

PLANNING STATEMENT

**Land at Caerleon
Road, Dinas Powys**

July 2017



Summary

Proposal

Reserved matters application relating to planning consent 2014/00282/OUT for residential development of 70 no. dwellings and associated works

Location

Land at Caerleon Road, Dinas Powys, CF64 4PU

Date

July 2017

Project

17.103

Client

Kier Living

Product of

Asbri Planning Limited
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Introduction

- 1.1 This Planning Statement accompanies the reserved matters planning application for residential development of 70 no. dwellings and associated works on land at Caerleon Road, Dinas Powys.
- 1.2 This planning application submits all matters that were previously reserved under outline consent 2014/00282/OUT, including access, scale, layout, appearance and landscaping.
- 1.3 The application is supported by a full suite of plans including floor and elevation plans as well as all technical supporting documents that were requested under the previous outline consent and at the subsequent pre-application enquiry meeting.
- 1.4 Accordingly, the planning application comprises the following set of drawings:

Table 1: Application Drawings

Document Title	Ref No.	Prepared by
Site Location Plan	5567/P/01	Quattro Design
Exiting Site Plan	5567/P/05	Quattro Design
Proposed Site Plan	5567/P/10/L	Quattro Design
Proposed Boundary Plan	5567/P/15/C	Quattro Design
Landscaping Plan		Quattro Design
Proposed Materials Plan	5567/P/16/B	Quattro Design
Floor Plan: Hatton End/Mid	5567/P/200/A	Quattro Design
Floor Plan: Pemberton	5567/P/201	Quattro Design
Floor Plan: Homlewood	5567/P/202A	Quattro Design
Floor Plan: Kirkwood	5567/P/203/A	Quattro Design
Floor Plan: Chelmsford	5567/P/204/B	Quattro Design
Floor Plan: Hareford	5567/P/205/A	Quattro Design
Floor Plan: Lindford	5567/P/206/B	Quattro Design
Floor Plan: 2 Bed End/Mid House (LCHO)	5567/P/207/B	Quattro Design

Floor Plan: 1 Bed Flats	5567/P/208/A	Quattro Design
Floor Plan: 2 Bed End/Mid House (<i>Affordable Rent</i>)	5567/P/209/C	Quattro Design
Floor Plan: 3 Bed End/Mid House (<i>Affordable Rent</i>)	5567/P/210/B	Quattro Design
Floor Plan: 4 Bed House (<i>Affordable Rent</i>)	5567/P/211/B	Quattro Design
Floor Plan: Garages	5567/P/212/A	Quattro Design
Elevation Plan: Hatton End/Mid	5567/P/700/B	Quattro Design
Elevation Plan: Pemberton	5567/P/701/B	Quattro Design
Elevation Plan: Homlewood	5567/P/702/B	Quattro Design
Elevation Plan: Kirkwood	5567/P/703/B	Quattro Design
Elevation Plan: Chelmsford	5567/P/704/C	Quattro Design
Elevation Plan: Hareford	5567/P/705/B	Quattro Design
Elevation Plan: Lindford	5567/P/706/A	Quattro Design
Elevation Plan: 2 Bed End/Mid House (<i>LCHO</i>)	5567/P/707/A	Quattro Design
Elevation Plan: 1 Bed Flats	5567/P/708/A	Quattro Design
Elevation Plan: 2 Bed End/Mid House (<i>Affordable Rent</i>)	5567/P/709/A	Quattro Design
Elevation Plan: 3 Bed End/Mid House (<i>Affordable Rent</i>)	5567/P/710/A	Quattro Design
Elevation Plan: 4 Bed House (<i>Affordable Rent</i>)	5567/P/711/A	Quattro Design
Elevation Plan: Hatton End/Mid (<i>Sale</i>)	5567/P/712/A	Quattro Design
Elevation Plan: Pemberton (<i>Sale</i>)	5567/P/713/A	Quattro Design

Elevation Plan: Homlewood (<i>Sale</i>)	5567/P/714/A	Quattro Design
Elevation Plan: Chelmsford (<i>Sale</i>)	5567/P/715/A	Quattro Design
Elevation Plan: Lindford (<i>Sale</i>)	5567/P/717/A	Quattro Design
Elevation Plan: Garages	5567/P/718/A	Quattro Design

- 1.5 In addition, the application is accompanied by the following supporting documents:

Table 2: Application Documents	
Document Title	Prepared by
Planning application forms	Asbri Planning Ltd
Design & Access Statement	Asbri Planning Ltd
Planning Statement	Asbri Planning Ltd
Environmental Noise and Vibration Survey	Hunter Acoustics
Drainage Strategy Report	Kier Living
Construction Environmental and Traffic Management Plan	Asbri Planning
Pollution Prevention Plan	Asbri Planning
Scheme for the enhancement of biodiversity	Soltys Brewster
Travel Plan	Asbri Transport

- 1.6 The purpose of this Planning Statement is to provide additional and complementary information to the planning submission.

