



LAND AT HAZELWOOD, OGMORE BY SEA

SITE ALLOCATION
PROSPECTUS

SEPTEMBER 2022



Geraint John Planning

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EXECUTIVE SUMMARY

This Planning Prospectus outlines that, on the basis of and informed by a comprehensive review of both the policy and physical context of the application site, the site is considered to be suitable for inclusion as a residential allocation with a capacity of circa 70 market and affordable residential dwellings (based on a density of 30 dph, which satisfies the adopted LDP requirement of 30 dph for sites). On this basis, the site should be viewed favourably for the following reasons:

- The site is within a **sustainable location** immediately adjacent to the settlement of Ogmore By Sea.
- The site is **available for development** and the proposals are **suitable**;
- The Well-being Future Generations Act outlines **Housing development and regeneration as a key goal**. The Welsh Government and the Cardiff Capital Region commit to a new partnership approach to **strategic planning**. This will ensure the **delivery of sustainable communities**;
- The Candidate site represents a **deliverable scheme** which would make an important and significant contribution to meeting the Authority's pressing housing need in a sustainable manner;
- The site represents a robust submission comprising a number of key technical supporting documents and plans;
- The site is situated within the Vale of Glamorgan which has been designated as a growth area on the Future Wales Spatial Strategy;
- The site benefits from the opportunity to re-use the old farmstead area for complimentary facilities or further residential development, in accordance with PPW 11.

Having regard to the above key considerations, it is considered that **the site and associated options for allocation are fundamentally sound in principle, and represents an appropriately scaled allocation of development which makes effective use of an accessible and sustainably located site**. This, coupled with the **lack of any technical constraint, and the provision of much needed housing on a deliverable site** provides considerable support and justification for the scheme proposals.

1.0 INTRODUCTION

1.1 PURPOSE OF THE DOCUMENT

This report is submitted in response to the Vale of Glamorgan Replacement Local Development Plan (RLDP) (2021-2036) Preferred Strategy Consultation - Candidate Site Assessment.

The aim of this report is to identify the material considerations to be taken into account in the progression of Land at Hazelwood, Ogmore By Sea to the allocation stage. The report will provide support for the allocation of the site within the emerging RLDP, evidencing the deliverability of the site - as one cohesive development and sustainable urban extension to the settlement of Ogmore by Sea.

This document notes how design opportunities arise from analysis and shape the outcome. It also describes how design principles specifically produced for the site / proposals have influenced the design through to completion. It narrates the vision we have for the site and its delivery via the mechanism of the brief in the context of the currently developing LDP.

In essence, this document sets out the 'story' of the submission.

1.2 CONTENT OF THIS SUBMISSION

In compiling this submission, regard has been had to the following:

- Development Plans Manual Edition 3 March 2020; and
- Vale of Glamorgan Replacement Local Development Plan 2021-2036 Candidate Sites Methodology (October 2020).

These two references set out the material and content expected to underpin the submission of sites at the Candidate Site stage.

The principal guidance is set out below – to which these submissions respond.

DEVELOPMENT PLANS MANUAL EDITION 3 MARCH 2020

PLACEMAKING IN THE DEVELOPMENT PLAN PROCESS

Referring to the above document which this process will be fundamentally assessed against, the following extracts are pertinent to the Land at Hazelwood, Ogmore by Sea:

Paragraph 5.2 states: *A key national priority is to deliver high quality, sustainable places, through a Placemaking approach which must be at the forefront of plan making. Plans must be prepared in line with the gateway test and search sequence set out in PPW. The National Sustainable Placemaking Outcomes must be used to inform the preparation of development plans. This will ensure development is located in the right place and places are planned comprehensively and achieve quality outcomes for communities. Understanding how places function at both a strategic and local level should influence how plans are prepared and implemented.*

Paragraph 5.3 states: *At a strategic level, design informs the spatial vision for places and ensures that sustainability sits at the heart of a plan, whilst also creating a framework to help deliver wider objectives through an integrated Placemaking approach. This can include LA strategies such as Well-being Plans, regeneration areas, site allocations, town centre strategies and the promotion of sustainable transport modes and delivering infrastructure. The plan making process should consider how Placemaking principles and good design influence the scale and location of development. At a local level, the plan and policy framework should ensure the creation of well-designed quality places where people will want to live, work and visit. Placemaking Tools as an Evidence Base – Master Planning Approach Placemaking ‘tools’ can be a useful mechanism when prepared in parallel with the plan to inform development proposals and policies and ensure effective implementation and delivery.*

Paragraph 5.4 states: *The value of a Placemaking approach in the preparation of plans is to identify key design parameters and cumulative infrastructure requirements of development across the wider area to inform policy and site-specific allocations. This approach will ensure LPAs are in the driving seat and have sufficient ‘teeth’ to implement the key design and infrastructure requirements of sites, particularly where there are large sites in multiple phases and ownership, programmed over many years.*

Paragraph 5.5 states: *The most appropriate ‘Placemaking tool’ for a development plan will be for the LPA to determine, based on the scale of site(s) and where sites are in the development process. Table 11 shows how Placemaking tools should be used as part of the plan’s evidence base. Where possible, this work should be undertaken collaboratively between the LPA and key stakeholders responsible for the delivery of the site, as well as the local community. It will be essential for statutory bodies to comment on key issues such as flooding, sewerage infrastructure, natural environment and health. This will give the plan a legitimate base, highlight key issues, requirements and constraints that can be taken account in the master planning process, achieving high quality places. Development Plans Should Contain:*

A strategic and locally distinctive Placemaking vision for the plan area (informed by Council strategies/WBPs) supported by appropriate design policy(s) / master planning principles / green infrastructure and access. Where there are specific issues SPG can be prepared.

Concept/schematic frameworks, design principles and infrastructure requirements for key sites (set out in policies) that are core to delivery of the plan. Key sites and Placemaking and infrastructure requirements should be considered in detail from the early stages of plan making, prepared in collaboration with developers and the community. They can provide a key starting point for further design collaboration and inform detailed site-specific master planning and viability work.

Table 11: Placemaking Tools as an Evidence Base

Master planning approach	How to embed in the development plan
Concept / Schematic Framework Flexible conceptual vision setting out the key elements of a site (access, physical infrastructure, green infrastructure networks, development areas/uses, landscape, key features, key opportunities, and constraints) Set out area/site specific planning issues and constraints. Set out the key vision and high level design principles of a site and how it should be developed. Can provide a broad mechanism for assessing and influencing proposals as they come forward.	Can be embedded as part of site-specific policies, a broad mechanism for assessing and influencing proposals as they come forward. Useful for key/strategic sites that are core to the delivery of the plan. Green Infrastructure Assessments / Area Statements should inform the master planning approach for site allocations to support ecosystem resilience and identify nature-based solutions. The information should be used to inform infrastructure requirements / viability of sites. They can be made explicit in the plan. Prepared as SPG (including Place Plans).
A Detailed Master Plan Approach Can be universal or site specific. Can identify key design principles that are definitive and vital to the creation of sustainable places and those where more flexibility can be applied. High level framework covering key parameters / master planning requirements for a larger area or site specific: • Land uses, particularly those core to determining layout • Density and house types (where known) • Scale & massing • Key access, movement corridors and the street hierarchy • Transport / movement (all modes) • Green infrastructure • Physical infrastructure • Biodiversity • Renewable energy / energy efficiency opportunities • Phasing and infrastructure requirements	Can be embedded within the plan as a general design policy / overarching policy requirements – set out in a policy and or graphical format. Can be embedded as part of site specific or a general design policy. Design principles and infrastructure requirements in broad terms or site specific. Useful for key/strategic sites that are core to the delivery of the plan. The information should be used to inform infrastructure requirements / site specific viability work. They can be made explicit in the plan. Prepared as SPG (i.e., Place Plan)

IMPLEMENTATION APPENDIX

Paragraph 5.127 states: *The purpose of an Implementation and Delivery Appendix is to set out the key issues, constraints, phasing and mitigation measures which are required to deliver proposals in the LDP, from which monitoring indicators and triggers can be derived. It will comprise brief descriptions of the key sites, together with an overview of site-specific delivery and implementation issues, including site constraints, necessary mitigation / compensation measures and policy/ s106 agreements/ infrastructure requirements. This information will clarify the infrastructure requirements of key sites and alert potential developers in respect of expectations when bringing forward sites at the planning application stage with all relevant information known. All parties will know, in advance, what will be expected and consequently should be factored into the costs of bringing sites forward from the outset. Table 26 sets out the type of information to be contained in an Implementation and Delivery Appendix.*

Paragraph 5.128 states: *Key sites integral to the delivery of the plan may require their own specific policies setting out key issues and constraints, master planning principles, concept frameworks and infrastructure requirements where appropriate.*

Table 26: Implementation & Delivery Appendix

Site Allocation Name / Ref	Site Size	Allocation Type	Total Units	Phasing Tranche
Land at W Road	x.x ha	(Housing, Employment, Mixed Use)	(Private & Affordable) P & A units	2018-2022 2023-2027 2028-2033
Site Description				
This x.x hectare brownfield/greenfield site is located to the east of y village/town on a former sports ground adjacent to river z.				
Key Site Issues & Constraints				
- Are there access and highway improvements? Highways comments? - Is the site subject to flood risk issues? Has the statutory body (NRW) responded highlighting issues that will need to be addressed? Is a FCA or other mitigation measures required? - Are there land ownership constraints? - Are there protected environmental/ecological species/designations on, or within a specified vicinity of the site which require redress? Have the specific consultation bodies made any comments regarding issues that need to be addressed? HRA findings? - Is the site appropriately served by utilities (i.e. broadband, sewerage, water including SUDs)? See Infrastructure Plan summarising specific consultation body's responses. - Is the site located in a Welsh Language sensitive area? Are mitigation measures necessary? - Are there archaeological issues? Does the site impact on heritage designations? Has Cadw highlighted any issues that will need to be addressed? - Are there contamination/remediation issues?				
Key Infrastructure and Policy Requirements (including broad costs where known) For example:				

Access – Highway improvements
Education – No of children school places
Affordable Housing - X% in line with policy y
Open Space – Hectares / unit/type of unit
Utilities – Link to Infrastructure Plan

Key Supporting Information Requirements. For example:

Detailed Site/Area Specific Master plan
Welsh Language Assessment
Flood Consequence Assessment
Environmental enhancements / nature based solutions (sought by the LPA) in response to the evidence base
Landscape Study
Transport Statement
Ecological Assessment
Archaeological Evaluation
Heritage
Energy Assessment

VALE OF GLAMORGAN REPLACEMENT LOCAL DEVELOPMENT PLAN 2021-2036 CANDIDATE SITES METHODOLOGY

This document sets out the Council's methodology for the consideration of Candidate Sites. It outlines what is required with regards to the submission of these sites for the Vale of Glamorgan RLDP and sets out the details of the multiple stages of their assessment. A brief outline of the Timetable of the RLDP as set out in the Candidate Sites Methodology is shown below.

