



ARCHITECTS



DESIGN & ACCESS STATEMENT

Residential Development, New Access and Highways Infrastructure

Land at Tremont Parc, Llandrindod Wells,

Powys, LD1 5AF

Date: November 2024

Client: Messrs Knill

SUMMARY

Proposal

Residential Development, New Access and Highways Infrastructure

Location

Land at Tremont Parc, Llandrindod Wells, Powys, LD1 5AF

Date

September 2024

Project Ref

Y047

Planning authority

Powys County Council

Client

Messrs Knill

Revision

A

Statement prepared by:

Oliver O'Neill, BA (Hons) MArch PGDip ARB.
Architect
29 Broad Street
Newtown
Powys
SY16 2BQ

Statement approved by:

Doug Hughes RIBA, BA (Hons), DipArch
Architect
29 Broad Street
Newtown
Powys
SY16 2BQ



CONTENTS

1.0 Introduction

2.0 Site Description

3.0 Proposed Development

4.0 Planning

5.0 Conclusion

I.0 INTRODUCTION

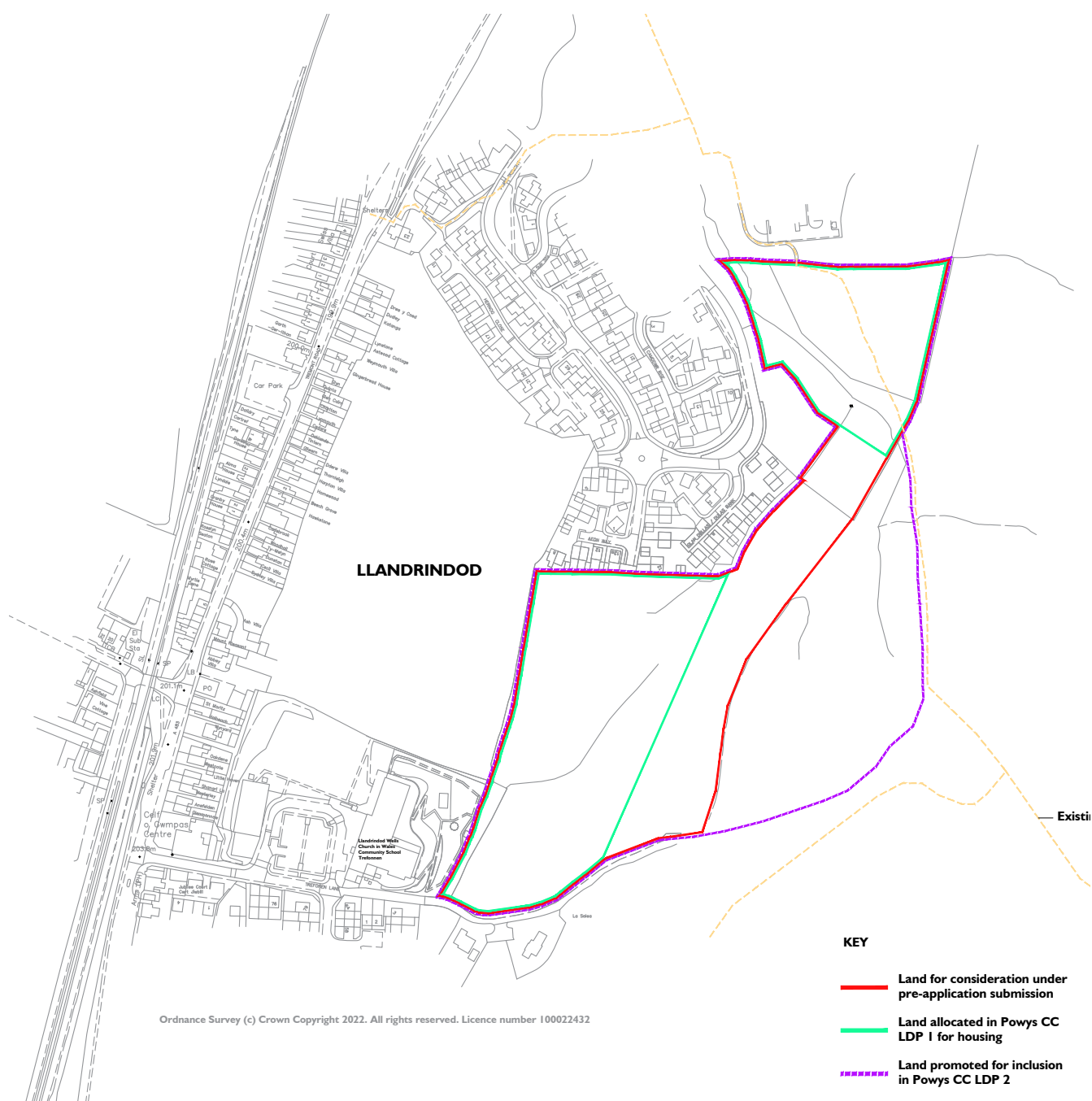
This planning statement has been prepared by Hughes Architects on behalf of our client Messrs Knill to accompany an application for the proposed new dwellings on Land at Tremont Parc, Llandrindod Wells, Powys LD1 5AF. The purpose of this planning statement is to provide additional information to the planning submission, including details of the site, description of proposed works, any relevant planning history as well as how the proposal sits within the context of national and local planning frameworks. This planning statement is supported by the following set of drawings:

Drawing Name	Drawing Number	Prepared by
Location Plan	Y047.1.2.001	Hughes Architects
Proposed Plan	Y047.3a.0.002	Hughes Architects
Site Opportunities and Constraints	Y047.3a.0.003	Hughes Architects
Outline Planning Statement	-	Hughes Architects
Tremont Park Tree Report		Future Arbor
Tremont Park Plan 1	-	Future Arbor
Tremont Park Plan 2		Future Arbor
Tremont Park Plan 3		Future Arbor
Tremont Park Plan 4		Future Arbor
Tremont Park Plan 5		Future Arbor
TT3667-Land at Tremont Parc		Turnstone Ecology
Clean Water		DCCW
Waste Water		DCCW
Landscape Biodiversity Plan	3224 001 Rev B	Lingard Farrow Styles
Planting Schedule	3224 002	Lingard Farrow Styles
Geotechnical and Geoenvironmental Desk Study	17759	Terra Firma
Flood Risk Pre-App Note_VI		SLR Consulting
Drainage Strategy		SLR Consulting
Travel Plan		SLR Consulting
Transport Assessment		SLR Consulting
Proposed Site Visibility		SLR Consulting
SPA Refuse - Site Servicing		SLR Consulting
SPA Panel Van & SDV - Site Servicing		SLR Consulting
Proposed Shared Space Route		SLR Consulting
Site Access GA - Road 1-P01		SLR Consulting
Site Access GA - Road 2-P01		SLR Consulting
Pre Application Response		Powys CC

This planning application seeks approval for the residential development at Land at Tremont Parc, Llandrindod Wells, Powys, LD1 5AF. A maximum number of 122 houses is planned.

This statement details the proposed development in terms of layout, highway, scale, and access. It also addresses the site ecology, biodiversity and surface water management as well as planning policy context.

Reference is made to the adopted Local Development Plan (LDP) in which the site is allocated for Housing. The reference for the land allocation is P28 HA2 and further details of this can be found in section 4.2 of this statement.



Site boundary of the LDP areas (included land already allocated in LDP 1 and land promoted for inclusion in LDP 2)

2.0 SITE DESCRIPTION

2.1 SITE

Tremont Parc has always been designed to be extended and this is the last phase for completion. The development of this parcel of land completes the project. Access from Tremont Parc is into a 5.5m wide estate road, with 2m pavements either side, providing excellent and compliant vehicular and pedestrian access. The attention of the LPA is brought to the fact that there are existing mature trees on site and these are to be preserved as part of these proposals, to ensure valuable Public Open Space. These trees will also provide a significant natural backdrop to the existing Church in Wales community school as Trefonen.

Most of the development site sits within a larger area allocated for housing in the LDP (P28 HA2).

2.2 GENERAL LOCATION:

The site is located within the town of Llandrindod Wells in the county of Powys. Llandrindod Wells is a large town with primary public transport links.

2.3 FLOOD RISK:

As part of the initial feasibility study of the scheme, a review of the flood risks for the site has been undertaken to understand the impact flooding may have on the site. According to the NRW Flood and Coastal Erosion Risk Maps, the site is not at risk of flooding from rivers or the sea. However, parts of the site are susceptible to surface water flooding. The main surface water flood flow path is generated from a small field and wooded area to the south of the site. It is contained within a narrow corridor and joins the stream network on site. Part of the flow paths is shown to effect gardens of several existing residential properties alongside the north site boundary. Details of this can be found in both the flood risk pre-application report by SLR and their subsequent drainage strategy which are both included as part of this application.

3.0 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT BRIEF

Tremont Parc is an attractive and young residential estate on the northernmost fringes of Llandrindod Wells. It is where residential meets commercial at the Heart of Wales Business Park. It also relates strongly to the existing primary school and the mature housing estate at Trefonnen. Its incorporation within the Settlement Boundary of Llandrindod is sensible and proportionate.