Site Description

- 2.1 The site is located in the north-east of Dinas Powys, centred on grid co-ordinates E: 316460, N: 171769, in an area known as Eastbrook. The site is situated off Caerleon road in part of an established residential area served off Castle Drive and Murch Road and is generally level and is of an irregular shape.
- 2.2 The site comprises mainly of unmanaged neutral grassland, which, for the most part is enclosed by substantial hedgerow boundaries. The site comprises a large triangular field parcel as well as a smaller parcel of land along the access point, between the rear of 21 Caerleon Road and the rear of 4 Criccieth Court, which, combined measures 2.73 hectares. There are no designations or designated public rights of way crossing the site and a review of TAN 15 Development Advice Maps shows the site as being located within Flood Zone A, therefore, is considered to be of little or no risk of fluvial or tidal/coastal flooding.
- 2.3 In terms of surroundings, the southern site boundary comprises the curtilages of residential properties along Caerleon Road, which face side on to the site. The site abuts the railway line on the western boundary but is separated from it by the mature hedgerows. The north and east boundaries are also comprised of mature hedgerows beyond which are additional field parcels used predominately for grazing.
- 2.4 As the site is private land, there is no designated pedestrian or vehicular access, however, the frontage of the smaller parcel of land being open with no clear boundaries to Caerleon Road in the south does not prohibit people gaining entry to this part of the site.
- 2.5 Access from the wider highway network into the site is provided along Castle Drive, Conway Close and finally Caerleon Road. The latter provides access to a number of residential cul-de-sacs, varies in width between 5.6m and 6.8m with an approximate footpath width of 1.2m on both sides of the carriageway for the majority of its length. The road is lit and is subject to a 30mph speed limit.
- 2.6 In terms of public transport, a bus stop is located within walking distance from the site, approximately 400m west along Cardiff Road. Bus services run on a regular basis from this stop. Furthermore, Eastbrook train station is situated approximately 270m to the south-west of the site, with passenger access off Caerleon Road. The station is on the Vale of Glamorgan Railway, providing frequent rail service in both directions from Monday to Sunday with a half hourly service to Cardiff Central.

Planning history

- 2.7 The only planning application of relevance to the reserved matters application is the original outline for residential development (of up to 70 dwellings) and associated works (ref no. 2014/00282/OUT), which was approved on the 25th May 2017.
- 2.8 Prior to the conclusion of the legal agreement, the design team entered into pre-application discussions with the Vale of Glamorgan Council. A full account of the discussions will be presented under chapter 4 of the Statement.

Application proposal

The Proposal

- 3.1 This planning application submits all matters that were previously reserved under outline consent 2014/00282/OUT, including access, scale, layout, appearance and landscaping. The application is supported by a full suite of plans including floor and elevation plans as well as all technical supporting documents that were requested under the previous outline consent. As such, the application and all its supporting documents demonstrates that the site is capable of accommodating the 70 no. dwellings along with associated car parking and landscaping without causing any detrimental impacts on the

Access

- 3.2 It is proposed that both pedestrian vehicular access will be attained via a new priority junction off Caerleon Road, designed in accordance with standards set out in Design Manual for Roads and Bridges (DMRB). The access point is situated in the same location included under the approved outline planning consent and is considered to be the most appropriate and logical position to accommodate this new access provision. Pedestrian footpaths are provided on both sides of the new access road facilitating efficient and safe access from Caerleon Road and the wider area into the site.
- 3.3 Internally, an adoptable access road runs through the site in a north-south as well as an east-west manner. The carriageway has been proposed in this design to ensure that suitable vehicular and pedestrian access can be achieved to the whole site. Accordingly, the scheme incorporates a number of private drives to accommodate suitable access to areas where the adoptable road requirements would not be possible. This arrangement has been agreed in principle with the Highways department.
- 3.4 The development would not impact on the existing public footpath located adjacent to the proposed access point.

Parking

- 3.5 The proposed site layout shows that car parking will be achieved on-site, in accordance with the adopted Parking Standards which advocates 1 space per bedroom up to a requirement of 3 spaces. All parking spaces are located within close proximity to the dwellings, either via private driveways or garages.
- 3.6 Furthermore, cycle storage is provided at a minimum rate of one space per apartment/dwelling, in accordance with the above SPG

thus promoting a sustainable means of transport for the prospective residents. Cycle parking serving the proposed apartments is to be provided in a covered cycle parking area located within a safe location adjacent to the units, whilst sufficient space is included within the curtilage areas for the proposed dwellings to accommodate cycle parking

Mix

3.7 The planning application seeks consent for 70no. residential dwelling, in line with the approved outline consent. The development will comprise of the following mix:

Table 3: Dwelling Mix			
Dwelling Type	No. Affordable Units	No. Open Market Units	Total No. of Units
1 bed flat	6	-	6
2 bed flat	5	-	5
2 bed house	13	10	23
3 bed house	3	10	13
4 bed house	1	22	23
Total	28	42	70

3.8 As illustrated above, the proposed scheme accords with the Vale of Glamorgan Council’s affordable housing requirement, as contained within the adopted LDP, with 42 no. units (60%) being promoted as market houses and 28 no. units (40%) being developed as social rented dwellings.

3.9 The number of dwellings proposed is commensurate and in-line with the outline approval and the scheme represents an efficient use of land, whereby a sustainable location within the town is developed as a residential area, of similar density the existing surrounding areas.

