

Planning Statement

Land at Sandy Lane, Ystradowen,
Vale of Glamorgan

September 2023

amity
planning consultants



Introduction

Client This statement has been prepared on behalf of Lewis Homes Wales.

Scope This statement supports the submission of a full planning application for the erection of 46 no. dwellings comprising of 27 no. market housing units and 19no. affordable units together with engineering, drainage, landscaping, highways and other associated works on land at Sandy Lane, Ystradowen, Vale of Glamorgan.

Site Details



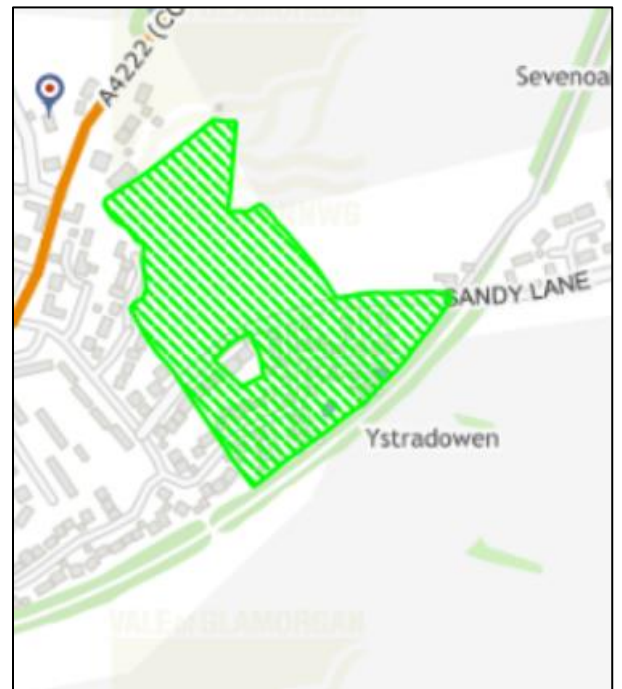
Site Description The proposed site is currently used as an agricultural grazing land that is bounded by hedgerows. The site lies within the Ystradowen settlement boundary as a part of a larger mixed allocation for 85 houses and associated infrastructure provision. The site is adjacent to Sandy Lane, with wider connections via Cowbridge Road (A4222) northbound towards Pontyclun and southbound towards Cowbridge. Vehicular access to the site is to be secured from Sandy Lane, via Cowbridge Road (A4222).

Development Proposals	
The Scheme	<p>The application seeks Full planning permission for the following:</p> <ul style="list-style-type: none"> • Residential development of 46no. new dwellings comprising of 27 no. market housing units and 19no. affordable units. • New roads and footpaths. • Drainage infrastructure. • New green infrastructure/landscape planting. • Ancillary works
Relevant Planning Policy	
Approach	<p>In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, development must be carried out in accordance with the development plan (in this case the adopted Cardiff Local Development Plan) unless material considerations indicate otherwise.</p> <p>The Development Plan for the area comprises of the Vale of Glamorgan Local Development Plan 2011 - 2026 (Adopted June 2017) together with Future Wales – The National Plan 2040. Relevant material considerations in this instance are identified as including Planning Policy Wales, various Technical Advice Notes, and adopted Supplementary Planning Guidance.</p>
Local Development Plan (Adopted)	<p>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.</p> <p>The site is subject to the following designations within the adopted Local Development Plan:</p> <ul style="list-style-type: none"> • The Site is allocated for housing under LDP policies MG 2(48), MG 28 (9) • The Site is considered as '<i>Housing Mixed</i>' Housing Allocation (48) and '<i>Public Open Space</i>' Public Open Space Allocation (9).

Figure 2: Extracts of Vale of Glamorgan County Proposals Map



Housing Mixed



Public Open Space



The following Policies within the *Vale of Glamorgan Local Development Plan 2011 – 2026* are of most relevance to the development proposals:

SP1 – Delivering the Strategy

This strategy seeks to improve the living and working environment, promote enjoyment of the countryside and coast and manage important environmental assets. This will be achieved by:

- Providing a range and choice of housing to meet the needs of all sectors of the community;
- Promoting a range of employment sites intended to meet the needs of the Vale of Glamorgan and the wider capital region;
- Reinforcing the role of Barry, service centre settlements and primary settlements as providers of cultural, commercial and community services;
- Promoting sustainable transport;
- Delivering key infrastructure linked to the impacts of development;
- Protecting and enhancing the built, natural and coastal environment;
- Promoting opportunities for sustainable tourism and recreation; and
- Favouring development that promotes healthy living.

Policy SP3 – Residential Requirement

Provision has been made for 9,460 new residential units in the Plan period up to 2026. This requirement originates from the Welsh Government’s 2011 based local authority population and household projections.

Figure 3: Extracts from LDP indicating the allocation of site for 85 units.

48	Land off Sandy Lane, Ystradowen ** # (in part)	4.2	85
			964
TOTAL UNITS			8,525

* Barry Waterfront is allocated as a mixed use incorporating a new school, strategic transport infrastructure, strategic open space and community infrastructure.

** Mixed use including provision of open space or community infrastructure allocation or part of the site for the provision of a new school.

Sites with Planning Permission (including sites awaiting S106) as at September 2016.

≈ Sites affected by zone C1 or C2 flooding as identified on 2015 Development Advice Maps.

