate to help meet the Net-Zero goals include:

- Draw renewable energy from the connected wind and solar farms;
- Roof mounted PV panels;
- Sustainable drainage systems including a new basin to reduce the potential impact of the development with respect to surface water drainage;
- Supporting wildlife habitats through retaining and offsetting woodlands;
- Low air permeability and energy efficient building design;
- High performance and low carbon materials;
- Electric vehicle charging points;
- Tie in with existing cycle paths and provide secure cycling parking.

Roof mounted PVs

Active travel

## 5.5 Transport and Highways

The scheme will include measures to promote sustainable modes of travel, providing walking and cycling links to the existing infrastructure.

The transport issues for the development such as potential mitigation, and detailed access design will be in line with policy and will be determined at the reserved matters and detailed design stage of the application.

Trip generation for the network peak hour, calculated using the TRICS database, estimated that there may be 89 and 73 vehicle movements during the AM and PM network peak hours respectively.

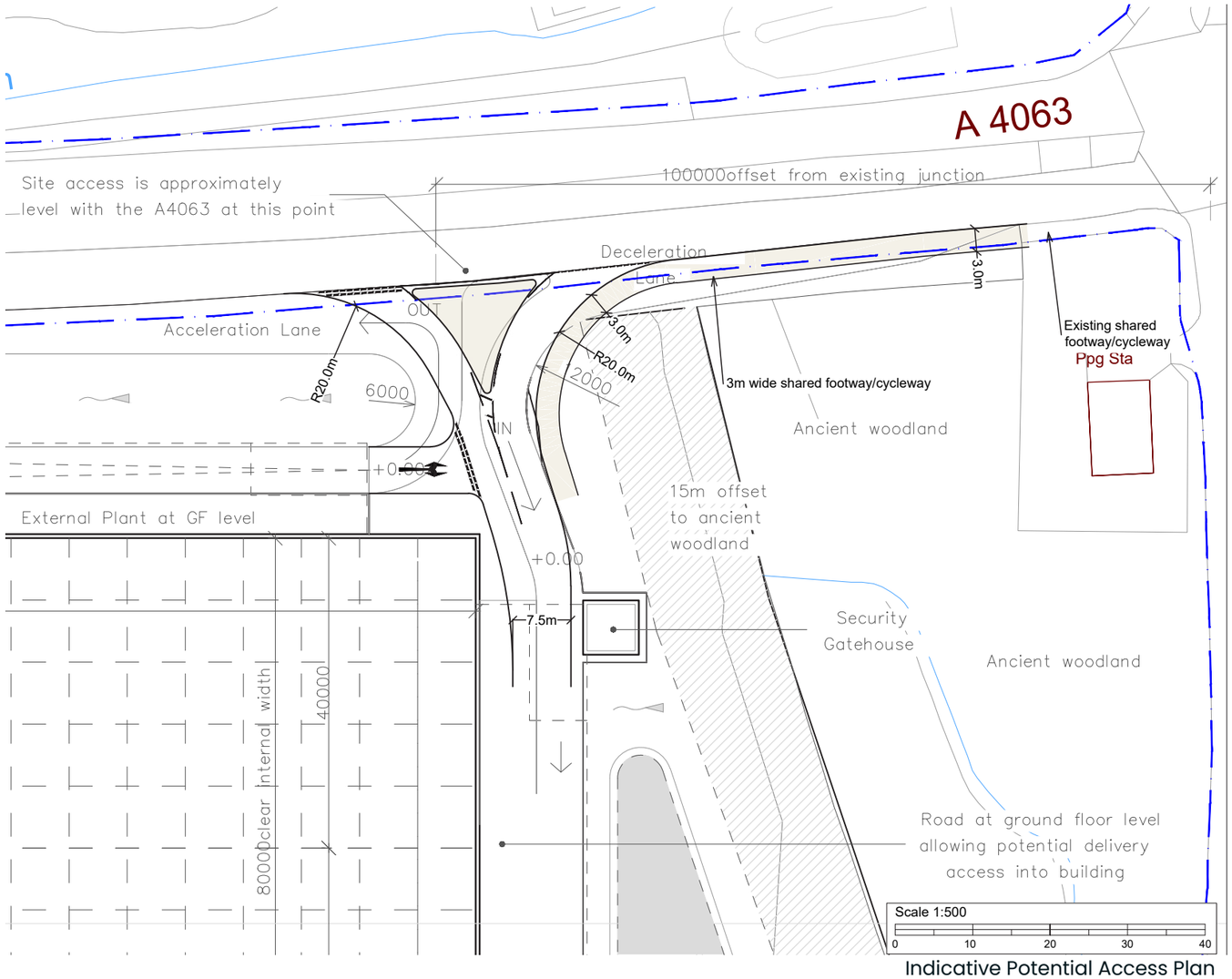
An assessment of the impact of traffic generated by the development at the Bryncoch Road / A4063 signalised junction was completed using LinSig and has not identified any capacity related issues.

