

**FULL PLANNING APPLICATION FOR PROPOSED AFFORDABLE HOUSING DEVELOPMENT, ALTERATIONS TO ESTATE ROAD TO FACILITATE ACCESS, LANDSCAPING AND ASSOCIATED WORKS AT LAND OFF Central AVENUE, CEFN FFOREST**

**PLANNING, DESIGN AND ACCESS STATEMENT**

**1. Introduction**

This Planning, Design and Access Statement (PDAS) has been prepared by Highlight Planning on behalf of Hopgrove Construction Ltd in support of a full planning application for 35 affordable dwellings and associated access, parking, drainage, landscaping and public open space on land off Central Avenue, Cefn Fforest. It should be read with the application drawings and specialist documentation identified below. A separate Green Infrastructure Statement has been prepared by DP Landscape Architecture and accompanies the application; it is not duplicated in this PDAS.

The site forms the principal undeveloped part of a longstanding housing allocation, HG1.27 (Pencoed Avenue), within the adopted Caerphilly County Borough Local Development Plan. Its residential principle has been recognised through both development plan allocation and previous permissions, and the estate road serving the site was constructed pursuant to reserved matters approval 10/0361/RM. The current application provides a practical means of completing development on the vacant land, rather than opening up a new site in the countryside.

The proposal is for 100% affordable housing with a range of accommodation including fully accessible bungalows, one-bedroom apartments and two-, three- and four-bedroom family houses. The affordable tenure and management arrangements will be secured through the appropriate planning mechanism, with the intended long-term management of the homes by a Registered Social Landlord (RSL).

**Application plans and accompanying evidence**

The architectural proposals comprise C2J drawings:

- AL(90)01 Location Plan,
- AL(90)02 SWOT Analysis Plan,
- AL(90)03 Existing Site,
- AL(90)10 Revision B Proposed Site Plan,
- AL(00)10–16 Proposed House Types A–G, and
- AL(00)17 Proposed Elevations and Sections.

Technical documents provided in support are:

- Transport Statement by Apex Transport Planning (C26091/TS01, Issue 2, 9 September 2026);
- Intrado Consulting Engineers drainage layout INT26050/100, Revision P3;
- Preliminary Ecological Appraisal by Soltys Brewster Ecology (E26143701/Doc 01);
- Tree Check's BS5837 Tree Survey and Categorisation Report, Combined Arboricultural Impact Assessment and Method Statement (30 September 2026), Tree Constraints Plan and Tree Removal, Retention and Protection Plan; and
- DP Landscape Architecture's Green Infrastructure Statement (1314/R01/DP/05.10.26), incorporating an extract of its soft landscape proposals drawing 1314.01.

**2. Proposed Development**

The proposal consists of 35 affordable homes, arranged around the previously constructed estate road with soft landscaping and SuDS proposed throughout.

The accommodation mix is:

- 18 one-bedroom walk-up apartments;

- 2 two-bedroom fully accessible bungalows;
- 7 two-bedroom houses;
- 4 three-bedroom houses; and
- 4 four-bedroom houses.

The arrangement distributes different types of homes across the site rather than concentrating development in a single building form. The family houses generally address the estate street from its uphill side, while the apartment accommodation occupies a series of paired, split-level forms on the downhill side to successfully integrate the level differences across the site. The two accessible bungalows are located near the entrance and the more convenient pedestrian and vehicle routes.

The current plan includes individual and shared vehicle parking, a legible road and pedestrian route structure, landscaped frontage and boundary areas, and a substantial area of public open space to the west and southwest. This area also accommodates a route towards the existing highway drain and pedestrian connections shown on the site plan. The landscape and drainage proposals are designed as complementary components of the development.

The Proposed Elevations and Sections, AL(00)17, illustrate how the buildings follow the changing site levels and how built form is viewed across the estate road. The design is intentionally varied in building footprint, ridge height and frontage rhythm, with a domestic scale in keeping with the existing neighbouring houses, rather than a monolithic building spanning the slope.

### 3. Site and Planning Policy Context

The site lies on the western edge of the built-up area of Cefn Fforest, accessed from Central Avenue through the existing constructed estate road. Residential development adjoins to the east; existing woodland and boundary vegetation contribute to the northern and western setting. The land includes previously disturbed and cleared ground and falls steeply away from the existing road, particularly to the west. The architectural SWOT Analysis Plan and Existing Site drawing describe the site's strengths, opportunities, constraints and present condition.

