

Affordable Housing Residential Development at Land to the North of Maes y Ffynnon, Bonvilston Planning, Design and Access Statement

January 2019



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1. Introduction

- 1.1.1. On behalf of the Vale of Glamorgan (VoG) Council's Housing Department, the Operational Manager for Planning and Building Control of the Vale of Glamorgan Council has directed the Planning Policy Department to act as a planning consultant to bring forward Land to the North of Maes y Ffynnon, Bonvilston for a 100% affordable housing scheme.
- 1.1.2. The proposed development relates to a site located within the settlement of Bonvilston. The application site is currently owned by the Council's Housing Department and previously accommodated garages associated with the existing housing along Maes y Ffynnon. The parcel of land the proposal relates to is approximately 0.3ha and is situated at the northern end of Maes y Ffynnon as shown in Figure 1.
- 1.1.3. The proposal is for a 100% affordable housing scheme and seeks to meet the affordable housing need for the housing market area of Wenvoe as defined in the Council's Local Housing Market Assessment (2017) and which includes the settlement of Bonvilston.

1.2. Purpose and Scope of Design and Access Statement (DAS)

- 1.2.1. The DAS is intended to explain and justify the objectives and concepts of good design used within a development proposal and how these design principles are reflected throughout the scheme. The DAS reflects the tenets of good design, as outlined within Planning Policy Wales (PPW) Edition 10 (2018)¹ and Technical Advice Note (TAN) 12: Design (2016)²; and how these have been considered from the beginning of the development process.
- 1.2.2. Welsh Government has produced guidance called 'Design and Access Statements in Wales' (2017) which sets out what a DAS should cover in the Welsh context. This DAS has been produced in accordance with the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended) which sets out the following minimum requirements a DAS should include:
 - The design principles and concepts that have been applied to the development; and
 - How issues relating to access to the development have been dealt with.

¹ PPW (2018) - <https://beta.gov.wales/sites/default/files/publications/2018-12/planning-policy-wales-edition-10.pdf>

² TAN 12: Design (2016) - <https://gov.wales/docs/desh/publications/160504-technical-advice-note-12-en.pdf>

2. Planning History

2.1. The following planning history relates to the site:

- 1989/00578/RG5
 - Location - Land adjacent to 24 Maes-y-Ffynnon
 - Proposal - Residential Development (Regulation 5)
 - Decision - Approved (4th September 1989)

- 2010/00113/RG4
 - Location - Land at end of cul-de-sac, Maes Y Ffynnon, Bonvilston
 - Proposal - Outline application for residential development of land for 3 houses
 - Decision - Withdrawn (12th March 2010)

2.2. Any approved planning consents have lapsed. The garages which occupied the land have been recently demolished and only the hard standing now remains leaving the site vacant. The previous residential development permitted under 1989/00578/RG5 was not implemented and since its approval there have been a number of material changes to national and local policy which must be considered under this application.

3. Summary of the Proposal

3.1.1. The proposed development is for 10 affordable housing units on 0.3ha site on land to the north of Maes y Ffynnon. The proposal lies within the settlement boundary of Bonvilston and is situated on land which can be considered a mix of previously developed land and greenfield land.

3.2. Location



Figure 1: Site Location

3.2.1. The development site is located within the residential settlement boundary of Bonvilston identified as a Minor Rural Settlement in the Council's adopted Local Development Plan (LDP). The site is positioned at the end of the cul-de-sac known as Maes Y Ffynnon and which serves as primary access to eight residential properties. The street scene mainly consists of two storey residential terraced properties which previously formed a part of the Rural District Housing Council estate. The properties are finished in white or cream render and share a reasonably uniform design. There are a number of similar semi-detached and detached properties within the vicinity of the site.



Photograph 1: Entrance to Maes y Ffynnon Cul-de-Sac



Photograph 3: Adjacent Detached Property to the West



Photograph 2: Row of Terraced Housing along Cul-de-Sac



Photograph 4: Row of Houses along Maes y Ffynnon

3.2.2. The site lies on the northern boundary of the Bonvilston facing out towards Cottrell Park Golf Course which borders the site to the north and east. The site adjoins the curtilage of no.24 Maes y Ffynnon to the south and an area of informal amenity open space which benefits from the presence of a number of mature trees a number of which are protected by a Tree Preservation Order(s). The western boundary of the site is bordered by an adopted highway which leads to the property known as Sunnyside to the north. Opposite the site to the west is a large detached dwelling known as Redland House which overlooks the site.



Photograph 5: Approach to Site



Photograph 8: View of South Western Corner



Photograph 6: View of North Western Corner



Photograph 9: View towards Maes y Ffynnon Cul-de-Sac



Photograph 7: View to the West



Photograph 10: View to the East



Photograph 11: View of Site Entrance



Photograph 12: Adjoining Footpath to the Northern Boundary

3.2.3. The site is enclosed by hedgerows and other vegetation to the north, east and west with the main access to the site being to the south from Maes Y Ffynnon.



Figure 2: Site Context (Aerial 2017)

3.2.4. The Ely Valley and Ridges Slopes Special Landscape Area (SLA) covers all of the land to the north of the site (Policy MG17 (3) refers) and a Public Right of Way (footpath) runs along the northern boundary of the site.

3.2.5. The site is approximately 270m from the nearest bus stop which is located to the south of the site on the A48.



Figure 3: Access to Site

3.2.6. The site benefits from reasonably good highway access from the A48 which is accessed directly from Maes y Ffynnon to the south of the site. To the north Maes y Ffynnon continues and provides access to the residential property known as Sunnyside. The A48 offers wider links to the M4 and surrounding settlements such as Barry, St Nicholas and Culverhouse Cross which have a wider range of services and facilities. The road which currently serves Maes y Ffynnon is identified as an adopted highway although the hard standing/access area that served the now demolished garages is not adopted. All access roads serving the proposed development would be constructed to current highway standards.

4. National and Local Planning Policy

4.1. National Policy

- 4.1.1. Planning Policy Wales Edition 10 (PPW) (December 2018) published by Welsh Government provides the national planning policy context for Wales. PPW is also supported by various topic based Technical Advice Notes (TANs) which provide detailed guidance on a number of issues.