Policy SP4 – Affordable Housing Provision

The LDP expects needs for affordable homes in the Vale of Glamorgan County Borough to rise. The delivery of affordable housing is a key objective of the LDP Strategy, with the relative strength of the Vale of Glamorgan’s housing market over the last 10 years having resulted in many local people experiencing difficulties purchasing suitable housing on the open market. Therefore, provisions have been made to ensure 3,252 affordable residential units get developed over the plan period.

Policy MG 1 – Housing Supply in the Vale of Glamorgan

In order to meet the housing land requirement of 9,460 new dwellings provision have been made for the development of up to 10,408 new dwellings during the plan period. This will provide a 10% margin for flexibility to ensure the availability of a range and choice of housing land throughout the Plan period. This policy has been set in place to ensure that essential housing supply is met.


Policy MG2 – Housing Allocations

In accordance with the LDP Strategy and Policy SP3, land has been allocated for an additional 8,525 dwellings over the Plan period on 48 sites to take account of changes arising from demographic change, migration and changes in household formations. The number of units proposed for each site is based on an assessment of appropriate density. Where sites already have the benefit of planning permission, the figures reflect actual permissions, while on some sites, densities have been adjusted to reflect site specific circumstances, including flooding constraints.

The application site forms part of a 4.2 ha allocation *MG2(48): Land off Sandy Lane, Ystradowen*. The site is allocated as mixed-use site, including provision of open space.

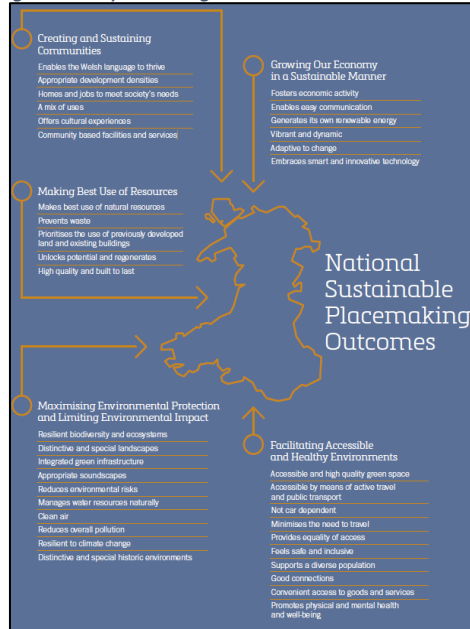
With regard to allocation *MG2(48)*, LDP *Appendix 3: Housing Allocations: Individual Site Details* advises:

This 4.2 hectare Greenfield site is located to the north east of Ystradowen on land either side of Sandy Lane. Approximately half of the site to the south of Sandy Lane was granted planning permission for 40 dwellings in May 2015 (applications 2013/00856/OUT and 2014/01483/RES refer) and the site is currently under construction. The allocation as a whole will provide 0.43 hectares of open space and recreational facilities in accordance with Policy MG28 (9). Affordable housing will be delivered in accordance with Policy MG4.

	<p>Policy MG4 – Affordable Housing 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. On sites of fewer than 10 dwellings the affordable housing requirement will be calculated and any whole units shall be provided on site, unless exceptional circumstances are demonstrated, with the residual amount being provided as an equivalent financial contribution. Off-site contributions received will be used to deliver alternative affordable housing in the Vale of Glamorgan.</p> <p>Policy MG28 – Public Open Space Allocations Policy MG28 allocates land for open space to be provided as part of housing allocations in those areas where the scale of demand for such facilities from housing growth cannot be met by existing provision. The application site forms part of allocation <i>MG28(9): Land off Sandy Lane, Ystradowen</i> which is identified as providing 0.43ha of open space and recreational facilities.</p>
<p>Future Wales: The National Plan 2040</p>	<p>Future Wales: The National Plan 2040 is the national development framework, setting the direction for development in Wales to 2040. It forms part of the development plan and provides a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.</p> <p>As described above, the Welsh development framework has been designed incorporating the principles of sustainable development at its core. This comes as a result of the Well-being of Future Generations (Wales) Act 2015 ('the Act') that gives a legally-binding common purpose – the seven well-being goals – to the public sector to improve the well-being of Wales. It is through the Act that Wales will make its contribution to the achievement of the 17 United Nations Sustainable Development Goals.</p> <p style="text-align: right;"><i>Figure 4: The Seven Goals of the Well-being of Future Generations (Wales) Act 2015</i></p> <p>At a more detailed level, the National Plan contains 18 strategic and spatial policies. In view of the nature of the development proposals, the policies below have been identified as relevant to the scheme:</p> <ul style="list-style-type: none"> Policy 1 – Where Wales will Grow Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking Policy 7 – Delivering Affordable Homes Policy 8 – Flooding Policy 9 – Resilient Ecological Networks and Green Infrastructure Policy 11 – National Connectivity Policy 12 – Regional Connectivity <div style="text-align: center;">  </div>
<p>Planning Policy Wales</p>	<p>Planning Policy Wales (11th Edition, February 2021) 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.</p>

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” and “the most appropriate way to implement these requirements through the planning system is to adopt a placemaking approach to plan making planning policy and decision making” as per Paragraph 2.9.

Figure 5: Key Planning Policies and the National Sustainable Placemaking Outcomes (extract from PPW 11)



PPW defines placemaking as a “holistic approach to the planning and design of development and spaces, focused on positive outcomes”. This approach “considers the context, function and relationships between a development site and its wider surroundings” and “adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary”.

Figures 4 and 5 of PPW (see Figure 2 below) set out the Key Planning Policies and the National Sustainable Placemaking Outcomes which bring about sustainable development and, in particular, inform the preparation of development plans and the assessment of development proposals. Having regard to the PPW framework, the following content is deemed pertinent to the determination of this application.

