

DESIGN & ACCESS STATEMENT

Land at Sandy Lane, Ystradowen,
Vale of Glamorgan

August 2023

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planning consultants



PROPOSAL

SUMMARY OF THE PROPOSAL

This document has been prepared by Amity Planning Ltd on the behalf of Lewis Homes Wales. This statement supports the submission of a full planning application for a residential development together with engineering, drainage, landscaping, highways and other associated works.

Following the legislative requirements under the Planning Wales Act 2015, the aim of this Design and Access Statement (DAS) is to demonstrate how the principles of good design and placemaking have been applied, as well as how the development proposals have been developed in a thoughtful, logical, and innovative manner, that considers the site, its context, and the character of the wider area.

The statement identifies how the scheme responds to the relevant policy and guidance on design and placemaking. The statement also explains how the design evolution has responded positively to the comments and input from a range of stakeholders and demonstrates how we have collaborated with the Local Planning Authority to produce this residential scheme.

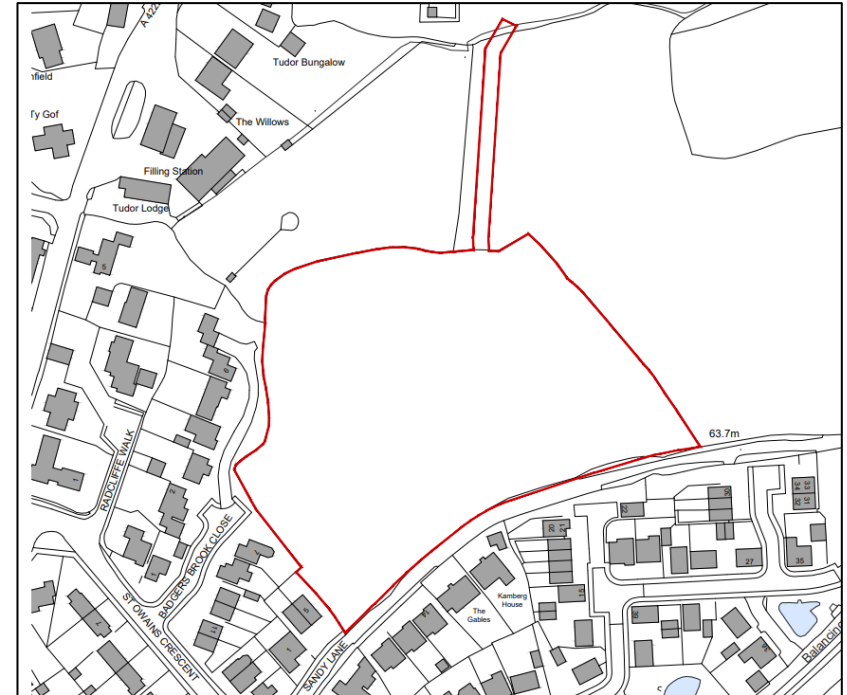


Figure 1 Site Location Boundary

SITE CONTEXT

The proposed site is currently used as an agricultural grazing land that is bounded by hedgerows. The site lies within the Ystradowen settlement boundary as a part of a larger mixed allocation for 85 houses and associated infrastructure provision.

The site is adjacent to Sandy Lane, with wider connections via Cowbridge Rd (A4222) Northbound towards Pontyclun and Southbound towards Cowbridge.

The proposed development seeks to introduce 46 new dwellings in the Southern region of the Ystradowen settlement boundary, with 19 allocated for affordable homes.



Figure 2 Surrounding Settlements



Figure 3 Current Site Usage

VISION STATEMENT

DEVELOPMENT BRIEF

The proposed residential development seeks full planning permission for the erection of 46 dwellings within the existing Ystradowen settlement area. This scheme will provide 27 market dwellings with a mix of 3 and 4 bed houses. The additional 19 dwellings will provide affordable housing with 1,2, and 3 bed dwellings.