Key Stage		Timescale
<i>Definitive</i>		
Stage 1 Delivery Agreement	Public Consultation	November 2021 – January 2022
	Political Approval and Submission to Welsh Government	March 2022 – April 2022
	Approval from Welsh Government	May 2022
Stage 2 Pre-Deposit	Candidate Site call	June 2022 – August 2022
	Consultation on Integrated Sustainability Appraisal	August 2022 - September 2022
	Vision and Objectives/Growth Options	May 2022 – November 2022

	Consultation Preferred Strategy	April 2023 – May 2023
	Political approval of Preferred Strategy	September 2023
Stage 3 Deposit	Public Consultation	April 2024 – May 2024
	Political approval for submission to Welsh Government	November 2024 – December 2024
<i>Indicative</i>		
Stage 4	Submission	December 2024
Stage 5	Examination	March 2025 – April 2025
Stage 6	Inspector's Report preparation and publication	May 2025 – September 2025
Stage 7	Adoption	October 2025

STAGES OF SITE ASSESSMENT

The Candidate Sites Methodology sets out that the Council will undertake a comprehensive four stage site assessment process which will include the stages as set out below. The first / current stage, which this submission has had full regard to is discussed in more detail below.

- Stage 1 – Initial Site Filter
- Stage 2 – (A) Detailed Site Assessment and Sustainability Appraisal
- Stage 2 - (B) External Consultations
- Stage 3 – Site Evaluation- Verification of Site-Specific Viability Testing
- Stage 4 - Final Site Selection

Stage 1 – Initial Assessment of the sites and their characteristics

Vale of Glamorgan's paragraph 4.6 of the Candidate Sites Methodology sets out that the initial assessment site appraisal is divided into a number of sections and is summarised in the following table, below:

Site threshold - For residential sites there is a minimum site size threshold of 0.3 ha or 10 dwellings, at a minimum density of 30 dwellings per hectare [net]. For non-residential development a building must have a minimum floorspace of 1,000m ² or the site must have a minimum gross site area of 1ha.
Planning History - Sites which have previously been refused on the grounds of amenity, highway safety, visual impact etc will be excluded from further consideration.

Located in the open countryside - (residential proposals only). In order to pass the initial sift, a housing site must either be within or adjacent to an existing settlement. Residential proposals isolated from an existing settlement will be classed as being within the countryside and will not be considered further.
Flood risk – Is the site located within a flood zone e.g., a TAN 15 Defended Area
Biodiversity and Habitats - International or nationally designated sites for biodiversity will be excluded in the initial sift. These habitats include: • Special Protection Areas (SPA) • Special Areas of Conservation (SAC) • Ramsar Sites • Sites of Special Scientific Interest (SSSI)
Located within an HSE Zone - If a site is fully within the HSE Inner Zone it will be excluded for residential use in accordance with the HSE land use planning methodology. However, it would not be excluded for non-residential uses such as employment.
Archaeological or historically important sites - Proposals located directly within a site of archaeological or historical importance will be excluded. These include Scheduled Monuments (SM) and historic parks and gardens.
Deliverability issues - Consideration will be given to the deliverability of sites through either the presence of major physical site constraints, the absence of financial viability evidence, legal constraints or covenants that restrict the site being brought forward in the Plan period.

THIS SUBMISSION

As set out above, this submission responds to, and contain the necessary detail to satisfy the above required material.

As recorded above and within this submission, the documents above have been used to inform and support considerable dialogue on the site's potential. The extent and breath of the assessment and reporting provides a detailed and robust evidence base on which these submissions have been informed and are based.

1.3 NATIONAL PLANNING POLICY

In compiling this submission, regard has also been had to the following national planning policy documents:

- Future Wales, The National Plan 2040 (February 2021); and
- Planning Policy Wales, Edition 11 (February 2021).

These set out the framework for producing local plans and in turn provide the background against which planning applications are decided. The goals of both documents and the relevant policies against which the proposals for the site must be considered are included below.

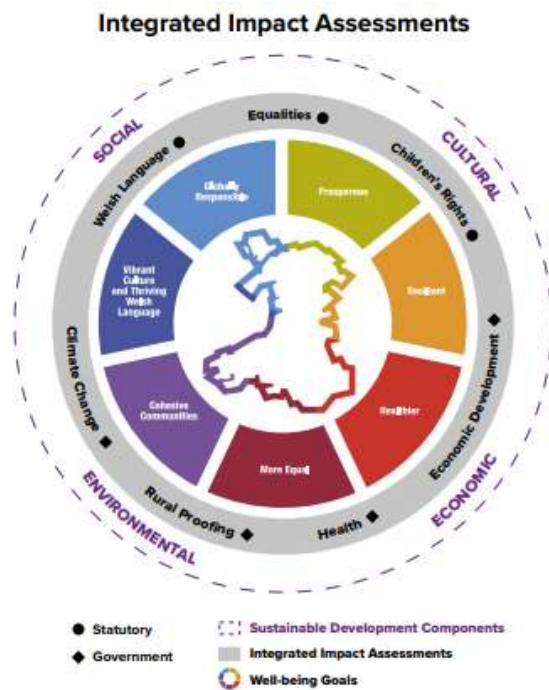
Future Wales, The National Plan 2040 (FEBRUARY 2021)

BACKGROUND TO THE PLAN

Future Wales was adopted in February 2021 and replaces the Wales Spatial Plan as the National Development Framework setting the direction for development in Wales up to 2040. Future Wales represents the highest tier of development plan and focuses on solutions at a National Scale setting out a framework which will inform Strategic Development Plans at a regional level and Local Development Plans (LDPs) at local authority level. The document consists of a development plan which aims to set out a strategy for addressing key national priorities through the planning system. These include, but are not limited to, developing a vibrant economy and improving the health and well-being of communities. The document is aware of challenges including the climate emergency and the ongoing effects of the global health pandemic and, in fact, aims to re-energize the economy in a sustainable way.

INTEGRATED SUSTAINABILITY APPRAISAL

Future Wales recognises the importance of The Well-being of Future Generations Act, discussed in detail in the next section of this document, and its obligations. The Wellbeing of Future Generations Act has influenced Future Wales and its principles, including the 5 ways of working (long-term thinking, prevention, collaboration, integration and involvement) which have actively been embedded into the plan. Through the development of Future Wales, the plan has been subjected to the Strategic Environmental Assessment and Sustainability Appraisal approach, shown in the image below, as well as other impact assessments. Through this approach, ongoing stakeholder engagement and the use of the Well-being of Future Generations Act to inform the plan, the principles of sustainable development have been embedded within Future Wales.



Integrated Impact Assessment Approach

THE FUTURE WALES OUTCOMES

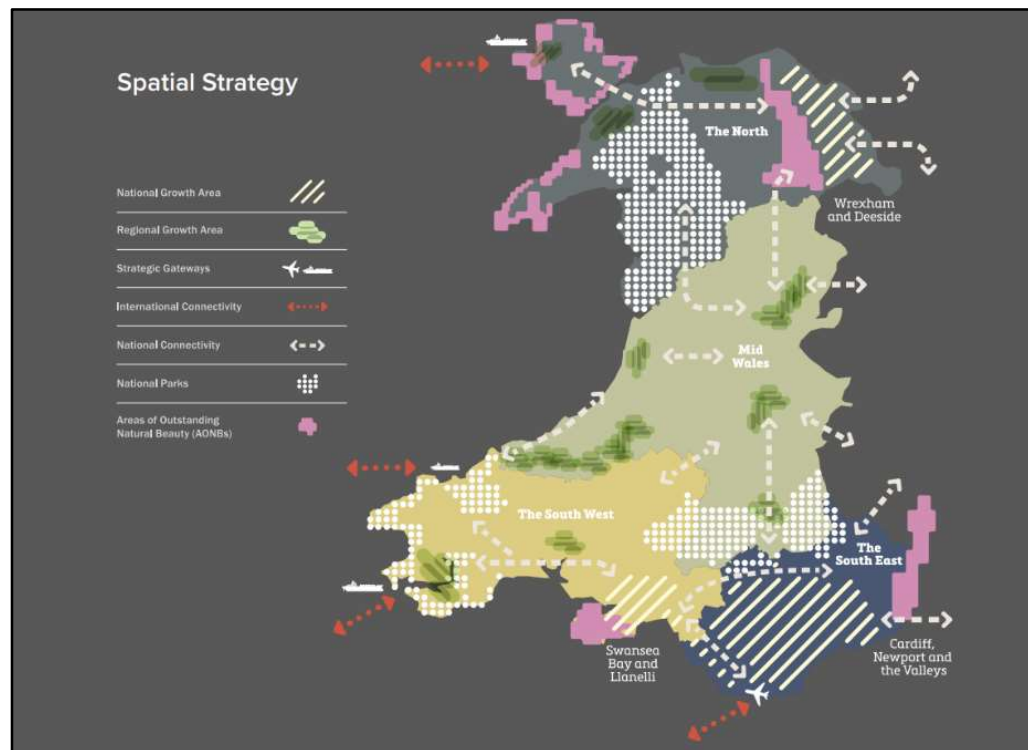
In order to achieve its vision by 2040, Future Wales has set out 11 outcomes which act as overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales. The 11 Outcomes effectively represent the goal for Wales in 2040. These outcomes include:

- A Wales where people live and work in connected, inclusive and healthy places;
- A Wales where people live in vibrant rural places with access to homes, jobs and services;
- A Wales where people live in distinctive regions that tackle health and socio-economic inequality through sustainable growth;
- A Wales where people live in places with a thriving Welsh language;
- A Wales where people live and work in towns and cities which are a focus and springboard for sustainable growth;

- A Wales where people live in places with prosperity, innovation and culture are promoted;
- A Wales where people live in places where travel is sustainable;
- A Wales with world-class digital infrastructure;
- A Wales where people live in places that sustainably manage their natural resources and reduce pollution;
- A Wales where people live in places with biodiverse, resilient and connected ecosystems; and
- A Wales where people live in places which are de-carbonised and climate resilient.