Good Design

Paragraph 3.3 confirms that “design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places”. PPW 11 sets out five key aspects of good design as follows:

Access and Inclusivity

This can be achieved “making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children” (Paragraph 3.6) and through measures and features that “enable easy access to services by walking, cycling and public transport” and “encourage people to meet and interact with each other”.

Environmental Sustainability

Paragraph 3.7 states that “developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement (Paragraph 3.7)” and be resilient through “an integrated and flexible approach to design, including early decisions regarding location, density, layout, built form, the choice of materials, the adaptability of buildings and site treatment”. Paragraph 3.8 highlights that “landscape and green infrastructure considerations are an integral part of the design process” and, in a similar manner, addressing land contamination, instability and flood risk and providing for biodiversity benefits should be part of the design.

Character

Paragraph 3.9 highlights that “the layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations”. It goes on to say that “the impact of development on the existing character, the scale and siting of new development, and the use of appropriate building materials” will be particularly important in areas recognised for their particular landscape, townscape, cultural or historic character and value. Paragraph 3.11 establishes

that “crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions”.

Movement

Paragraph 3.12 states that good design in this matter means “minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys”. It also remarks that “existing infrastructure must be utilised and maximised, wherever possible”.

Transport

Paragraph 4.1.11 sets out that “development proposals must seek to maximise accessibility by walking, cycling, and public transport, by prioritising the provision of appropriate on-site”. In this respect, “the sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications” as per Paragraph 4.1.14. The Welsh Government policies set out the sustainable transport hierarchy which is, in this order, from walking and cycling, public transport, ultra-low emissions vehicles to other private motor vehicles.

Active travel is a cornerstone of the transport policies in Wales. Paragraph 4.1.31 confirms that “planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling”.

With regards to vehicle parking, Paragraph 4.1.50 advises that a design-led approach should ensure that “appropriate level of car parking is integrated in a way which does not dominate the development”.

Paragraph 4.1.35 requires new development to “provide appropriate levels of secure, integrated, convenient and accessible cycle parking”.

Housing

Paragraph 4.2.1 advises that “new housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities”.

Paragraph 4.2.17 acknowledges the potential on brownfield sites to deliver further housing when saying that “maximising the use of suitable previously developed and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites”.

Open Space

Paragraph 4.5.2 highlights that “formal and informal open green spaces should be protected from development, particularly in urban areas where they fulfil multiple purposes” and acknowledges the role of open space in “enhancing quality of life” and contributing to “biodiversity, the conservation of the historic environment, nature and landscape, better air quality, the protection of groundwater and as places of tranquillity” in conjunction with “a role in climate protection and in enabling the adaptation of urban areas to the impacts of climate change”.

Green Infrastructure

Paragraph 6.2 defines green infrastructure as “the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places” and “at smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks”.

	<p>Paragraph 6.2.5 acknowledges the role of green infrastructure in enhancing the design quality of the built environment. It goes on to state that “with careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places”. It is also advised that “there are multiple ways of incorporating green infrastructure, dependent on the needs and opportunities a site presents”. Paragraph 6.4.21 establishes that “planning authorities must follow a stepwise approach to maintain and enhance biodiversity and build resilient ecological networks by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible”.</p> <p><u>Water Management</u></p> <p>Paragraph 6.6.25 states that “development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself”. With regard to flooding from surface water, Paragraph 6.6.27 advises that “developments are designed and planned to minimise potential impacts” and goes on to say that “development should not cause additional run-off, which can be achieved by controlling surface water as near to the source as possible by the use of SuDS”. Paragraph 6.6.69 indicates that “the adequacy of water supply and sewerage infrastructure should be fully considered when proposing development, both as a water service and because of the consequential environmental and amenity impacts associated with a lack of capacity”. Paragraph 6.6.18 recommends that “the provision of SuDS must be considered as an integral part of the design of new development and considered at the earliest possible stage when formulating proposals for new development”.</p>
<p>Technical Advice Notes</p>	<p>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. Of particular relevance to this application are the following TANs:</p> <p>TAN 2: ‘Planning and Affordable Housing’ (June 2006); TAN 5: ‘Nature Conservation and Planning’ (September 2009); TAN 10: ‘Tree Preservation Orders’ (October 1997); TAN 12: ‘Design’ (March 2016) TAN 15: ‘Development and Flood Risk’ (2004) TAN 18: ‘Transport’ (2007).</p>
<p>Supplementary Planning Guidance</p>	<p>Supplementary Planning Guidance (SPG) are produced to provide further detail on certain policies and proposals contained within the Local Development Plan. They ensure that certain policies and proposals are better understood and applied effectively. SPG’s do not however hold the same status or weight as adopted Local Development Plan policies. The following adopted Supplementary Planning Guidance is of relevance:</p> <p>Affordable Housing (2018)</p> <p>The purpose of this Supplementary Planning Guidance (SPG) is to set out the Council’s approach to delivering affordable housing through the planning system. It sets out the Council’s planning requirements and mechanisms for securing and delivering affordable housing within the Vale of Glamorgan.</p> <p>Biodiversity and Development (2018)</p> <p>The Supplementary Planning Guidance (SPG) has been prepared to provide guidance and on how biodiversity in the Vale of Glamorgan will be conserved and enhanced throughout the planning and development process.</p>

Design in the Landscape (2006)

This Supplementary Planning Guidance (SPG) has been prepared by the Planning and Transportation Division of the Vale of Glamorgan Council to provide practical advice and guidance on how design issues affecting the landscape are best addressed in new development proposals within the Vale of Glamorgan.