The northernmost fringes of Llandrindod Wells are characterised by terraced Victorian houses which were built during the heady days when Llandrindod Wells was a booming spa town. The architectural themes that have been developed more recently from phases 1 and 2 of Tremont Parc pick up on this detailing. It is the intention to continue to develop these themes further but ensure that the preponderance of the car is played down, and a more positive interaction with the natural landscape to this particular part of the town is explored. With this in mind, the public realm will be considered as an integral part of the scheme and will incorporate existing mature trees and hedgerows, all of which shall be retained. The attempt is to balance the modern-day tendency for the car to overwhelm the good intentions of urban design with a stronger relationship with the many natural benefits this site has to offer.

House design will be traditional and balancing scale and massing, whilst referencing historic Llandrindod Wells architectural styling in a contemporary manner. It is the intention to fully embrace a low carbon agenda, so it is vitally important to consider building orientation, the position of windows and relationships of dwellings to each other.

The site will deliver up to 122 new dwellings while balancing key design elements to create a harmonious, sustainable development. The project will address the challenges of visual appeal, topography, and preserving natural features while meeting the aspirations of modern living and active travel. Reflecting Local Authority guidance, the proposal is to create 122 new dwellings at a density of 27 units per hectare. This requires a thoughtful layout that maximizes space without overwhelming the visual or physical environment. The design must allow the site to feel open and green, respecting its location at the edge of the settlement.

The challenge for this site is to blend a contemporary arrangement of dwellings with the established character of Llandrindod Wells. The development must be visually appealing from different perspectives, enhancing the town's entrance and offering a seamless transition to the countryside.

Maintaining existing hedgerows and trees is a core objective, helping to integrate the development into its rural surroundings while contributing to biodiversity. The landscape will retain its green character, with open spaces and planting playing a central role in the site's overall design and functionality. A key ambition for this site is to prioritize sustainable travel. The inclusion of a high-quality active travel route will encourage walking and cycling, reducing reliance on cars and promoting healthy, environmentally friendly habits. This will ensure that residents can easily connect with the wider town while enjoying a greener lifestyle.

3.0 PROPOSED DEVELOPMENT

3.1 CONTINUED

The public realm will be a key feature of the site, with well-designed spaces for pedestrians and social interaction. Managing the presence of cars to ensure they do not dominate the street scape is an important consideration, and the design will aim to minimize the impact of vehicles while prioritizing safe, attractive environments for walking and cycling.

House design will be traditional and balanced in scale and massing whilst referencing historic elements of Llandrindod Wells styling in a contemporary way. A low carbon agenda cannot be satisfied by the use of historical features alone, so it is vitally important to consider building orientation, positioning of windows and relationship of dwellings to each other. These are key factors which mean a move away from traditional building appearances and relationships.

3.2 PROPOSAL SUMMARY:

The layout proposal provides a mix of house types and sizes, scheduled on the accompanying drawing Y047.3a.1.002. Due to the desire to retain the existing mature trees and hedgerows on the site as well as linking the two separate areas of the LDP areas by active travel routes, and the requirement for surface water capture, this results in a number of the affordable units being placed slightly outside the LDP boundary.

The majority of the plots will be orientated to have living spaces facing south, where possible. This will allow as much solar tracking as is practicable throughout the day for both houses and gardens. Houses will be designed to ensure there is no solar gain, overheating or obtrusive glare to living spaces.

We sought advice from PCC Housing for detail from the Powys Common Housing Register for Social Housing and Tai Teg for Llandrindod Wells and confirm that there is demand for 266 households in the town (first choice) and another 141 households have named it as their second choice. Of the 266 there is greatest demand for 1-bed accommodation (147), with 2-bed (71), 3-bed (34), 4-bed (13) and 5-bed (3). The provision of a mix of housing and tenures will go some way to satisfying this need.

The site will hold up to 122 dwellings across the site and that it will be a mix of dwelling types and size (2,3 and 4 bed, semi-detached and detached).

A pre-application was made on the 19th January 2024 and a response received on the 20th March 2024 (24/0014/PRE). All issues have been attended to in this document.

3.3 PRINCIPLE OF DEVELOPMENT

The site is considered to be within the development limits of Llandrindod Wells, which is considered to be a Town as per the requirements of the LDP.

The site is allocated housing site, P28 HA2 and therefore the principle of development is already considered to be acceptable. This site will be Phase III of the Tremont Parc development.

3.4 DESIGN PROPOSAL

The proposed layout on supplemental drawing y047.3A.1.002 Proposed Site Plan is comprised of 122 houses. The mix of which is broken down into 3 no. house sizes. Details of which are as below:

- House Type 2B4P
- Semi/Detached Type - 63 no.
- House Type 2 - 3B6P
- Semi/Detached Type - 53 no.
- House Type 3 - 4B8P
- Semi detached - 6 no.

This included 37 affordable units. The units outside of the original LDP boundary are proposed as affordable units.

To meet the parking standards, there are 309 parking spaces as per the CSS Zone 4 Suburban guidelines on parking. The number of on street visitor bays to be agreed with the local authority.



3.5 SITE

The principal site constraints and opportunities are identified in drawing Y047.2.003 Rev A.

The LDP site is an amorphous parcel of land that surrounds the southern and eastern flanks of the young housing estate at Tremont Parc. It is undulating pasture land which is reasonably flat and slopes from the southeast to the northwest. It is bound on its southernmost edge by a mature hedgerow to Trefonnen Lane and this site works into the woodland around Noyadd Farm. At its northernmost boundary the site encapsulates an existing playing area and connects the residential estate of Tremont Parc to the Heart of Wales Business Park.

The site as defined on drawing Y047.2.2.001 Rev B forms part of land identified as candidate site 1043 and 1044 which was considered as part of the Candidate Site Selection process during the preparatory stages of the LDP and then shown on Inset Map 28 of the adopted LDP. Policy H2 identifies the site P28 HA2 as housing allocation for 122 units over 4.5ha of land. We bring the attention of the LPA that in our opinion that this land parcel should be extended to incorporate more peripheral woodland and pasture land so as to make a more coherent edge of settlement development and bring in valuable biodiversity enhancements and the ability to deliver 122 houses as allocated. We have extended the site to improve the active travel routes and incorporate additional Public Open Space and allow for surface water capture.

It is important to note that this land parcel was originally promoted for inclusion in the LDP 12 years ago. Legislation in relation to surface water management & ecology / biodiversity was not applicable. The original number of dwellings proposed at the time (122) could not have been reasonably accommodated at the density required with the additional legislation that postdated it. Consequently, it has proved necessary to consider development outside of the settlement boundary of Llandrindod Wells as defined in LDP 1. Development outside of the settlement boundary is limited to affordable housing, POS and attenuation to ensure the applications compliance with Powys policy.

We sought advice from PCC Housing for detail from the Powys Common Housing Register for Social Housing and Tai Teg for Llandrindod Wells and confirm that there is demand for 266 households in the town (first choice) and another 141 households have named it as their second choice. Of the 266 there is greatest demand for 1-bed accommodation (147), with 2-bed (71), 3-bed (34), 4-bed (13) and 5-bed (3). The provision of a mix of housing and tenures will go some way to satisfying this need.

3.6 ARCHITECTURAL DESIGN

The layout proposal provides a mix of 2, 3, and 4 bedroom houses as scheduled on the accompanying drawing Y047.2.002. Due to the desire to retain the existing mature trees and hedgerows on the site, this results in a slightly reduced number of houses on the site as compared to what was predicted for inclusion within LDPI. The density of development is 27 per hectare.

The majority of the plots will be orientated to have living spaces facing south, where possible. This will allow as much solar tracking as is practicable throughout the day for both houses and gardens. Houses will be designed to ensure there is no solar gain, overheating or obtrusive glare to living spaces.

Detailed house type design will be provided with as part of a reserved matters application. These will aspire to follow the principles and ethos set down in the earlier part of this planning statement.

3.7 CONCERNS AND REMEDIES

The site status report to LDPI highlights the following issues:

“It is considered that this land is now needed to meet the housing apportioned by the LDP strategy to the town over the plan period. The site extends from the existing Tremont Parc housing estate, south through to Trefonen Lane, access via the roundabout serving Tremont Parc. The town council have commented that they would wish to see open leisure and place spaces in any development and that pedestrian facilities to the school should be provided.”

In relation to Parcel 1044, the site has been described as being

“to the east of Tremont Parc and to the south of the new police buildings, is flat although does not have immediate defensible boundaries, sits in a natural bowl, with rising land and a mature tree line as a near backdrop. Access would be via the existing estate road which serves Tremont Parc. The site, if developed, would extend the built form over an area considered important for mineral safeguarding. A right of way crosses the site and the public sewer is some distance away. The town council have commented that they would wish to see open leisure and place spaces in any development”.

Full details of how the proposal deals with these concerns are covered in the following section.

3.8 AMENITY

The proposal is an extension of an existing site and we are intending to make the most of solar energy the orientation of the plots and houses reflect this. We have provided a layout to maintain privacy between the proposed and the existing dwellings. This layout also prevents over-shadowing as per the requirements in the SPG Residential Design.