The site sits within the wider adopted allocation HG1.27, described in the adopted LDP as 1.87 hectares of brownfield land with an indicative capacity for 65 dwellings. The LDP site-specific text also identifies a contribution towards improvements to play facilities at Cefn Fforest Welfare Ground. The adopted allocation capacity relates to the wider site, not just the current application red line.

An adjoining development comprising 16 dwellings, managed by Codi, has already been completed within the wider allocation. The revised proposal would provide a further 35 dwellings. The numerical position is:

| Component                                       | Homes |
|-------------------------------------------------|-------|
| Adopted allocation HG1.27                       | 65    |
| Completed adjoining Codi development            | 16    |
| Current application proposal                    | 35    |
| Completed and proposed combined                 | 51    |
| Difference against original allocation capacity | 14    |

The combined figure of 51 homes would represent approximately 78% of the original 65-home allocation capacity. The allocation figure is an indicative plan-making capacity, not a requirement to maximise dwelling numbers. The variance can be primarily explained by the need to successfully integrate and accommodate site gradient, open space, SuDS, biodiversity, amenity, accessibility or engineering. The present scheme has been developed to achieve an effective, deliverable 100% affordable outcome from the land remaining.

#### **Development plan and other material policy**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. The adopted Caerphilly County Borough Local Development Plan up to 2021 remains in force pending its replacement, despite the end of its stated plan period. The application is assessed principally against:

- SP2 – Development Strategy in the Northern Connections Corridor; SP5 – Settlement Boundaries; SP6 – Place Making; SP7 – Planning Obligations;
- SP14 – Total Housing Requirements; SP15 – Affordable Housing Target; and housing allocation HG1.27 – Pencoed Avenue;
- CW1 – Sustainable Transport, Accessibility and Social Inclusion; CW2 – Amenity; CW3 – Design Considerations – Highways;
- CW4 – Natural Heritage Protection; CW5 – Protection of the Water Environment; CW6 – Trees, Woodland and Hedgerow Protection;
- CW10 – Leisure and Open Space Provision; CW11 – Affordable Housing Planning Obligation; and CW15 – General Locational Constraints;
- Relevant adopted Supplementary Planning Guidance: LDP1 Affordable Housing Obligations, LDP4 Trees and Development, LDP5 Car Parking Standards and LDP6 Building Better Places to Live.

National policy includes Future Wales: The National Plan 2040; Planning Policy Wales, Edition 12 (PPW12), notably its placemaking, sustainable travel, green infrastructure and net benefit for biodiversity requirements; and relevant Technical Advice Notes including TAN 2 (Affordable Housing), TAN 12 (Design), TAN 15 (Development, Flooding and Coastal Erosion) and TAN 18 (Transport). The emerging Second Replacement LDP (2020–2035) is a further material consideration, having progressed through plan preparation during 2026, but it has not superseded the adopted allocation or policies.

#### **4. Planning History**

The land has a substantial planning history for residential development, including the following decisions:

- P/04/1833 – renewal of outline permission P/01/0055 for residential development (granted 27 January 2005);
- 07/0199/NCC – removal of the 13-dwelling condition on P/04/1833 (refused April 2007; subsequently allowed on appeal October 2007);
- 07/1393/NCC – variation of outline permission conditions to renew the residential permission (granted 3 February 2010);
- 10/0361/RM – reserved matters approval for construction of the estate road to serve housing (granted 19 August 2010);
- 13/0058/NCC – variation extending the timescales for reserved matters and commencement (granted 14 June 2013); and
- 16/0085/NCC – further variation of relevant timescale conditions on permission 13/0058/NCC.

The Council's previous delegated report for 16/0085/NCC recorded the continued suitability of the site for housing in planning policy terms and acknowledged the completed access works associated with the 2010 reserved matters consent. While the current application must be assessed on its own merits under current policy, the history demonstrates that residential development and the site access have long been accepted in principle. This is not a proposal dependent upon securing an entirely new primary access through undeveloped land.

## **5. Principle of Development and Policy Compliance**

### **Allocated land, location and efficient use of infrastructure: SP2, SP5, SP14 and HG1.27**

The proposal is strongly supported in principle by the site-specific housing allocation and the strategy for the Northern Connections Corridor. Policy SP2 directs development to appropriate locations that make efficient use of infrastructure, reduce car-borne trips and protect the natural environment. The application completes a site already identified for housing and reuses the existing estate road, instead of extending the settlement footprint or requiring fresh strategic infrastructure. This directly implements the plan-led approach in SP2, SP5 and HG1.27.