FUTURE WALES SPATIAL STRATEGY

The Future Wales' spatial strategy sets out a '*guiding framework for where large-scale change and nationally important developments will be focused over the next 20 years. The strategy blends the existing settlement patterns and the distribution of jobs and homes with a vision of managing change and future trends for the benefits of everyone in Wales.*' Whilst Future Wales encourages development in cities and large towns to grow urban areas and utilise the potential of these places, it must be noted that the plan also states that '*in all parts of Wales the strategy supports sustainable growth. Any place without jobs, homes, community spaces and wildlife has no prospect of having a thriving and cohesive community, Welsh language or economy.*' An extract of the Wales spatial strategy, identifying south east Wales as a national growth area, is provided overleaf. For the south east Wales region, the Future Wales plan states that '*housing, economic growth, digital and transport connectivity infrastructure should be co-ordinated and planned on the basis of the whole region. The management of natural resources, flooding and the protection and enhancement of areas of environmental and landscape important should inform strategic decisions on locations for growth and new infrastructure.*'



Future Wales Spatial Strategy

RELEVANT POLICIES TO THE PROPOSALS

The following policies from Future Wales are deemed relevant to the proposals:

- Policy 1 (Where Wales will grow);
- Policy 7 (Delivering Affordable Homes);
- Policy 8 (Flooding);
- Policy 9 (Resilient Ecological Networks and Green Infrastructure);
- Policy 11 (National Connectivity);
- Policy 12 (Regional Connectivity);
- Policy 13 (Supporting Digital Communications);

- Policy 15 (National Forest);
- Policy 33 (National Growth Area: Cardiff, Newport and The Valleys).

PLANNING POLICY WALES EDITION 11 (FEBRUARY 2021)

PPW 11 was adopted on the 24th February 2021 and sets out the land use policies of the Welsh Government and is supplemented by a series of Technical Advice Notes (TANs). The following key policy and guidance from PPW11 are deemed to be of relevance to the proposals sought via this submission.

PLACEMAKING

Paragraph 2.8 sets out the key drivers for placemaking, and states:

"Planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales. This can be done through maximising their contribution to the achievement of the seven well-being goals [included below] and by using the five Ways of Working, as required by the Well-being of Future Generations Act. This will include seeking to maximise the social, economic, environmental and cultural benefits, while considering potential impacts when assessing proposals and policies in line with the Act's Sustainable Development Principle."



The Well-being of Future Generation's Goals

CREATING SUSTAINABLE PLACES

Paragraph 2.3 states:

"The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all."

Paragraph 2.6 states:

"Sustainable placemaking is an inclusive process, involving all of those with a professional or personal interest in the built and natural environment, which focuses on developing plans, making decisions and delivering developments which contribute to the creation and enhancement of sustainable places."

PEOPLE AND PLACES – NATIONAL SUSTAINABLE PLACEMAKING OUTCOMES

Paragraph 2.17 states:

"In responding to the key principles for the planning system, the creation of sustainable places and in recognition of the need to contribute to the well-being of future generations in Wales through placemaking, development plans and development proposals must seek to deliver developments that address the national sustainable placemaking outcomes."

NATIONAL SUSTAINABLE PLACEMAKING OUTCOMES

Figure 6 on page 20 outlines how PPW should be used to achieve sustainable places in diagram format:



PPW Figure 6

Paragraph 2.27 sets out how to assess the sustainable benefits of development:

"Planning authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process and assessed in accordance with the five ways of working to ensure a balanced assessment is carried out to implement the Well-being of Future Generations Act and the Sustainable Development Principle."

GOOD DESIGN

Paragraph 3.3 states:

"Good design is fundamental to creating sustainable places where people want to live, work and socialise. 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. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how

space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area."

The objectives of good design included on the illustration in Paragraph 3.4 relate to access, character, community safety, environmental / sustainability, and movement.

PROMOTING HEALTHIER PLACES

Paragraph 3.21 states:

"Planning authorities have a role to play in the prevention of physical and mental illnesses caused, or exacerbated, by pollution, disconnection of people from social activities (which contributes to loneliness) as well as the promotion of travel patterns which facilitate active lifestyles. The planning system must consider the impacts of new development on existing communities and maximise health protection and well-being and safeguard amenity. This will include considering the provision of, and access to, community and health assets, such as community halls, libraries, doctor's surgeries and hospitals. Health impacts should be minimised in all instances, and particularly where new development could have an adverse impact on health, amenity and well-being. In such circumstances, where health or amenity impacts cannot be overcome satisfactorily, development should be refused."

Paragraph 3.22 states:

"Planning authorities should develop and maintain places that support healthy, active lifestyles across all age and socio-economic groups, recognising that investment in walking and cycling infrastructure can be an effective preventative measure which reduces financial pressures on public services in the longer term. The way a development is laid out and arranged can influence people's behaviours and decisions and can provide effective mitigation against air and noise pollution. Incorporating drinking water fountains or refill stations for reusable bottles in public spaces is a simple and effective way of making places healthier and of reducing unnecessary waste. Effective planning can provide calming, tranquil surroundings as well as stimulating and sensory environments, both of these make an important contribution to successful places."

HOUSING

Paragraph 4.2.2 states:

"The planning system must:

- identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;*
- enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and*

- *focus on the delivery of the identified housing requirement and the related land supply."*

AFFORDABLE HOUSING

Paragraph 4.2.25 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. Affordable housing for the purposes of the land use planning system is 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."

1.4 A BROAD DESCRIPTION OF THE PROPOSAL

The site is known as 'Land at Hazelwood, Ogmore by Sea' and comprises a gross area of approximately 2.9 hectares. The site represents a parcel of land that is a mixture of greenfield and a touring tenting and caravan land, adjacent to the east of the settlement boundary of Ogmore by Sea. The site is primarily grassland, with a boundary consisting of hedgerows and trees to the northern and eastern sides. The site is bounded to the west and south by residential dwellings. To the north and east of the site are fields that are largely used for agricultural purposes.

In its purest form, the opportunity seeks to deliver:

- Circa 70 new homes based on 33 dph with a net developable area of 2ha;
- A mix of flats, terraced, semi-detached and detached properties;
- Highways infrastructure within the site and associated upgrades to the surrounding highway network;
- Upgraded access to the site;
- Strong legible pedestrian and cycle connections throughout the site and with the existing settlement;
- Play spaces;
- Green Infrastructure; and
- Sustainable Drainage Systems (SuDS).

An aerial view of the site and an illustrative masterplan are provided overleaf. In addition, an opportunities and constraints plan which has informed the proposed site layout is provided, with the various features identified discussed within this document.



Indicative Masterplan



Opportunities and Constraints plan



Site Location Showing Approximate Boundary

1.5 CONSULTANT TEAM

The promoting party has assembled a multi-disciplinary consulting team to ensure the proposal is sustainable and deliverable, as shown in the table below. The team assembled has a proved track record within the County and across Wales of working with landowners and other promotional parties.

Output	Consultant
Planning Consultant / Agent	Geraint John Planning
Masterplan / Opportunities and Constraints Plan	The Urbanists
Transport Appraisal / Access Design	Apex Transport Planning
Development Viability Model	Herbert R Thomas

2.0 **STRUCTURE OF THE DOCUMENT**

Responding to the Vale of Glamorgan guidance set out in Candidate Sites Methodology June 2022, this submission follows the content and structure set out in that guidance, specifically the structure of the Stage One initial site filter. In so doing it recognises that the guidance set out is not necessarily exhaustive, and there may be other information that supports the site's inclusion in the revised LDP. Equally, the guidance makes it clear that some of the studies set out are not required due to the specific characteristics of the site.

The purpose of the additional information is of course to assist the detailed site assessment, and particularly to demonstrate the site's deliverability.

Given this, the remainder of this submission is structured to account for the above, and is set out as follows:

- Site details
- Site availability
- Site viability
- Environmental and landscape contributions
- Accessibility and proximity to services and facilities
- Supporting infrastructure and utilities
- Climate change and wellbeing
- Summary and conclusions

In some areas the submissions provide a justified account of why a particular technical study has not been undertaken (having detailed and considered regard to the site and its setting etc).