3.9 DENSITY

LDP policy H4 deals with housing density and requires 27 dwelling units per hectare. The proposal for up to 122 dwellings means that the requirements for 27 units per hectare is met. There are up to 122 new home being delivered on the site in 4.6 total hectares at 27 units per hectare. Approximately 1 hectare is POS and attenuation. 37 of these units are affordable which is 30% of the total capacity of the LDP site. Some of the affordable units sit outside the original LDP boundary for reasons listed above.

3.10 EXTENSION OF SITE BEYOND THE LDP

The proposed extension of the site boundary beyond the Local Development Plan (LDP) allocation is designed to support essential aspects of affordable housing, public open space (POS), active travel routes, and surface water management, delivering clear public benefits. Although this extension would generally be regarded as a Departure from the LDP, we believe that these elements justify the change, as they enhance the site's value for the community and contribute to sustainable development objectives.

Firstly, the additional land outside the LDP allocation is where the provision of affordable housing is placed, ensuring the site meets the local development plan and Powys guidance. This affordable housing allocation outside the main development footprint will allow for greater integration of public amenities within the allocated site while maintaining the integrity of the surrounding landscape.

The extended area will also include public open space (POS), offering enhanced recreational opportunities and spaces for community gatherings, fostering a stronger sense of place. These POS areas will be designed to align with biodiversity objectives, supporting native flora and fauna, and creating ecological corridors that enhance the environmental value of the site. This approach reflects a thoughtful balance between community and ecological needs, prioritising spaces that support both public health and conservation.

Additionally, the extension provides an opportunity to establish active travel routes outside the main development boundary. These routes will encourage walking and cycling, enhancing connectivity within the site and to surrounding areas, thereby reducing reliance on car travel and promoting healthier, more sustainable lifestyles.

Finally, the additional land supports sustainable surface water management through SuDS, with dedicated space for natural attenuation features that manage surface water runoff effectively. By locating some of these features outside the core development area, we reduce potential flood risks and improve water quality, aligning with best practices for resilient infrastructure and environmental stewardship.

It is important to note that this land parcel was originally promoted for inclusion in the LDP 12 years ago. Legislation in relation to surface water management & ecology / biodiversity was not applicable. The original number of dwellings proposed at the time (122) could not have been reasonably accommodated at the density required with the additional legislation that postdated it. Consequently, it has proved necessary to consider development outside of the settlement boundary of Llandrindod Wells as defined in LDP 1. Development outside of the settlement boundary is limited to affordable housing, POS and attenuation to ensure the applications compliance with Powys policy.

3.11 PUBLIC OPEN SPACE

As reported in the Pre App 24/0014/PRE: *The Open Space Assessment shows that the site is not within any of the radii of existing POS – although it is acknowledged that this is out of date as there are some sites on the existing Tremont Parc estate that I would suggest are NEAPs for the purposes of the Open Space Assessment.*

The proposed Public Open Space (POS) in this development is designed to serve as a vibrant, accessible community resource, linking key amenities and enhancing the local environment. Central to this design is a new active travel route that will connect the nearby school directly with the high-quality POS. This safe, pedestrian- and cycle-friendly pathway will encourage sustainable travel options, promoting health and well-being among residents, especially children and families accessing the school.

The POS has been carefully planned to retain existing mature trees, preserving the area's natural heritage and maintaining valuable habitats. These trees will form a central feature of the landscape, offering shaded areas and enhancing biodiversity within the site. The combination of well-connected active travel routes, accessible open spaces, and mature tree retention will provide residents with a sustainable, scenic, and environmentally conscious space that adds long-term value to the community. Details of this can be found in the Lingard Farrow Style report and drawings attached as part of this outline application. Details of the mature tree RPZ can be found in the Future Arbor Arboricultural Assessment. Below are some notes on the construction of new roads near trees from their report.

APPENDIX The Protection of trees on construction sites: *Barriers & Ground Protection*
[including extracts from BS5837:2012 - Trees in Relation to construction - Recommendations.]

Notes on the Construction of Roads, Paths, Driveways etc. near Trees.

[See also BS5837:2012 (Trees in Relation to construction - Recommendations) & the Arboricultural Practice Note APN12 "Through the Trees to Development", published by the Arboricultural Advisory & Information Service]

Tree roots are concentrated in the upper metre of the soil, with the great majority 300-600 mm below the soil surface. Beyond 3 or 4 metres from the trunk most of the roots are small in diameter and not readily apparent in originating from trees. They are nevertheless vital to the tree's well-being, as well as being very easily damaged by even rather shallow soil disturbances, such as may be required in establishing a path or driveway.

Wherever possible paths etc should be routed well outside the Root Protection Area (RPA), when problems should not arise. Note, however, that the position of a path or road on a layout plan may indicate the surface only. Allowance must be made for any kerbing, and the flooding into which kerbs will be set, when considering possible conflicts between trees and nearby paths, roadways etc.

Where there is no alternative other than for such a route to impinge upon the RPA of a tree, the possibility of damage can be significantly reduced through the use of No-Dig techniques, where an adequately load-bearing and hard-wearing surface is established over existing roots without them being damaged.

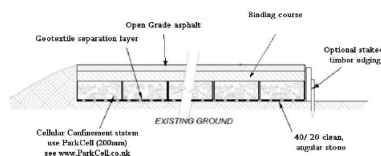
If necessary, existing surface vegetation should be killed using an *appropriate herbicide* that will not leach into the soil and will not affect tree roots. All herbicides must be applied strictly in accordance with the manufacturer's instructions.

Loose organic matter and/or turf should be removed carefully, using hand tools. If the surface needs to be levelled this should be achieved using a suitable granular fill material (e.g. no-fines gravel, washed aggregate etc.)

Roots must not be severed; soil surfaces should not be ditched and the soil must not be compacted.

Treatments must allow for the free diffusion of gases through the soil. Impervious surfaces should not be applied to an area greater than 20% of the RPA; they should be restricted to a maximum width of 3m and situated tangentially to one side of the tree only.

Where load-bearing surfaces are required it is likely that a 'load suspension layer' will need to be installed. Proprietary systems are available that involve the use of a load-bearing 'cellular confinement' systems, designed to support roads on soft ground. Examples of such products include 'ParkCell' marketed by ParkCell Ltd., and 'Geocell' distributed by Terram Ltd.¹ and 'Geoweb' marketed by Buildbase Ltd.² A range of high tensile synthetic 'geogrid' products is also manufactured by Tesar International³. Such products, if necessary used in combination with an appropriate aggregate sub-base or fill, can permit a suitable bearing surface to be created, lying over undisturbed root-bearing land. A sectional drawing of a typical construction is given below.



¹ Website: www.parkcell.co.uk
² Website: <http://www.buildbase.co.uk/geoweb>

³ Website: www.tesar.com/geogrid

3.12 AFFORDABLE HOUSING

The development will have an affordable housing ratio of 30%, equating to some 37 units. Affordable housing will come with an occupancy condition to ensure that the benefits of affordable housing are enjoyed by generations to come. Any dwelling granted consent under these terms would have a condition to ensure this. We are happy for the council to apply the standard planning conditions required to meet the long term Affordable Housing SPG requirements. Plots 19-40, plots 49-52 and plots 62,63,64,65 and plots 100 to 108 are proposed as affordable housing units. These are mix of sizes and locations. All the plots that sit outside the original LDP area are affordable housing.

3.13 PUBLIC RIGHTS OF WAY

The site includes an established public footpath, Public Right of Way 110/30/1, which transects the development area. This proposal carefully considers the route and importance of this right of way, prioritizing its integration into the overall site layout. By incorporating the existing footpath, we maintain public access and enhance connectivity within the development, aligning with sustainable transport goals and preserving local pedestrian networks. For clarity we confirm there are no change proposed to the public right of way.

3.14 ACTIVE TRAVEL

Active travel has been carefully integrated within the Highways section of this proposal, with an emphasis on creating accessible, safe links to the primary school. This connection is a particularly valued component, as it will serve not only the new dwellings but also the existing residences on-site, promoting a cohesive, walk able community.

There are a number of key facilities accessible by foot and by bike from both parcels of the site within a 15 minute walk. Moreover, the town centre is easily accessible and has a plethora of facilities and services including education, employment, health, retail and leisure. There are also a good number of bus services which run Monday to Saturday which would benefit future residents of the proposed development. When combined, the bus services offer a good level of provision and a viable alternative to travel by private vehicle.

The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as ATNMs. These maps are designed to show two main things: Existing routes; Those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and future routes; New routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

In the vicinity of the site, these ATNMs include the potential future walking and cycling route 'P-LW-FR-210003' which connect the Southern Parcel to Trefonen Lane, adjacent to Ysgol Trefonen. Whilst the status of this route is a 'potential future' route, the proposed development can aid in the delivery of this, realigned through the site. There are several designated Active Travel routes in the area as per the DataMapWales Active Travel Network Maps (ATNMs). Notwithstanding the above, the development provides an active travel link connecting Tremont Park with Trefonen Lane.

Route 'P-LW-FR-210003' has been incorporated within the site layout, thought slightly diverted from what is shown on the ATNM. As stated, it connects to Trefonen Lane which in turn connects to the A483. A short 3m cycleway will be provided along the site frontage onto Trefonen Way. The existing provision along Trefonen Way comprises footways and street lighting, as well as a zebra crossing allowing access to the school. Via Trefonen Way, Llandrindod railway station is just 1.1km or a 15 minute walk from the Southern parcel. This route also provides a much shorter connection towards the town centre and all facilities there.