North of the site is a further parcel of land that forms part of the wider allocation within the LDP. As a result, the road network within this scheme has been carefully considered in its relationship with future development of this site.

The scheme has been developed with careful regard to current LDP policies that aim to provide adequate housing (MG2), open space (MG28) and affordable housing (SP4).

The proposed materials palette will match the existing character of the adjacent developments, providing continuity of design principles throughout the wider region.

The development is sustainably located and contains a significant amount of open space provision. The siting of the POS to the north of the site allows for it to be integrated with any POS which may be delivered within the remaining part of the allocation.

The design of the new residential development on the site has paid careful consideration to the character of the surrounding settlement of Ystradowen. Particular attention has been paid to the previous development by Bellway Homes on the first parcel of the allocation.

OBJECTIVES



MEETING HOUSING DEMAND

The scheme aims to provide 46 new dwellings to accommodate the growing demand for housing within this region. This includes providing 27 market 3 and 4 bed dwellings, and 19 affordable 1,2, and 3 bed dwellings. This development will provide over half of the allocation of homes designated for the Ystradowen settlement area.

SUSTAINABLY LOCATED

The delivery of a residential scheme within a well-linked and easily accessible area, promoting active travel and well-being. The site is located within close proximity to a key Strategic Transport Corridor (A48), which has been identified by the Vale of Glamorgan LDP.



DISTINCTIVE DESIGN FOR A LOCAL NEED

Providing a sense of place-making and opportunities for social and community cohesion with significant provision of visual open spaces provided on site, which have been integrated with the retained landscape and ecological features, to provide a high-quality provision.



LOCAL PLANNING POLICY

LOCAL DEVELOPMENT PLAN

The planning policies and guidance which are relevant and influential to the design of the proposed development have been identified as follows.

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011 - 2026

The current Vale of Glamorgan Local Development Plan was adopted on the 28th June 2017. The Plan sets out the vision, objectives, strategy and policies for managing development in the Vale of Glamorgan and contains a number of local planning policies and makes provision for the use of land for the purposes of housing, employment, retailing, recreation, transport, tourism, minerals, waste, and community uses.

As highlighted within Section 38 of the Planning & Compulsory Purchase Act 2004, development must be carried out in accordance with the Local Development Plan unless mitigating circumstances warrant consideration.

MOST RELEVANT LDP POLICIES

STRATEGIC POLICIES

- SP1: Delivering the Strategy
- SP3: Residential Requirement
- SP4: Affordable Housing Provision

MANAGING GROWTH POLICIES

- MG1: Housing Supply in the Vale of Glamorgan
- MG2: Housing Allocations
- MG4: Affordable Housing
- MG28: Public Open Space Allocations

MANAGING DEVELOPMENT POLICIES

- MD2: Design of New Development
- MD3: Provision for Open Space
- MD7: Environmental Protection

SUPPLEMENTARY PLANNING GUIDANCE

Supplementary Planning Guidance (SPG) exists to provide further detail on policies and proposals contained within the Vale of Glamorgan Local Development Plan. They help ensure policies and proposals are better understood and applied effectively. Supplementary Planning Guidance does not hold the same weight as the adopted Development Plan policies but are a material consideration in determining planning applications.

MOST RELEVANT SPG DOCUMENTS

- Affordable Housing (2018)
- Biodiversity and Development (2018)
- Design in the Landscape (2006)
- Model Design Guide for Wales (2005)
- Parking Standards (2019)
- Planning Obligations (2018)
- Public Art in the New Development (2018)
- Residential and Householder Development (2018)
- Sustainable Development - A developer's Guide (2006)
- Travel Plan (2018)
- Trees, Woodlands, Hedgerows, and Development (2018)

NATIONAL PLANNING POLICY

PLANNING POLICY WALES

Planning Policy Wales (PPW) forms the overarching national planning policy document within Wales, providing guidance to Local Planning Authorities (LPAs) for the preparation of development plans and the determination of planning applications through their development management functions.