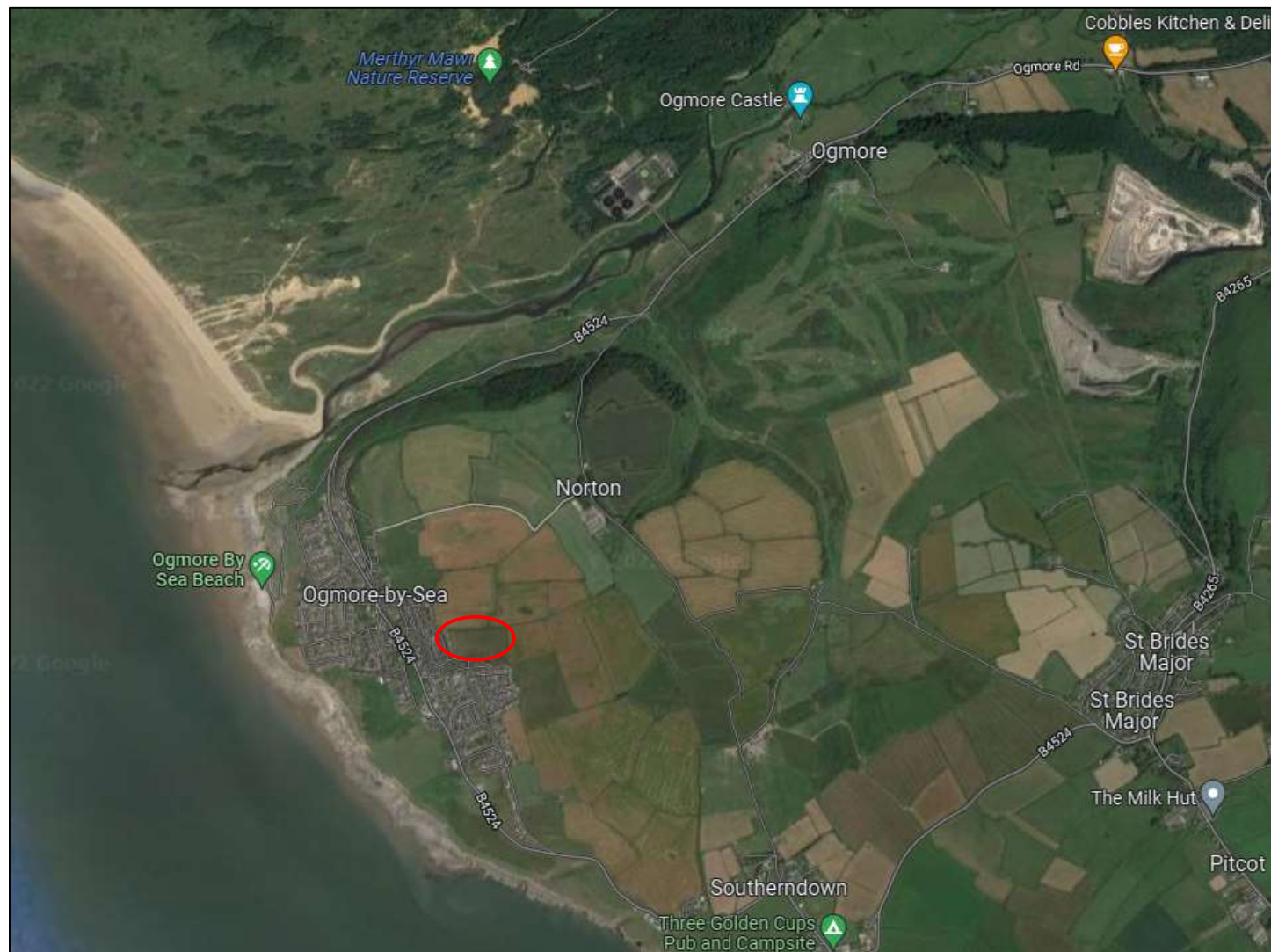
3.0 **SITE DETAILS**

3.1 **THE SITE (3.6-3.9)**

The site comprises a mixture of grassland field and a tenting/caravan site measuring approximately 2.9 hectares (ha), on the northern edge of the boundary of the settlement of Ogmore By Sea (which lies within the administrative boundary of the Vale of Glamorgan County Council). It is bordered by hedgerows to the north, a low wall to the east, and properties to the west and south beyond Hazelwood Road. The site also has a low wall separating the southern third of the site. The site comprises of an irregular rectangular parcel of land, which narrows from west to east. Additionally, the existing structures on the site are the aforementioned low wall, and the remains of two stone cottages. The entire site (other than the structures) consists of greenfield land which is currently unused. An annotated site aerial indicating the extent of the site and the site and its wider surrounds, are included below:



Aerial view of the site location with approximate boundary



Site location in relation to nearby settlements

The site is bordered by the following land uses:

- To the north and east by agricultural land
- To the south and west by residential dwellings

There are a number of trees and mature vegetation located along the perimeter of the site, particularly along the northern and eastern borders. Access to the site is currently obtained from the south-eastern boundary, via a lane called Hazelwood (running in a south-north direction adjacent to the site) as well as a gateway off Crompton Way. This is shown in the images below:

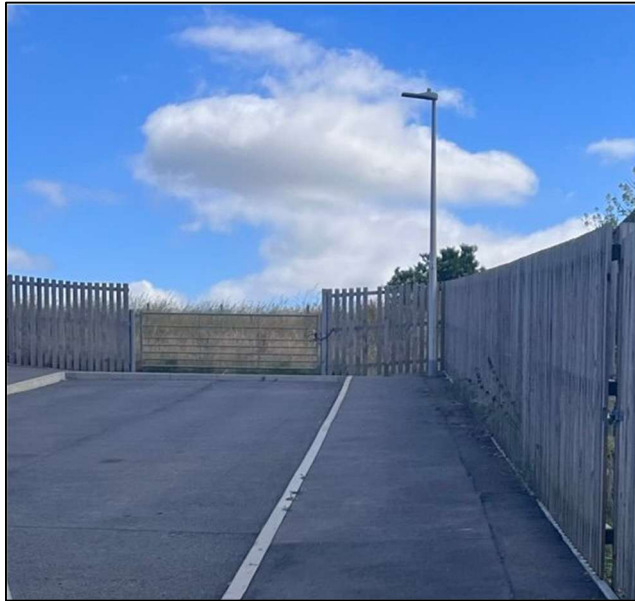


Image 1: Access point in the South



Image 2: Access point towards the south east boundary

The western and northern boundaries of the site are formed, in part, by mature vegetation and partly by hedgerows and trees, immediately adjoining the surrounding land parcels. The eastern and southern boundaries are also partly formed by developed uses comprising existing dwellings. The hedgerows and walls along the western and northern boundary provide screening for the site.



Image 3: The South East Corner of the site facing west



Image 4: The view north from Southeast corner of the site



Image location references for site access points

The site is being promoted to achieve the wider strategic vision to create a sustainable and logical extension east of Ogmore by Sea.

The nearest towns are Bridgend, Porthcawl and Cowbridge. The site benefits from being in proximity of the A48 which links it to other settlements throughout the Vale of Glamorgan. The site is also in proximity to the M4 (Under 8 miles) which provides a connection eastward to Cardiff and westwards towards Swansea.

The location also benefits from Bridgend Town Centre (4.8 miles) to the north-east which comprises of several convenience stores, including an Asda Superstore, Aldi, Tesco Express and independent stores. The Town Centre also consists of a number of other smaller services and facilities including a number of places of worship, post office, health facilities, pharmacy, public houses and a number of banks. The nearest hospital is the Princess of Wales Hospital, which is situated approximately 6.2 miles from the site.

3.2 PROPOSED USE (3.10-3.11)

As previously outlined, the site is currently unused after being used as a staging ground for Barratts during their works on the adjacent housing sites.

A series of images are provided below illustrating the existing context / use of the site:



Existing site images (Pre-clearance)

This section of the report outlines the proposed site and development proposals.

The proposal seeks to provide up to circa. 70 new dwellings, including a 35% affordable housing provision. A diverse mix of affordable open market, intermediate and social rented homes will be provided to ensure the settlement remains balanced and meet the key issue of the RLDP to rebalance the ageing demographic observed within the County and provide opportunities for younger demographics / first time buyers whilst also complying with key community and placemaking objectives. The proposal represents an excellent opportunity to meet the Council's vision to create and deliver a sustainable and resilient community.

The proposed access and primary street network have been designed to accommodate the range of vehicles that will serve the site, including bus provision. The proposal will also see the creation of a pedestrian and cyclist focused environment. The site will be served by a network of new and existing footpaths and cycleways that link to the wider area.

In summary, the proposals for the site propose the following uses:

- Residential Development – up to 70 dwellings;

It is the aim of this proposed development to adhere to, compliment, and enhance the concept of a sustainable community which can sit alongside and strengthen the existing and emerging built form and uses, located adjacent to the site's southern and western boundaries. The scale of the proposed development has been carefully designed to ensure that it is considered acceptable, appropriate, and set in consideration of the environmental capacity of the site, the viability of the scheme and density of surrounding development.

The masterplan demonstrates the proposed layout of the site, including indicative open space and landscape provision. It illustrates that the indicative-built form respects the context of the site, has the ability to provide adequate amenity and privacy, whilst also integrating and responding to the site context. The development proposals seek to link with existing habitats and create continuous corridors in order to integrate the proposed areas of open space and landscaping enhancement with the existing landscape features. These are all fundamental principles of placemaking – which the scheme is underpinned on. A holistic approach to the planning and design of the development and the spaces it creates has been adopted. The scheme seeks to draw upon the site's potential to create high-quality development that promotes well-being in the widest sense. The master planning approach to the scheme considers the site's context, and its relationship to its wider surroundings. Placemaking has, accordingly, been considered at the earliest possible stage.

3.3 SITE HISTORY (3.12-3.13)

The site has had multiple planning applications in the past, including redevelopment of the former caravan site and the construction of a public house with associated gardens, which were both approved in 2009 but have not been acted on. Adjacent sites have also had previous applications for residential developments which have been approved.

3.4 SITE SURROUNDINGS (3.14)

As previously mentioned, the site is bordered by residential land to the south and east, and agricultural land to the north and west.

4.0 SITE AVAILABILITY

4.1 LEGAL RESTRICTIONS AND CONSTRAINTS (4.1)

There are no existing Legal Covenants / Constraints tied in within the landownership of the site, that would constrain the site's suitability for development. As demonstrated previously there are two access points to the site which provide entry without crossing third party land.

4.2 DEVELOPMENT MARKETING (4.2)

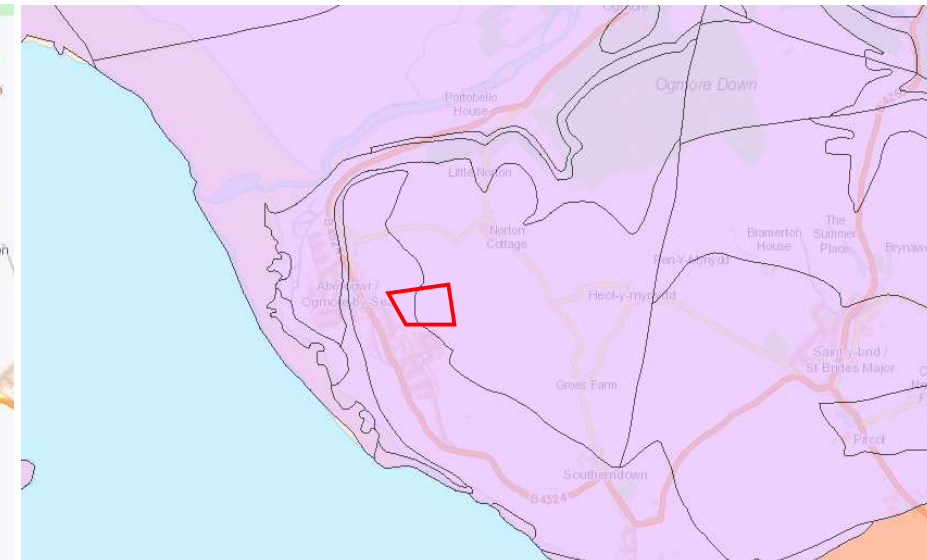
Wig Fach are the site promoters and whilst they have the financial resources to develop the site themselves they will be entering into agreements with established nationally known developers to bring forward the site and to comply with any planning provisions.

