

DECEMBER 2016



**BOVERTON**  
DESIGN & ACCESS STATEMENT



**BARRATT**  
HOMES

**BARTON  
WILLMORE**

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# VISION

**'TO CREATE A DEVELOPMENT THAT ENCOURAGES A SUSTAINABLE WAY OF LIVING THROUGH THE DESIGN OF A DISTINCTIVE, HIGH QUALITY PLACE'**

## 1. INTRODUCTION

This Design and Access Statement has been prepared by Barton Willmore on behalf of Barratt Homes South Wales and forms part of a full planning application for 66 residential dwellings at land adjacent to Llantwit Major Bypass, Boverton. The site provides an exciting opportunity to create a distinctive addition to Boverton in an area of approximately 1.8 hectares.

This DAS explains and justifies the development proposal in a concise and structured way; it seeks to ensure that the rationale for design decisions are clearly understood by decision makers and local people.

This Design and Access Statement analyses the context of the site in respect of planning policy considerations and local character context, in accordance with the requirements of TAN12 'Design' (2016) and Building for Life 12 (BfL12).

The document begins by setting out the planning framework and an assessment of the site, its context and key design influences. Information obtained from the assessment is then evaluated to generate principles and parameters for the development, which informed/influenced the final design proposals.

The Document follows the structure of:

- **Assessment** – Providing a review of planning policy, the local area and site analysis.
- **Evaluation** – Testing and evaluating the information obtained in the assessment stage in the development of the design proposals.
- **Design** – Presenting the design proposals.

### THE PROPOSAL

This DAS accompanies a full planning application for:

*'Change of use of agricultural land to residential development (C3) including the demolition of a disused agricultural building and the development of 66 residential dwellings, public open space, landscaping, highway improvements and associated engineering works.'*



A co-ordinated and iterative approach to the design, planning and technical inputs has been adopted utilising the BfL12 approach. This enables the development proposals to respond in both a positive and sustainable way to the site and context. Development of the site will deliver the following benefits:

- 66 new homes of mixed size and tenure addressing local need and market demand;
- New accesses for vehicles, pedestrians and cyclists;
- Opening up of the Public Right of Way (PROW);
- Creation of open space and landscape buffers;
- Indirect economic benefits and job creation;
- Sustainable drainage measures; and
- Provide enhanced dormice habitat.

#### AERIAL LOCATION PLAN





## THE SITE

The Site is located at the settlement of Boverton adjacent to the Llantwit Major Bypass. The Site consists of two fields divided by a species poor hedgerow. The two fields consist predominately of poor semi-improved grassland, with small areas of dense scrub. The hedgerows which border the site are either species poor or species poor with trees. The site was previously used for agricultural grazing but has been vacant for over 3 years.

The Site is bounded by Llantwit Major Bypass to the south, by Eglwys Brewis Road to the north-west with agricultural fields beyond which are allocated for residential development in the Deposit LDP (MG 2) (7) 'Land between new Northern Access Road and Eglwys Brewis Road' and MG 2 (6) 'Land adjacent to Frog lands Farm, Llantwit Major'. The Vale of Glamorgan Railway Line runs along the northern boundary of the Site beyond which is existing residential development within the RAF St Athan base. To the south the Site is bound by Llantwit Road and residential development.

Access to the site is currently provided via a concrete track from Eglwys Brewis Road. There is one building present against the northern boundary of the site. This building is divided into two parts, the north-western section is constructed of concrete with a corrugated metal roof and is open on the south-western side; the south-eastern half of the building is constructed of corrugated metal and is open on the south eastern side. There is a courtyard of hard standing next to the building enclosed by a wall.

The site is relatively flat and a total of eight individual trees and 14 groups of trees are present. These are predominately located to the boundaries of the site.



## SITE LOCATION PLAN





# 2. ASSESSMENT

## POLICY CONTEXT

For a full review of the relevant national and local planning policy situation reference should be made to the accompanying Planning Statement submitted under separate cover with this application.