Paragraph 2.8 acknowledges that “planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales”.



Figure 4 County Location

FUTURE WALES NATIONAL PLAN 2040

Future Wales is the national development framework and sets out the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system. Urban growth and regeneration should be based on the following strategic placemaking principles:

1. Creating a rich mix of uses.
2. Providing a variety of housing types and tenures.
3. Building places at a walkable scale, with homes, local facilities, and public transport within walking distance of each other.
4. Increasing population density, with development built at urban densities that can support public transport and local facilities.
5. Establishing a permeable network of streets, with a hierarchy that informs the nature of development.
6. Promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and
7. Integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.

TECHNICAL ADVICE NOTES

Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs) which provide further national advice and guidance on specific areas of the planning system. The following TANs are relevant to this scheme:

TAN 2: PLANNING & AFFORDABLE HOUSING
TAN 5: NATURE CONSERVATION & PLANNING
TAN 10: TREE PRESERVATION ORDERS
TAN 12: DESIGN
TAN 15: DEVELOPMENT & FLOOD RISK
TAN 16: SPORT, RECREATION & OPEN SPACE
TAN 18: TRANSPORT

DESIGN DEVELOPMENT

Figure 5: Initial Site Layout



DESIGN DEVELOPMENT



Figure 6 Attenuation Basin Extract



Figure 7 Rain Garden Extract

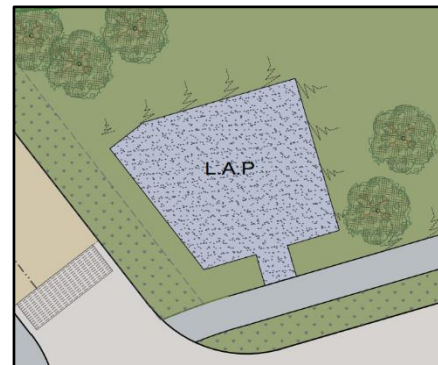


Figure 8 Local Area of Play Extract

Rain gardens

The site layout proposes rain gardens to the eastern boundary. This has been proposed to mitigate against excess surface water runoff, as well as enhancing the potential for wildlife conservation.

Layout Details

An important feature of the site development was the retention of hedgerows, providing both important ecological conservation and essential user privacy. Therefore, the site design has translocated the existing hedgerow in between the public open space (P.O.S) and the Attenuation Basin. These features will ensure sustainable drainage systems are in place, without jeopardising the visual appearance of the overall streetscape.

Additional consideration has been made in providing adequate open space for users of the site through inclusion of a Local Area of Play (L.A.P). This area has been strategically located within the public open spaces at the site (figure 7), to improve the visual appearance of these spaces. This space has also been located with visibility and surveillance in mind, where parents are able to watch their children from afar, as well as road users being able to see the Local Area of Play as they approach the junction.

Evolution of Design

The site layout has remained broadly similar throughout the evolution of design as a result of the topography, access road, and other site constraints. The scheme has taken on-board the advice received throughout the Pre-Application dialogue.



Figure 9 Frontage to Sandy Lanes Extract

PROPOSED PLANS

Figure 10: Finalised Layout



THE PROPOSAL

CHARACTER

The proposed scheme has been designed to provide a diverse mix of residential units to meet local need. A full analysis of the site and its context has been undertaken and it has been concluded that there is sufficient capacity to comfortably incorporate residential units with no compromise to high quality design standards.

Place Making

This scheme incorporates suitable open space that will benefit both the new residents of the development and residents within the neighbouring area. Through careful design, the development will merge into the existing settlement's urban form. The site is located between two larger urban settlements to the North and South that offer employment opportunities, public transport access (rail and bus links), and recreational facilities. Public Open Space has been integrated into ecological and landscape features to the North-eastern sector of the site. This location was chosen as it benefits from natural surveillance from adjacent properties, alongside its ability to represent a predominant focal point of the development.