Additionally, this new active travel route will link the two separate elements of the LDP sites, enhancing connectivity across the development and providing seamless access to amenities for all residents. Details of these active travel routes, including layout and design specifications, are provided in the Lingard Farrow Styles and SLR's report and drawings, attached as part of this outline application. This inclusion highlights our commitment to sustainable development, promoting healthier, safer travel options throughout the community.

3.15 HIGHWAYS

It is entirely appropriate to extend the existing road network from Tremont Parc into this site, as the infrastructure was specifically designed to accommodate future development. This connection links the site via Tremont Parc Phases 1 and 2, utilizing the trunk road and roundabout that were purpose-built to support extensions to both the Heart of Wales Business Park commercial units and the surrounding residential estates.

The pre-application response from LHA in 24/0014/PRE is as follows: *“Tremont Parc housing estate is served from the adjoining A483 Trunk Road, via a standard roundabout which is managed by the Welsh Government (WG). The suitability or otherwise, of the existing access off this roundabout to serve an additional residential development of this scale, is therefore a matter for WG to determine. The applicant is therefore advised to seek advice from the WG at the earliest opportunity. Tremont Parc is a relatively large residential estate, incorporating circa 160 properties, which is served by a typical residential “approach road”, that was adopted by PCC, in 2009. The estate road was designed and constructed to limit vehicular speeds to 20mph, which is appropriate in a residential setting, and incorporates traffic calming features, double sided footway provision and a 5.5m carriageway; adequate levels of forward visibility, in accordance with design speeds of 20mph, are also available.*

In consideration of the above, the Highway Authority is satisfied, that the existing approach road, is in accordance with “Approach Road” design standards and does retain adequate capacity to serve a development of this nature and scale. A full Transport Assessment will need to accompany any future planning submission, in line with the requirements of TAN 18. “ A full transport assessment accompanies this application.

Access to the northern parcel is via a simple priority-controlled junction which connects directly into Tremont Park. Visibility splays of 2.4m by 25m are achievable, and are in line with the requirements of Manual for Streets for a 20mph road. The access road measures 5.5m wide and benefits from 2m wide footpaths on either side of the road. The access includes a footpath which extends to the south along Tremont Park which connects into existing footpath provision.

Access to the site is through the continuation of Afon Way into the site. The access road measures 5.5m wide and benefits from a 2m wide footpath on one side of the development spine road and a 3m wide shared use path on the other side of the road. The shared use path connects Tremont Park with Trefonen Lane which enhances active travel connections to Ysgol Trefonen.

Whilst the indicative layout shown on the accompanying drawings, does suggest that a suitable highway layout can be provided to serve the site, the Highway Authority also notes the accompanying Scoping Note – Transport and Highways Matters prepared by SLR Consulting Ltd. Any subsequent planning application would therefore need to clearly demonstrate that a suitable highway alignments and gradients can be provided. Further, internal access visibility, traffic calming and turning provision will all need to be fully considered and detailed. SLR Consulting has provided information and details on highway alignment, gradient internal access visibility, traffic calming and turning provision. This can be found in their reports and drawings

Whilst the supporting statement states that off street parking will be provided in accordance with the adopted CSS Parking Standards, any future planning submission shall need to include a suitable parking schedule demonstrating compliance. The proposed parking meets the CSS Standards, please refer to the plan Y047.3a.0.002. The illustrative layout provides car parking in line with CCS Wales Parking Standards (2008). For the purpose of applying the parking standard, the proposed development site is located in Zone 4. The development proposals includes 309 car parking spaces for residents which is in line with the CSS standards. CSS requires 8 visitor parking spaces at the northern parcel and 15 visitor spaces at the southern parcel. We welcome discussions with PCC with regards to the provision of visitor spaces.

3.15 HIGHWAYS (CONTINUED)

Whilst the suggested provision of 2m wide internal footways and a shared link to the existing of the site is welcomed, any future submission will need to demonstrate full compliance with the provisions of the AT Act. The inclusion of an Active Travel link onto Trefonnen Lane (UI 660) is noted and welcomed, the applicant is reminded to ensure that a suitable footway link along Trefonnen Lane from the proposed development site to the existing footway provision outside Ysgol Trefonnen is provided. An active travel route through the site has been provided and details of this can be found in the architectural, Landscape and Highways engineers plans.

Should a future formal planning submission be made on this site, the applicant shall need to provide a full suite of highway drawings, including long and cross-sectional drawings, in accordance with guidance contained within the recently published WG Advice Note, Highways Adoption in Wales. (e) Highways Adoption Advice Note March 2023 Final (gov.wales). SLR's report, included as part of this outline application, provides further detail, clearly demonstrating that suitable highway alignments and gradients can be achieved. Additionally, considerations for internal access visibility, traffic calming measures, and turning provisions have been thoroughly assessed and detailed. Full specifications and supporting drawings are attached to the SLR report within this application.

There is a good level of infrastructure for pedestrians in the vicinity of the site. Route P-LWFR-210003' as defined by Wales's ATNMs will be incorporated into the site and will provide a connection to Trefonnen Lane.

There are a number of key facilities accessible from both parcels of the site within a 15 minute walk. Particularly from the southern site, facilities accessible within 15 minutes include Ysgol Trefonnen, Bus Stops, Tremont Road Post Office, Llandrindod Wells Hospital, ALDI and more. There are a good number of bus services which run Monday to Saturday providing links to the town centre, Builth Wells, Newtown and further afield to Cardiff and Aberystwyth, which would benefit future residents of the proposed development. When combined, the bus services offer multiple routes/ services per hour to a variety of destinations.

The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility to sustainable travel. The proposed development aims to align with this focus.

In terms of multi-modal trips, the proposed residential development is forecast to generate trips primarily by foot and by private car. The daily two-way trips amount to 34 trips by public transport, 139 by foot and 18 by bike. On this basis it is also concluded that no junction modelling is necessary as the proposed development will not worsen the operation of any junction on the local network.

The site is accessible by sustainable modes. There are a number of amenities within a 15 minute walk including access to public transport, schools and shops. The site is well placed to promote active travel by virtue of its location and proposed access points.

3.16 ARCHAEOLOGICAL SIGNIFICANCE AND HERITAGE

There is one listed building in the vicinity, located at Noyadd Farm, but this has no visual connection with the application site. The site itself has no archaeological significance or scheduled ancient monuments, nor reserved views. The pre-app agree with our pre-application submission "that there is no connectivity between LB and the site."

3.17 ECOLOGY

The site is currently agriculture, and has the backdrop of an area of ancient woodland to the east, plus a connected (corner to corner) section to the south-east. Although there is not believed to be any threat from the site to the eastern area of AW, that to the SE must be protected from root damage etc. A Tree Protection Plan – including how trees / hedges are to be protected during the construction period is submitted with this application.

The site has a number of mature trees and these are carefully incorporated into the layout and will be protected during construction. Future Arbor has provided an Arboricultural Assessment with details of the species, defects, location and root protection zones included in their report. This is included in the application.

The proposal retains the existing mature hedgerows and trees on the site and incorporates these into many of the rear gardens. Private gardens act to enhance the ecological corridors associated with these hedgerows, and this provision will be extended further with the addition of elements such as bird and bat nesting boxes fitted to the dwellings.

The design philosophy of the Public Open Space (POS) seek to consider the public realm as an integral part of the scheme. Green frontages to properties as well as the designated Public Open Space will be essential components in establishing the character of the development as well as improving the biodiversity of the site.

Due to the number of statutorily designated sites within 2km of Tremont Parc and close proximity of the River Ithon SSSI and River Wye/Afon Gwy SAC appropriate pollution control measures and mitigation will be put in place to ensure there are no significant negative impacts on these locally designated sites or on species these designated sites support that may utilise habitats on/adjacent to the development site and the wider landscape.

Measures are to be put in place to ensure there are no significant negative impacts on watercourses located near to the proposed development site or the River Ithon SSSI and River Wye/Afon Gwy SAC statutory designated sites. Surface water run off from the development site could impact adjacent land, watercourses or nearby designated sites and the species these sites support. As such the following drainage and dirty water treatment methods will need to be implemented to ensure that there are no negative impacts on the River Ithon SSSI and River Wye/Afon Gwy SAC designated sites or habitats that feed into these sites. The hydrology and ecology of watercourses within the wider landscape must remain unaffected by the proposals and that no dirty water enters adjacent watercourses, impacts locally designated sites or pollutes adjacent land areas nearby.

The construction works will affect short-sward improved grassland and will result in the loss of small sections of the boundary hedgerows across Site 1 and Site 2. The grassland habitats are of low ecological value and the loss of the grassland and small sections of hedgerow is unlikely to have a significant negative impact. Specific mitigation measures for the loss of these habitats are not considered necessary, however, the proposals do include ecological enhancement measures that involve the planting of shrubs and trees across site, particularly within the POS areas to the north of the site where the current field gateway is located. This will improve ecological connectivity and biodiversity on site and connect to the boundary hedgerows which link to further fields and habitat in the wider landscape.