An assessment of a possible site access layout has shown that access could be provided without any capacity constraints.

The Transport Implementation Strategy for the development is considered to be appropriate with the proposals and compliant with the national and local policies set out by the Welsh Government and BCBC.

It is concluded that the proposed development would have suitable access arrangements that can be accommodated without the detriment to the existing highway safety or the operation of the local highway network. A Framework Travel Plan will be implemented which will promote sustainable travel to and from the development.

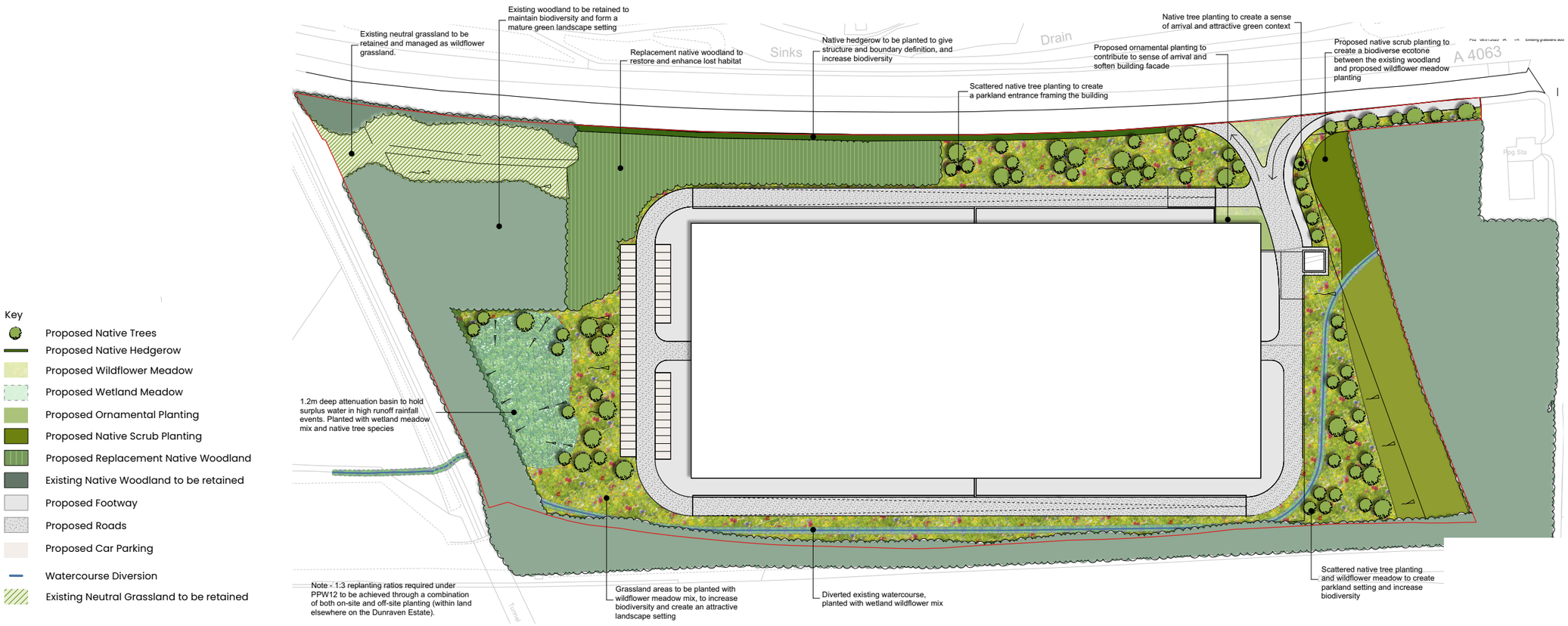
It is concluded that there are no transportation reasons why the development proposal should not be allowed.



Indicative Potential Access Plan

## 5.6 Landscape Strategy

The landscape proposals for the site comprise native woodland, scrub, tree and meadow planting, with some ornamental planting at the building frontage. Retention of existing woodland is key to maintaining habitat and biodiversity, and will be enhanced by the planting of replacement native woodland to the north-east of the site, as well as elsewhere on the Dunraven Estate. In addition, native scrub planting in front of existing woodland at the eastern boundary will form an ecotone habitat.