Fig 11: Development layout on *The Mdw, Ystradowen* near Sandy Lanes

Mix of Uses & Tenure

Throughout the development, there is a wide range of tenure type in order to adhere to policies SP3, SP4, and MG1 set out in the Local Development Plan. The scheme will aid in supplying the planned 9,460 new dwellings for the Vale of Glamorgan. Additionally, this development meets the affordable homes requirement of 10% adhering to policy SP4. Affordable homes are 'pepper-potted' throughout the scheme to ensure diversity of tenure type. The uses of the scheme will be Public Open Space and Housing.

Heritage

As there are no designated historic assets (i.e., World Heritage Site, scheduled monument, listed building, registered park and garden, historic landscape or conservation area) within, or intersecting with the Site, as such, there are no in-principle statutory constraints to the development proposal.

Accommodation Schedule					
House Name	Code	Beds	(GIA) ft2	No. of Units	Total Area
Open Market Units					
Hyatt	HY	3	927	8	7416
Burnaby	BU	3	944	5	4720
Shelby	SH	4	1129	7	7903
Roxbury	ROX	4	1354	3	4062
Thornbury	TH	4	1412	4	5648
Sub Total				27	29749
Affordable Units					
1-Bed Flats	2.1.1	1	557	8	4456
2-Bed House	4.2.1	2	850	5	4250
3-Bed House	5.3.1	3	1003	6	6018
Sub Total				19	14724
Total				46	44473

Figure 12: Accommodation Schedule of the Development

THE PROPOSAL

Streets

The site is well connected and slots into a clear hierarchy of settlements, which are in close proximity to nearby towns. The indicative masterplan proposes a legible street hierarchy with its own strong streetscape, supporting material in line with the Manual for Streets Guidance. Plots are oriented to provide for strong frontages and the proposed property types vary in terms of finishing materials and more detailed design in order to create a diverse and interesting street scene.

The design layout showcases a differing road material usage at the North. This change aids in improving the legibility of the site and allows the user to orientate themselves within the site. This respects the SPG in relation to the hierarchy of streets and spaces, that states:

"...making some streets more significant in both movement and urban design terms than others so that they 'stand out' helping people orientate themselves within a development..."

Spaces and Public Realm

Retention of public open space was a key focus of the design for this scheme. The development aims to provide safe meeting spaces, alongside an enjoyable streetscape with sense of place at the heart of the design. As identified within the LDP, Policy MG28 highlights that the site lies within an area of public open space allocation. Therefore, essential POS has been provided, with the additional of a LAP within the site to meet the needs of the increasing public demand. The scheme has taken into consideration the surrounding public realm, with a focus on improving upon the existing safe connectivity and suitable open space.