4.3 SITE INVESTIGATION (4.3)

No site investigation has been undertaken to date, but would be in due course to support any future planning application.



NRW Superficial aquifer map



NRW Bedrock aquifer map

The site is located outside of a superficial aquifer boundary but within a bedrock aquifer boundary. Given the proposed use of the site and appropriate drainage there is very low risk of any water contamination arising from the development.

4.4 SITE DELIVERABILITY (4.4-4.5)

It is envisaged that a planning application would be submitted as early as 2023 followed by commencement on site circa 2024 following the discharge of all planning conditions and SAB consent. As such, it is expected that the site could be delivered in the short term, with the units delivered over the period 2024/25.

If required, a DVM will be prepared and submitted in support of this candidate site submission to evidence the viability of the proposed development. The appraisal is based on 87 units, taking into account all expected / known costs, demonstrates that the site is wholeheartedly viable.

It must be stressed that the assessment is headline in its nature, and that further discussions at the appropriate time with the LPA would be needed to confirm matters such as s106 contributions liable.

The site promoter would welcome the opportunity to discuss this aspect further with the LPA and is prepared and willing to engage in this process. If required, please refer to the separate DVM for more detail.

5.0 SITE VIABILITY

As required, a DVM has been prepared by Herbert R Thomas and is submitted in support of this candidate site submission to evidence the viability of the proposed development. The appraisal is based on circa 70 units, taking into account all expected / known costs, demonstrates that the site is wholeheartedly viable.

It must be stressed that the assessment is headline in its nature, and that further discussions at the appropriate time with the LPA would be needed to confirm matters such as s106 contributions liable.

The site promoter would welcome the opportunity to discuss this aspect further with the LPA and is prepared and willing to engage in this process.

Please refer to the separate DVM for more detail.

5.1 FINANCIAL VIABILITY (5.1)

Based on a proposal for 70 dwellings, this meets the LDP requirement of 30 dwellings per hectare for candidate sites in the Vale of Glamorgan.

Please refer to separate DVM completed by Herbert R Thomas for further detail.

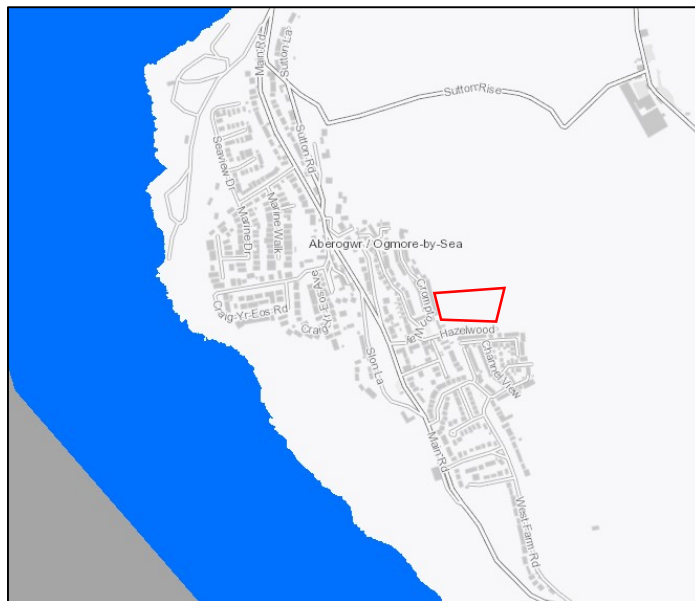
The cost of developing the site including any site remediations will need to be thoroughly examined prior to any works commencing to ensure that the site will be financially viable to develop.

6.0 ENVIRONMENTAL AND LANDSCAPE CONSIDERATIONS

6.1 FLOOD RISK (6.1)

Referring to the Natural Resources Wales Development Advice Map, the site is located outside of a flood risk zone. This is also confirmed by the new flood map for planning which will be coming into force in 2023. Therefore, a Flood Consequences Assessment is deemed unnecessary.

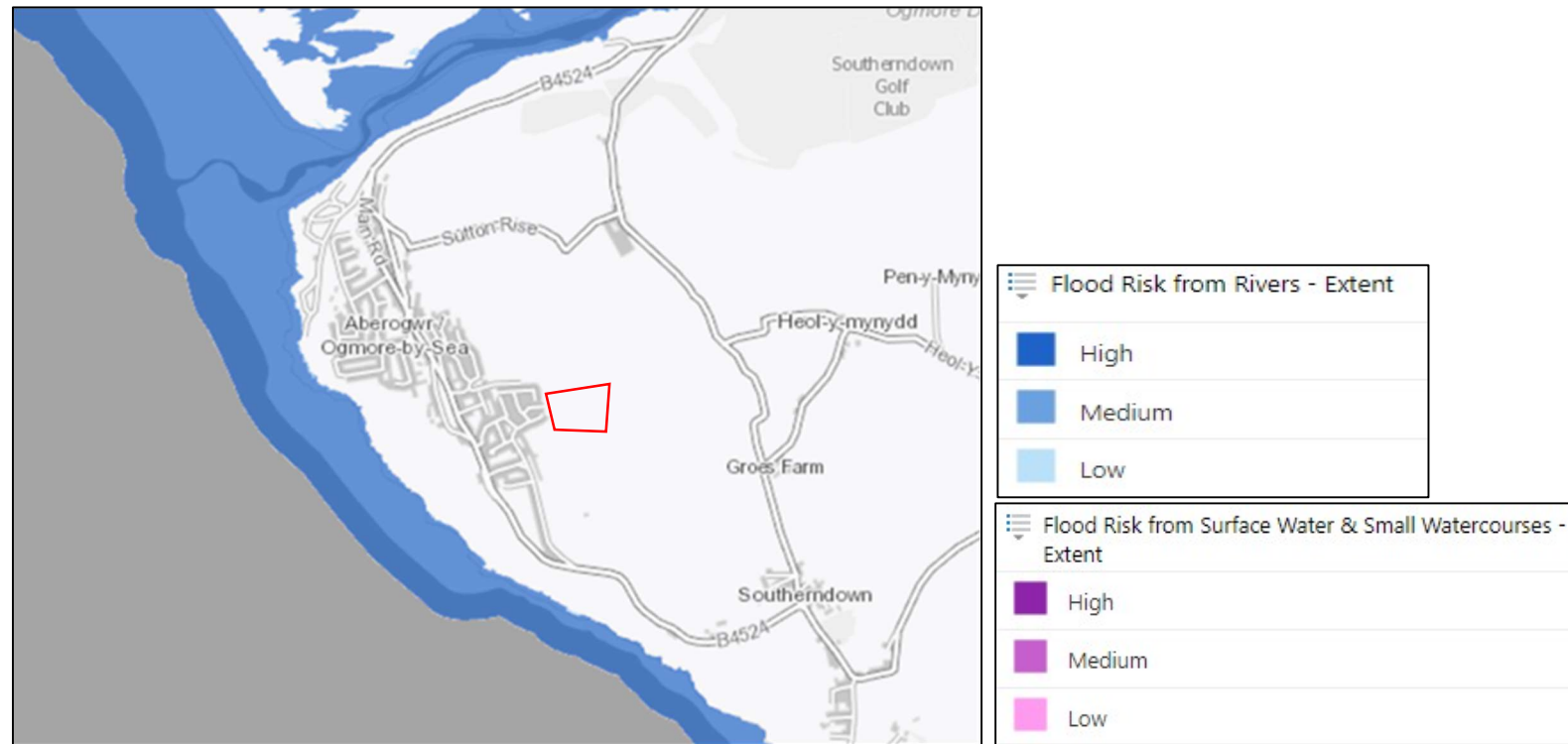
'A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. The Flood Map for Planning has no official status for planning purposes until June 2023. However local authorities must review their Strategic Flood Consequence Assessments by November 2022 in line with the new TAN15 and Flood Map for Planning. Natural Resources Wales may also use the Flood Map for Planning data as the 'best available information' on flood risk to inform our planning advice.' – NRW 2022



Current NRW development advice map

6.2 SURFACE WATER (6.2)

It is proposed for surface water runoff destination, discharge will be directed to surface water bodies whereby any runoff from the SuDS features from the proposed mixed-use development will be attenuated within the pond and discharged to the local watercourses located throughout the site.



NRW 2023 Flood map for planning

6.3 ECOLOGICAL DESIGNATIONS (6.3)

There are no ecological constraints on the site at present or tree preservation orders that would act as a constraint to development.