3.17 ECOLOGY (CONTINUED)

The proposed development will occur at two sites adjacent to Tremont Parc, Llandrindod Wells and will involve the construction of 122 residential dwellings across two fields located in close proximity of each other. Associated infrastructure will be incorporated into the proposals, and this will include extending existing access roads, opening field gateways to create permanent residential access routes, creation of parking and turning areas for vehicles and Public Open Space (POS) areas. Landscaping around the newly constructed residential dwellings will also be undertaken in keeping with the surrounding landscape.

The proposed development works will directly affect areas of improved grassland of low ecological value and small sections of boundary hedgerow. The mature tree line located within Site 1 will be retained and incorporated into POS areas and landscaping zones.

The Powys BAP lists 17 Habitat Action Plans however none of these will be affected by the proposed development. The Powys BAP lists Linear habitats (hedges and verges), of which small sections of hedgerow will be directly affected by the proposed development plans in order to create and/or improve site access.

The Powys BAP also lists 28 Species Action Plans including Great Crested Newt and Pipistrelle Bat. These species could be directly or indirectly affected by the proposed development and appropriate project design and mitigation will need to be adhered to ensure there will be no negative impacts on them as a result of the proposals. Ecological enhancements are also recommended to ensure the proposals result in a positive ecological gain which is in accordance with the National Planning Policy Framework.

3.18 EXTERNAL LIGHTING

Careful consideration will be given to any external lighting design provided through the proposed development, measures will be identified to minimise impacts to nocturnal wildlife commuting and foraging in the local area. This is particularly important considering the close proximity of the ancient woodland. A Wildlife Sensitive Lighting Plan will be secured through worded planning condition and a detailed lighting plan will form part of a reserved matters application.

3.19 SUSTAINABLE DRAINAGE & FLOODING

The proposed development will require approval from the Sustainable Drainage System Approval Body (SAB) prior to any construction works commencing onsite.

According to the NRW Flood and Coastal Erosion Risk Maps, the site is not at risk of flooding from rivers or the sea fluvial. However, parts of the site are susceptible to surface water flooding. Refer to Figure 2.

The main surface water flood flow path is generated from a small field and wooded area to the south of the site. It is contained within a narrow corridor and joins the stream network on site. Part of the flow paths is shown to effect gardens of several existing residential properties alongside the north site boundary.

The modelling carried out to derive these surface water flooding maps is not accurate at the site scale and does not account for the presence of existing local drainage systems, such as gullies, sewers and culverts, nor does it account for the full channel conveyance capacity. These inaccuracies can cause significant variance on the actual extent of surface water flood risk to an area and the generally the mapping overestimates the impacts.

All built development and SuDS have been located outside of this surface water flow path. Retain streams and ditches.

The surface water management strategy proposed for the site has been derived based upon the principles of sustainable drainage as detailed in the CIRIA SuDS Manual (2015) and the Statutory National Standards for Sustainable Drainage Systems (SuDS) for Wales.

The surface water drainage strategy includes an extensive network of SuDS, including rain gardens, permeable paving, swales and two detention basins. An attenuation-based surface water drainage strategy has been proposed to manage surface water generated from the proposed impermeable surfaces, which will subsequently discharge to the stream network on site at a controlled rate. The SuDS have been designed to also permit the localised interception of rainfall during the smaller storm events.

A Full report and supporting drawings are attached to the SLR report within this application.

3.20 LAND CONTAMINATION

An assessment has been conducted, confirming that the site is free from any land contamination. As a result, there is no risk to public health or the environment associated with the development. This has been reviewed by land contamination as part of the pre-application 24/0014/PRE on 20 March 2024 and the following recommendations made;

The subject site is not identified as potential contaminated land. However, adjacent to the site are significant areas of unknown filled ground, quarrying etc that may affect the development site. Therefore, it is recommended that a phase I desk study with preliminary risk assessment is presented with the application.

A detailed 125 page geotechnical and geoenvironmental desk study was undertaken by Terra Firma and is attached as part of this application. Summaries for potential pollution and contamination sources can be found in their report

3.21 DRAINAGE

Plans from DCWW are included as part of this outline planning application illustrating that foul water connectivity is viable and in close proximity to the site.

Surface water flood risk analysis and drainage design has been undertaken by SLR Consulting. A summary of the conclusions of their drainage strategy are below; A desktop study has concluded that most of the site is not susceptible to flood risk. However, a minor surface water flow path impacts the central part of site. It is recommended that the existing ditch is extended to intercept the surface water runoff and contain it within the riparian corridor. The surface water drainage strategy includes an extensive network of SuDS, including rain gardens, permeable paving, swales and two detention basins. An attenuation-based surface water drainage strategy has been proposed to manage surface water generated from the proposed impermeable surfaces, which will subsequently discharge to the stream network on site at a controlled rate. The SuDS have been designed to permit the localised interception of rainfall during the smaller storm events. Foul water will be discharged to the public sewer network, which has been agreed with DCWW. The drainage strategy is subject to detailed drainage design and SAB full application, prior to construction.

3.22 VISUAL IMPACT

The proposed development has been carefully designed to ensure it integrates seamlessly with the surrounding landscape. Due to its scale and siting, there are no significant visual impacts, and the proposal will preserve the character and appearance of the area. The scheme is appropriate and sensitive in terms of integration, siting, scale and design to the characteristics and qualities of the Powys landscape. The design follows Powys SPG considerations and requirements.

The proposal retains the existing mature hedgerows and trees on the site and incorporates these into many of the rear gardens. Private gardens act to enhance the ecological corridors associated with these hedgerows, and this provision will be extended further with the addition of elements such as bird and bat nesting boxes fitted to the dwellings. The design philosophy of the Public Open Space (POS) seeks to consider the public realm as an integral part of the scheme. Green frontages to properties as well as the designated Public Open Space will be essential components in establishing the character of the development as well as improving the biodiversity of the site.

The landscaping plan by Lingard Farrow Styles includes indications of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained and set out measures for their protection throughout the course of development.

3.23 EXISTING ACCESS

The site is connected to the A483 trunk road network via the existing residential estate road at Tremont Parc. It is noted that there was no comment made by the Local Highways Department (LHA) during the submission of the site for inclusion within LDPI. The site has been proposed as part of LDP2. There is one public right of way that connects the site with the rest of the network and this can be easily extended into the application site.

Access to the northern parcel is via a simple priority-controlled junction which connects directly into Tremont Park. Visibility splays of 2.4m by 25m are achievable, and are in line with the requirements of Manual for Streets for a 20mph road. The access road measures 5.5m wide and benefits from 2m wide footpaths on either side of the road. The access includes a footpath which extends to the south along Tremont Park which connects into existing footpath provision.

Access to the site is through the continuation of Afon Way into the site. The access road measures 5.5m wide and benefits from a 2m wide footpath on one side of the development spine road and a 3m wide shared use path on the other side of the road. The shared use path connects Tremont Park with Trefonen Lane which enhances active travel connections to Ysgol Trefonen.

3.24 NOISE AND AIR QUALITY ASSESSMENT

Site P28 HA2 known as Tremont Parc was allocated within the Local Development Plan (LDP). As part of their allocation, any required environmental assessments, including air quality considerations, should have been considered during the promotion of these sites and evaluated as part of the LDP process. Consequently, it is our position that an air quality report is not necessary for this application at Tremont Parc, as the environmental impact, including air quality, would have been appropriately assessed at the strategic planning stage.

Notwithstanding this, we have provided an outline review of potential air quality impacts as part of this application. This review identifies mitigation measures where necessary to ensure that the development complies with relevant standards and guidelines, further supporting the appropriateness of the proposed scheme.

3.25 NOISE AND AIR QUALITY ASSESSMENT & MEASURES

The air quality impacts of the proposed residential development comprising 122 dwellings and associated works at Land at Tremont Parc, Powys have been reviewed. The application site is an allocated housing site in the Local Development Plan.

The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust effects. With these measures implemented, residual effects will be 'not significant'. It should be recognised that, even with rigorous dust management plan in place, it is not possible to guarantee that the dust mitigation measures will be effective all the time, for instance under adverse weather conditions. The local community may therefore experience occasional, short-term annoyance. The scale of this would not normally be considered sufficient to change the conclusion that the effects will be 'not significant'.

Consideration has been given to the potential air quality impacts of the proposed development upon the local area. All impacts have been determined to be negligible following relevant guidance and the proposed development is unlikely to delay compliance with regulated thresholds in the local area. The effects will therefore be 'not significant'.

Consideration has also been given to potential cumulative impacts, both for construction and operational phases of local schemes. An outline review has been carried out and we are of the opinion that the cumulative effects will be 'not significant'.

The design of the proposed development includes a number of features to help minimise air pollution, including being located away from sources of pollution, having capacity for electric vehicle charging, and having good access to amenities and public transport.

Overall, the air quality effects of the proposed development are judged to be 'not significant'. It will be compliant with policies, strategies and legislation, and a suitable development for the application site in terms of air quality.

3.26 NOISE AND AIR QUALITY MITIGATION MEASURES

Design for Air Quality

The EPUK and IAQM guidance is clear that it is important that developments should incorporate good design and best practice measures to ensure any impacts are minimised as far as practicable, even where the pollutant are predicted below the AQOs/LVs. The Proposed Development includes the following good design and best practice measures by design:

The Proposed Development is located away and shielded by existing properties from local roads, helping to minimise exposure to air pollution for future occupants.