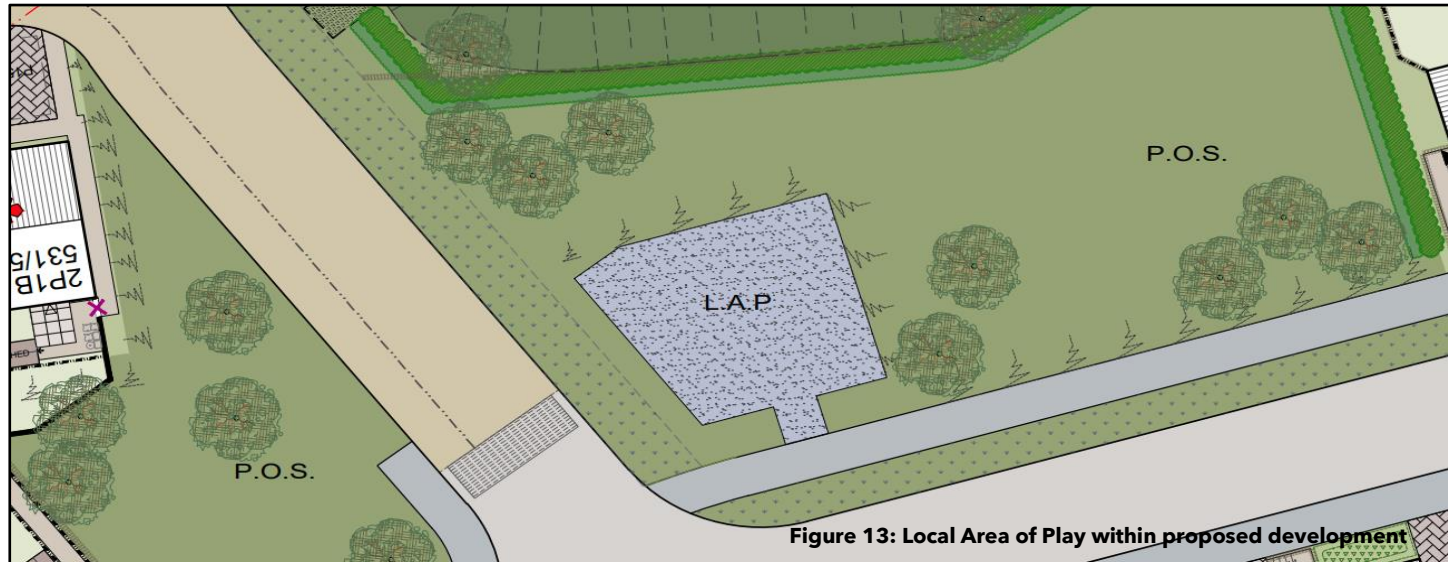


Figure 13: Local Area of Play within proposed development

Scale

The dimensions of the housing units vary throughout the site. The table below provides additional information of the distribution of dwelling types and scales throughout the site. These dwelling sizes have been chosen based on matching the existing character of the surrounding neighbourhood. The majority of the housing within close proximity to the site are 2 storeys. As a result, the site design reflects this understanding by continuing with 2 storey dwelling types within the site, to support the existing densities throughout.

Heritage

There are no significant heritage elements on site or affected due to the delivery of the scheme. Relevant analysis has been undertaken to ensure development does not have a negative impact on the character of the surrounding area.

Amount & Density

The scheme offers an appropriate dwelling density to meet the needs of high housing demand whilst avoiding negative impacts to the existing highway infrastructure and public transport availability. Therefore, the proposed density of development meets the criteria set out in the SPG 'A Model Design Guide for Wales' that states in Objective 2:

"Development should use land efficiently and where appropriate provide a density of use/population that supports public transport and commercial/ community services."

The proposed number of dwellings for the site would create a housing density of 28.75 dwellings per hectare. Policy MD6 within the LDP indicates the desired densities of future development. As the site comes under the 'minor rural settlement' category, a minimum residential density of 25 dwellings per hectare is required.

Therefore, the overall number of dwellings meets the requirements of residential density from the LDP.

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Materials

The materials palette has been introduced to give an understanding of how the scheme will fit into the existing neighbourhood. Below are some examples of other Lewis Homes Wales Schemes that highlight the potential finalised looks of the proposed buildings. The proposed House Finish Layout (below) also showcases how the overall development will look upon completion. The materials used throughout the proposed scheme have been chosen so that the development can slot into the existing settlement and match the overall street scene.



1



2








3



4



Site Key

-  Full Brick Unit: Main brick Ibstock Hardwicke Red Mixture with natural mortar in bucket handle finish contrasting brick to be Ibstock Leicester red.
-  Brick unit with render to front elevations/projections. See unit planning drawings for extent of render. Brick: Ibstock Hardwicke Red Mixture. Render: K Rend, Colour: Off White
-  Brick unit with reconstituted stone to front elevation. See house planning drawings for extent of stone. Brick: Ibstock Hardwicke Red Mixture. Stone: Forticrete reconstituted stone. Premier Purbeck Olde Heather in Cottage Finish.
-  Render Garage with brick to front elevation. See Garage planning drawings for extent of brick. Render: K Rend, Colour: Off White. Brick: Ibstock Hardwicke Red Mixture
-  1.8m High Screen Brick Wall. Brick: Ibstock Hardwicke Red Mixture