Planning Policy Wales (PPW) Edition 10 (2018)

- 4.1.2. PPW sets out the land use policy context for the consideration and evaluation of all types of development to promote sustainable development which is defined by the Well-being and Future Generations (Wales) Act (2015) as “the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.” (PPW, p.9, 2018). The sustainable development principle seeks to ensure the needs of the present are met without compromising the ability of future generations to meet their own needs. This concept of sustainable development is promoted by PPW relating to both the preparation of development plans and in the determination of planning applications.
- 4.1.3. PPW sets out the national planning policy approach to ensure the requirements of the Well-being and Future Generations (Wales) Act (2015) are met through adopting a placemaking approach to plan making, planning policy and decision making. Placemaking is defined in national policy as “a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well-being in the widest sense.” (PPW, p.16, 2018). To ensure those involved in the planning system follow the placemaking approach, PPW outlines the key principles that should be adhered to:
- Growing our economy in a sustainable manner;
 - Making best use of resources;
 - Facilitating accessible and healthy environments;
 - Creating and sustaining communities;
 - Maximising environmental protection and limiting environmental impact.
- 4.1.4. Paragraph 3.3 of PPW emphasises the importance good design plays in creating sustainable development. The scope of good design goes beyond the architecture of the building and includes “the relationship between all elements of the natural and built environment and between people and places.” (PPW, p.26,

2018). To ensure good design is achieved developments should meet the objectives of good design through the five key aspects set out in figure 4 below:



Figure 4: Objective of Good Design (Source: PPW 2018)

4.1.5. PPW endorses the use of previously developed land wherever possible to be used in preference to greenfield sites. Where the land is located within settlements PPW states “such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome” (PPW, p.37, 2018). For the purposes of planning previously developed land is defined as:

“Previously developed (also known as brownfield) land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure. The curtilage of the development is included, as are defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development management procedures.

Excluded from the definition are:

- land and buildings currently in use for agricultural or forestry purposes;

- *land which has not been developed previously, for example parks, recreation grounds, golf courses and allotments, even though these areas may contain certain urban features such as paths, pavilions and other buildings;*
 - *and where the remains of any structure or activity have blended into the landscape over time so that they can reasonably be considered part of the natural surroundings;*
 - *and which is species rich and biodiverse and may qualify as section 7 habitat' or be identified as having nature conservation value; in Environment Act; and*
 - *previously developed land subsequently put to an amenity use.” (PPW, p.38, 2018)*
- 4.1.6. Paragraph 4.2.25 of PPW 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 and determining relevant planning applications.” (PPW, p.59, 2018).
- 4.1.7. In regards to the provision of affordable housing PPW emphasises the importance of affordable housing exception sites which help to meet identified requirements and ensure the viability of the local community. PPW stresses “Where such policies are considered appropriate it should be made clear that the release of small housing sites within or adjoining existing settlements for the provision of affordable housing to meet local needs which would not otherwise be allocated in the development plan, is an exception to the policies for general housing provision” (PPW, p.60, 2018) Furthermore, the affordable housing provided on exception sites should meet the needs of local people in perpetuity and must meet all the other criteria which housing development would usually be judged (PPW, 2018).

Technical Advice Notes (TANs)

- 4.1.8. **Technical Advice Note (TAN) 2: Planning and Affordable Housing (2006)** defines affordable housing for the purposes of planning as “housing where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers.” (TAN 6, p.4, 2006) and includes social rented and intermediate housing. TAN 6 places a strong presumption in favour of affordable housing being provided on application sites to contribute to development of socially mixed communities (Para.5.4, 2006).
- 4.1.9. **Technical Advice Note (TAN) 12: Design (2016)** builds upon the objectives of good design set out in PPW providing further guidance on the elements of good design which should be included within development proposals. The design context is individual to each proposal however there are broad areas which should be covered in any proposal which are outlined in TAN 12. The key guidance relating to the proposed development are:

- “Those involved in the design process need to recognise existing urban qualities and find ways of ensuring that new development strengthen or complement these.” (para.5.7.2, 2016)
- “Building at higher densities is not synonymous with high rise development and innovative good design is a prerequisite to the success of higher densities. The perception of lower density can be influenced by skilful design. Clearly defining public and private space and ensuring suitability for purpose will be particularly important where densities are high.” (para.5.7.4, 2016)
- “The design of housing layouts and built form should reflect local context and distinctiveness, including topography and building fabric. Response to context should not be confined to architectural finishes. The important contribution that can be made to local character by contemporary design, appropriate to context, should be acknowledged. To help integrate old and new development and reinforce hierarchy between spaces, consideration should be given to retaining existing landmarks, established routes, mature trees and hedgerows within housing areas as well as introducing new planting appropriate to the area. All residential proposals should seek to minimise energy demand, larger schemes should investigate the feasibility of a district heating scheme especially when mixed uses are proposed for the site.” (para.5.11.3, 2016)
- “The location and definition of public and private space and the design of boundary treatment are particularly important for housing. New development should take account of the existing relationship of buildings to landscape and the local means of boundary definition such as hedges, walls and fences. In general, every effort should be made to orientate dwellings so that they front existing roads and spaces, ensuring a balance with the need to promote features of environmental sustainability. The relationship of the perimeter of a development to its setting is important and developments which turn their back on existing roads do not integrate well with their context.” (para.5.11.4, 2016)

4.2. Local Planning Policy

Vale of Glamorgan Local Development Plan 2011-2026 (Adopted June 2017)

4.2.1. The Local Development Plan (LDP) is the principle planning policy document for the Vale of Glamorgan. The following policies are considered to be relevant to the proposal and are reflected in the proposed development:

4.2.2.

- Policy SP1 - Delivering the Strategy

- Policy SP3 - Residential Requirement
- Policy SP4 - Affordable Housing Provision
- Policy MD1 - Location of New Development
- Policy MD2 - Design of New Development
- Policy MD5 - Development within Settlement Boundaries
- Policy MD6 - Housing Densities
- Policy MD7 - Environmental Protection
- Policy MD9 - Promoting Biodiversity

Supplementary Planning Guidance (SPG)

4.2.3. The Council has prepared a suite of SPG documents which support the policies in the LDP and are material considerations in the determination of planning applications. The following SPG are considered to be relevant to this proposal:

- Affordable Housing SPG (2018)
- Biodiversity and Development SPG (2018)
- Parking Standards SPG (2015)
- Planning Obligations SPG (2018)
- Residential & Householder Development SPG (2018)
- Trees, Woodlands, hedgerows and Development SPG (2018)

Other Relevant Background Papers

4.2.4. **Local Housing Market Assessment (2017) (LHMA)** - In accordance with the requirements of TAN 2, a LHMA was produced in 2017 which analyses the housing market within the Vale of Glamorgan and calculates the net need for affordable housing over a 5 year period. In order to meet the identified demand, the LHMA identifies a need to deliver 579 affordable units per year.

4.2.5. **Sustainable Settlements Appraisal Background Paper (2016)** - The Sustainable Settlements Appraisal was prepared as background evidence to the LDP and provides an audit of services and facilities within the Vale of Glamorgan in order to assess settlement sustainability and identify areas suitable to accommodate additional development. The Appraisal lists Bonvilston as a Minor Rural Settlement with a population of approximately 354 (2016). Bonvilston scores 9 in sustainability due to the range of facilities available and access to public transport and is ranked 17 out of the 57 settlements assessed.