All proposed dwellings will have capacity for electric vehicle charging points.

The Proposed Development includes pedestrian and cycle access, helping to promote sustainable modes of transportation.

The application site also has good access to local amenities and public transport, helping to minimise pollutant emissions.

3.27 NOISE AND AIR QUALITY ASSESSMENT

During the construction phase a package of mitigation measures will be implemented to minimise dust effects and continuous measurements will be undertaken to monitor dust levels and take remedial action as necessary.

A Construction Environmental Management Plan (CEMP) will be prepared by the contractor that will incorporate the package of mitigation measures and will be agreed prior to construction works. This will include site management measures to record and respond to all dust and air quality pollutant emissions complaints, make a complaint log available and record any exceptional incidents that cause dust and air quality pollutant emissions. Regular site inspections will be carried out to monitor compliance with the CEMP, including recording inspection results and making inspection logs available to the Council.

During the operational phase, the effects of the Proposed Development upon the local area will be 'not significant' and no further mitigation measures are considered necessary.

Measures to reduce pollutant emissions are principally being delivered in the longer term by the introduction of more stringent emissions standards, largely via UK law. Furthermore, the government, and local authority are working on improving air quality under the relevant air quality strategies and the LAQM regime.

Overall, the air quality effects of the Proposed Development are judged to be 'not significant'.

4.0 PLANNING

4.1 PLANNING HISTORY

P/2011/0239 - Construction of a new vehicular access

The previous Tremont Parc Applications are no longer on the Powys planning portal

4.2 PLANNING POLICY FRAMEWORK

The planning policy framework for the determination of this enquiry is provided by both national and local planning guidance.

National planning policy is contained within Planning Policy Wales (PPW) Edition 12, published in February 2024. PPW is supported by 24 topic-based Technical Advice Notes (TANs), which are also relevant. The statutory 'development plan' for Llandrindod Wells is contained with Powys' Local Development Plan 2011-2026.

Planning Policy Wales (PPW)

PPW is the principal planning policy document of Welsh Government which needs to be taken into account in the preparation of development plans and in the determination of planning applications and appeals. The main thrust of PPW is to promote sustainable development by ensuring that the planning system provides for an adequate and continuous supply of land available and suitable for development. It dictates that available land must meet society's needs in a way that is consistent with overall sustainability principles. PPW recognises that planning and land use contributes to economic development, the conservation of Wales' natural assets and to the health, well-being and quality of life of individuals and communities.

4.3 TECHNICAL ADVICE NOTES

PPW is supported by 24 Technical Advice Notes (TANs) which provide more detailed guidance on a variety of issues. In respect of this application and depending on which option is being considered, the following TANs may be considered to be of relevance.

- TAN 02 - Planning and Affordable Housing
- TAN 04 - Retail and Commercial Development
- TAN 05 - Nature Conservation and Planning
- TAN 10 - Tree Preservation Orders
- TAN 12 - Design
- TAN 15 - Development and Flood Risk (2004)
- TAN 16 - Sport, Recreation and Open Space
- TAN 18 - Transport
- TAN 23 - Economic Development
- TAN 24 - The Historic Environment

4.4 POWYS LOCAL DEVELOPMENT PLAN (LDP) POLICIES

The site which is the subject of this application was partly included within the Powys County Council Unitary Development Plan (PCC UDP) 2010. Because of its excellent position and lack of other suitable sites in Llandrindod Wells, it was promoted for inclusion within the PCC LDP which is the current development plan. This was adopted in April 2018 and the CORE site which is the subject of this application forms part of allocation P28 HA2. The attention of the LPA is brought to the line of the development boundary which is submitted as part of this pre-application submission. This has been deliberately enhanced to link the 2 allocated residential sites to avoid piecemeal development. In doing so, this brings forward the ability to design the site in a more coherent manner and with it, the ability to deliver allocated housing numbers, additional biodiversity enhancements and incorporate SuDS as a coherent component of place-making opportunities offered by this site.

The policies identified to be associated with the development to which this application relates are listed below:

- Strategic Policy SP1 - Housing Growth
- Strategic Policy SP2 – Employment Growth
- Strategic Policy SP3 – Affordable Housing Target
- Strategic Policy SP4 – Retail Growth
- Strategic Policy SP5 - Settlement Hierarchy
- Strategic Policy SP6 – Distribution of Growth across the Settlement Hierarchy
- Strategic Policy SP7 - Safeguarding of Strategic Resources and Assets
- Policy DM1 - Planning Obligations
- Policy DM2 - The Natural Environment
- Policy DM3 - Public Open Space
- Policy DM4 - Landscape
- Policy DM5 - Development and Flood Risk
- Policy DM6 - Flood Prevention Measures and Land Drainage
- Policy DM13 – Design and Resources
- Policy DM13 - Design and Resources
- Policy T1 - Travel, Traffic and Transport Infrastructure
- Policy H1 - Housing Development Proposals
- Policy H2 – Housing Sites

4.5 EVALUATION OF SITE IN RESPECT OF THE LDP

Strategic Policy SP1 - Housing Growth:

Over the plan period 2011 to 2026 the LDP seeks to maintain a five-year supply of land for housing and provides land for 5,588 dwellings to meet the dwelling requirement of 4,500 additional dwellings. This site forms part of that housing land provision by virtue of it being an allocated site at P28 HA2, providing the suggested target number of dwellings of 115. The primary aims of this policies are as follows:

Sustainability: SP1 emphasizes that all development in Powys must contribute to sustainable development. This means balancing social, economic, and environmental needs to ensure that current and future generations can thrive.

Environmental Protection: Development must protect and, where possible, enhance the natural environment, biodiversity, and local ecosystems. This includes minimizing pollution, managing natural resources efficiently, and considering the impacts of climate change.

Social Well-being: SP1 supports developments that promote social inclusion, health, and well-being. It encourages the provision of affordable housing, access to essential services, and the creation of safe and vibrant communities.

Economic Growth: The policy supports developments that contribute to the local economy, providing jobs and fostering economic resilience, while ensuring that such growth is compatible with environmental and social goals.

Strategic Policy SP2 – Employment Growth

This policy relates to the increase in the number of jobs within Powys. Though this policy seeks deeper into the provision of jobs through development directly, this development is expected to significantly contribute to the local economy by generating a range of job opportunities both during and after construction.

During the construction phase, the project will create numerous jobs for local contractors, labourers, electricians, plumbers, and other skilled tradespeople, thereby providing an immediate boost to employment in the area. Additionally, the project will likely support local suppliers of building materials and related services, further stimulating economic activity.

Post-completion, the influx of new residents will drive demand for local services and businesses, such as retail stores, healthcare, education, and hospitality. This increased demand can lead to the creation of more permanent jobs in these sectors, fostering long-term economic stability and growth around Llandrindod Wells. Moreover, the new housing could attract further investment in infrastructure and community amenities, enhancing the overall attractiveness of the region for both businesses and residents.

Strategic Policy SP3 - Affordable Housing Target:

SP3 sets a specific target for affordable housing provision. The pre-app response from Powys CC 20th March 2024 stated that this development must provide a 30% affordable housing contribution. This approach is aimed at addressing the local housing needs of the area, ensuring that a diverse range of residents can afford to live there, and supporting the creation of balanced, sustainable communities within this key region of Powys.

With the proposal of up to 122 units, it has been determined and provision has been made for 37 on-site units to ensure this target is met. The affordable housing will come with an occupancy condition to ensure that the benefits of affordable housing are enjoyed by generations to come.

Plots 19-40, plots 49-52 and plots 62,63,64,65 and plots 100 to 108 are proposed as affordable housing units. These are a mix of sizes and locations. All the plots that sit outside the original LDP area are affordable housing.

Strategic Policy SP5 – Settlement Hierarchy

Powys LDP SP5 focuses on “Settlement Hierarchy and Sustainable Growth,” aiming to guide development by categorizing settlements based on their size, role, and function. The policy promotes directing growth to higher-tier settlements, such as towns and larger villages, where existing infrastructure and services can adequately support new development. By concentrating development in these areas, SP5 ensures that growth is sustainable and aligned with the capacity of local infrastructure, enhancing and maintaining local services and facilities. This approach helps manage and focus development effectively while supporting the overall sustainability of the region.

In relation to Powys LDP SP5, Llandrindod Wells is identified as a key settlement within the local development plan’s settlement hierarchy. As a higher-tier settlement, Llandrindod Wells is prioritized for development due to its existing infrastructure, services, and role as a local service centre. SP5 supports directing growth to Llandrindod Wells to leverage its established amenities and facilities, ensuring that new developments contribute to and benefit from the town’s capacity. This approach aligns with the policy’s goal of promoting sustainable growth and maintaining the effectiveness of local services and infrastructure.

Strategic Policy SP6 - Distribution of Growth across the Settlement Hierarchy

Llandrindod Wells is designated as a key settlement within the settlement hierarchy, receiving a notable portion of the overall growth allocated for these areas, with towns taking up 50% of the total housing provision targets for Powys. This higher-tier position means Llandrindod Wells is prioritized for development, reflecting its importance as a central hub.