Indicative Landscape Strategy

## 5.6 Landscape Strategy

Widespread planting of wildflower meadow across the site will provide habitat for pollinators, and, when combined with proposed scattered native tree planting, contribute to ecological enhancement and a pleasing, naturalistic parkland setting. It will also frame the building at the entrance, creating an attractive, green arrival space, behind the proposed native hedgerow, which will provide boundary definition and have biodiversity value.

The attenuation basin and the diverted existing watercourse to the south of the building will be planted with an appropriate wetland meadow mix, creating habitat and attractive features visible from the car park and road.

Precedent Images

Native hedgerow planting and wildflower meadow

Native scrub planting at woodland edge

Native woodland and wildflower meadow

Native Wildflower Meadow Planting

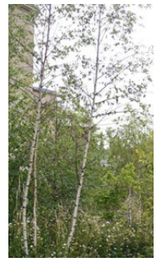
Native wildflower meadow mix

Wetland wildflower mix

Native Tree Planting

Acer campestre

Sorbus aucuparia



Betula pendula

Prunus avium

Quercus robur

Salix alba

## 5.7 Ecology

The layout has incorporated the retention and protection of the ancient semi-natural woodland and minimised the effects on other higher value habitats including the stream and western woodland. A biodiversity management plan should be prepared which includes measures to maintain and where possible enhance the value of retained and newly created habitats. The detailed Proposed Development should fully offset biodiversity loss and provide additional enhancement. This would comprise maximising the retention and enhancement of habitats within the site including replacement of trees at a ratio of 3:1. Where the design has exhausted avoidance, minimisation and mitigation measures on-site, habitat creation and enhancement would be targeted off-site, in a suitable location proximal to the Proposed Development.

The detailed Proposed Development design would be designed to maintain and enhance biodiversity, in line with the requirements of Planning Policy Wales and the Environment (Wales) Act 2016 to ensure a net benefit for biodiversity can be delivered. The resilience of ecosystems in the developed site is an important component for delivering a net benefit for biodiversity. To ensure ecosystem resilience is maintained and enhanced, the biodiversity design would incorporate the diversity, extent, condition, connectivity and adaptability of the existing habitats..

Artificial lighting (during construction and operation) should be designed to avoid light spill on retained habitats.

Tree TN3 is the only tree with potential value for bats which would be removed as part of the development. Mitigation should be designed to offset the loss and minimise potential impacts on roosting bats. All retained trees should be protected from disturbance wherever possible.

Both the bat activity survey and dormouse survey which were started in 2024 would be continued in 2025.

Precautionary working methods should be undertaken to protect any reptiles present from injury during vegetation removal.

Removal of trees, shrubs and hedgerows should be undertaken as advance works outside of the nesting bird season (March-August inclusive) and would be pursuant to a method statement specific to dormouse, should presence of dormouse be confirmed following survey work in 2025.

Prior to the start of construction, a walkover should be undertaken to update the ecological baseline pertaining to badger.

An invasive species management plan targeting Himalayan balsam eradication should be prepared and implemented. Measures should be undertaken during construction and operation to avoid the spread of the species.

During the construction phase, best practice measures should be followed to protect retained habitats and populations of resident species as detailed in a CEMP

Dead tree with lifted bark (TN3)

## 5.8 Drainage Strategy

The potential flood risks to the site, and the measures proposed to mitigate the identified risks, are summarised in the table to the right.

The watercourse diversion is proposed in proximity to the surface water flood extent with watercourse diversion to be appropriately designed at detailed design stage following receipt of detailed topographical survey.