5. Design Considerations

5.1. Brief and Vision

- 5.1.1. The client proposes to bring forward a 100% affordable housing scheme on the application site to meet the identified need for affordable housing within the market area of Wenvoe. The Council's Local Housing Market Assessment (2017) identified an over provision of affordable housing of 3 units within the Wenvoe area. However the LHMA stresses "The assessment should be considered an art and not a science, as the data is only correct at the time the calculation is conducted and should only be used as a periodic review of the housing market." (LHMA, p.7, 2017). Since the LHMA assessment in 2017 the Council's Housing Department has advised that there is still a waiting list of potential occupants seeking affordable housing in the Wenvoe Area with 144 people currently on the waiting list for an affordable home. Therefore, it is considered there is an evidenced need for further affordable housing within the area to which the proposed development would help address.
- 5.1.2. The vision for the proposed development is to establish an affordable housing scheme to meet local demand which creates a welcoming environment enabling a strong sense of community that respects the existing character of the surrounding area.

5.2. Site Context Analysis

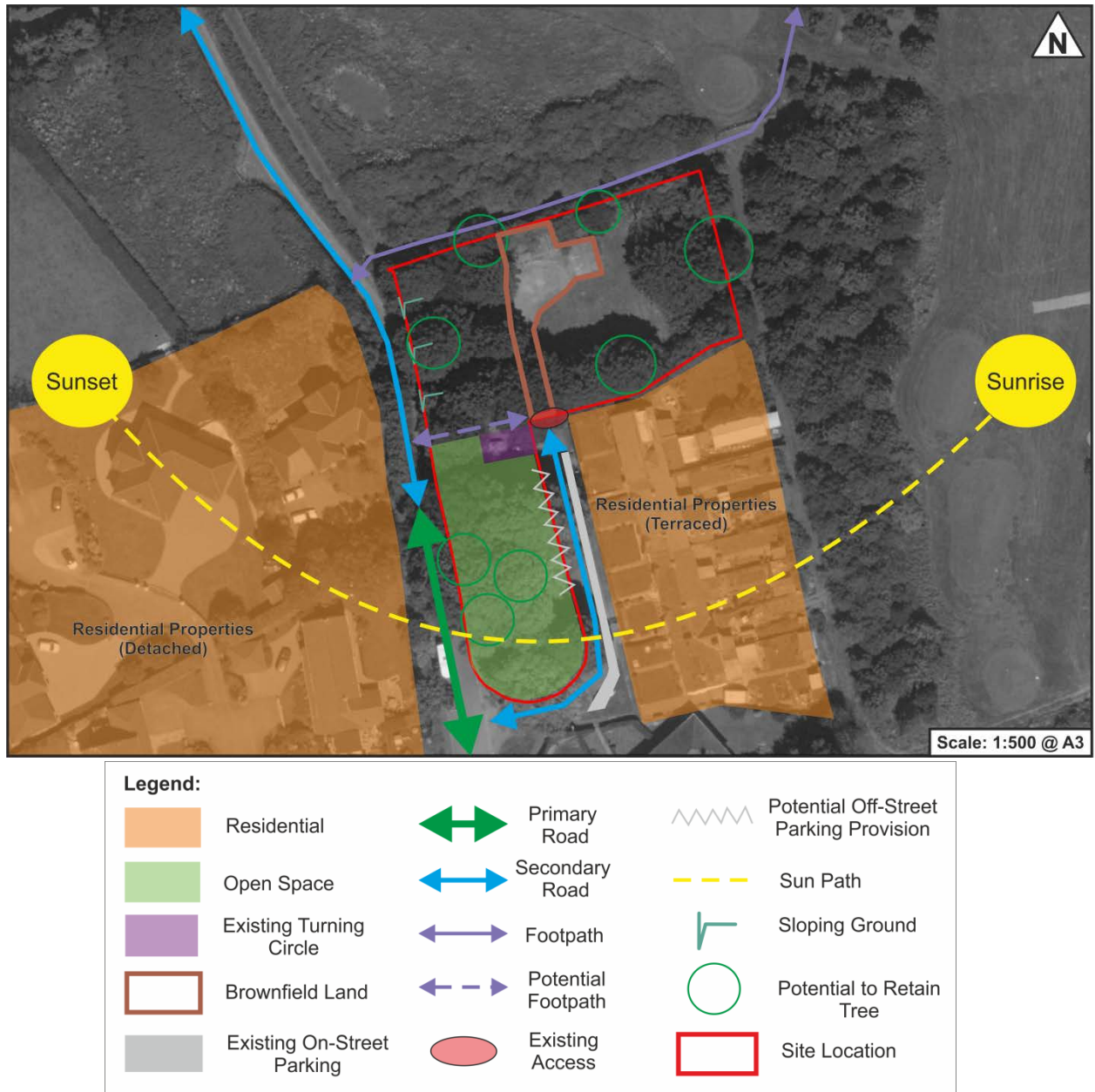
5.2.1. The design of the proposed development has been influenced by the intended use, the physical opportunities and constraints of the application site and the relevant national and local policies. The opportunities and constraints on the site have been identified in Figure 5 below:



Figure 5: Site Constraints and Opportunities

5.2.2. To ensure the proposal meets the criteria for good design the identified opportunities and constraints of the site were assessed to understand the how these would influence the design of the proposal. Figure 6 below has been used to convey the key information relating to the site analysis:

Figure 6: Site Analysis

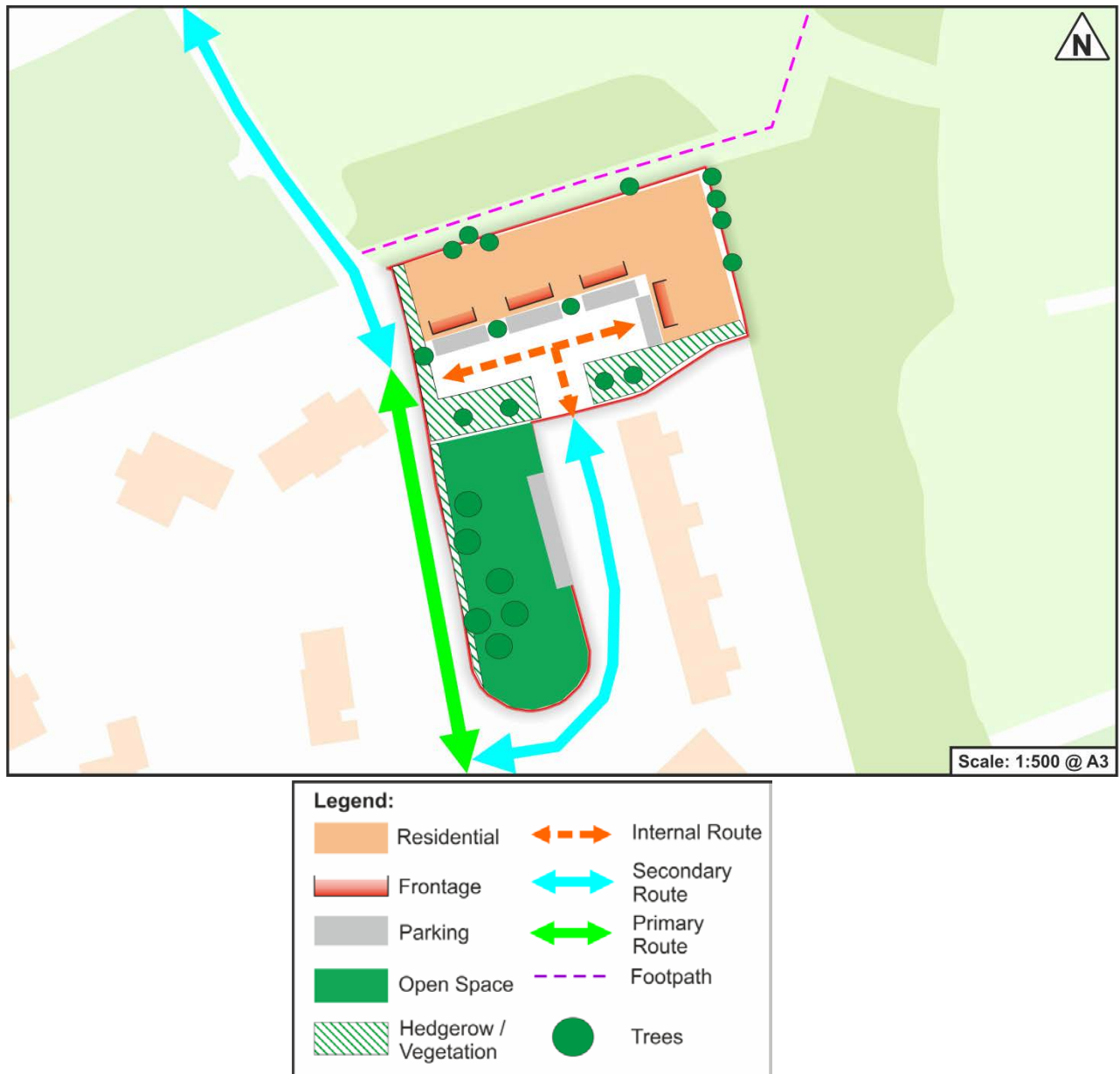


- 5.2.3. The site analysis shows the site itself includes an area of previously developed land (brownfield) however; the majority of the site functions as open space and contains a high number of trees and other mature vegetation. A tree survey was carried out on the site by Treescene Arboricultural Consultants (Supporting Document 'Tree Survey' refers) which categorised the trees on the site. The tree survey where possible the development has sought to incorporate these and other existing trees into the design of the proposal.
- 5.2.4. The site gently slopes towards the east which leads to a steep verge along the eastern boundary of the site which drops approximately 1m to the level of the highway. It is recommended the levels of the proposal reflect existing topography of the site to ensure the development fits within the landscape. The site benefits from an existing access point at the end of the Maes y Ffynnon Cul-de-Sac. It is considered that it would be appropriate to enhance the existing access and continue the existing highway serving the Cul-de-Sac to serve the proposed development.
- 5.2.5. The existing residential development along Maes y Ffynnon is characterised by terraced properties whereas the residential properties adjacent to the application site to the east are mainly large detached properties. Based upon the location of the site it is considered the proposal should seek to reflect the character of the housing along Maes y Ffynnon to ensure the development fits within the existing street scene. Consequently the form and massing of proposed residential units should be two storeys and follow a similar design scheme to the existing residential development along Maes Y Ffynnon. However, the continuation of the existing terraced housing is not considered to be appropriate within this context as it would not represent the best use of the available land.
- 5.2.6. Significant on street parking detracts from the existing street scene. Therefore it is recommended an element of dedicated communal off street parking is incorporated into the proposed scheme in order to alleviate the issue of parking within along Maes Y Ffynnon. Although this will result in a loss of existing open space, it is considered that this can be mitigated by the infilling the existing turning circle and enhanced landscaping.
- 5.2.7. To help promote sustainable travel to and from the site a footpath has been included to the south east of the site allowing pedestrians to access the new development directly from the primary road and potentially allowing easier access to the existing footpath which runs adjacent to the northern boundary of the site.

5.3. Interpretation

5.3.1. The DAS includes a concept frame work which seeks to capture the key opportunities and alleviate the constraints identified through the site analysis together with the brief and vision for the site. Figure 7 provides a clear summary of the key elements that will structure the development:

Figure 7: Concept Framework

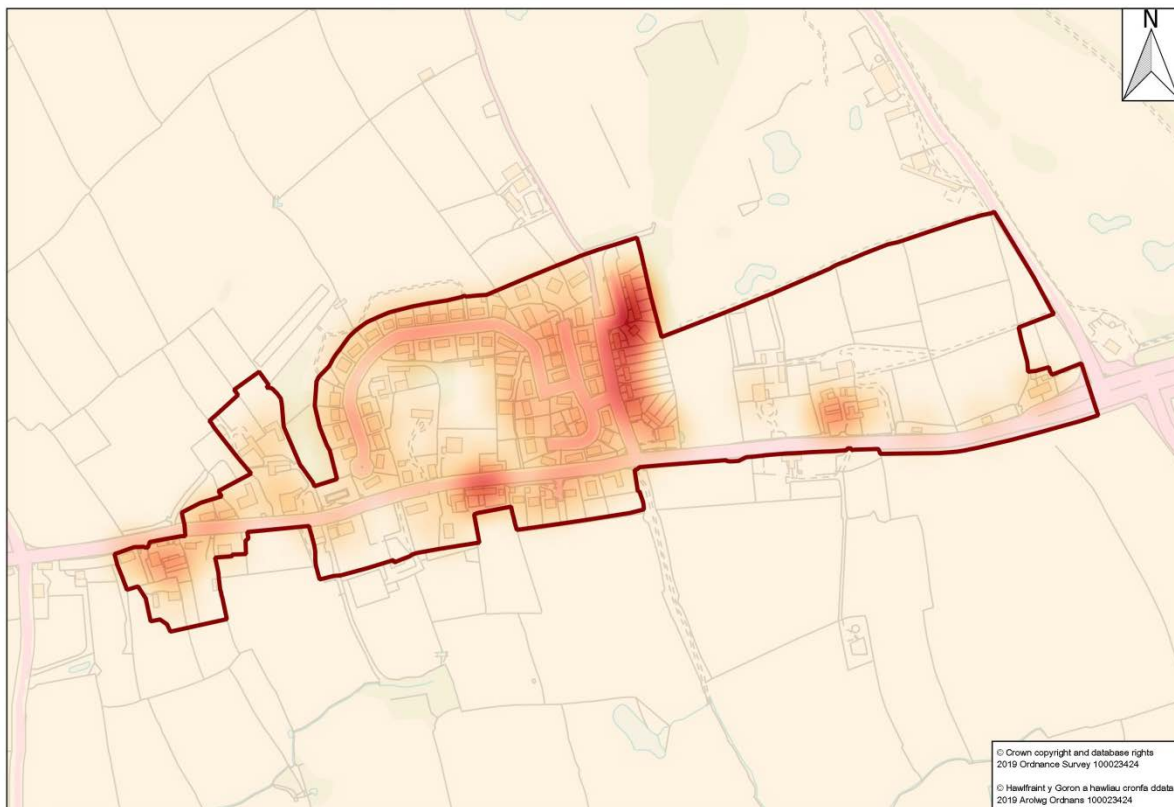


6. Design of the Proposal

6.1. Amount

- 6.1.1. The proposed development is for 10 affordable dwellings on a 0.3ha site. In terms of density LDP Policy MD6 - Housing Densities requires development proposals within minor rural settlements, such as Bonvilston, to provide a minimum density of 25 dwellings per hectare. In relation to the application site this would equate to a minimum of 5 residential units on the site. The proposed development exceeds the minimum by a further 5 units, however, policy MD6 does not place a limit on higher densities instead it states “higher densities will be permitted where they reflect the character of the surrounding areas and would not unacceptably impact upon local amenity” (LDP, p.108, 2017).
- 6.1.2. The area of Maes y Ffynnon has a higher density of development than other areas within Bonvilston. (Figure 8 refers). Notwithstanding the above, there is an identified need for affordable housing within the area which the proposed development at this density would help to meet. Therefore, it is considered the proposed density would not represent a form of over development in this instance.