6.4 HERITAGE CONSIDERATIONS (6.4)

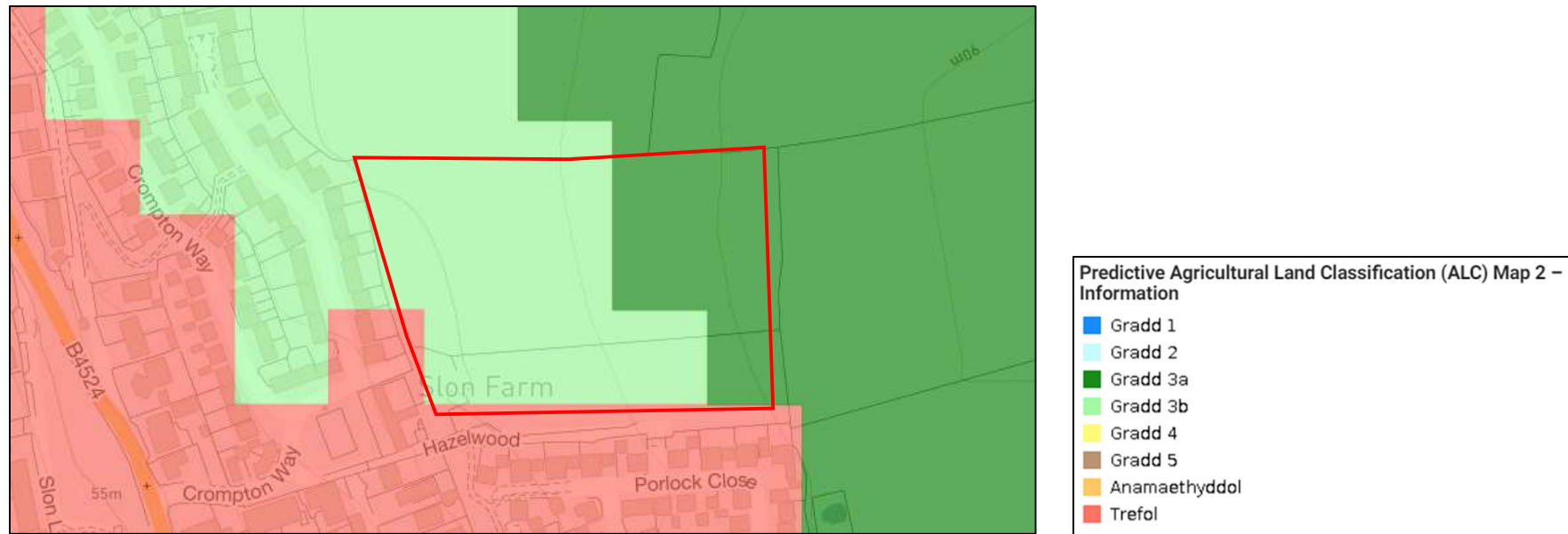


Cadw online records map (with approximate site location in red)

There are no heritage considerations to take into account for the site at Hazelwood as the site lies outside of a conservation area and does not contain or impact on a listed building or scheduled ancient monument. The Cadw map of online records confirms this. There are also no recorded listed buildings in the immediate surrounding area.

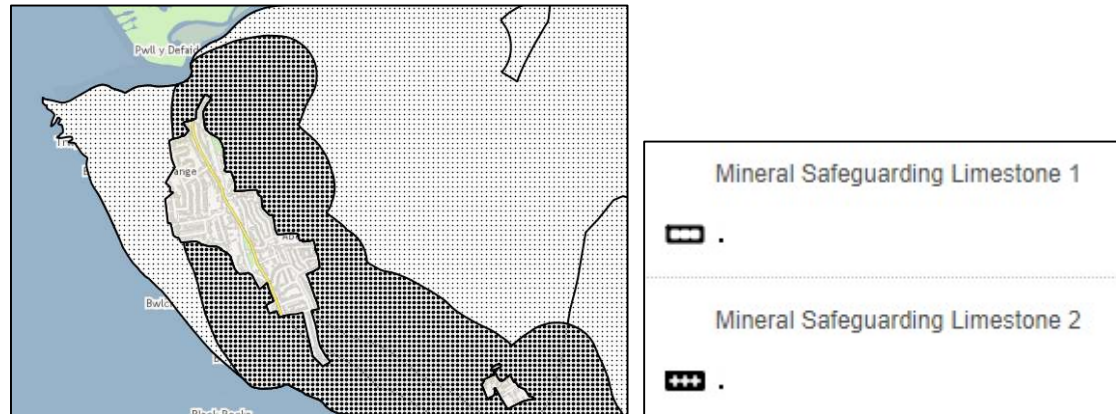
6.5 AGRICULTURAL LAND (6.5)

In order to assess the site's potential for quality of agricultural land, a review of the Agricultural Land Classification Predictive Map indicates that the site lies primarily within 'Grade 3a: Good quality agricultural land' and 'Grade 3b moderate quality agricultural land'. Planning Policy Wales Edition 11 (February 2021) identifies agricultural land grades 1, 2 and 3a as the best and most versatile, albeit development of the site would not result in the loss of higher-grade land such as 'Grade 1: excellent' or 'Grade 2: very good'. Overall, development of the site would result in the loss of approximately 1.8ha of Grade 3b and 0.9ha of grade 3a agricultural land. Notwithstanding this, the site has not recently been used for agricultural purposes, nor is there any demand for this use, therefore, its 'loss' is considered to be acceptable.

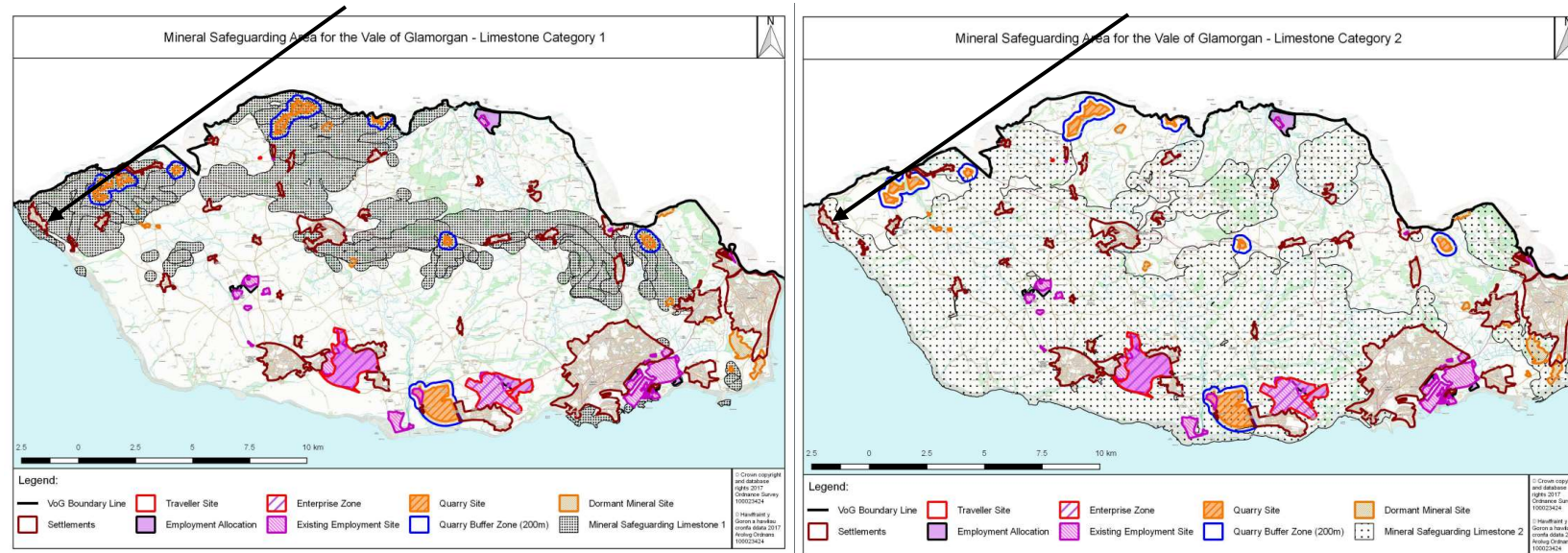


Lle Data Map Wales – Agricultural Land Classification Map Showing Approximate Site Location

6.6 MINERALS SAFEGUARDING/QUARRY BUFFER ZONE (6.6)

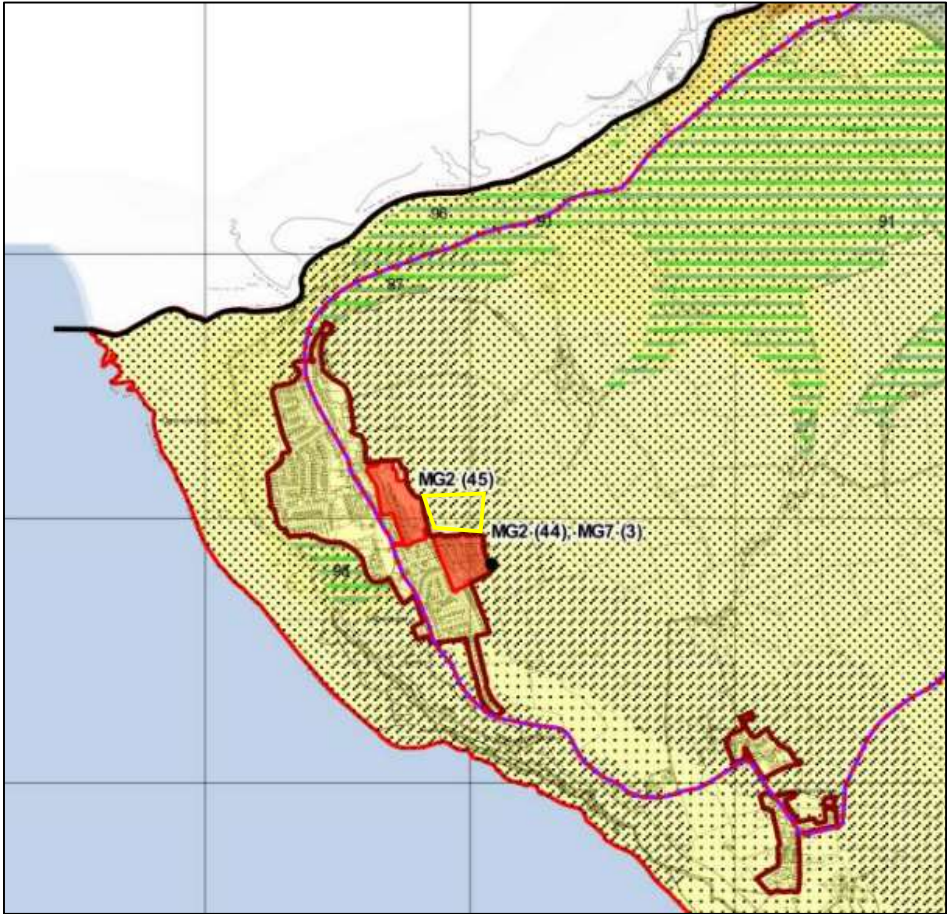


The site is currently located within a Mineral Safeguarding Limestone 1 and Limestone 2 area, as shown in the maps. However, this does not seem to be an issue as Policy MG22 of the VoGC LDP states that development can be permitted in an area of known mineral resource provided that extraction would have an unacceptable impact on environmental or amenity considerations. Or in the case that the development would have no significant impact on the possible working of the resource by reason of its nature or size. Given the site location adjacent to an existing residential area and near to the Glamorgan heritage coast, mineral extraction would not be undertaken in any event.