Model Design Guide for Wales (2005)

This document has been designed as a practical tool to be used by local planning authorities as supplementary planning guidance to meet the requirements of PPW and convey the design implications of TAN 12 to anyone proposing new residential development in excess of 1 dwelling. It is a requirement of PPW and TAN 12 that applications for planning permission are accompanied by a 'design statement'. This document therefore also clarifies the issues a design statement for new residential development should address.

Parking Standards (2019)

The guidance sets out the Council's parking standards for new development (including change of use) that are both consistent and transparent. Parking requirements are detailed according to land use and location and list requirements for commercial vehicles, cars, motorcycles and cycles. The guidance also provides information in respect of how the preparation and adoption of travel plans and/or the location of the proposed development in relation to alternative sustainable modes of transport and local services and facilities may be taken into account in the level of parking provision required.

Planning Obligations (2018)

This Supplementary Planning Guidance (SPG) provides clarification of where, what, when and how planning obligations will be sought, in order to assist the Council in creating sustainable communities that provide social, economic, and environmental benefits. This guidance offers advice on planning obligations in support of the policies in the Vale of Glamorgan Local Development Plan.

Residential and Householder Development (2018)

This Supplementary Planning Guidance (SPG) has been produced to support and add detail to the Vale of Glamorgan Local Development Plan (LDP) 2011-2026. It is intended to provide clear guidance on the interpretation and implementation of the policy within the LDP that is relevant to householder and new residential development.

Sustainable Development – A Developer's Guide (2006)

The purpose of this guidance is to raise awareness of how the development of land can contribute towards sustainability, through encouraging a holistic approach to construction and by reducing the impact of a development during its lifetime. The guidance covers a wide range of sustainability issues relating to land-use planning, accessibility, energy efficiency, drainage and water conservation, waste management, landscape and biodiversity. Advice is also given on the implementation of renewable energy systems, and the planning considerations of such development. In addition to providing examples of good practice, the guidance also gives advice on where further sources of information can be found.

Travel Plan (2018)

This Supplementary Planning Guidance (SPG) has been produced to support and add detail to the Vale of Glamorgan adopted Local Development Plan 2011-2026 (LDP). A number of LDP policies recognise the need for new development to promote sustainable transport and ensure that new development is accessible by sustainable modes of transport.

Trees, Woodlands, Hedgerows, and Development (2018)

This SPG has been prepared to provide guidance to homeowners, landowners, contractors, developers and other interested parties involved in the planning process on how to fully consider trees and hedgerows as part of new development proposals.

Planning History

Pre-Application Enquiry 2021/00169 /PRE

A pre-application enquiry was lodged with Vale of Glamorgan on 21st September 2021. Following a period of engagement with officers, including a meeting, a written response was provided by the LPA on 23rd March 2022. The feedback received included:

Principle of Development

The site forms part of a wider LDP dual allocation for housing (Policy MG2) and open space (Policy MG28), with the acceptability of the development in principle reliant upon delivering against policies.

Comprehensive Development

Both the application site and the allocated site to the north should be developed in a cohesive manner to ensure comprehensive development.

Public Open Space

Calculations were provided in respect of the requirements for Public Open Space provision having regard to the site's dual allocation and the provision of 46 dwellings as follows:

- 322.8sqm equipped children's play space comprising:
 - 266.8sqm equipped children's play space for the site in accordance with SPG
 - 56sqm for proportionate windfall. MG28
- 586.96sqm of other children's play space in accordance with SPG.
- 1,169.28sqm for the site + 358sqm for the proportionate windfall = 1,527.28sqm outdoor space in accordance with MG28.

The 1,527.28 sqm of outdoor space and 56 sq.m windfall for children's play space was identified as meeting policy MG2 in terms of "strategic" open space provision. The 266.8 sqm equipped children's play space and 586.96 sqm other children's play space was identified as the remainder required to meet policy MD3 and the SPG, which could potentially be provided off site. However, a LAP with at least 100 sq.m of equipped play space was requested to be provided on site.

Design and Layout

Design comments included:

- The views into the site from Sandy Lane are considered important, particularly as the site would form the transition between urban and rural.
- Landscaping within the site should provide an ample amount of tree cover within and visible from the public highway and other areas of public realm, and should include the provision of street trees. Trees should be used to break up parking areas to soften the appearance of these areas of hard surfacing. There should be some differentiation between surfacing materials used within the scheme to create character and avoid monotonous areas of tarmac.
- On junctions, all dwellings should have side windows to avoid blank walls and should ideally be dual frontage dwellings. On the junction with Sandy Lane, the house types chosen should turn the corner appropriately and be orientated in a way that performs this function satisfactorily.
- A palette of lighter, neutral coloured renders would be considered as appropriate finishes. Variation could be achieved through the use of stonework features on some of the dwellings.