The number of dwellings has been shaped by landform and the need to deliver a workable affordable scheme with safe access, usable public open space, appropriate landscaping and balanced amenity. The allocation's indicative 65-dwelling capacity was prepared for the wider site. The 51 homes completed or now proposed, together with the quality and depth of affordable provision, represent a positive implementation of the allocation rather than a conflict with its principle.

### **Placemaking and residential design: SP6, CW2 and LDP6**

The scheme uses smaller, paired and staggered forms rather than a deep, continuous built platform. Homes overlook the road and open space, provide activity and natural surveillance, and benefit from an intelligible hierarchy of public, communal and private spaces. The proposed sections demonstrate an approach to floor and ground levels that reduces the apparent massing and the need for extensive exposed retaining structures.

These are substantive responses to the design tests under SP6 and CW2, including context, scale, appearance, usability and the quality of residents' surroundings. Further detail is addressed in Sections 7 and 10.

### **Affordable housing: SP15 and CW11**

The Northern Connections Corridor affordable housing policy target under CW11 is 25%, outside Newbridge. The proposal would deliver 35 affordable dwellings, representing 100% affordable housing provision and substantially exceeding the normal policy requirement.

The substantial need for affordable housing is clearly evidenced by Caerphilly County Borough Council's 2024 Local Housing Market Assessment (LHMA), which identifies a net annual requirement for 218 additional affordable homes across the County Borough, including 160 social rented homes. Importantly, the LHMA identifies a particularly acute need within the Blackwood, Cefn Fforest and Pengam Housing Market Area, where there is a requirement for 36 additional affordable homes per annum over the first five years of the assessment period, including 29 social rented homes. The 35 dwellings proposed would therefore make a significant contribution to addressing locally identified need, equivalent to almost an entire year's assessed affordable housing requirement within this housing market area.

The urgency of delivering additional affordable housing is further demonstrated by the Council's Common Housing Register, which records over 6,000 households awaiting social housing. The Council has acknowledged the considerable mismatch between housing demand and available accommodation, resulting in extended waiting periods and increasing pressures associated with homelessness and temporary accommodation. Against this background, the delivery of 35 affordable

homes on an allocated, previously consented site represents a substantial public benefit that should be afforded significant weight in the determination of the application.

The proposed mix of one-bedroom apartments, accessible bungalows and family housing responds positively to identified housing requirements, including the particularly pronounced need for smaller social rented accommodation. The intended management of the development by a Registered Social Landlord, together with appropriate legal arrangements, will ensure that the affordable housing benefits are secured for qualifying households over the long term. The proposal therefore fully accords with the objectives of Policies SP15 and CW11 and makes a meaningful contribution towards addressing the demonstrable and pressing need for affordable housing within Cefn Fforest and the wider County Borough.

#### **Transport and movement: CW1 and CW3**

Apex's accompanying Transport Statement provides a comprehensive assessment of proposals and demonstrates that the development can be safely and satisfactorily accommodated by the existing constructed access and estate road. The assessment confirms that appropriate provision can be made for pedestrian movement, forward visibility, vehicle manoeuvring and servicing.

The site also benefits from access to local schools, services, facilities and regular public transport, providing realistic opportunities for residents to undertake journeys by sustainable modes of travel and reduce reliance on the private car. The proposed parking provision has been informed by the site's accessibility, the affordable housing tenure and the likely needs of future occupiers, consistent with the flexible, sustainability-led approach established by the Council's adopted Parking Standards SPG.

The Transport Statement provides a robust technical justification for the proposed arrangements, demonstrating compliance with relevant local and national transport planning policies. These matters are considered in further detail in Section 8.

#### **Natural heritage, trees and water: CW4, CW5, CW6 and PPW12**

The specialist ecological, arboricultural, landscape and drainage documents jointly establish a design response to the site's natural features and constraints. The adjacent woodland is an important ecological feature to be protected; the Arboricultural Impact Assessment identifies specific limited tree-group removals and sets out detailed protection of retained trees and root protection areas. DP Landscape's submitted Green Infrastructure Statement expressly addresses the PPW step-wise approach, DECCA ecosystem resilience considerations and on-site habitat enhancement, while the drainage layout incorporates nature-based measures alongside engineering storage.