Layout

3.10 The siting and layout of the dwellings have been carefully considered so as to maximise the opportunities presented at the site whilst also minimising the impact of the development upon the surrounding properties. Accordingly, the layout remains similar to the plan approved under the outline consent in that acceptable distances have been achieved from residential dwellings to the south and a landscape buffer zone is created between the railway line, to the west, and the proposed dwellings to mitigate against noise pollution.

3.11 Moreover, the access point off Caerleon Road is also situated within the same position and the internal access road also follows a similar route albeit amended slightly following detailed design and engineering works coupled with pre-application comments made by

the Highways department at the Vale of Glamorgan Council. As such, it is now considered that the layout is acceptable and achievable and it does not cause any detrimental impact on existing dwellings or on each other in terms of overlooking or overdevelopment.

- 3.12 Furthermore, in ensuring that the scheme accurately reflects and takes into consideration the comments made at the outline stage as well as the accompanying S106 legal agreement, a large local area of play (LAP) is provided centrally within the site. The local area of play measures a total of 1,380.4sqm (19.72m per dwelling) in a safe and well overlooked location. A dry flood detention basin is proposed towards the south-western part of the site in order to control run-off associated with the development of the site. This is clearly illustrated in the accompanying layout plan and is considered an acceptable design and a positive addition to the layout.

Density

- 3.13 The scheme as presented represents a medium density development of 25 dwellings per hectare (dph). This seeks to strike a balance between making the best use of available land whilst also ensuring that sufficient land is set aside to provide strategic landscaping, play areas and areas of open space to reflect the prevailing scale and grain of development nearby.
- 3.14 The scheme has been built to two-storeys so that it reflects the wider built context, particularly along Caerleon Road, Conway Close and Castle Drive where two-storey terraced properties are the predominant house type.
- 3.15 In terms of floor area, the affordable housing proposed are smaller than the requirement of Welsh Government's Design Quality Requirements, however, the principle of such developments has already been agreed in the legal agreement for the outline planning consent.

Appearance and Materials

- 3.16 The proposed development will comprise of a palette of colored render and facing brick to deliver an aesthetically attractive scheme. This has been agreed in principle during pre-app discussions. The windows and doors are to be installed to Secured by Design standards, with the fenestration patterns, as shown on the accompanying elevation plans. The architectural approach is to be commended as a quality design solution, enhancing the local vernacular, in line with the aspirations of local development plan policies.

Trees and Landscaping

- 3.17 The landscape plan illustrates that the scheme will integrate the provision of new soft landscaping along the access roads and to the rear of the properties in order to enhance the visual outlook throughout the site.
- 3.18 It must be noted that the site is currently enclosed by substantial hedgerow boundaries, all of which are to be retained and enhanced as part of this development, not only to contain and screen the site from adjacent land uses but to increase biodiversity opportunities. The hedgerows will maintain and augment existing dark corridors for bat flight/feeding areas and will provide an important network connectivity for mammals and birds. Therefore, in landscaping terms, the delivery of the site, as proposed, is considered betterment for local residents when comparing it to its current form.
- 3.19 The site is to be enclosed by 1800mm high timber board fencing along its western and southern boundary, along the railway line, with hedgerows and post and wire fencing along its eastern boundary. The development has been set-back from the western boundary in recognition of the railway line which runs parallel to the site. A Environmental Noise and Vibration Survey has been commissioned as part of this application and its recommendations is and will be fully adhered to in the development of the site.

Pre-Application Discussions

- 4.1 Following the initial resolution to grant application at the site (ref no. 2014/00282/OUT) a pre-application enquiry was submitted by Asbri Planning on behalf of Kier Living to the Vale of Glamorgan Council on 26th January 2017. The pre-app enquiry was accompanied by layout plan (dwg. no. 5567/F/10 Rev B) which demonstrated how the site could be sympathetically developed to accommodate the 70 no. residential dwellings approved under the outline planning consent.
- 4.2 As the previous outline planning application was submitted with all reserved for future determination, the pre-application enquiry submitted details on the proposed access into the site as well as the scale, layout and appearance of the dwellings and additional landscaping details.
- 4.3 A meeting between the design team and representatives from the planning, housing and the highway department at the Vale of Glamorgan Council took place on 2nd March 2017 (ref no: P/DC/2017/00013/PRE) in respect of the proposed reserved matters application. The meeting centred around the submitted layout plan which was largely similar to the indicative layout plan that was approved under the previous consent, albeit amended following further design and engineering works, and the Council's development team recognised that several positive changes had been made to the indicative plan that accompanied the outline application (ref: 2014/00282/OUT).
- 4.4 The accompanying Design and Access Statement details how the layout plan submitted under this application has addressed each point raised on these matters, and how it is agreed that the scheme constitutes betterment in comparison with all previously submitted schemes. As such, these discussions proved to be very positive in getting to a position where it is agreed that the scheme, as presented, is acceptable.
- 4.5 In terms of parking and road layout, the Highways department provided advice on the road hierarchy, minimum carriageway widths as well as junction radii to ensure that sufficient visibility splays were provided throughout. Furthermore, it was mentioned that some areas would need to be reconfigured, with some flexibility, to allow the above to be accommodated as well as to ensure that adequate turning heads can be provided. All of the above has been incorporated into the current proposal and swept-path analysis has confirmed that the highway provision can be sufficiently delivered. On-going discussions with the highway department following the

initial pre-app meeting were welcomed and have enabled us to present a scheme which is considered acceptable in highway terms.