	<p>Ecology and Hedgerows The response identified the need for a Preliminary Ecological Assessment, Tree Survey and Arboricultural Impact Assessment.</p> <p>Highways and Transportation Key feedback included:</p> <ul style="list-style-type: none"> • The proposed access point from Sandy Lane is considered an acceptable location for access to the site. • It is agreed in principle that providing driveway accesses from Sandy Lane to properties fronting Sandy Lane would be an acceptable approach in respect of highway safety as it would help to encourage lower vehicle speeds. However, this would require the removal of the hedgerow along the site frontage and would be dependent on the results of a hedgerow survey and ecological survey. • The adopted highway layout should continue up to the boundaries (North and East) for any possible future phases of construction • A turning head to adoptable standards will need to be provided • A pedestrian crossing point will need to be provided across the main junction entrance; <p>Planning Obligations Planning obligations requested by the LPA included:</p> <ul style="list-style-type: none"> • 40% Affordable Housing • Off-Site POS contribution of £40,320 • Education and School Transport Contribution of £538,629 • £59,220 towards community facilities
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Analysis

Principle of Development	<p>The site is part of a wider dual allocation for housing and open space under LDP policies MG2 (Housing Allocations) and MG28 (Public Open Space Allocations). Under Policy MG2 the housing element of the allocation is expected to deliver 85 dwellings, including 40% affordable housing in accordance with the requirements of Policy MG4, whilst under Policy MG28 the open space element of the allocation is expected to deliver 0.43ha of public open space.</p> <p>A first phase of development on the allocation has previously been delivered on land to the south of Sandy Lane by Bellway Homes. This included 40 new homes and open space provision.</p> <p>With regard to Policy MG2, the proposed development would deliver 46 dwellings which, in conjunction with the 40 units previously delivered on the Bellway site, would ensure that the target of 85 units for the overall allocation would be met. 18 of the 46 proposed dwellings would be affordable units which equates to in excess of a 39% provision, in accordance with the requirements of Policy MG4.</p> <p>The allocation under Policy MG28 identified the provision of 0.43ha of public open space on a 4.2ha allocation. This equates to roughly 10% of the allocation being delivered as public open space. Feedback received from the LPA as part of the pre-application discussions indicated that, in order to accord with the requirements of Policy MG28, the site should deliver 1,527.28sq.m of open space on-site, with a contribution towards off-site provision of children’s play space.</p> <p>The proposed development would deliver 1,734sq.m of good-quality, usable, open space on a 1.58ha site. This includes a formal, equipped, Local Area of Play; a large, area of open space capable of accommodating informal sports; and informal, natural green space around existing and proposed landscape features. This equates to nearly 11% of the development area being set-aside for open space</p>
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provision, in excess of the requirement for the site as evenly apportioned, and in excess of the requirement for on site open space provision as identified during pre-application discussions.

In summary:

- The provision of 46 dwellings would meet the requirements of LDP Policy MG2, and make a significant contributions towards the overall housing target of 9,460 new residential units in the Plan period up to 2026 as required by LDP Policy SP3.
- The provision of 18 affordable units would equate to an affordable housing provision of in excess of 39% in accordance with the requirements of LDP Policy MG4.
- The provision of 1,734sq.m of open space would meet the requirements of LDP Policy MG28.

It is consequently concluded that the principle of the proposed development is in accordance with the development plan.

Notwithstanding the scheme's compliance with the development plan, it should further be noted that application is supported by a detailed viability statement (Appendix 1 to this statement) which evidences that the viability of the site is challenging and that the current scheme is only deliverable on the basis that Lewis Homes' are prepared to accept less than the generally accepted minimum profit levels for a residential development. It is further noteworthy that the open space requirement under Policy MG28 was allocated prior to Welsh Government's adoption of SABs legislation, and that SABs drainage requirements are often more land-hungry than traditional drainage methods. Having regard to these additional constraints, Lewis' Homes commitment to meeting all land-use policy requirements on the allocation is commendable.

Design and Character

The design of the new residential development on the site has paid careful consideration to the existing character of the surrounding settlement of Ystradowen, including the previous development by Bellway Homes on the first parcel of the allocation. The Design and Access Statement that accompanies this planning application provides full details of the development in this regard following the PPW's key aspects of good design: Access and Inclusivity; Environmental Sustainability; Character; Community Safety; and Movement.

The scheme has been designed to front Sandy Lane, with the properties fronting Sandy Lane served by a series of private drives adjacent to the dwellings in order to maintain the consistency of the hedgerow to Sandy Lane. The scheme has been developed with careful regard to the amenity of both existing neighbouring residents, and that of future occupiers of the site. The buildings are well spaced from existing dwellings in the locality, in particular the residential development on the adjacent side of the highway. The design of the dwellings ensures a reasonable outlook from habitable rooms and will ensure that future occupiers benefit from a good level of amenity. The scheme also has due regard for ensuring access to the remaining part of the allocation. The spur of private drive to the north includes sufficient land to facilitate its upgrade to an adoptable standard to facilitate access to this northern parcel.

Layout Arrangements

The layout design has been adjusted in relation to responses received from the Pre-Application Advice. The layout follows the natural topography of the site, with the Attenuation Basin to the northern sector as the site slopes south to north. The scheme also includes additional Sustainable Drainage features such as raingardens and Grasscrete. The road layout has been designed to ensure both road users and pedestrians are able to safely traverse the site. This has been achieved through reducing the number of long straight roads, improved footpaths, as well as including large visibility splays to enable clear vision for road users. The site also uses the combined Public Open Space and Local Area of Play as the focal point of the development. This aids in improving accessibility to these spaces, as well as creating a safe

and desirable place for local residents. It also allows users to benefit from natural surveillance and aids in improving the sense of place for residents.