Figure 8: Residential Density of Bonvilston



6.2. Layout

- 6.2.1. The layout of the proposed development is based upon a robust and detailed analysis of the constraints and opportunities of the sites and its surrounding context. The site has been developed around a small adoptable road which would serve all properties. Appropriate parking provision has been provided on site in line with the Council's Parking Standards SPG (2015). The Parking Standards SPG identifies the proposed development as being in Zone 5 (Countryside) which sets a maximum parking requirement of 1 space per bedroom and on visitor space per 5 units. Overall 23 car parking spaces are provided which would be an over provision however, there is currently limited on-street parking provision along Maes y Ffynnon therefore, a higher provision of parking is considered appropriate to alleviate the existing parking deficiency in the area. The existing trees on the site also influenced the layout which aims to incorporate trees identified as having amenity value within the development whether feasible.

Figure 9: Site Layout



6.2.2. The Council's Residential and Householder Development SPG (2018) sets a standard for the amount of amenity space that types of residential development require. The proposed layout ensures that each dwelling meets the minimum requirement for amenity provision set out under Design Standard 4 and 5 of the SPG which states:

"4. For houses, a minimum of 20sq.m amenity space per person should be provided, and the majority should be private garden space.*

**typically a 2 bed house would have 3 persons, 3+ bedrooms would typically have 4 persons.*

5. For flats, between 12.5sq.m and 20sq.m of amenity space per person should be provided, depending on the size of development. Communal areas of amenity space may be acceptable, but these must be directly accessible for all occupiers.*

**typically a 1 or 2 bedroom flat would have 2 persons.*

1-20 people = 20sq.m per person

21-40 people = 17.5sq.m per person

41-60 people = 15sq.m per person

61+ people = 12.5sq.m per person" (VoG, p.39, 2018)

6.3. Scale

6.3.1. The proposed units within the development would be of a similar scale to the existing properties within the street scene in terms of height and massing. The residential units will not exceed two stories and would have a pitched roof design similar to the existing terraced housing along Maes y Ffynnon.



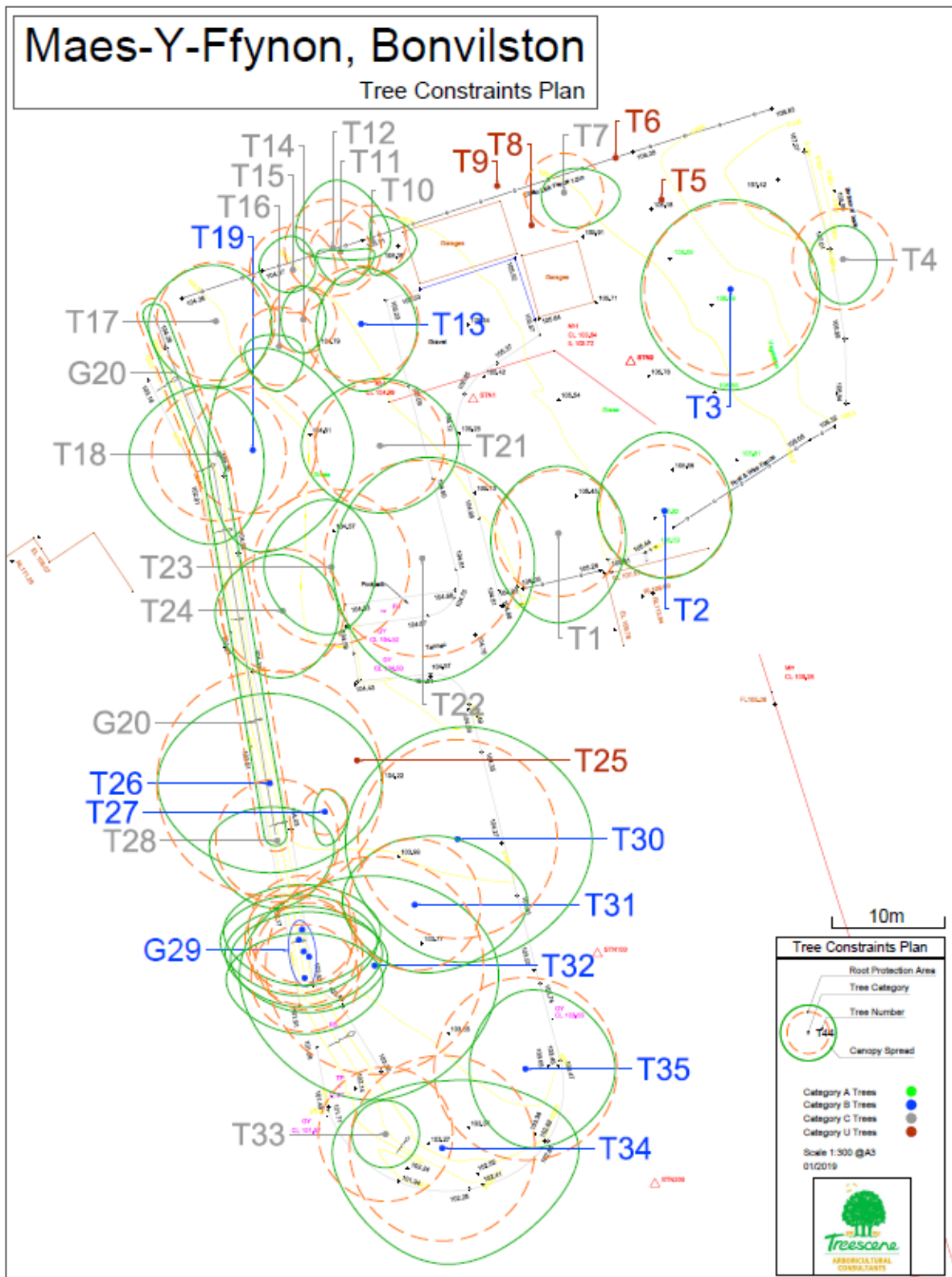
6.4. Landscaping

6.4.1. The proposed development will wherever possible maintain the existing soft landscaping features at the site and will include extensive new tree planting around the perimeter of the site to supplement existing tree cover. . Furthermore, the enhancement of vegetation and planting of new mature trees to the perimeter of the site will ensure the development clearly defines the edge of the settlement

and help demonstrate the transition from the built environment to the rural character of the adjoin land to the north of the site.