- 4.6 As the outline committee report raised concerns regarding the positioning and extent of the public open space and play facilities, it was imperative that this was agreed during the pre-app discussions. As such, the layout plan showed a large area of public open space within the site boundary rather than outside, and was significantly larger than the area that was shown in the previous illustrative layout plan. This reflected previous correspondence regarding the deficit in total area being provided as well as the overall location and its safety.
- 4.7 The pre-app response confirmed that providing the size of the area conformed to the overall requirement of 1,380.4sq.m this would be acceptable. Questions were, however, raised regarding how best to accommodate the LAP/LEAP play areas within the central area of the site, especially as the site's constraints were acknowledged. Consequently, further discussions with the Parks Department at the Vale of Glamorgan Council confirmed that a single Local Area of Play (LAP) would suffice and the scheme, as presented, is now considered to conform to all requirements without impacting on the delivery of the critical mass of housing.
- 4.8 Therefore, in general it was considered that the layout was an acceptable approach and the increase in the buffer to the railway and the introduction of a street frontage was welcomed.
- 4.9 Regarding the drainage strategy that was also submitted, comments were provided which included the need to provide the following evidence as part of the submission:
- Confirmation that infiltration techniques are not a viable option for the site;
 - Welsh Water's consent for surface water connection;
 - discharge rate, via the existing public surface water system;
 - Permeable paving to be used for all areas of private highway, with hydraulic calculations and full engineering plans required to demonstrate the proposed surface water system provides the stated standard;
 - A written declaration from Welsh Water detailing responsibility for the adoption and maintenance of all elements;
 - Maintenance plan to be agreed by the Local Planning Authority (to include a strategy to facilitate the optimal functionality and performance of the SuDS scheme throughout its lifetime).
- 4.10 Finally, it was agreed that the following would need to be submitted as part of any reserved matters application:

- Updated Design and Access Statement
- Travel Plan
- Ecological Assessment including enhancement measures
- A Construction Traffic Management Plan (CTMP)
- A Construction Environmental Management Plan (CEMP).
- Full landscaping details
- Full details of enclosures
- Drainage Strategy

4.11 In addition, the Council would wish to see full levels details, including existing and proposed finished levels and cross-sections as this would enable a full and proper assessment of the impact of the development.

Summary of supporting documents

- 5.1 In line with the pre-app discussions, the following section intends to provide a brief overview of the supporting documents which have been prepared to accompany the planning application for the proposed development.

Design and Access Statement

- 5.2 A Design and Access statement has been prepared by Asbri Planning to accompany the application. The DAS considers the context and characteristics of the site and appraises the development against the relevant design and access policies contained within the development plan. The DAS also shows how the design of the scheme as well as the access has evolved following positive pre-application discussions with the Vale of Glamorgan Council.

Environmental Noise & Vibration Survey

- 5.3 The application is supported by an Environmental Noise & Vibration Survey produced by Hunter Acoustics. This report detailed the results of the surveys carried out to establish ambient/rail noise and vibration levels across the proposed development site.
- 5.4 Survey results were used for comparison with typical local planning authority conditions in line with NEC B of TAN 11. The surveys produced the following results:
- Vibration levels on the western/north-western boundary fall below the day and night time vibration dose value (VDV) limits quoted in the typical local planning authority condition.
 - Both daytime and night time noise levels on the western/north-western boundary are indicated to exceed trigger levels set out in the typical planning condition.
- 5.5 The report concluded that up-rated acoustic glazing to bedrooms and mechanical ventilation to all habitable rooms of critical plots are to be required.

Drainage Strategy Report

- 5.6 The application is supported by a Drainage Strategy undertaken by Kier Living which demonstrates that both surface and foul water will discharge into the existing system within Caerleon Road from the south-western corner of the site. A dry flood detention basin located within the south-western part of the site will control run-off associated with the development of the site.

5.7 In addition to the above drainage system the scheme also incorporates permeable paving to all private drives/parking areas as well as slowing surface water entering the system this will also improve water quality.

Scheme for the enhancement of biodiversity on the site

5.8 This application is supported by an Ecological Management Plan prepared by Soltys Brewer Ecology. This report sets out a strategy to meet the requirements of the Vale of Glamorgan Council for the creation and retention of habitats.

5.9 The report proposed the following mitigation measures:

- Retain marginal hedgerow and scrub habitats adjacent to the construction footprint with appropriate management implemented;
- Clear demarcation, by means of high visibility fencing (or similar) of the edge of the construction zone alongside retained hedgerows.
- New planting used to supplement and strengthen the existing hedgerows and scrub through the use of native species;
- Hedgerow & scrub management work and/or tree felling to be undertaken outside the bird nesting season (i.e. between September and February inclusive) or else preceded by a thorough visual inspection to confirm no active nests are present;
- If trees identified with Low Bat Potential on southern boundary and or eastern boundary are to be felled, they will require section felling during the autumn or early spring (Sept/Oct or March/April), with limbs gently lowered to ground and left in situ for at least 48 hrs;
- Any works likely to impact on trees with medium and high potential for roosting on the eastern boundary hedgerow would be preceded by further survey work to identify the likely presence/absence of roosting bats. The findings of any survey would inform appropriate mitigation measures;
- Adoption of phased, directional cutting of grassland and scrub margins within the development footprint to limit any impacts on reptiles or amphibians.
- Design of street lighting so as to minimise as far as practical increased illumination of retained hedgerow & scrub corridors at the eastern and western boundary of the site and to maintain these as 'dark corridors for use by bats and other species.
- Incorporation of bat boxes and bird boxes on new buildings – particularly those in close proximity to retained boundary vegetation.