House Types and Scale

Consideration has been given to the height and massing of the proposals in relation to the existing buildings to mitigate any potential impacts that the development may have on the amenities of existing residents. The layout furthermore ensures that all streets within the development are afforded a strong active frontage and high levels of natural surveillance. The schedule of accommodation for the site comprises of a mix of 8 no. 1-bed flats, 5 no. 2-bed, and 6 no. 3-bed social rented units and 13 no. 3-bed and 14 no. 4-bed market dwellings. These consist of a mix of attached, semi-attached, and detached units with the aim of providing a generous variety of homes for all types of future occupiers.

Amount and 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'. 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.

Overall, the layout meets good design principles as set out in Planning Policy Wales and the Vale of Glamorgan County Council Local Development Plan.

Open Space

As identified above, on-site open space provision has been evolved in liaison with the LPA and in accordance with LDP Policy MG28. This comprises of a total of 1,734sq.m of good-quality, usable, open space including of a formal, equipped, Local Area of Play; a large, area of open space capable of accommodating informal sports; and informal, natural green space around existing and proposed landscape features.

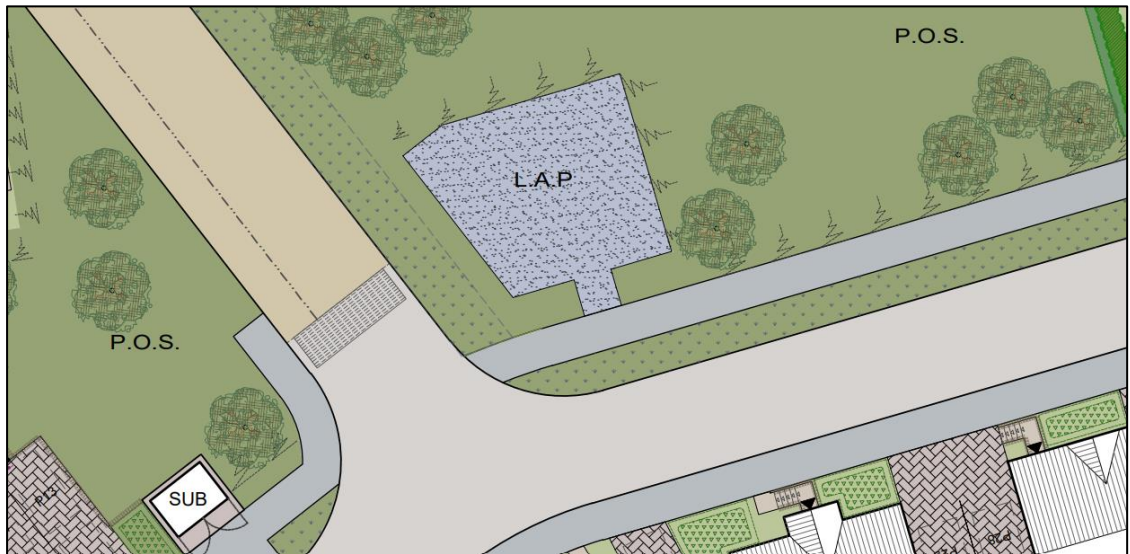
Local Area of Play

A Local Area of Play is being proposed at the centre of the site. This area was chosen as it is easily accessible for all users of, and is visitors to, the site, and is subject to high-levels of natural surveillance, and is well integrated into the wider Public Open Space provision. A LAP is a great solution for newly built housing estates with the potential to attract new and soon expecting parents, providing a safe area to play for their young children.

Informal Play/Sports

The primary Public Open Space area is located centrally within the site, adjacent to the attenuation basin, and incorporating a Local Area of Play as identified above. The space is, for the most part, located away from proposed dwellings and enclosed by landscape planting. It's size and shape has been designed to ensure that it is capable of being used for informal sports and play.

Figure 6: Proposed L.A.P



Informal Recreation

Informal recreation space capable of being used for nature exploration/walking/exercising dogs etc is located around the site peripheries, integrated with existing and proposed landscape features, including around the proposed attenuation basins.

Feedback received during pre-application discussions in respect of the potential for the relocation of the highway serving plots 15 to 21 in order to avoid dissecting the POS area have been carefully considered by the design team, however are not practically achievable because of site levels and highway gradient requirements. Nonetheless, the layout to the west of this road has been redesigned to maximise POS provision and it is considered that the open space provision is of a high-quality, accessible and usable, in accordance with the policy requirements of the LDP.

Landscape Impact

Although the site is not located within an SLA, strategic landscaping will still form part of the scheme to integrate the development into the surrounding area. 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 green space and drainage pond also provide significant visual relief within the built-form.

The mature trees and vegetation on the site and in the area are taken into consideration in the proposals. The trees are identified within a Tree Survey prepared by Treescene, most of which are capable of retention. 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'.