- 6.4.2. A tree survey was undertaken by Treescene on behalf of the Council which identifies a number of trees which should be protected. The full report can be found under the supporting document referred to as Tree Survey; Figure 10 outlines the trees which should be protected within the site.

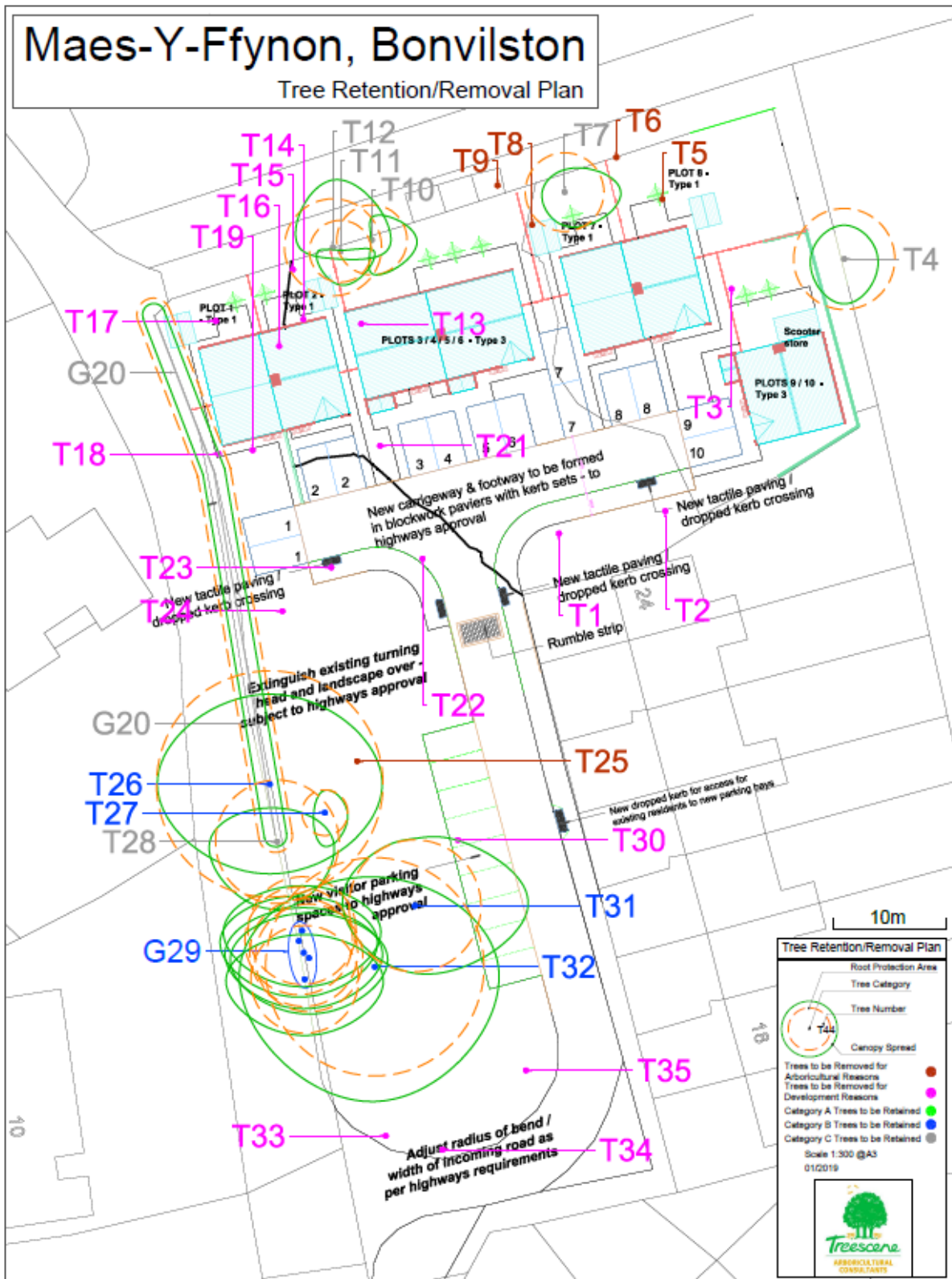
Figure 10: Tree Constraints Plan



6.4.3. The tree constraints plan classifies 4 trees as Category B which add visual amenity to the area. The majority of trees on the site have been identified as Category C trees which as a group of trees have visual amenity value however, individually the trees offer low or no visual benefit. 5 trees have been identified as

Category U which are in a poor condition and have been recommended to be removed. To ensure the development of the land is feasible a Tree Strategy has been implemented to guide the development and retain those trees of the highest amenity value and where existing trees of high value need to be removed to facilitate development which have been outlined in the Arboricultural Impact Assessment undertaken by Treescene. Figure 11 identifies the trees that will be retained and those that will be removed to facilitate the development. Particular attention to landscaping has been given to the northern and eastern boundary to retain the existing trees to the boundary of the settlement and include new mature planting where appropriate which is considered to create a transition from the built form of Bonvilston and the surrounding rural character outside of the settlement boundary.

Figure 11: Tree Retention and Removal Plan



6.5. Appearance

6.5.1. To ensure the development will be in keeping with the local character the palette of materials proposed to be used in the scheme have been chosen to compliment the character of the existing buildings and surrounding setting. Table 1 outlines the proposed schedule of materials intended to be used in the proposed development scheme and figure 12 – 14 illustrate artist’s impressions of how the development will look.

Table 1: Schedule of Materials

Element of proposal	Material	Detail
Walls	Brick	Red colour facing brick work
	Render	White roughcast render
Windows	UPVC	White
Doors	Composite external doors	Includes glazed panels
Roof	Single camber plain roof tiles	Brown colour Marley ‘Acme’ tiles
Roads	Permeable paviors	Includes tactile paving and dropped kerb crossings
Canopies	Glass Reinforced Polyester (GRD)	White colour UPVC to bargeboard / soffits / fascias
Rainwater Goods	UPVC	Black
Chimneys	GRD	Tan