Travel Plan

- 5.10 The application is also supported by a Travel Plan prepared by Asbri Transport which details the approach the developer will adopt to ensure that all occupiers are fully aware of their travel option and increase their travel options and use of sustainable modes of transport.

Construction Environmental and Traffic Management Plan

- 5.11 In response to the conditions included on the original outline consent, the application is supported by a Construction Environmental and Traffic Management Plan, prepared by Asbri Planning. The report provides details on the requirements for the management of the construction phase of the project, including details relating to traffic management, construction access and the environmental management of the site.

Pollution Prevention Plan

- 5.12 Furthermore, to supplement the above Plan, a Pollution Prevention Plan has been prepared by Asbri Planning to provide details on the requirements for the management pollution prevention on the adjacent watercourse throughout the construction and subsequent occupation of the development.

Planning Policy Framework

- 6.1 The planning policy framework for the determination of this application is provided by national planning guidance, together with the statutory 'development plan'.
- 6.2 National planning policy is contained within the ninth edition of Planning Policy Wales (PPW), published by the Welsh Government in November 2016. PPW is supported by 21 topic-based Technical Advice Notes (TANs), which are also relevant.
- 6.3 The statutory 'development plan' for this site is currently provided by the Vale of Glamorgan Council's Local Development Plan (UDP) which was adopted on 28th June 2017.

Planning Policy Wales (PPW)

- 6.4 PPW (9th Edition – November 2016) is the principal planning policy document of Welsh Government that should be taken into account in the preparation of development plans and in the determination of planning applications and appeals. The main thrust of PPW is to promote sustainable development by ensuring that the planning system provides for an adequate and continuous supply of land available and suitable for development. It dictates that available land must meet society's needs in a way that is consistent with overall sustainability principles.
- 6.5 PPW identifies the overall basis on which the planning system is to operate. It confirms at paragraph 1.2.2 that:
- "The planning system must provide for an adequate and continuous supply of land, available and suitable for development to meet society's needs."***
- 6.6 Paragraph 4.7.4 of the Planning for Sustainability chapter states that:
- "Higher density development, including residential development, should be encouraged near public transport nodes or near corridors well served by public transport (or with the potential to be so served)."***
- 6.7 Paragraph 4.11.8 and 4.11.9 also relates to the sustainability of developments, in particular that their design is appropriate and does not impact upon the natural or built environment, as follows:
- "Good design is essential to ensure that areas, particularly those where higher density development takes place, offer high environmental quality, including open and green spaces."***

Landscape considerations are an integral part of the design process and can make a positive contribution to environmental protection and improvement, for example to biodiversity, climate protection, air quality and the protection of water resources (4.11.8)”

“The visual appearance of proposed development, its scale and its relationship to its surroundings and context are material planning considerations (4.11.9)”

6.8 Chapter 9 of PPW relates specifically to Housing. The Welsh Government’s approach, as set out in the National Housing Strategy is to:

- ***“provide more housing of the right type and offer more choice;***
- ***improve homes and communities, including the energy efficiency of new and existing homes; and***
- ***improve housing-related services and support, particularly for vulnerable people and people from minority groups.”***

6.9 In regard to housing development, Chapter 9 of PPW states that LPA’s should:

“...promote sustainable residential environments, avoid large housing areas of monotonous character and make appropriate provision for affordable housing...Local planning authorities should promote:

- ***mixed tenure communities;***
- ***development that is easily accessible by public transport, cycling and walking, ...;***
- ***mixed use development so communities have good access to employment, retail and other services;***
- ***attractive landscapes around dwellings, with usable open space and regard for biodiversity, nature conservation and flood risk;***
- ***greater emphasis on quality, good design and the creation of places to live that are safe and attractive;***
- ***the most efficient use of land;***
- ***well-designed living environments, where appropriate at increased densities;***
- ***construction of housing with low environmental impact (see 4.12);***
- ***reducing the carbon emissions generated by maximising energy efficiency and minimising the use of energy from fossil fuel sources, using local***

renewable and low carbon energy sources where appropriate; and

- **'barrier free' housing developments, for example built to Lifetime Homes standards."**

6.10 Paragraph 9.2.14 relates to affordable housing and states:

"A community's need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies."

6.11 Paragraph 9.3 goes on to state that:

"New housing developments should be well integrated with and connected to the existing pattern of settlements."

Technical Advice Notes

6.12 PPW is supported by 21 Technical Advice Notes (TAN's) which provide more detailed guidance on a variety of issues. In respect of this application, the following TAN's are considered to be of relevance.