The growth distribution for Llandrindod Wells is designed to align with its existing infrastructure and services, ensuring that new developments are sustainable and well-integrated. The strategy balances growth across the hierarchy, directing significant development to Llandrindod Wells where it can be effectively supported, while maintaining overall sustainability and managing the impact on local resources and services.

Strategic Policy SP7 - Safeguarding of Strategic Resources and Assets

This policy focuses on protecting and enhancing the county's natural landscapes and biodiversity. The policy aims to prevent development from negatively impacting key environmental features, including Sites of Special Scientific Interest (SSSIs) and Special Areas of Conservation (SACs). It supports conservation efforts and promotes sustainable development practices that respect and improve natural resources and ecosystems. Additionally, SP7 requires developers to incorporate measures that mitigate environmental impacts and to integrate green infrastructure into new projects, ensuring that development aligns with the principles of environmental stewardship and sustainability.

To provide the appropriate mitigation to ensure the protection of the above assets, a number of studies have been undertaken, and additional consultants appointed to undertake them. Lingard Farrow Styles (LFS) have undertaken

To assess the impact the scheme may have on the biodiversity on the site, a Preliminary Ecological Assessment has been undertaken on the site by Turnstone Ecology. This report concludes that areas of open space and shrubbery will enhance the wildlife in and around the site, providing a positive offset against the existing site which has little ecological value.

Policy DM2 – The Natural Environment

Policy DM2 requires that new projects avoid adverse effects on important natural features such as landscapes and wildlife habitats. Developers must adopt mitigation strategies to address any potential environmental impacts and integrate green infrastructure and ecological enhancements into their plans. Furthermore, DM2 mandates environmental assessments for proposals that could significantly impact natural resources or ecosystems, ensuring that development is both environmentally responsible and sustainable.

As stated for SP7 above, a number of consultants have been appointed, including Lingard Farrow Styles (LFS) and Turnstone Ecology to provide a positive change for the biodiversity and landscaping on the site. LFS have undertaken numerous studies and have produced a detailed landscape design to compliment the development, ensuring the improvement of both biodiversity and wildlife in the area. This is outlined in the Landscape and biodiversity plan which form part of this application.

Policy DM3 - Public Open Space (POS)

DM3 emphasizes the importance of high-quality design in development projects to create well-integrated and attractive places. The policy requires that developments contribute positively to their surroundings by considering aspects such as architectural design, local character, and the creation of functional and aesthetically pleasing spaces. It mandates that proposals demonstrate how they enhance the character of the area, respect the scale and context of their location, and promote a sense of place. By focusing on design excellence and place-making, DM3 aims to ensure that new developments improve the overall quality of the built environment and contribute positively to the community.

This overall layout has been designed with attractive and usable Public Open Space (POS) in mind, there are a number of areas of POS around the site including a central 'green' active travel route which features new paths giving access across the two separate LDP sites and links through to the school. The space also features provision for an informal children's play area as well as other outdoor recreation spaces.

Policy DM4 - Landscape

Policy DM4 focuses on protecting and enhancing the visual and environmental quality of landscapes affected by development. The policy requires that development proposals assess their impact on the local landscape and ensure that designs minimize any negative effects. It emphasizes integrating landscaping measures that blend with the natural surroundings, maintain the character of the area, and enhance visual appeal. By addressing factors such as scale, design, and context, DM4 aims to ensure that new developments contribute positively to the landscape while preserving its distinctive qualities and scenic value.

Lingard Farrow Styles (LFS) has undertaken comprehensive landscape design work to align with Powys's planning requirements for landscape design. Their approach involves conducting detailed assessments to understand the site's characteristics and integrating design solutions that address both visual and environmental aspects. In accordance with Powys planning guidelines, LFS's design ensures that developments harmonise with the natural surroundings, enhance local landscape character, and incorporate green infrastructure. This includes strategies to preserve and enhance biodiversity, manage visual impact, and create functional, aesthetically pleasing outdoor spaces. By adhering to these requirements, the application aims to contribute to sustainable development that respects and improves the landscape quality.

Policy DM6 - Flood Prevention Measures and Land Drainage

This policy addresses how to manage and mitigate flood risk in development projects. The policy requires that any development within identified flood risk areas demonstrates measures to minimize flood risk and manage surface water effectively. This includes conducting flood risk assessments to ensure that new projects do not exacerbate existing flood risks and incorporating appropriate drainage solutions to manage runoff. By enforcing these requirements, DM5 aims to protect people and property from flood hazards while supporting sustainable development practices. A full SuDS design has been undertaken by SLR and details of this can be found in their report.

Surface water flood risk analysis and drainage design has been undertaken by SLR Consulting. A summary of the of conclusions of their drainage strategy are below; A desktop study has concluded that most of the site is not susceptible to flood risk. However, a minor surface water flow paths impacts the central part of site. It is recommended that the existing ditch is extended to intercept the surface water runoff and contain it within the riparian corridor. The surface water drainage strategy includes an extensive network of SuDS, including rain gardens, permeable paving, swales and two detention basins. An attenuation-based surface water drainage strategy has been proposed to manage surface water generated from the proposed impermeable surfaces, which will subsequently discharge to the stream network on site at a controlled rate. The SuDS have been designed to permit the localised interception of rainfall during the smaller storm events. Foul water will be discharged to the public sewer network, which has been agreed with DCWW. The drainage strategy is subject to detailed drainage design and SAB full application, prior to construction.

Policy DM13 - Design and Resources

Policy DM13 focuses on promoting sustainable design practices in new developments by efficiently using resources and minimizing environmental impact. The policy requires that development proposals incorporate energy-efficient design, sustainable building materials, and practices that reduce resource consumption and waste. It emphasizes the integration of renewable energy sources and green technologies to enhance environmental performance and resilience. By adhering to DM13, developments are expected to contribute to resource conservation, reduce carbon footprints, and support broader sustainability goals within the region.

The house types proposed will adhere to DM13 by incorporating sustainable design practices and efficient use of resources. Each house will feature energy-efficient systems, such as high-performance insulation, low-energy windows, and renewable energy technologies like solar panels. Additionally, sustainable building materials will be used to minimize environmental impact and resource consumption. Water conservation measures, such as rainwater harvesting and efficient fixtures, will also be integrated.

Detailed specifications and design features addressing these sustainability requirements will be submitted as part of the reserved matters application, following the approval of this outline application. This ensures that the final design fully complies with DM13 and demonstrates a commitment to high standards of resource efficiency and environmental responsibility.

Policy T1 - Travel, Traffic and Transport Infrastructure

Policy T1 of the LDP focuses on ensuring that new developments are well-integrated with the transport network and support sustainable travel options. The policy requires that development proposals demonstrate how they will provide adequate transport infrastructure, including access roads, parking facilities, and connections to public transport. It emphasizes the importance of minimizing traffic impacts, promoting walking and cycling, and supporting public transportation use. By adhering to T1, developments are expected to enhance connectivity, reduce congestion, and contribute to a more sustainable and accessible transport system.

The predominant aim of this proposed travel plan is to put in place management tools deemed necessary to enable future residents to make more informed decisions about their travel, which at the same time minimises the adverse impacts of the development on the environment. This is achieved by setting out a strategy for eliminating the barriers preventing people from using sustainable modes which in effect self manages single-occupancy vehicle use. The site is located within Powys and details provided within the note have been provided as part of the pre application discussions with Powys County Council (PCC) as the Local Highway Authority (LHA).

The development proposals includes a proposed active travel link from the southern border of the site along Trefonen Lane as requested by PCC. This is a route which not only connects the proposed development to Trefonen Lane but also the existing residential dwellings at Tremont Park. It incorporates the aspirational future route 'P-LW-FR-210003', thought slightly diverted from what is shown on the ATNM.

Route 'P-LW-FR-210003' has been incorporated within the site layout, thought slightly diverted from what is shown on the ATNM. As stated, it connects to Trefonen Lane which in turn connects to the A483. A short 3m cycleway will be provided along the site frontage onto Trefonen Way. The existing provision along Trefonen Way comprises footways and street lighting, as well as a zebra crossing allowing access to the school. Via Trefonen Way, Llandrindod railway station is just 1.1km or a 15 minute walk from the Southern parcel. This route also provides a much shorter connection towards the town centre and all facilities there.

Please refer to the Travel Plan (TP) by SLR for details of the following; outlines the options for accessing the site by sustainable modes, outlines the development proposals, outlines the baseline travel patterns for future residents, sets out the objectives and targets of the TP, sets out the measures and initiatives, outlines the TP strategy including how it will be managed, outlines the monitoring and review programme, and presents the Action Plan.

Policy H1 - Housing Development Proposals

H1 outlines the framework for delivering new residential housing across the county. The policy sets out targets for the number of new homes to be built, prioritizes development in sustainable locations, and specifies requirements for affordable housing provision. It emphasizes directing growth to identified settlement areas and ensuring that new housing meets local needs while adhering to design and environmental standards. By implementing H1, the plan aims to support balanced and sustainable housing growth, addressing demand and promoting community well-being.

Below is the response from the Affordable Housing Officer and an extract of the housing need. Further details can be found in the pre-app report 24/0014/PRE from 20th March 2024

Powys Common Housing Register for Social Housing and Tai Teg Llandrindod Wells – December 2023

1. Summary

households' 1st choice:	266
households' 2nd or subsequent choice:	141
households with a local connection:	253

2. Housing Need and Demand

Band 1, 2 and 3: Households that are in housing need.