Figure 12: Perspective View 1



Figure 13: Perspective View 2



Figure 14: Perspective View 3



7. Access

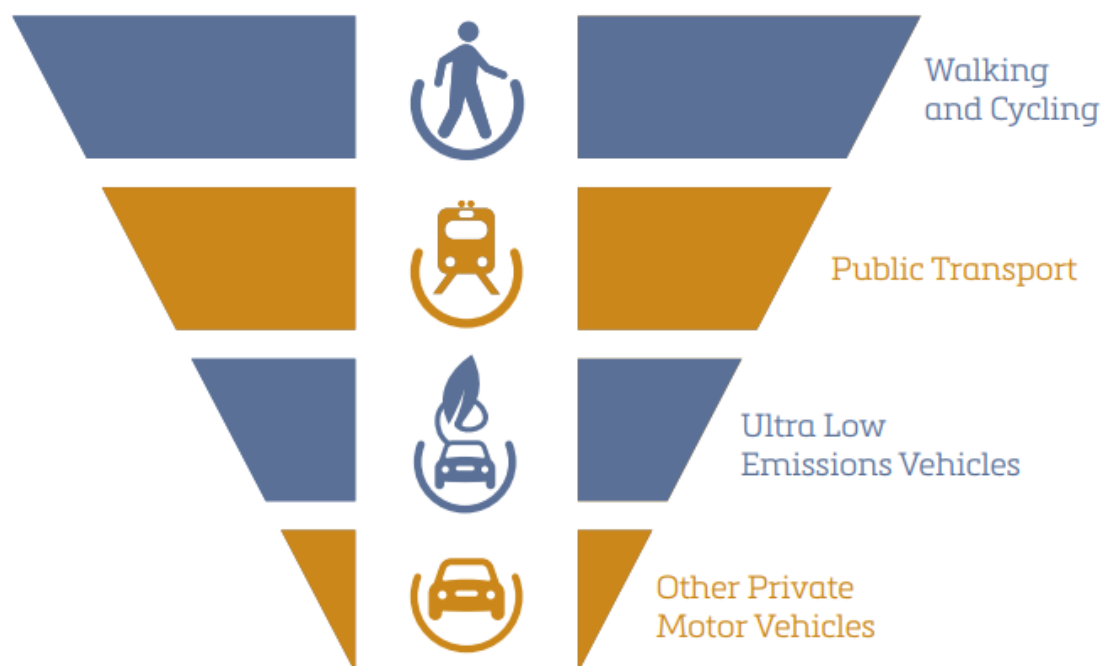
7.1.1. PPW advises that land use planning can “support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.” (PPW, para.3.45, 2018).

7.1.2. Sustainable transport is key in reducing the need to travel and the planning system should facilitate developments which:

- “are sited in the right locations, where they can be easily accessed by sustainable modes of travel and
- without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling” (PPW, para.4.1.9, 2018)

7.1.3. Development proposals “must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.” (PPW, 4.1.10, 2018). Therefore, development proposals should follow the Sustainable Transport Hierarchy promoted in PPW:

Figure 15: Sustainable Transport Hierarchy for Planning (PPW, 2018)



7.1.4. These objectives are further reiterated within TAN 18: Transport and the Active Travel (Wales) Act (2013) which place increasing emphasis on the needs of pedestrians and cyclists to be considered in development schemes and the importance of public transport to sustainable communities.

7.2. Vehicular and Transport Links

Highway Network

7.2.1. The site benefits from good access to the local and strategic highway network. Primary access to the site will be from Maes y Ffynnon which has approximately a 5m wide carriage way with a footpath along the eastern edge. The road has a residential speed limit of 30mph and has a number of street lighting columns along the entirety of the road. The road links directly to the A48 from a T-junction at the southern end of Maes y Ffynnon. The A48 is one of the main strategic roads which runs through the Vale and offers wider access to the Highway Network and a range of destinations such as Culverhouse Cross to the east, Barry to the south and the M4 to the north.

Public Transport

7.2.2. The proposed development is situated near a local bus stop approximately 270m from the proposed centre of the development site. The bus stop provides a regular half hour service from both stops on either side of the A48.

Table 2: Local Bus Services

Service No.	Route	Frequency
X2 (Eastbound)	Cardiff, Westgate Street	Every 30 minutes
X2 (Westbound)	Porthcawl, John Street	Every 30 minutes

Active Travel

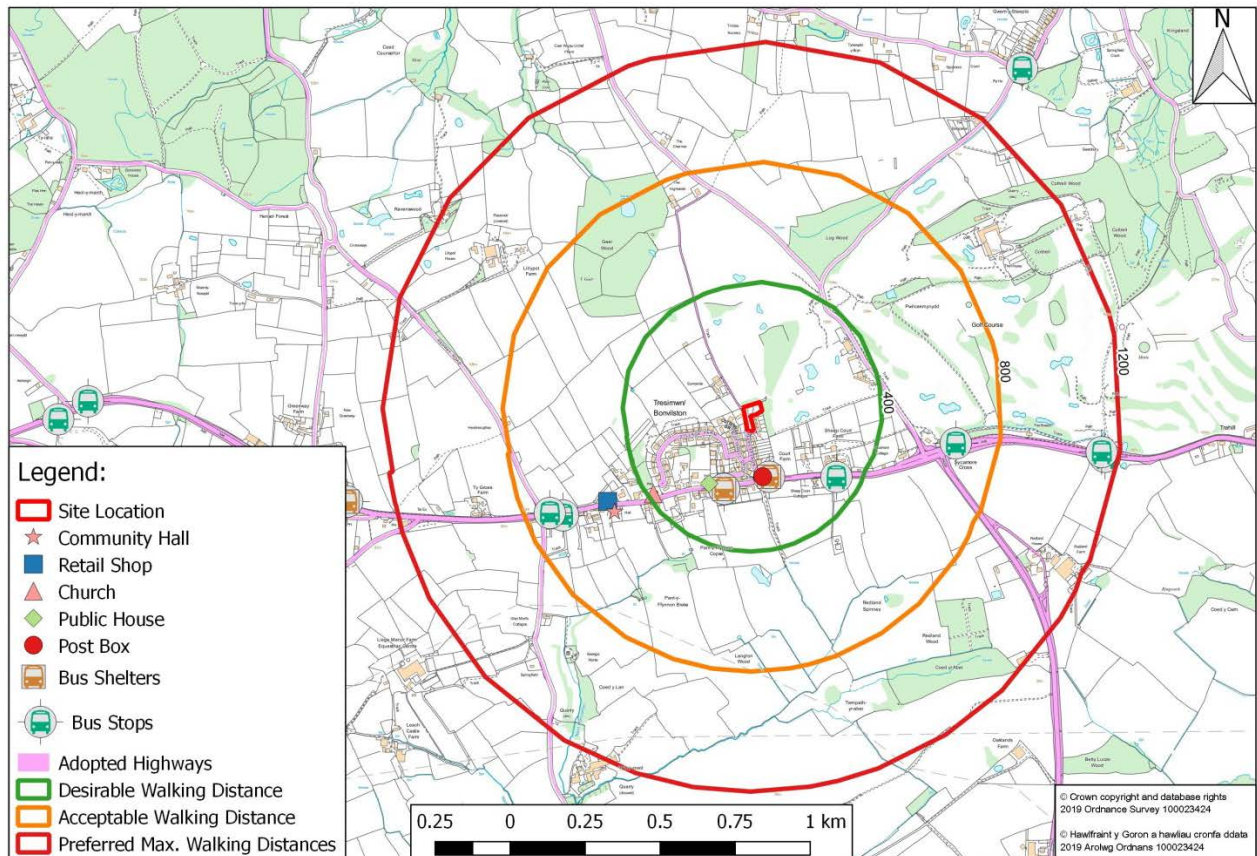
7.2.3. Pedestrian access to the site is available via a footway along the eastern side of Maes y Ffynnon. The footway is of a reasonable quality and benefit from street lighting and is typical of a residential area. The proposed development includes plans to improve the pedestrian environment along Maes y Ffynnon and within the application site through the use of dropped kerbs with tactile paving and wide footpaths which help to create a more pedestrian focused development. Table 3 identifies appropriate walking distances based upon the Institution of Highways & Transport: Guidelines for Providing Journeys on Foot (p.49, 2000).