Technical Advice Note 11: Noise

6.13 This Technical Advice Note was adopted by Welsh Government in 1997 and provides guidance on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development. Regarding noise mitigation, paragraph 11 states:

"Measures introduced to control the source of, or limit exposure to, noise should be proportionate and reasonable, and may include

- engineering: reduction of noise at point of generation (e.g. using quiet machines and/or quiet methods of working); containment of noise generated (e.g. insulating buildings which house machinery and/or providing purpose-built barriers around sites); protection of surrounding noise-sensitive buildings (e.g. improving sound insulation in these buildings and/or screening them by purpose-built barriers);**
- lay-out: adequate distance between noise source and noise-sensitive building or area; screening by natural barriers, other buildings, or non-critical rooms in a building;"**

Technical Advice Note 12: Design

6.14 TAN 12 (March 2016) provides advice on design considerations and, in relation to housing design, it states that local planning policies and guidance should aim to:

- ***“create places with the needs of people in mind, which are distinctive and respect local character;***
- ***promote layouts and design features which encourage community safety and accessibility;***
- ***focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles;***
- ***avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building;***
- ***promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards;***
- ***secure the most efficient use of land including appropriate densities; and***
- ***consider and balance potential conflicts between these criteria.”***

Technical Advice Note 16: Sport, Recreation and Open Space

6.15 This TAN provides guidance regarding planning for sports, recreation and open space provision as part of new development proposals. Development criteria for planning new open space facilities is included under paragraph 3.15, stating:

“Local planning authorities should ensure that new development, including that in commercial and industrial areas, makes adequate provision to meet the recreational needs arising, and opportunities for walking and cycling.”

Technical Advice Note 18: Transport

6.16 TAN 18 offers national guidance on transportation related planning policies and advises that it should be read in conjunction with *Manual for Streets*. It advocates:

- ***“the integration of land use planning and transport in order to promote resource and travel efficient settlement patterns;***
- ***ensuring that development is located where there is good accessibility by public transport, cycling and walking. This minimises the need to travel and promotes social inclusion; and***

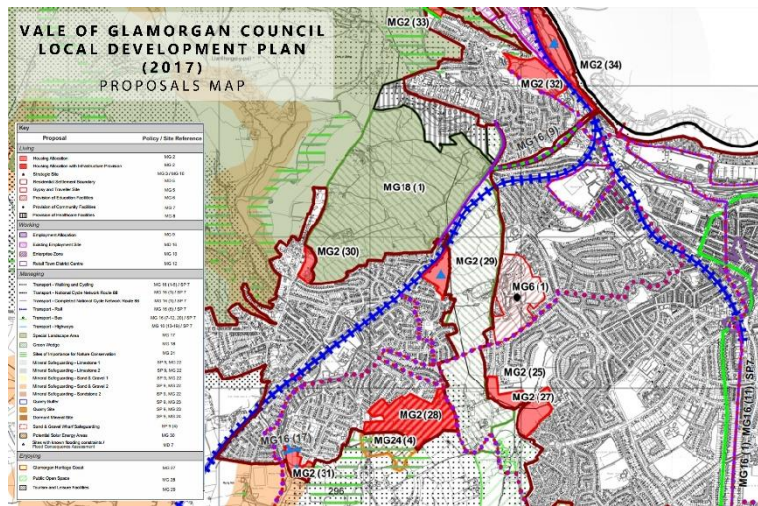
- **managing parking provision.”**

Development Plan Policy

6.17 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the ‘development plan’ unless material considerations indicate otherwise.

Vale of Glamorgan Council Local Development Plan (2011-2026)

6.18 The statutory ‘development plan’ for this site is currently provided by the Vale of Glamorgan Council Local Development Plan (LDP) which was recently adopted on the 28th June 2017. On the LDP Proposals Map, below, the application site lies wholly within the settlement boundary for Dinas Powys and is allocated as an existing housing allocation, reflecting the recently approved outline planning consent (ref no. 2014/00282/OUT), As such, the principle of residential development on the site has been firmly established, subject to compliance with pertinent design policies.



6.19 The following list of LDP policies are considered relevant, and are expanded on where necessary below;

Policy Reference	Relating to
<i>Strategic policies</i>	
SP1	Delivering the Strategy
SP3	Residential Requirement
SP4	Affordable Housing Provision
SP7	Transportation
<i>Managing Growth</i>	
MG 1	Housing Supply in the Vale of

	Glamorgan
MG 2	Housing Allocations
MG 4	Affordable Housing
<i>Managing Development</i>	
MD 1	Location of New Development
MD 2	Design of New Development
MD 3	Provision for Open Space
MD4	Community Infrastructure and Planning Obligations
MD 5	Development within settlement boundaries
MD6	Housing densities
MD 7	Environmental protection
MD9	Promoting biodiversity

6.20 Policy MG1 - Housing supply in the Vale of Glamorgan advises:

“In order to meet the housing land requirement of 9,460 new dwellings provision will be made for the development of up to 10,408 new dwellings during the plan period. This will be met through:

- 1. Allocations within the plan;***
- 2. Development sites with extant planning permissions;***
- 3. Development of unallocated windfall sites in sustainable locations; and***
- 4. Small sites, including infill, the conversion of suitable buildings and subdivision of existing dwellings.”***

6.21 Policy SP4 of the LDP relates to the affordable housing provision across the county, stating:

“Residential developments (including mixed use schemes) will be required to contribute to meeting affordable housing need and should meet the levels of affordable housing set out below:

40% affordable housing on residential developments resulting in a net gain of 1 dwelling or more; or the conversion of existing buildings resulting in a net gain of 2 or more dwellings in:

- Cowbridge;***
- Dinas powys;***
- Llandough;***
- Penarth;***
- Sully;***

- **Wenvoe;**
- **The minor rural settlements; and**
- **The rural vale of Glamorgan.**

The provision of affordable housing will be negotiated on a site-by-site basis taking into account the evidenced viability of the development. On sites of 10 or more dwellings affordable housing shall be provided on site, unless exceptional circumstances are demonstrated, with the requirement being rounded up to the nearest whole number.