The proposal responds to the site's biodiversity qualities: protection of woodland-edge vegetation and dark corridors for bats, controls during clearance and construction, and new native planting, wildflower and wetland habitats together with bat and bird features. Those measures, secured through the landscape and management arrangements, provide a policy-led means of addressing CW4-CW6 and the net benefit for biodiversity requirement. The separate DP Landscape statement is the principal application document setting out the detailed green infrastructure assessment.

#### **Leisure and open space: CW10 and the HG1.27 site requirement**

The proposed development incorporates a substantial area of accessible informal public open space, representing a significant benefit of the scheme and a positive response to the objectives of Policy CW10. The open space has been deliberately integrated into the layout as an important placemaking feature, rather than being treated as residual land. It will provide opportunities for informal recreation, children's play, social interaction and relaxation, while also delivering landscape, biodiversity and wider health and well-being benefits. Its location within the development ensures that it will be readily

accessible to residents, with opportunities for pedestrian connectivity to the adjoining footpath network.

The generous provision of informal open space is particularly beneficial given the development's 100% affordable housing tenure and the proposed mix of apartments and family accommodation. Together with the landscaping incorporated throughout the site, it will create an attractive, green and inclusive residential environment, providing meaningful opportunities for outdoor recreation and everyday enjoyment. The extent and quality of the proposed provision represent a significant investment in on-site amenity and demonstrate that the development has been designed to respond positively to the leisure, recreation and placemaking objectives of Policy CW10 and the wider HG1.27 allocation.

Taken together, the application demonstrates a strong degree of conformity with the adopted development plan. The substantial affordable housing benefits, effective use of previously consented residential land, high-quality design and generous provision of informal open space provide compelling support for the grant of planning permission.

## **6. Design Statement**

### **Design approach and response to context**

C2J's current design is founded on a comprehensive appraisal of the site, presented on drawing AL(90)02 (SWOT Analysis Plan), and a layout reflecting the topography, neighbouring houses, existing road and vegetation. The proposal avoids a rigid or repetitive suburban footprint: the proposed buildings are grouped and stepped to respond to changes in level, while their roofs and silhouettes create a varied but coherent domestic composition, illustrated by drawing AL(00)17.

### **Layout, scale and built form**

The existing estate road establishes a clear north-south organising element. Buildings on both sides give definition and visual enclosure to the street, with dwellings and entrances arranged to animate it. To the steeper western side, the paired one-bedroom walk-up apartments exploit the falling ground with a split-level arrangement, as shown in the submitted sections. This offers efficient accommodation without relying on an unduly high uninterrupted façade facing the estate road. Houses on the higher eastern side step in sequence with the gradient and adjoining residential context.

The location of the two accessible bungalows close to the entrance reflects inclusive design principles and recognises the physical demands of the steep western slope. Across the site, the choice of house types A-G and the varied grouping of homes creates architectural rhythm, helps mark the road and plots, and avoids a single undifferentiated housing typology. Detailed layouts and elevations are provided by drawings AL(00)10-17 rather than relying on generic representations within this statement.

### **Public realm, landscape and private amenity**

The scheme places residential frontages and parking within a coherent public-realm structure, with planting positioned to soften hard surfaces and the interfaces between properties. Rear gardens and more private spaces are separated from the principal pedestrian and vehicle routes. The sizeable landscaped public open space is a positive feature at the western edge of the development, offering visual relief, amenity and the potential to reinforce footpath connectivity outside the site.

The proposed soft landscaping is addressed in the separate DP Landscape Green Infrastructure Statement, reference 1314/R01/DP/05.10.26. Its strategy uses native trees, hedgerows, structure planting, pollinator-friendly shrubs, species-rich grassland and wetland planting within SuDS features, coupled with wildlife features and long-term management. These elements are integral to achieving a completed residential environment rather than a temporary treatment of leftover land.

### **Accessible and sustainable design**

The statement and accompanying layouts have been prepared with regard to the Welsh Government's placemaking and inclusive access objectives. The accessible bungalows are located close to the principal access, pedestrian connections and parking are arranged to support convenient daily movement, and the mix of home types broadens choice for different household sizes and mobility needs. The detailed specification and construction of accessible accommodation will follow applicable housing design and building standards.

The scheme also makes efficient use of existing infrastructure and integrates SuDS and biodiversity measures. Its location, with walking access to day-to-day services and frequent bus services, minimises the need for wholly car-dependent living. These characteristics support the principles of PPW12 and TAN 12.