Examples of other Lewis Homes Wales Schemes	
Thornbury (1)	4-bedroom
Burnaby (2)	3-bedroom
Shelby (3)	4-bedroom
Hyatt (4)	3-bedroom

The main brickwork used is Hardwicke Welbeck, Red Mixture by Ibstock



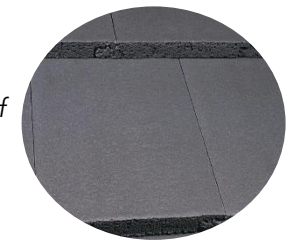
Tobermore pedestals permeable Block Paving (colour Braken)



The Render colour is 'Off White' by K Rend



Malery Modern Roof Tiles, Slate Grey



THE PROPOSAL

Proposed House Types

The proposed house types have been designed as to fit into the surrounding existing settlement. This has been achieved through the mixed use of materials and specific architectural design.

HYATT



FRONT.
1:100

REAR.
1:100

SHELBY



FRONT.
1:100

REAR.
1:100

THORNBURY



FRONT.
1:100

BURNABY



FRONT.
1:100

REAR.
1:100

2P1B FLAT WDQR



FRONT.
1:100



FRONT.
1:100

ROXBURY



FRONT.
1:100

REAR.
1:100



REAR.
1:100



FRONT.
1:100

THE PROPOSAL

ACCESS & MOVEMENT

Ystradowen is located North of the Strategic Transport Corridor as highlighted in the Local Transport Plan (2015-2030). This provides residents of this scheme access to key bus links from West to East of the region across the A48 connecting to large settlements such as Bridgend and Cardiff.

The site is also within close proximity to Cowbridge which is the closest Service Centre Settlement. A Service Centre Settlement is defined within the Vale of Glamorgan LDP as an area with “significant resident populations, good public transport provision, local employment opportunities, established town centres and a wide range of cultural, educational and community services and facilities”.

Additionally, users of the site are within close proximity to a nearby train station in Pontyclun to the North. This can be accessed in approximately 6 minutes through the A4222 road link.

The parking provision is arranged in a manner as to minimise impact upon the street scene of the development. Car parking is provided and meets the requirements of the adopted Parking Standards SPG. In the vast majority of instances parking is provided in the form of tandem bays to the side of properties, reducing the dominance of parked cars in the streetscape.

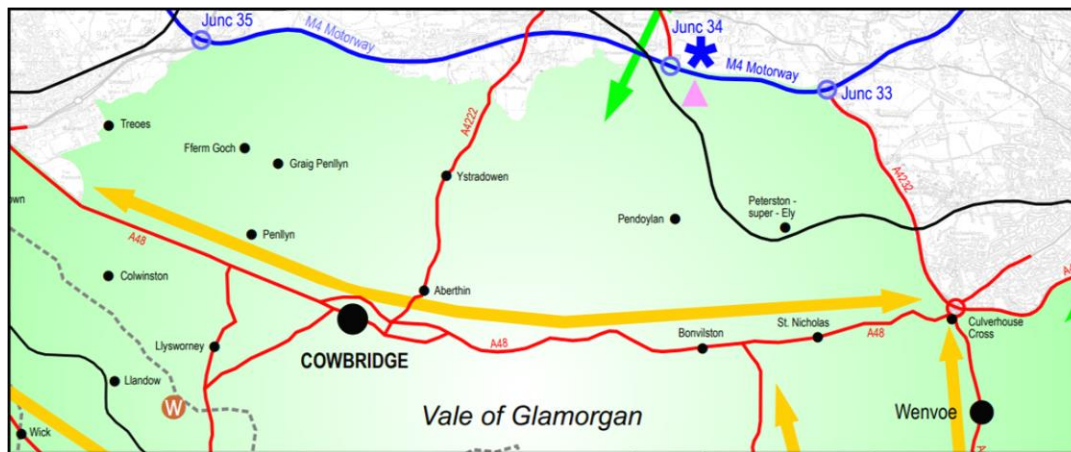


Figure 14: Example from Vale of Glamorgan Local Transport Plan indicating Strategic Transport