6.22 Policy MD2, as seen in the table above, relates to the design of all new developments, stipulating that in order to create high quality, healthy, sustainable and locally distinct places development proposals should:

- 1. “Be of a high standard of design that positively contributes to the context and character of the surrounding natural and built environment and protects existing features of townscape or landscape interest;***
- 2. Respond appropriately to the local context and character of neighbouring buildings and uses in terms of use, type, form, scale, mix, and density;***
- 3. Where appropriate, provide new or enhanced areas of public realm particularly in key locations such as town centres, major routes and junctions;***
- 4. Promote the creation of healthy and active environments and reduce the opportunity for crime and anti social behaviour. In the case of retail centres, developments should provide active street frontages to create attractive and safe urban environments;***
- 5. Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users;***
- 6. Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree;”***

6.23 Regarding public open space provision on the site, Policy MD3 of the LDP states:

“In order to create sustainable places areas of open space will usually be required to be provided on-site as part of new development proposals.”

6.24 Finally, policy MD5 relating to developments within settlement boundaries is also of particular relevance, establishing what

constitutes appropriate development. The policy outlines the following:

“Settlement boundaries have been defined around all the settlements within the LDP settlement hierarchy. New development within these settlements will be permitted where the proposed development:

- 1. Makes efficient use of land or buildings;***
- 2. Would not prejudice the delivery of an allocated development site;***
- 3. Is of a scale, form, layout and character that is sympathetic to and respects its immediate setting and the wider surroundings and does not unacceptably impact upon the character and appearance of the locality;***
- 4. The proposal would not result in the loss of natural or built features that individually or cumulatively contribute to the character of the settlement or its setting;***
- 5. Would not result in the unacceptable loss of public open space, community or tourism buildings or facilities;***
- 6. Has no unacceptable impact on the amenity and character of the locality by way of noise, traffic congestion and parking; and***
- 7. Makes appropriate provision for community infrastructure to meet the needs of future occupiers.***

Supplementary Planning Guidance (SPG)

6.25 The following SPG documents are considered to be relevant in the consideration of this application:

- Affordable Housing (Superseded by Affordable Housing Viability Update Report – 2014 and Affordable Housing Delivery Update Paper – 2015)
- Amenity Standards
- Biodiversity and Development
- Design in the Landscape
- Model Design Guide for Wales
- Parking Guidelines
- Planning Obligations
- Public Art
- Sustainable Development - A Developer's Guide
- Trees and Development

Appraisal

7.1 This section appraises the development against the key issues, which are identified as follows:

- The **principle of development** in terms of land use planning policy and sustainable development;
- The impact of the development on the **character and appearance of the surrounding area;**
- The impact of the development on the **residential amenity of surrounding properties;**
- The acceptability of the development in terms of **highways capacity and safety;**
- Any **other material considerations.**

The principle of development in terms of land use planning policy and sustainable development

7.2 It is considered that the principle of residential development on the site is firmly established seeing as there is an approved outline consent for 70 no. dwellings, the site is included as a housing allocation within the adopted LDP and is within the settlement boundary for Dinas Powys. As such, providing that the proposals meet all national and local design policies, the reserved matters application should be approved.

The impact of the development on the character and appearance of the surrounding area

7.3 The development of the site in question, as proposed, would form a logical extension to the settlement of Dinas Powys. This has already been agreed in the decision to grant outline planning approval for 70 no. dwellings on the site. Furthermore, the site itself incorporates defensible development boundaries formed by the railway line and mature hedgerow boundaries and is a rational extension of the settlement boundary in this direction.

7.4 The proposed layout plan demonstrates that the potential density of the site and its form, scale, massing and urban grain are acceptable in reflecting the distinctive character of this part of the settlement and preserving areas for amenity and wildlife corridors. The site delivers a medium density development of 25 dwellings per hectare (dph) so that it not only aims to strike a balance between making the best use of available land and ensuring that sufficient land is set aside to provide strategic landscaping, play areas and areas of open space but also to concentrate development within sustainable locations, as advocated under para. 4.7.2 and 9.3.4 of PPW which encourages higher density development in accessible locations.