## **8. Access Statement**

### **Vehicular access and road safety**

The development would be served from Central Avenue via the estate road previously constructed within the allocated site. Apex Transport Planning's Transport Statement (C26091/TS01, Issue 2) assesses the access arrangement for the 35-dwelling layout. It identifies an approximately 5.5m-wide spine road, designed for speeds of 20mph or below, with appropriate forward visibility, a maximum longitudinal gradient of 1:12 and the ability for vehicles to pass at bends. Swept path work demonstrates manoeuvring by refuse and emergency vehicles, including use of the internal turning areas.

The Transport Statement records one personal-injury collision in the surveyed seven-year period within the vicinity of the site and does not identify a pattern that would be worsened by the development. Its robust TRICS assessment, applying affordable housing trip rates across the whole scheme, predicts 16 two-way vehicle movements in each of the weekday morning and evening peak hours. Apex concludes that there would be no material highway-capacity impact requiring mitigation. On that evidence the proposal satisfies the safe access and movement objectives of CW1 and CW3.

### **Walking, cycling and public transport**

Two-metre footways are proposed on both sides of the main spine road, together with separate pedestrian paths connecting different parts of the development and its surrounds. This is more than access to parking spaces: it creates legible links to the surrounding streets, school and day-to-day facilities, including the proposed public open space and routes towards the western side of the site. Apex identifies Cefn Fforest Primary School and local bus stops at about 200–220m walking distance, with other facilities including a post office, convenience store and pharmacy a short walk away.

The submitted Transport Statement identifies bus routes 8, 12 and 14, together providing an average combined frequency of around five services an hour, and links to the wider cycle network including National Cycle Network route 468. Secure covered cycle parking is proposed for the apartments, with cycle storage capable of being accommodated within individual houses or their curtilages. These measures are relevant to the requirement of CW1 to actively facilitate walking and cycling and reduce avoidable vehicle trips.

### **Car parking and servicing**

Apex reports a proposed total of 54 car parking spaces. Its adopted SPG LDP5 assessment identifies a maximum-standard benchmark of 67 spaces including visitor provision, and applies the Council's sustainability criteria to support a lower level of parking. The scheme scores nine sustainability points; on Apex's methodology, the adjusted figure is 52 spaces including visitor parking. The proposed total is accordingly supported by the Transport Statement as consistent with the SPG, allowing an appropriate balance between car parking, landscaping and usable open space.

Refuse collections can take place from the internal street, and swept paths confirm suitable manoeuvring. Vehicle access and parking are complemented by clear pedestrian routes. Taken

together, the material supports the conclusion that the development can be safely accessed and serviced and would not result in an unacceptable impact on the local highway network.

## **9. Drainage Statement**

The proposed drainage arrangement is illustrated on Intrado Consulting Engineers drawing INT26050/100, Revision P3, submitted in support of the application. That drawing identifies separate foul and surface-water drainage networks and incorporates swales, bioretention areas, permeable paving, rain-garden-type features and cellular storage within the overall layout. It also acknowledges the existing culvert/drainage features shown within the application site.

The extensive change in levels is a key consideration: the drainage system needs to intercept and manage flows from roofs, drives and roads in a controlled manner, with safe provision for exceedance, and protect the proposed lower-level accommodation and adjacent land. The Intrado layout demonstrates how surface-water measures have been planned spatially as part of the residential layout rather than deferred until the site is fully built out.

The surface-water strategy supports the aims of Policy CW5 and PPW12 by seeking to reduce runoff impacts, improve water quality and create multifunctional landscaped drainage features. The proposed swales and planted bioretention features also complement the biodiversity and landscape benefits identified by DP Landscape Architecture. Implementation of detailed SuDS measures will be subject to the separate statutory Sustainable Drainage Approval Body (SAB) process and the associated engineering, infiltration, hydraulic and maintenance design requirements.

The presence of a coordinated drainage layout at application stage, together with the capacity for detailed SAB approval, indicates a credible approach to water management on this previously serviced housing land. The scheme does not rely on drainage being ignored: it makes allowance within the layout for the principal drainage functions and for their eventual maintenance.

## **10. Residential Amenity**

Policy CW2 requires development to safeguard the amenity of adjoining occupiers, avoid overdevelopment and be compatible with surrounding uses. The proposed development is residential in character, adjoining an established residential area, and introduces no inherently incompatible use. Plot placement and changes in level have been considered together in the Proposed Site Plan and Elevations/Sections to manage scale and the visual relationship between new and existing homes.

The stepped building arrangement provides a reasonable response to the elevated road and the falling western land. The walk-up apartments are designed in paired, split-level forms which address the road rather than presenting a single long, visually dominant block. Houses on the east are arranged in a rhythm and domestic scale related to the established neighbourhood. The mixture of private amenity provision and an accessible, useable open space area further contributes to the quality of life of future residents.

