



the BCBC Corporate Plan. To our knowledge they are also and extremely important source of information being used by solicitors undertaking land searches on behalf of residents when considering house purchases and ultimately having a bearing on their decision to purchase in certain locations.

4. The Company did not participate in the well-advertised "Candidate Site" exercise for the Replacement LDP which commenced in 2018. Consequently, this application and more specifically its location has not been through the stringent criteria to meet the approved LDP Delivery Agreement for 2018-2033.
5. We understand that the planning permission granted under planning application P/07/1420/FUL for proposed warehousing and offices had a five year time limit laid down in the Decision Notice and therefore this has now expired.
6. Whilst the Agent states in the Executive Summary of their Planning, Design and Access Statement that "the principle of the development has been supported by the local planning authority" we feel this is not the case. Reference PE/196/2019 Request for non-statutory Advice from BCBC Planning highlights numerous issues with the application and on page 7 states "the Council is unable to offer support for this proposal at this time. There is no indication of a further pre-application meeting after 3 July 2019.
7. Furthermore, on 26 MAY 2022 the Development Control Committee considered and supported the refusal of the following planning application P/21/988/FUL located at Brackla Industrial Estate. Mainly as the Area is protected for employment development falling within B1, B2 and B8 Use Classes by Policy REG1(18) of the adopted Local Development Plan (2013). We do not feel that this application constitutes an exception to be permitted under either Policy REG2 or Policy Reg1.
8. Although the Electoral Commission Boundaries consider this application to be within the Coity Ward most would sensibly agree that this application is more probably appropriate to Brackla where most of the Infrastructure impact will be felt.
9. We consider that this parcel of land has the potential of forming a natural green wedge boundary which clearly fits the purpose of greenbelt preventing the coalescence of merging the settlements of Coity and Brackla as stated in para 3.67 of PPW Edition 11. It would protect the current ecological status and build upon it.
10. We believe that as one of the largest private housing estates in Europe, Brackla has reached saturation point in terms of further development, especially on the scale of this proposed site and the already oversubscribed Infrastructure. This is well documented by the Brackla residents in the PAC who have objected to this application and who like ourselves experience great difficulty finding a Dentist/Doctor/VET

appointment or school place especially at Primary School level that are currently already oversubscribed. We feel the additional pressures on infrastructure will be very burdensome and not “modest” as the Agent suggests.

11. There is no provision for a play park/area and whilst the Agent references a nearby park 200 meters away this is actually funded by residents at Ffordd Cadfan and Cae Cenydd who have been advised that they charges could well increase if this plan is adopted. (Currently they pay several hundred £.)
12. At the meeting with BCBC Officials on 3 July 2019 the Section 106 Obligation was estimated to be around £277,321 as well as a possible financial contribution as agreed with the Councils Park Department and the LPA’s S106 Officer if no park was provided. These figures appear missing from the Agents current documents.
13. There are several geo- environmental issues of concern as highlighted in the 322-page report submitted by Earth Science Partnership on behalf of the applicant and more succinctly in the SRS Environment team Consultation response dated 7 June 22. More specifically “ elevated levels of CO2 and CH4 and identified contaminants of concern (lead,PAH and asbestos). We question as to why there appears to have been no action h taken by the LAND owner since 2007 to address this issue.
14. The close proximity to several businesses on the Brackla Industrial Estate is also a concern from the noise pollution exposure that many of these properties may endure and it is regrettable that the Agent did not heed the advice provided by SRS Pollution Control (Noise)I to provide the necessary BS4142 report as recommended to be considered alongside the many other documents.
15. The suggestion of a 3m high noise barrier does not fit in with our vision of Placemaking designs and would be completely unsightly.
16. There is a recognised footpath that leads from the roundabout at Ffordd Cadfan and linking to the Industrial Estate. This appears to have been removed in the Agents plans and this will certainly hamper those residents who utilize this path for both work on the Industrial Estate and others who use it for leisure purposes as encouraged by the Placemaking Wales Charter and Well Being of Future Generations (Wales) Act 2015.
17. The Agent has made several references to the Replacement LDP in their submission and consequently we feel the Case Officer should also utilize this Document in the decision-making process despite the delay in its adoption. Notably, the Land available for housing supply appears more than adequate for the next 15 years and the location of new Affordable Homes is well documented in the Replacement LDP 2018-2033.

18. Brackla already has a high proportion of Affordable/Social homes (exact figures unknown) . The COM5 targets in the new Replacement LDP for Bridgend seek a target Affordable Housing Percentage of 15 %. 'New housing developments must incorporate an appropriate mix of house types, sizes and **tenures**' . Additionally COM5 states "Affordable Housing Exception Sites must comprise of no more than 10 units"...
19. This is a standalone 62 Social Housing Homes proposal that the Agent acknowledges "dramatically exceeds the criteria set down in the LDP' and importantly there appears to be no opportunity for **staircasing** to full ownership.
20. Traffic and parking issues are of great concern throughout most of the Borough and Brackla is certainly no exception to this. Our immediate concerns are the addition of potentially 100+ cars for this Development and the impact they will have on the already heavily subscribed roundabout serving this immediate area. Many of parking bays for the properties are single access with up to three spaces – this often leads to off- street /pavement parking due to access needs and accentuated by visitors to these properties in narrow road systems. The congestion of this immediate area will be further exacerbated by the location of the new Ysgol Gymraeg Bro Ogwr Welsh School at Ffordd Cadfan where concerns have already been expressed about their parking arrangements and drop-off points. In addition, the location of a potential Retail Unit in this area will also add to this issue. The concerns around the capacity at junction 36 features heavily in the Replacement LDP and this before the Hydrogen Demonstrator Project is taken into account.
21. The public transport infrastructure in this area is unlikely to encourage more residents to use these services with the Agent recognizing that the nearest bus stops /rail service are at least 1 km away.

*Meeting closed at 6:50pm*