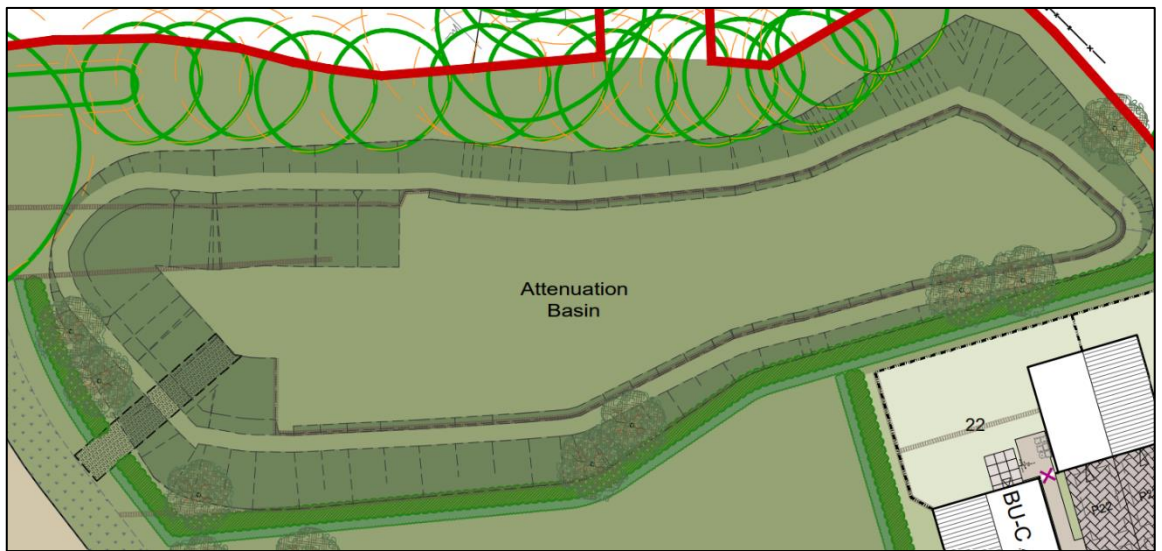
Strategic tree planting and drainage infrastructure to the frontages and the rear of properties will furthermore integrate the development into the surrounding landscape. The current design layout has been configured around existing trees where possible, and existing level restrictions. Additionally, the site plan includes a sizable amount of secure shared amenity greenspace surrounding the proposed dwellings.

<p>Movement and Highway Impact</p>	<p>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”.</p> <p>The Transport Statement produced by Acstro aids in further understanding how access and movement is impacted upon by the proposed development. It states that the proposed development is:</p> <ul style="list-style-type: none"> • Appropriately located for pedestrian, cyclist, and public transport users. • Located in walking distance from amenities that are available in the village. • Users of the development can access sustainable modes of transport and would not be reliant on using a private vehicle. <p>The Transport Statement also highlights that the site would generate an estimated 23-hour peak vehicle movement. This equates to no more than one additional vehicle movement every 2 to 3 minutes on average during the busiest hours and is not considered to be significant. It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.</p> <p>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. Nine properties will be accessed directly from Sandy Lane. Sandy Lane will be widened across the proposed developments frontage to provide a 5.5m wide carriageway and a new 2m wide footway along its northern side.</p>
<p>Flood Risk and Drainage</p>	<p>The site is not subject to any flood risk constraints, as shown in the NRW Flood Map for Planning (overleaf). Although the site is not located within a flood risk area, it has been demonstrated that the scheme includes proficient sustainable drainage systems that will aid in reducing the risks associated with surface water flooding. A suitable drainage strategy has been produced which accompanies this submission designed in compliance with SABs legislation. The multi-function green space area will be provided to the North of the site. The attenuation basin has been placed to the North of the site to enable adequate open space availability to potential future development within the land parcel to the North. This space has been carefully designed to integrate surface water attenuation, ecological mitigation, and accessible informal open space. A central, shallow basin represents the focal point of this space. In extreme rain-fall events however the basin will provide additional storage to a minimal depth (circa 45mm).</p>

Figure 7: Planning Flood Map Wales and Site Location (Red)



Figure 8: Attenuation Basin Extract



Ecology

In order to further understand the potential ecological impacts that may arise as a result of the development Soltys Brewster Ecology were appointed to undertake survey work and reporting. A Preliminary Ecological Appraisal identified areas of the site that may be at risk of habitat degradation. The PEA 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.

Subsequent bat survey work established the use of the habitats present at the application site by at least 6no. different bats species including Common and Soprano Pipistrelle, Noctule, Serotine, Myotis sp. and Brown Long-Eared bat. A number of which are considered to be light sensitive species (e.g., Brown Long-Eared bat and Myotis species). In addition, whilst all other bat species recorded at the site would be considered common, Serotine is classified as a Vulnerable species within the IUCN Red List for British Mammals. The species was recorded on 17 occasions during the monitoring sessions indicating the use of the site by a small number of bats on an irregular basis.

The PEA 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.

Enhancement measures to improve the suitability of the site to support GCN and other amphibians and reptiles post development include the design of the attenuation basin to feature a damp base or hold water for most parts of the year. This could provide breeding habitats for amphibians in the spring. The attenuation basin banks could also be seeded with a native wetland grass mix or allowed to colonise naturally and managed via a single annual cut in later July/early August. In addition, the design could also feature the creation of hibernacula or log/brush piles around the basin to provide new shelter and hibernation opportunities for amphibians and reptiles. Guidance on the design of hibernacula is provided in Appendix VI.

Conclusion

The proposed development will provide 46 much-needed dwellings in a region in close proximity to existing 'Service Towns' in the Vale of Glamorgan authority area. This document provides an analysis of the proposed developments compliance with planning policy with the following findings:

- The development is providing 19-new affordable homes which would aid in addressing the shortfall of affordable house delivery in the county. The development would therefore comply with the LDP policies SP3, SP4, and MG4.
- An appropriate amount and quality of open space has been provided for site, having regard to the requirements of LDP Policy MG28 and the overall viability of the scheme.
- With regard to design and amenity, the proposed development accords with LDP policies and SPG on placemaking and design contained in PPW and the Adopted LDP.
- As the development is not within a flood risk zone there are no issues surrounding the viability of the scheme and its impact upon flood risk in the area. However, significant consideration has been given to adhering to the SABs legislation through the addition of the Attenuation Basin to the North. This sustainable drainage system will aid in reducing the impact of excess surface water runoff and reduce the demand on the existing drainage system.
- Through the ecological impact assessment provided by Soltys Brewster Ecology it was determined that the scheme would have a minimal impact on the existing ecology of the site. Several recommendations from this report have been used to ensure that there is no ecological degradation of the site.