The layout balances privacy, outlook, natural surveillance and usable external spaces, rather than maximising numbers to the exclusion of amenity. The integration of detailed tree protection, woodland-edge buffers and planting helps moderate the interface with neighbouring properties and the local natural setting. The design demonstrates a suitable standard of residential environment and an appropriate relationship to adjoining land.

## **11. Placemaking, Ecology and Deliverability**

The application site has remained fenced-off and largely unused for a lengthy period, despite its longstanding residential allocation and the construction of access infrastructure. The current proposals offer a concrete route to completing the wider residential area, integrating a redundant stretch of serviced land into an established neighbourhood and removing the visual and management problems commonly associated with a vacant site.

On a steeply sloping site, deliverability and design quality are closely related. A housing scheme that ignores topography risks disproportionate earthworks, retaining walls and cost, as well as poor public realm and amenity. The chosen mix and split-level building arrangement instead work with the existing street and landform, while maintaining the space required for footpaths, private amenity, parking, open space and drainage. This is a sound placemaking response under SP6 and PPW12, and it is particularly material to the deliverability of a 100% affordable scheme.

### **Ecological and arboricultural safeguards**

The Soltys Brewster Preliminary Ecological Appraisal identifies a disturbed site with limited habitat diversity but a more sensitive wider setting, particularly the adjacent northern woodland (including ancient woodland habitat) and the boundary tree lines used, or potentially used, by foraging and commuting bats and nesting birds. It does not anticipate direct impacts on designated sites, subject to normal measures to avoid indirect impacts. Its recommendations include protecting woodland-edge habitats and root protection areas, low-spill lighting (aiming to restrict any increase along relevant corridors to 1 lux or less), seasonal vegetation clearance precautions, construction pollution controls, safer excavations for small mammals and on-site habitat enhancement.

The Tree Check Arboricultural Impact Assessment is based specifically on Proposed Site Plan Revision B and identifies limited removal of approximately 14–16 small trees in groups G1 and G6, where they conflict with proposed access/plot and garden works. The assessment identifies other tree groups for protection (including G3, G5 and G7), proposes limited pruning of G4, defines construction exclusion zones and fencing, and prescribes arboricultural supervision and special methodologies for unavoidable work near root protection areas. Its accompanying removal, retention and protection plan provides the operative site-specific detail.

The landscape and ecological enhancements are described in DP Landscape's separate Green Infrastructure Statement. They include new 3:1 native tree, hedge and scrub planting, species-rich meadow and wetland habitat in association with SuDS, and bird/bat features and reptile refuges. The landscape strategy explicitly assesses net benefit for biodiversity through the PPW step-wise process and DECCA resilience attributes. These measures provide an appropriate mechanism for addressing the modest, identified tree loss and for enhancing and managing the retained woodland-edge setting over time, with detailed timing, protection and establishment measures secured as part of implementation.

The proposals therefore respect the material ecological constraints without treating them as a bar to delivering housing on an allocated site. The supporting specialist assessments identify the necessary avoidance, minimisation, mitigation, compensation and enhancement actions, and allow those actions to be coordinated with the completed layout and long-term site management.

## **12. Planning Balance and Conclusion**

The full planning application is a plan-led, policy-compliant response to a long-allocated residential site, capable of delivering 35 homes as 100% affordable housing. The longstanding identification of HG1.27, the series of previous residential permissions and the completed access road all provide substantial support for the principle of development, while the current application properly supplies updated design and technical evidence for the specific scheme now proposed.

The proposed 35 homes, when added to the adjacent 16 completed homes, would result in 51 homes delivered or proposed across the original 65-home allocation. The difference from the indicative allocation figure is justified by the site's significant levels, the need for coherent parking and pedestrian arrangements, the requirements for ecology and woodland protection, the provision of substantive open space and SuDS, and the priority placed on deliverable, good-quality affordable homes. Critically, the scheme would deliver 35 affordable dwellings in its own right, far exceeding the 25% local affordable housing requirement applicable to an otherwise conventional development in this part of the Northern Connections Corridor.

Overall, this is an appropriate and deliverable completion of an allocated housing site. It would secure much-needed affordable and accessible homes, improve the character and management of vacant land, make efficient use of established infrastructure and deliver a well-considered residential environment. It has accordingly been demonstrated that planning permission should be granted.