Table 3: Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

7.2.4. Based upon the character and function of Bonvilston as a minor rural settlement the walking distance for 'Elsewhere' are considered appropriate. Figure 16 shows the site in relation to the surrounding facilities and services using the identified walking distances.

Figure 16: Walking Distances to Facilities and Services



7.2.5. The location of the site is within easy access to most of the facilities and services available within Bonvilston. Access to bus stops, a post box and the local public house are within a desirable walking distance of the site with other facilities such as St Mary's Church and the Old Village Shop situated within acceptable walking distances.

- 7.2.6. In terms of cycling there is currently no dedicated cycling infrastructure in the area, however, there is potential for future users of the development to cycle to and from the site.

Inclusive Access

- 7.2.7. TAN 18: Transport recognises the need for inclusive access for disabled people, together with the needs of pedestrians and cyclists. It states “adopting an inclusive culture helps to ensure that access issues are taken into account at an early stage”³. To ensure the development is accessible for all particularly those with disability and pedestrians the walkways within the site will be a minimum of 2m in width which meets the guidelines for footways⁴.
- 7.2.8. Overall the site is situated in an accessible location for pedestrians, and public transport users. The site is located within walking distance of a range of facilities and public transport options. This helps to increase the likelihood that journeys generated by the development will be short and can be made by sustainable modes of travel, particularly active travel modes. The site is also served by adopted highways and has convenient links to the wider highway network.
- 7.2.9. The proposed layout of the site includes tactile paving at crossing points and the pathways to dwellings and footways within the site meet the requirements of Inclusive Mobility (2005) and Use of Tactile Paving Surfaces (2007).

³ Technical Advice Note (TAN) 18: Transport (2007) - p.19; paragraph 5.1

⁴ Manual for Streets (2007) - p.68

8. Community Safety

8.1.1. Community safety is a primary concern for any development. To ensure the development addresses potential issues the proposal may cause in the future, the proposed development has been influenced by the Secured by Design guidance.

8.2. Design Solution

8.2.1. To ensure the proposed development responds appropriately to community safety concerns, the layout of the site seeks to enhance community surveillance of public spaces, ensuring fronts of properties look out on to public open space. Therefore, it is considered the layout of the development positively contributes towards the creation of a safe and secure environment by providing natural surveillance from habitable room windows of dwellings which look out towards the street.

8.2.2. The public areas of the development site are maintained to the front of the properties in line with guidance contained within Secured by Design (SBD) Homes (2016) which states “the designer must ensure that the security of the development is not compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths.” (SBD, para.8.2, 2016).

8.3. Access Solution

8.3.1. Access to and within the site has been inclusively designed to standards outlined under Manual for Streets and Secured by Design. The road and footway design includes the necessary widths to ensure a high safety standard for cars, cyclists, pedestrians and disabled users of the space. The proposed development would create a short cul-de-sac at the end of Maes y Ffynnon which has limited access from outside of the site due to its location at the edge of the settlement “Cul-de-sacs that are short in length and not linked by footpaths can be very safe environments in which residents benefit from lower crime.” (SBD, para.8.4, 2016).

9. Environmental Sustainability

- 9.1. The proposed development is situated within the settlement boundary of Bonvilston. According to the Council's Sustainable Settlement Appraisal (2016), the settlement scored 9 and was ranked 17 out of 57 settlements assessed. While this was a strategic assessment it demonstrated the wider sustainability of the area due to the range of facilities and services accessible within the settlement, resulting in Bonvilston being included as a minor rural settlement within the LDP Settlement Hierarchy. The scale of the proposed development in relation to the settlement is considered to be appropriate and ensure the services and facilities available in Bonvilston are able to accommodate additional development as proposed.
- 9.2. The proposed design of the development aims to:
- Reduce the environmental impact associated with buildings and minimise energy demand through high building standards
 - Enhance biodiversity through retaining existing vegetation and replanting trees removed at a 2 for 1 ratio
 - Flexible development which can respond to social, technological, economic and environmental conditions/changes
- 9.3. The proposed dwellings in the eastern corner of the site have been positioned to ensure the roof pitch faces south east / west. This creates a viable location for solar panels to be integrated into the development if desired at a later date.

10. Flooding and Drainage

- 10.1. Natural Resources Wales Development Advice Maps indicate that the application site is not at risk of tidal or fluvial flooding. The site is located within Flooding Zone A which is identified within Technical Advice Note (TAN) 15: Development and Flood Risk as an area “Considered to be at little or no risk of fluvial or tidal/coastal flooding” (TAN15, p.5, 2005) consequently it is considered no justification test or further assessment of flood risk is required in accordance with guidance contained within TAN 15.
- 10.2. A drainage strategy was carried out by Lodestone Consulting Structural and Civil Engineers in January 2019 which confirmed that the use of infiltration for discharge of all surface water is feasible. Areas of porous paving have been included to achieve this within the scheme.
- 10.3. DCWW have confirmed that there is currently no capacity for the waste from the proposed development to be accepted at their Waste Water Treatment Works currently serving the area known as Bonvilston East Waste Water Treatment Works. However, there are plans to upgrade the existing sewage treatment works for the area following the development of 30 units relating to the allocated site known as land to the east of Bonvilston (MG2 (40)) which has been approved under application 2015/00960/FUL. It is considered that a condition could be used on the application to ensure the proposed development is not occupied until DCWW have upgraded the capacity of the sewage treatment works.

11. Conclusions

- 11.1. In conclusion the proposed scheme has been considered to be an appropriate form of development which complies with national and local planning policies. The design of the proposal will enable the creation of a high quality living environment for the future residents of the development which focuses on integrating the new scheme within the existing built form of Bonvilston to ensure a strong sense of community.
- 11.2. The site has been inclusively designed to ensure accessibility for persons with differing needs including specifically designed level accesses to each dwelling, different types of ground covering. The location of the site is considered to be consistent with the principles of placemaking ensuring the proposal has a variety of different travel modes to and from the site.
- 11.3. Although the proposal will result in the partial loss of a number of trees on the site the proposal will retain those trees of good amenity value and replace removed trees with appropriate new mature planting in accordance with the requirements of the councils Trees, Hedgerows, Woodlands and Development SPG.
- 11.4. Based upon the above assessment of the site and proposed development, it is believed that the proposed scheme is well suited to the locality and neighbouring buildings, and that the scale of the proposed construction fits well into the existing street scenes accounting for the surrounding context. It is considered that the development respects the privacy and amenity of the neighbouring housing and that it would provide a very high standard of accommodation in keeping with the area and helping to meet the identified need for affordable housing in the area.