Appendix 1: Viability Report



YSTRADOWEN VIABILITY REPORT

SEPTEMBER 2023



Amity Partnership Ltd
University & Literary Club
20 Berkeley Square
Bristol
BS8 1HP

T: 07775 940791





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- 2.0 BACKGROUND INFORMATION
- 3.0 CONCLUSION

APPENDICES

- 1.0 LAYOUT DRAWINGS:
 - HAMMOND ARCHITECTURAL LTD DRAWING REF 1941 – TP01 – REV E/F
 - QUAD CONSULT DRAWING REF 19351-SK101-REV 10



1.0 INTRODUCTION

- 1.1 Amity Partnership Limited have been requested to provide a report summarising the viability of the potential project at Sandy Lane, Ystradowen.
- 1.2 Amity Partnership Limited work extensively with Residential Developers throughout South Wales and the South of England. This report has been undertaken by Nicholas Allen BSc (Hons) MRICS, who is a director of Amity Partnership Limited.
- 1.3 The costs have been based upon the layout drawings included in Appendix 1. The architectural layout has been produced by Hammond Architectural Limited & the structural & civil engineering drawing has been produced by Quad Consult Limited.
- 1.4 The sales values for the private open market units are based upon comparable sales values provided by Peter Alan Estate Agents, based in Cardiff, and the values for the affordable units have been provided by Savills in Cardiff.



2.0 BACKGROUND INFORMATION

2.1 The costs are based upon the provision of 27nr residential units for open market private sale & 19 nr affordable residential units which are a mix of Low Cost Home Ownership & Social Rented as follows:

Private open-market units

- Lewis Homes standard Hyatt house type – 8nr
- Lewis Homes standard Burnaby house type – 5nr
- Lewis Homes standard Shelby house type – 8nr
- Lewis Homes standard Roxbury house type – 3nr
- Lewis Homes standard Thornbury house type – 3nr

Affordable units

- 1 bed flats (2.1.1) – 8nr
- 2 bed house (4.2.1) – 5nr
- 3 bed house (5.3.1) – 6nr

2.2 The build costs included are based upon the following:

- The build of 46 nr residential units including all drainage, infrastructure, provision of services & external works
- A 2 year on site build programme
- Associated Contractor Preliminaries including site supervision, temporary works & temporary equipment
- Any abnormal costs as identified in the relevant Ystradowen site reports such as the need for basic radon protection & the need for a piled foundation solution
- The provision of NHBC / new house building warranties
- The construction of the tie-in with the existing Sandy Lane & the new pavement works along Sandy Lane.

The build costs are derived from actual Lewis Homes build costs on their current sites in Cardiff and Coed-Ely

2.3 In addition to the build costs the following have been allowed:

- Design fees, planning fees, health & safety support, Planning Supervisor fees, legal costs and quantity surveying fees
- Finance Costs
- Contingency at 3% overall

2.4 A total S106 contribution of £775,522 has been allowed as follows:

- Sustainable Transport contribution – 46nr x £2,300 = £105,800
- Education contribution – 38nr x £13,811 = £524,818
- Community facilities contribution - £57,960



- Public Open Space contribution - £40,320
- Public Art contribution - £46,624

The Total Build Costs for the scheme are £9,495,876

2.5 The sales values, for the private open market units, have been provided by Michael Edwards (Head of Land & New Homes) for Peter Alan Estate Agents & are current as at September 2023, as follows:

- Lewis Homes standard Hyatt house type – £325,000 / unit
- Lewis Homes standard Burnaby house type – £365,000 / unit
- Lewis Homes standard Shelby house type – £430,000 / unit
- Lewis Homes standard Roxbury house type – £480,000 / unit
- Lewis Homes standard Thornbury house type – £495,000 / unit

The values, for the affordable units, have been provided by Scott Caldwell (Development Director) for Savills & are current as at September 2023, as follows:

- 1 bed flats (2.1.1) – £58,338
- 2 bed house (4.2.1) social rented – £88,956
- 2 bed house (4.2.1) LCHO – £195,608
- 3 bed house (5.3.1) social rented – £98,826
- 3 bed house (5.3.1) LCHO - £236,567

The Total Sales / Gross Development Value for the scheme is £12,846,294



3.0 CONCLUSION

3.1 If we deduct the Total Build Costs, excluding Developer's Profit, Land Purchase & the Stamp Duty / Land Transaction Tax, from the Total Sales / Gross Development Value, there is a surplus of £3,350,418

	£
TOTAL SALES (Private Open Market & Affordable)	12,846,294
LESS TOTAL BUILD COSTS (Excluding Profit, Land Purchase & Stamp Duty)	9,495,876
TOTAL	3,350,418

3.2 From the surplus of £3,350,418, the Land at Sandy Lane has been agreed to be purchased for £1,450,000 & the Stamp Duty is £64,750. This leaves £1,835,667 as the Developer's Profit.

3.3 The £1,835,667 represents a profit on sales of only 14.29% however, this is well below the usual profit on sales of between 20% - 25% expected by residential developers. The conclusion is that the scheme is just about viable based upon the layouts, the number of residential units being provided, the current public open space provision, the S106 contributions and the Developer's Profit.



APPENDICES