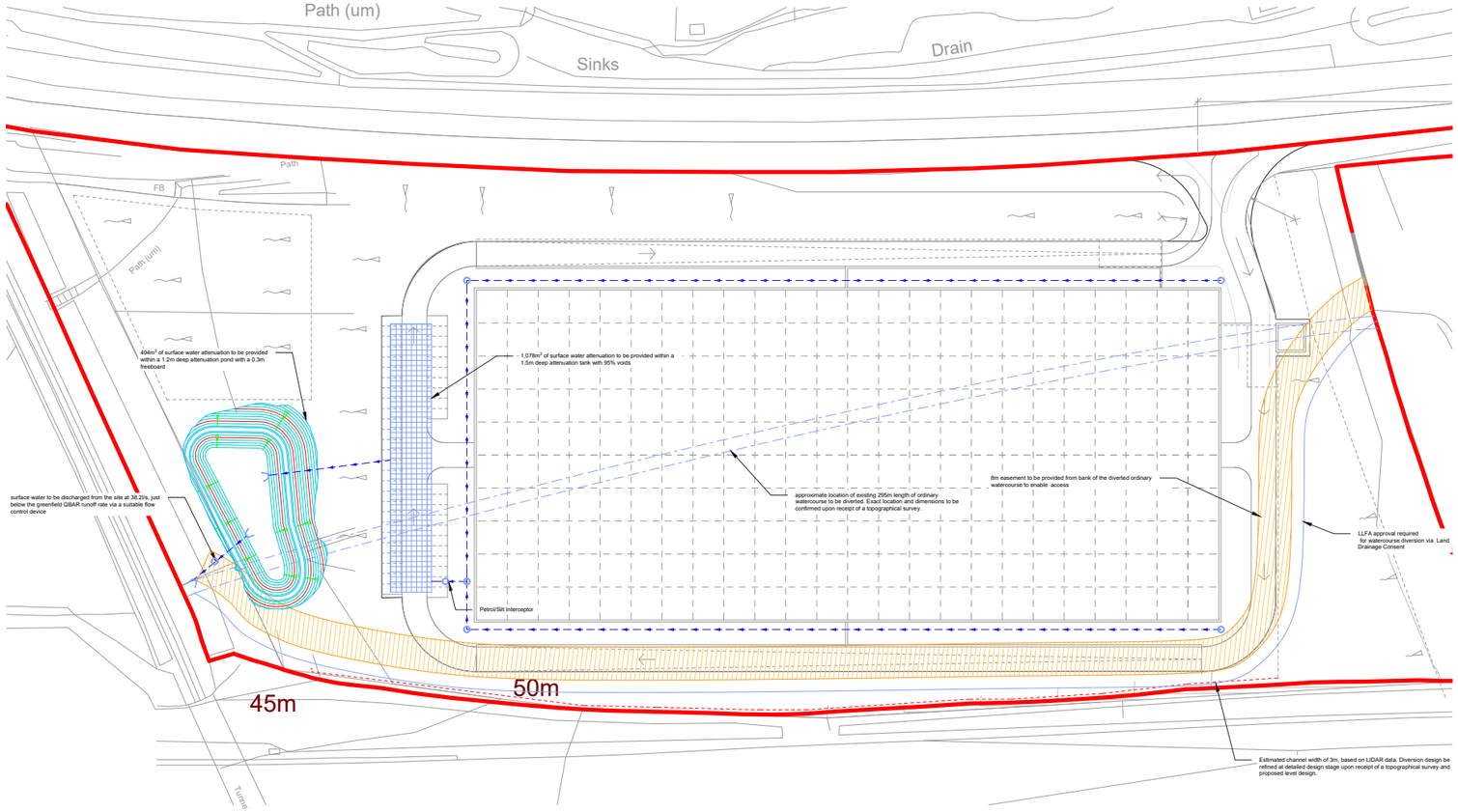
No other sources of flood risks were identified.

It has been demonstrated that the development passes the Justification Test.

| Source of Flooding | Identified Risk | | | Mitigation Proposed | Residual Risk | | |
|---|---|---|---|---|---|---|---|
| | L | M | H | | L | M | H |
| Fluvial | ✓ | | | No mitigation proposed. | ✓ | | |
| Tidal | ✓ | | | | ✓ | | |
| Sewers | ✓ | | | | ✓ | | |
| Surface Water | ✓ | | | The proposed diversion is in proximity to the surface water flood extent. Further assessment will be undertaken at detailed design, following receipt of a topographical survey and details of existing site conditions and refined site layout plans. | ✓ | | |
| Groundwater | ✓ | | | No mitigation proposed. | ✓ | | |
| Other Sources (e.g. reservoirs, water mains) | ✓ | | | | ✓ | | |

## 5.8 Drainage Strategy

The conceptual drainage strategy demonstrates that through the use of a below ground attenuation tank and above ground attenuation pond, surface water up to and including the in 100 year + 40% climate change rainfall event can be contained on site. Overall, it can be demonstrated that the development will have positive effects of flood risk and surface water management.




Conceptual Drainage Strategy

# 06 Summary

## 6.1. Summary

It is considered that outline permission for the Employment Area will give flexibility and broaden market interest. The aspiration is for a high energy user to take the building which will be environmentally run by the solar and wind farms and boost the economy of the local area.

Bridgend Energy Hub Graphic

Roberts Limbrick