Site location in relation to the VoGC mineral safeguarding maps

6.7 OTHER LDP CONSTRAINTS (6.7)



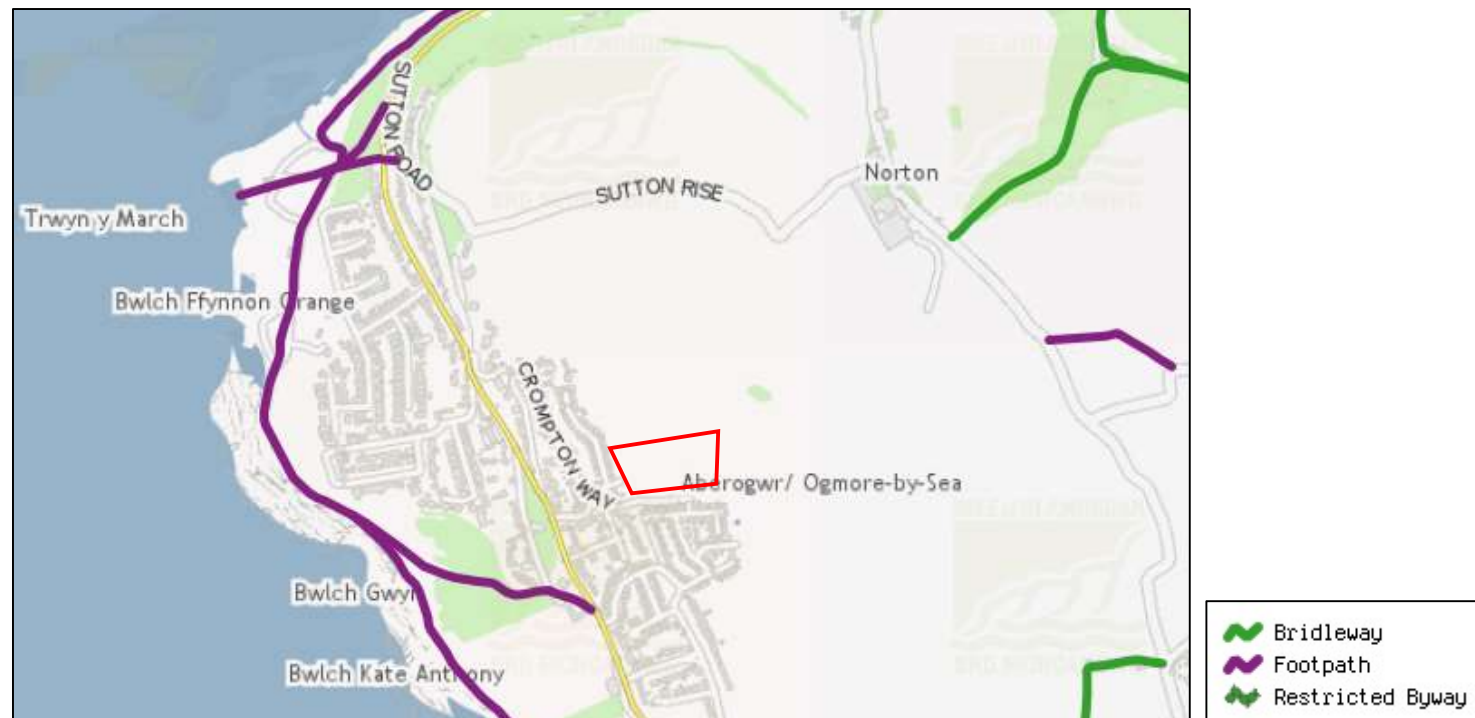
Adopted LDP Proposals map with site location in yellow.

KEY			
	Site of importance for nature conservation (SINC)		Housing allocation
	Mineral Safeguarding Limestone 2		Mineral Safeguarding Limestone 1
	Transport – Completed national cycle network route 88		Vale of Glamorgan boundary
	Settlement boundary		Glamorgan Heritage Coast

The above proposals map identifies the site as:

- Outside of settlement limits (but immediately adjacent)
- Outside of a Special Landscape Area
- In a Mineral Safeguarding Limestone Zone 1
- In a Mineral Safeguarding Limestone Zone 2

An extract has been taken from the VOGC Proposals map below which confirms that there are no public rights of way on the site. In the surrounding area, there are several public rights of way.



Public Rights of Way

6.8 CONTAMINATION (6.8)

In terms of the previous uses of the site it has had no major industrial use although it has been used recently as a staging ground by Barratt Homes during their work on the adjacent housing sites. It will need to be checked for remnants of fertilisers, pesticides and herbicides as a result of the previous use of the site as farmland. Given this, the existing site use would not cause any additional contamination issues, due to the site currently being unused. The adjacent site uses are not believed to contain any significant contaminants.

Site investigation works will be undertaken as part of any planning application for the proposed development of the site, to assess the ground conditions of the site.

6.9 IMPACTS UPON SURROUNDINGS (6.9)

The site may give rise to minor issues on the adjacent dwellings of Ogmores due to noise and additional motor traffic on the roads throughout the village. However, this is believed to be insignificant due to the location of the site and its potential for effective screening.

6.10 PHYSICAL CONSTRAINTS (6.10)

There is currently a low wall running through the centre of the site which would need to be removed, as well as the ruins of some old farm buildings to the south of the site. There are no other physical constraints identified at present.

6.11 TOPOGRAPHY CONSTRAINTS (6.11)

The topography of the site will not pose an issue to development as the area is primarily flat, although slopes gently towards the northern boundary.

7.0 SERVICES AND FACILITIES

7.1 PROXIMITY TO SETTLEMENTS (7.1)

The nearest towns are Bridgend, Cowbridge and Porthcawl. The site benefits from being in proximity to the A48 (4.8 miles) which facilitates access to an array of shops and services in the respective towns. The site is also in proximity to the M4 (Circa 8 miles) which provides a connection eastward to Cardiff and westwards towards Swansea.

7.2 PROXIMITY TO SERVICES (7.2)

In terms of immediate facilities within Ogmore by Sea, there is a café, takeaway bakery, church, craft shop and village hall. These are within approximately 500m of the site.

Ogmore by Sea ranks 16th out of the 96 settlements in the Vale of Glamorgan covered by the sustainable settlements appraisal that was made for the Vale of Glamorgan's Local Development Plan for 2011-2026. Ogmore by Sea was also identified as one of the areas that 'have a reasonable number of community facilities and transport services' and 'have been identified as capable of accommodating some additional growth'. This would be more strongly supported if new sites being promoted could provide or improve community facilities which this site has potential for, as the former farmstead area could be used to create new facilities. Areas such as Ogmore by Sea are identified for this reason due to being larger rural settlements which have sufficient population to sustain the new facilities which help the settlement to grow.

A wider variety of shops and services can be accessed in Bridgend, approximately 6 miles from the site. These include multiple supermarkets, restaurants, sports facilities and retail opportunities.

7.3 SUSTAINABLE TRAVEL OPPORTUNITIES (7.3)

As of present, in terms of public transport, there are four bus stops within the village of Ogmore. Two of which are within walking distance (circa 400m) and these are served by the 303 bus which provides hourly services to Bridgend. The closest train station is in Bridgend which is approximately 6 miles away and provides links east to Cardiff and west to Swansea.

Refer to Transport Note from Apex once in receipt, for the whole of section 7.0

7.4 POTENTIAL LOSS OF COMMUNITY FACILITIES (7.4)

The site does not currently comprise any community facilities, and therefore, any development would not result in any loss of such facilities.

8.0 INFRASTRUCTURE & UTILITIES

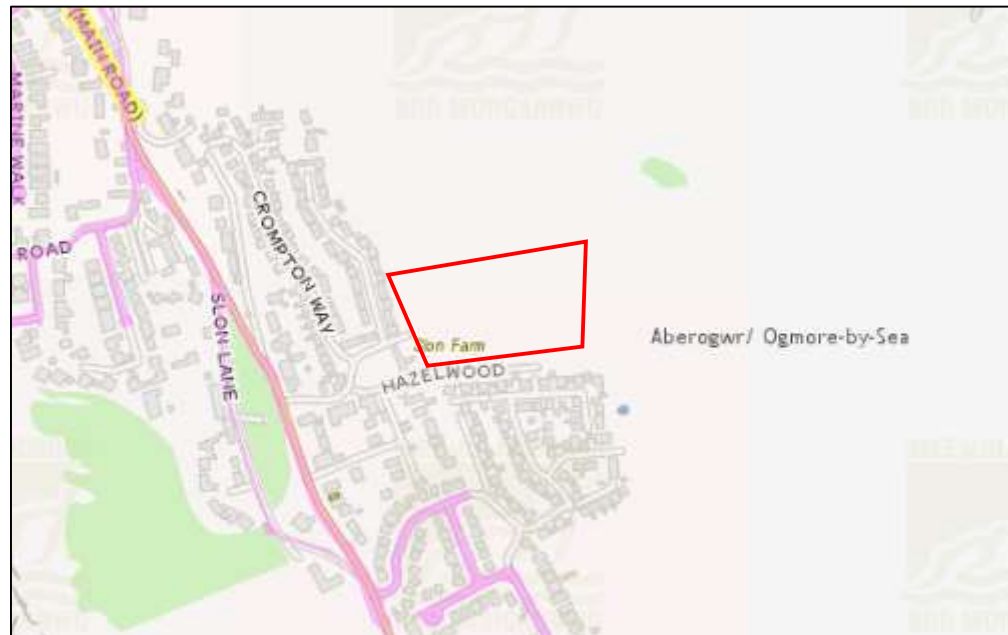
8.1 ACCESS TO MAINS SERVICES SUPPLIES (8.1)

It not envisaged that access to main services etc. is a constraint to development given the existing supplies to recent adjacent developments.

A utilities assessment would be undertaken at planning application stage to establish how the proposed development will be serviced with key utility suppliers, whether diversion or protection of existing apparatus may be required, and estimated costs for service connection and diversion works.

8.2 PUBLIC HIGHWAY ACCESSIBILITY (8.2)

The site is currently accessible from the public highway via gateway entrances directly south, and in the south eastern corner. These are from Crompton Way and Hazelwood Lane, which link the site to the main road B4524 circa 200m away. (Please refer to the transport appraisal produced by Apex Transport Planning that will be included with the candidate site submission for further details.)