<i>Name of service or facility</i>	<i>Time to services (minutes)</i>
Village Hall	10-minute walk
The White Lion	8-minute walk
Tudor Garage	7-minute walk
Gail Armytage florist	7-minute walk
Waitrose & Partners Cowbridge	15-minute bus
Cowbridge Comprehensive School	16-minute bus
Y Bont Faen Primary School	13-minute cycle
Y Bont Faen Dental Centre	6-minute drive
Royal Glamorgan Hospital	15-minute drive

COMMUNITY SAFETY

The design of the scheme has been carefully considered to help design out crime, in accordance with Secured by Design principles.

All access into the development would be via the adopted estate road, which benefits from a prominent level of natural surveillance. The layout ensures that all streets within the development are afforded a strong active frontage and high levels of natural surveillance.

The on-site public open space has been designed with accessibility, usability, and desirability in mind, with considerable natural surveillance from adjacent properties and public areas. Car parking has also been designed to allow for a safer street presence, with vehicles away from house frontages.

The development also has considered how and where to place trees and green features throughout, in order to minimise blind spots on the street. This will allow more people to feel safer when traversing the site.

With reference to the Manual for Streets guidance, road layouts have been designed to ensure safe driving speeds are maintained throughout the site. This has been achieved through minimising the number of long, straight roads that enter and traverse the site.

THE PROPOSAL

ENVIRONMENTAL SUSTAINIBILITY & LANDSCAPING

The layout and architecture of the scheme incorporates green infrastructure and the significant biodiversity and ecological components on the site are to be preserved and protected against the effects of development. The scheme also makes every effort to provide sufficient green open space provision for the benefit of the local community.

The mature trees and vegetation on the site and in the area are taken into consideration in the proposals. The trees identified within a Tree Survey prepared by *Treescene* are to be retained. Large areas of green space are also to be retained and enhanced with the incorporation of footpath linkages throughout for ease of access which adjoin the existing PROW. This has been developed in line with Policy MD2 which seeks to '*incorporate sensitive landscaping, including the retention and enhancement where appropriate of existing landscape features and biodiversity needs*'.

Furthermore, all housing within the scheme will be constructed to the latest building regulations and a series of drainage attenuation features are proposed to be located within the POS areas.



ECOLOGICAL IMPACTS

In order to further understand the potential ecological impacts that may arise as a result of the development, an ecology report was conducted. The report surveyed the site to discover areas that may be at risk of habitat degradation.

The report concluded that the Northern hedgerow boundary supported higher levels of bat activity compared to the hedge located along Sandy Lane and recommended the removal and translocation of the hedgerow along Sandy Lane.

This recommendation has been integrated into the schemes design to ensure the retention of vulnerable bat species (e.g., *Serotine*) and help support future habitat growth for the future.

The hedgerow vegetation removal work will be carried out outside of nesting bird season, which is suggested in the ecology report between September – February.

The report also highlighted that the inclusion of an attenuation basin would help provide a damp base to hold water that would support breeding habitats for amphibians in Springtime. Additional recommendations were put forward to provide log/brush piles around the perimeter of the basin, to encourage new shelter and hibernation opportunities for amphibians and reptiles.

SUMMARY & CONCLUSIONS

This Design and Access Statement has been prepared on behalf of Lewis Homes to accompany a full planning application for the residential development with associated access, car parking, landscaping, and drainage works.

The document demonstrates how the design of the scheme has responded to the constraints of the site, the site's context, relevant planning policy and the requirements of its end users, with regard to character, access, movement, environmental sustainability, and community safety.