Band 4: Households that are not in housing need, but would like to move.

Band 5: Households with and without housing need, but not ready to move.

Number of bed rooms is average of minimum and maximum number of bedrooms required according common allocation policy. Totals may differ due to rounding.

Households registered with Llandrindod Wells as first preferred choice.

1 st choice	1-bed	2-bed	3-bed	4-bed	≥5-bed	Total
Band 1,2,3	73	29	16	9	3	129
Band 4	42	25	13	2	0	80
Band 5	33	18	5	2	0	57
Total	147	71	34	13	3	266

Households registered with Llandrindod Wells as second or subsequent preferred choice.

2 nd choice	1-bed	2-bed	3-bed	4-bed	≥5-bed	Total
Band 1,2,3	33	10	3	7	0	53
Band 4	39	9	9	1	0	57
Band 5	19	8	2	3	0	31
Total	91	27	14	10	0	141

Households registered with Llandrindod Wells as a preferred choice (both tables above combine)

1 st or sub choice	1-bed	2-bed	3-bed	4-bed	≥5-bed	Total
Band 1,2,3	106	39	19	16	3	182
Band 4	81	34	21	2	0	137
Band 5	52	25	7	5	0	88
Total	238	97	47	23	3	407

Tai Teg Register for Affordable Housing, but not Social Housing

Approved households with a preference for Llandrindod Wells Community

Council area and adjoining council areas.

	1-bed	2-bed	3-bed	≥4-bed	Total
interim rent			2		2
both	1	1	1		3
purchase		1	1		2
Total	1	2	4	0	7

Purchase can include Self Build, Shared Ownership/Equity or Discounted S106 Properties

intermediate rent is up to 80% of market rent, but is capped at Local Housing Allowance.

Many households in need of affordable housing will not register with Tai Teg until

a home becomes potentially available to them.

Council areas outside Powys CC are not included.

Policy H2 - Housing Sites

Policy H2 manages housing development specifically on sites that have been allocated within the Local Development Plan. The policy outlines that new housing must be developed on these designated sites to meet the county's housing targets and support planned growth. It emphasizes the importance of adhering to the specific criteria and requirements set for each allocated site, including considerations for infrastructure, design, and environmental impact. By concentrating development on these allocated sites, H2 aims to ensure that housing growth is well-planned, sustainable, and effectively integrated into the existing community framework.

Designated within the Powys Local Development Plan (ref. P28 HA2), known as Tremont Parc, the site associated to this application has been allocated for housing development. Located in Llandrindod Wells, this site is designated to accommodate a 122 new residential units. The designation includes requirements for infrastructure provision, such as access roads, utilities, and amenities, as well as considerations for integrating the development with existing surroundings and addressing any environmental or planning constraints.

There are up to 122 new homes being delivered on the site in 4.6 total hectares at 27 units per hectare. Approximately 1 hectare is POS and attenuation. 37 of these units are affordable which is 30% of the total capacity of the LDP site. Some of the affordable units sit outside the original LDP boundary for reasons listed above.

Policy H3 - Housing Delivery

H3 establishes requirements for including affordable housing within new residential developments. The policy mandates that a portion of new housing projects must be designated as affordable to address local housing needs and promote inclusive communities. It specifies criteria for what constitutes affordable housing, including tenure options and income thresholds, and ensures that these provisions are integrated from the outset of development projects. By implementing H3, the plan aims to provide equitable access to housing and support the creation of balanced, sustainable communities. There is a considerable demand for housing in Llandrindod Wells and it is anticipated that this development will be delivered in serial phases.

Policy H4 - Housing Density

Policy H4 sets out guidelines for the appropriate density of residential development to ensure efficient land use and maintain the quality of living environments. The policy requires that new housing developments achieve a balance between providing sufficient housing units and preserving the character and amenity of the area. It specifies minimum density levels to optimize land use while also considering factors such as local context, infrastructure capacity, and the need for green space. By regulating housing density, H4 aims to promote sustainable development and create well-designed, liveable communities.

There are up to 122 new home being delivered on the site in 4.6 total hectares at 27 units per hectare. Approximately 1 hectare is POS and attenuation. 37 of these units are affordable which is 30% of the total capacity of the LDP site. Some of the affordable units sit outside the original LDP boundary for reasons listed above.

The proposed extension of the site boundary beyond the LDP allocation is essential to support affordable housing, public open space (POS), active travel routes, and surface water management, delivering significant public benefits that align with sustainable development goals.

The additional land will facilitate affordable housing, integrating public amenities within the allocated site while preserving the surrounding landscape. The extension also includes POS designed for recreation, community use, and biodiversity enhancement, fostering ecological corridors and public health benefits.

Active travel routes within the extended area will improve connectivity, reducing car dependency and encouraging sustainable lifestyles. Additionally, space for SuDS features will ensure effective surface water management, reducing flood risks and enhancing water quality. These elements collectively justify the departure from the LDP by maximizing community and environmental value.

Policy H5 - Affordable Housing Contributions

H5 outlines the requirements for including affordable housing in new residential developments. The policy mandates that a specified percentage of new housing projects must be designated as affordable to address local housing needs. It sets clear guidelines for the proportion of affordable units required, which helps ensure that developments contribute to meeting the demand for affordable housing and supports the creation of inclusive, balanced communities. By implementing H5, Powys aims to integrate affordable housing effectively into new developments and address regional housing challenges.

The pre-application has asked for a total of 30% of these homes to be affordable housing. This proposal brings forward 37 affordable units to meet this provision.

Plots 19-40, plots 49-52 and plots 62,63,64,65 and plots 100 to 108 are proposed as affordable housing units. These are mix of sizes and locations. All the plots that sit outside the original LDP area are affordable housing.

6.0 CONCLUSION

The proposal for 122 houses at the Land at Tremont Parc, Llandrindod Wells presents a significant opportunity to benefit the local area while aligning with Powys planning policies. By adhering to the requirements set out in policies like H5 for affordable housing and addressing concerns related to highways, heritage, ecology, and land contamination, the development is designed to enhance the town's infrastructure and meet the housing needs of the community. The inclusion of 36 affordable units ensures that a diverse range of residents can find homes in Powys, promoting a balanced and sustainable community.

The landscape design by Lingard Farrow Styles, is a key component in ensuring the development harmonises with the surrounding environment and townscape. Recognizing the importance of Llandrindod's Wells natural beauty and historical significance, the design emphasizes the preservation and enhancement of existing green spaces, particularly mature hedgerows, which are integral to the area's rural character and ecological value. By incorporating these natural features into private gardens and communal areas, the design maintains vital ecological corridors that support local wildlife, further enriched by the addition of bird and bat nesting boxes.

In consideration of the site's location within the Llandrindod Wells historic landscape character area, the design carefully blends the new housing with the existing townscape, using materials and planting schemes that reflect Llandrindod heritage. This thoughtful approach ensures that the development complements the town's unique character rather than detracting from it. Additionally, the landscape design integrates green frontages and public open spaces, which are essential for creating a cohesive and welcoming community. These spaces are designed not only for aesthetic appeal but also to encourage social interaction and provide recreational opportunities, enhancing the overall living experience.

To further support the development, SLR Consulting has undertaken a detailed highways and drainage design. Their work ensures that the existing infrastructure can accommodate the proposed development, addressing concerns related to traffic flow and water management. By optimising the road network and implementing effective drainage solutions, SLR Consulting's design supports both the functional needs of the development and the sustainability of the surrounding environment.

To mitigate the visual impact, strategic planting boundaries and contouring have been incorporated to create a seamless transition between the built environment and the natural landscape. This approach aligns with Powys planning policies, which prioritize preserving the character and quality of the local environment. By addressing concerns related to visual impact, heritage preservation, and ecological enhancement, the landscape design by Lingard Farrow Styles, combined with SLR Consulting's expert highways and drainage planning, ensures that the development is not only in compliance with the Powys Local Development Plan but also contributes positively to the Llandrindod Wells community.

It is important to note that this land parcel was originally promoted for inclusion in the LDP 12 years ago. Legislation in relation to surface water management & ecology / biodiversity was not applicable. The original number of dwellings proposed at the time (122) could not have been reasonably accommodated at the density required with the additional legislation that postdated it. Consequently, it has proved necessary to consider development outside of the settlement boundary of Llandrindod Wells as defined in LDP 1. Development outside of the settlement boundary is limited to affordable housing, POS and attenuation to ensure the applications compliance with Powys policy.

DISCLAIMER

This report has been prepared for the sole and exclusive use of Messrs Knill for whom it was commissioned and has been prepared in response to their particular requirements and brief. This report may not be relied upon by any other party. The Contracts (Rights of Third Parties) Act 1999 shall not apply to this report and the provisions of the said Act are expressly excluded from this report. This report may not be used for any purpose other than that for which it was commissioned. This report may not be reproduced and/or made public by print, photocopy, microfilm or any other means without prior written permission of Hughes Architects. The conclusions resulting from this study and contained in this report are not necessarily indicative of future conditions or operating practices at or adjacent to the site. Much of the information presented in this report is based on information provided by others. That information has neither been checked nor verified by Hughes Architects.