9.0 CLIMATE CHANGE AND WELLBEING

9.1 CLIMATE CHANGE AND ZERO CARBON CONTRIBUTIONS (9.1)

To provide climate change and zero carbon contributions the site will incorporate EV charging points to encourage electric vehicle use, as well as adopting sustainable materials for construction and creating energy efficient dwellings to maximise energy potential.

9.2 PLACEMAKING (9.2)

The proposed Candidate Site would meet the national sustainable placemaking outcomes set out in Planning Policy Wales 11 (Figure 5 refers) in the following ways:

- I. *Creating and sustaining communities* – the site would provide much needed housing with an appropriate density for the area;
- II. *Growing our economy in a sustainable manner* – the provision of additional housing on the site will support the local economy through additional households using the local facilities and amenities. Elements of the scheme could also contribute to renewable energy through the use of sustainable materials, solar panels, electric vehicle charging, and alternative energy sources (to be explored at the detailed design stage).
- III. *Making best use of resources* – the construction of the site would look to make the best use of sustainably sourced materials and would comprise high quality housing which would be built to last;
- IV. *Maximising environmental protection and limiting environmental impact* – ecology is a key consideration in preparing the Masterplan for the site and retention of key hedgerow / trees has been an important consideration. Moreover, the site is sustainably located and would therefore limit car usage through walkable amenities and supporting the use of other methods of sustainable transport. Other elements to the scheme such as electronic vehicle charging points would also be explored to help to reduce pollution.
- V. *Facilitating accessible and health environments* – the site is well located in walking distance to a range of facilities and public transport to promote sustainable development. Moreover, areas of green space has been provided within the site to support appropriate play space and amenity areas for residents. The site connects well to the adjoining housing to the west and to the main road frontage onto the A48.

The proposed development is therefore wholly compliant with the goals, aims, objectives and concepts of Placemaking set out within Planning Policy Wales (11th Edition) and Future Wales: The National Plan 2040 through the creation of a sustainable and resilient community. This will be achieved by providing a development which incorporates meaningful design and other physical considerations to allow new structures to remain in keeping with the local aesthetic

9.3 WELL-BEING OF FUTURE GENERATIONS ACT (9.3)

Along with the Placemaking principles in PPW, the site also promotes sustainable development and assists in achieving the requirements of the Well-being of Future Generations (Wales) Act 2015 through the following ways:

- *A prosperous Wales* – the provision of additional housing in a sustainable location will provide further investment both locally and for Wales as a whole, namely through supporting jobs, the use of local amenities and available public transport;
- *A resilient Wales* – the site does not contain development or uses which would support agricultural / tourism industries;
- *A healthier Wales* – the sustainable location of the use and proximity to sustainable transport will assist in reducing emissions. Moreover, features such as the instillation of electric charging points would also assist in promoting low carbon emissions;
- *A more equal Wales* – the site does not propose any employment uses, however, the construction phase of the site would provide for jobs and support economic principles;
- *A Wales of cohesive communities* – the site will provide for a range of housing to meet a range of needs and is well connected to public transport and local amenities / areas which provide for jobs;
- *A Wales of vibrant culture and thriving Welsh language* - additional housing in a sustainable location will support jobs, the use of local amenities and available public transport, encouraging people to live and work in Wales;
- *A globally responsible Wales* – the site is well located to support public transport and local schools / jobs helping reduce the carbon footprint of any new development.

As such, it is considered that the site and proposals are in line with the Well-being of Future Generations (Wales) Act 2015.

9.4 THEME: HEALTHY AND ACTIVE ENVIRONMENTS (9.4)

The site will be served by a network of new and existing footpaths and cycleways that link to the wider area and existing PRow network – which will be attractive and comfortable, consistent with the encouragement of mobility for all. These walking and cycling connections will be enhanced and created, on and off-site, to help safely link existing and future residents and visitors with the towns of Bridgend, Cowbridge and Porthcawl.

Traffic calming measures will be incorporated into the site to help protect pedestrians and keep children safe whilst playing outside their homes.

A cycle storage shelter can be incorporated into the site to encourage active travel and provide a safe space for people to store their bikes.

9.5 THEME: AGE FRIENDLY ENVIRONMENTS (9.4)

The site and proposals will look to incorporate the following elements in order to meet the requirements age friendly environments:

- Homes will be built to lifetime standards to ensure the longevity of the development and a worthwhile purchase for home buyers.
- The site layout will avoid steep changes in ground level, particularly due to the naturally flat surface of the land.
- Public transport links are available near the site which means that those who do not drive are still supported for their travel needs.
- The site itself and nearby surroundings comprise of various active travel facilities, of which are only likely to improve following potential implementation of the Active Travel and Safe Routes in Communities Projects currently being consulted on in the VOGC.
- Current footpaths and PROW are also connected to and run near the site which makes them convenient for those walking and promoting healthier / more active lifestyles.
- The design layout will be uncomplicated and cater for all abilities.

9.6 THEME: COMMUNITY SAFETY (9.4)

- The detailed design stage of the proposals will incorporate measures to design out crime, for example, providing appropriate street lighting, appropriate defensible boundary treatments (such as fencing) and windows overlooking areas of open space and parking areas to provide residential surveillance.

9.7 THEME: OPEN SPACES (9.4)

- The proposal will provide for new open spaces within the site which will provide appropriate amenity space for residents.
- A central green corridor with play elements is currently indicated on the site at this stage to provide for a play area for children.
- The new open space be within walkable distances as recommended by the Fields in Trust standards.

9.8 THEME: HEALTHY FOOD CHOICES (9.4)

- The site will provide for private garden areas for residents which could be used for the private growing of produce.
- There are no food shops within the settlement of Ogmores, therefore retention of local shops is not applicable, however, the new residents will be able to support their nearest businesses in the areas of Bridgend, Cowbridge and Porthcawl.

9.9 THEME: COMMUNITY FACILITIES (9.4)

- The development proposal will not involve the loss of an existing community facility and does not plan to introduce one.
- Given the accessibility of the area, any future community facilities to be developed within the surrounding area would be accessible by sustainable travel options.
- The site does not intend to provide any new community facilities but will support any existing facilities.
- It is considered that the existing healthcare services and education needs available have the ability to support the level of additional housing.

9.10 THEME: PROMOTING ACTIVE AND SUSTAINABLE TRAVEL (9.4)

- The site will promote active and sustainable travel given its walking distance to facilities and access to public transport in the immediate vicinity that provides links to nearby settlements.
- Residents from the scheme will be able to walk to various amenities.
- Any future application would be supported by a Travel Plan which would detail the active travel measures and targets for modal shift.

9.11 THEME: AIR QUALITY (9.4)

From an initial perspective, the site is not located near any rail lines or main A roads that could give rise to air quality issues.

In terms of the baseline conditions of the site and its surroundings, based on local monitoring data, air quality at the proposed development is likely to be good; concentrations of nitrogen dioxide are below the relevant objectives near to the proposed development. Therefore, it is considered that the air quality for future residents will be acceptable. The site itself does not sit within any Air Quality Management Area (AQMA), given that the Vale of Glamorgan does not have an AQMA and as such, this does not present any constraints. However, Bridgend local authority does, the boundary of which is situated around 1.2km from the site.

During construction of the proposed development, dust will be generated. With appropriate mitigation in place – which would be implemented through conditional requirements imposed on any planning permission – construction dust impacts will not be significant on nearby residential receptors identified west and south of the site.

It is acknowledged that the proposed development will generate additional traffic on the local road network, given the number of dwellings proposed for allocation, and as such, the impact upon air quality at existing residential properties has been considered. Taking into account of the existing good air quality in the vicinity of the site, and the likely volume of traffic generated as a result of the proposed development, the report has outlined those impacts at nearby existing residential and ecological sites are unlikely to have a significant effect.

Furthermore, EV charging points will be included on site to encourage the use of electric vehicles.

9.12 THEME: NOISE (9.4)

An assessment of the existing ambient and background noise levels impinging on the site from local sources will be undertaken as part of any planning application to assess current levels and draw comparison to projected changes arising from additional traffic and dwellings.

The proposal will, however, seek to avoid noise issues within the development which will be carefully designed taking this into consideration.

10.0 SUMMARY & CONCLUSIONS

Following a review of the above sections, it is considered that the site wholeheartedly has potential in its deliverability of circa 70 dwellings alongside pedestrian links, Green Infrastructure and SuDS. In particular, the following is outlined:

- The site is within a sustainable location adjacent to the settlement of Ogmore By Sea which has some local amenities within walking distance of the site;
- There are no known legal covenants or constraints that would prevent development on the site;
- The site is situated within proximity to a number of bus stops which provide sustainable transport to neighbouring settlements as well as larger towns such as Cowbridge, Porthcawl and Bridgend;
- There are opportunities for pedestrian links with the wider area;
- The site is considered to have no impact on any Green Wedge or Special Landscape Area designations;
- The site is not at risk of flooding;
- The site is within a Mineral Safeguarding Area for Limestone 1 and 2;
- The site is not within an area of adverse air impacts and as such, it is considered that the proposed development will have low impact of pollution levels;
- The current provision of infrastructure utilities is expected to connect sufficiently to the site;
- A viability appraisal will be undertaken to form the deliverability from an economic point of view of the development;
- The site is situated within the Vale of Glamorgan which has been designated as a growth area on the Future Wales Spatial Strategy;
- The proposal has scope to be completed sustainably and provide a development which facilitates the needs of a wide variety of people and
- There is not deemed to be a risk of conflicting land use from the proposal.

The above clearly outlines that the site has potential to bring residential development in the area, has a lack of technical constraint and can be delivered early in the plan period. This represents a robust submission and is a strong and viable candidate site.

On review of the main constraints and opportunities associated with the site, it is considered that there are no existing factors that may cause detriment to the suitability of the site for candidate site submission in the VOG Replacement LDP.

The site would represent a logical extension to the settlement boundary and is located within a generally sustainable location, and a natural extension to Ogmore-by-Sea.

On the basis of all the above, it is considered that the site would be suitable for inclusion as a candidate site within the VoGC Replacement LDP.