- 7.5 Similar to the above, as the principle of development for 70 no. dwellings has already been established, the critical factor in the determination of this application is whether the proposed layout detracts from the character and appearance of the surrounding area and whether the requirements of the design policies contained within the adopted Local Development Plan have been adhered to, in particular policy MD2. With this in mind, it is clear that the design has taken the existing natural and built context into consideration and the density and layout, together with the selected material palette and how the development will appear has been consciously selected so that it will benefit the local area. The scheme has been designed to reflect and advance the urban grain to the south and has taken into consideration the assessments and recommendations included within the supporting documents. Furthermore, the new areas of public realm and the safe vehicular and pedestrian access undoubtedly fulfils the aims of the Plan.
- 7.6 On this basis, it is considered that the proposed development fully complies with Policy MD2 in that it promotes high quality, healthy, sustainable and locally distinct places and it will not have an unacceptably detrimental impact upon the character and appearance of the surrounding landscape area nor on the adjacent areas of existing residential development along Caerleon Road.

The impact of the development on the residential amenity of surrounding properties

- 7.7 When considering whether proposed development will have an impact on residential amenity of existing properties, the LPA must consider whether there will be any impact by way of overshadowing and overbearing and whether there will be any reduction in privacy due to facing habitable room windows. In the case of privacy, it is generally accepted that facing habitable room windows between existing and proposed dwellings should be separated by at least 21m. In this case, it is clear from the accompanying layout plan that the scheme has consciously ensured that all dwellings proposed along the southern boundary are located a significant distance from the existing properties and the relationship between the proposed and the existing is considered appropriate. The residential context, as established is contained to the south of the site and a conscious effort has been made through the design to ensure that the welfare of existing and prospective residents are not impacted upon.
- 7.8 Internally, the layout has been designed to achieve appropriate amenity standards with each dwelling provided with ample external amenity areas and parking provision which is well related to the associated dwelling.

- 7.9 The development offers no significant amenity impact, in terms of privacy, overlooking, overbearing or overshadowing on any property within the vicinity. As such, the scheme will have an acceptable relationship on each other and the neighbouring residential context.

The acceptability of the development in terms of highways provision and safety

- 7.10 The proposed access into the site has been subject to pre-application discussions with the Highways department at the Vale of Glamorgan and it is considered that the scheme, as presented is acceptable and the dimensions of each access road and the principle of private roads is adequate.
- 7.11 In terms of the overall traffic generation, this would have been assessed in the decision to allocate the site for 70 no. houses through the LDP and through the determination of the outline decision. This application, therefore, submits further detail on how it is possible to provide suitable and safe carriageways and level footpaths through the site. Swept-path analysis demonstrates that the delivery of the adoptable road network through the site, in line with the dimensions that were provided at pre-application stage is suitable for all vehicular movements associated with the development. Furthermore, the private access roads are considered to be a positive introduction to ensure that all areas of the site can be accessed without having to reduce the overall number of dwellings. Each private area incorporates adequate turning heads and do not exceed the permitted number of dwellings which should be served off such roads.
- 7.12 Vehicle and cycle parking provision will be provided in accordance adopted Parking Standards which advocates 1 space per bedroom up to a requirement of 3 spaces. All parking spaces are located within close proximity to the dwellings, either via private driveways or garages. In terms of cycle parking, each proposed dwelling is provided with ample private amenity space which can accommodate either garages or garden sheds which will provide space for secure storage of bicycles. The apartments will be provided with bike storage areas within a well overlooked area.
- 7.13 Taking all of the above into account, it is considered that the development of the site will incur no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree. As such, it is in compliance with national and local policies, therefore, should be acceptable.

Other material considerations

- 7.14 **Foul and Surface Water Drainage** – It's considered that the drainage proposals are an acceptable form of development and the connection with the controlled discharge into the existing system within Caerleon Road is an appropriate solution. The proposed drainage was discussed at the pre-app meeting and it's considered that the submission satisfies the initial request for information.
- 7.15 **Ecology** – As above, pre-application discussions with the ecology department at the Vale of Glamorgan requested additional information to be provided within the planning submission detailing how the development will enhance the biodiversity opportunities throughout the site and its surroundings. The content of the supplementary information which accompanies this application satisfies these requests, therefore, there should be no ecological reason why the development could not proceed.
- 7.16 **Affordable Housing** - It is proposed to provide 24no. affordable housing units on site which is in line with the LDP requirement of 40% in Dinas Powys. These are dispersed around the site to ensure that they are well integrated and are not contained within one area. It must be noted that, in line with the legal agreement for the outline planning consent, the affordable housing proposed are smaller than the requirement of Welsh Government's Design Quality Requirements and they are also tenure blind to ensure that the development of the site responds to the demand and to ensure flexibility within the market.

Conclusion

- 8.1 This Planning Statement accompanies the reserved matters planning application for residential development of 70 no. dwellings and associated works on land at Caerleon Road, Dinas Powys.
- 8.2 It has been demonstrated within this Statement that the principle of residential development on the site is firmly established seeing as it is located within the settlement boundary for Dinas Powys, there is an approved outline consent for 70 no. dwellings and it is included as a housing allocation within the adopted LDP. Furthermore, positive pre-application discussions with the Vale of Glamorgan Council have confirmed that subject to a few alterations, the development is considered appropriate.
- 8.3 The application is supported by a comprehensive set of supporting plans and documents which all demonstrate that there are no significant constraints which would prevent the development of the site for residential use. The development fully adheres to the pertinent local policies, as demonstrated above and helps to achieve both national and local aims and objectives.
- 8.4 It is for these reasons that the Vale of Glamorgan Council is respectfully requested to grant consent for the development, as proposed.