The following summarises the main policies which impact on the design principles for the development.

### Planning Policy Wales: Edition 9 - November 2016

Paragraph 4.11.1 states that *“Design is taken to mean the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings.”*

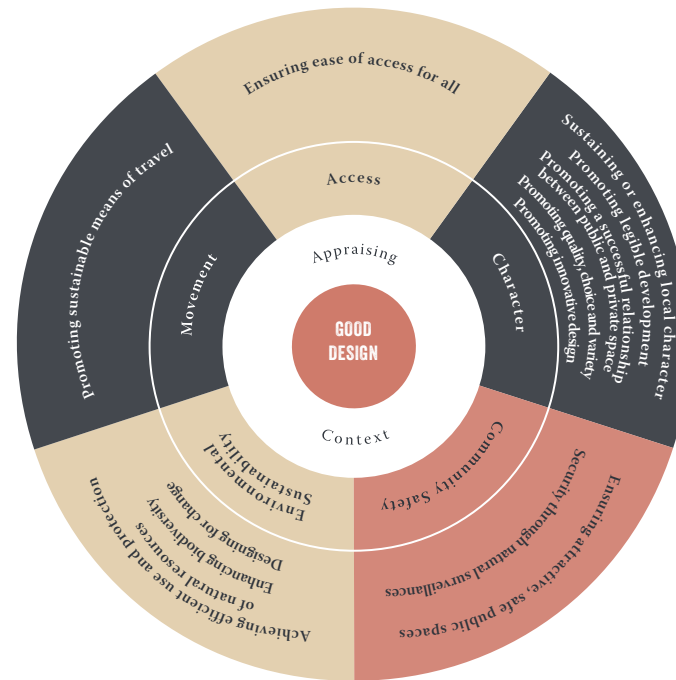


DIAGRAM FROM 'TAN 12'



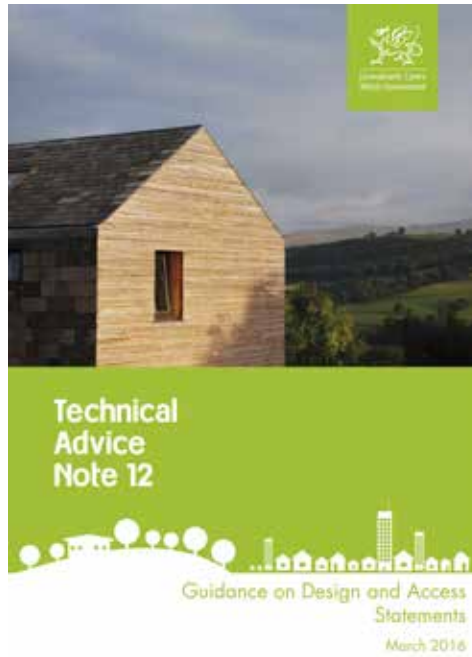


### **TAN12: “Design” (March 2016)**

TAN 12 provides guidance on good design and is addressed in detail within this Design and Access Statement, including assessing how the current proposals adhere to the five key themes of good design in terms of:

- Character;
- Movement;
- Community Safety;
- Environmental Sustainability; and
- Access.

#### **TAN 12**





### **Vale of Glamorgan Deposit Local Development Plan as amended by the Schedule of Focused and Minor Changes (June 2015)**

The Vale of Glamorgan Unitary Development Plan (UDP) was adopted in 2005 and expired in 2011. Due to the LDP being at an advanced stage, the policy context set out below is drawn from the LDP which is considered to give the most up to date policy context for the site.

The LDP vision as noted in paragraph 4.2 states that the Council's Vision for the Vale of Glamorgan "is a place:

- *That is safe, clean and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity and wellbeing; and*
- *Where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area."*

Key objectives of the LDP amongst other issues include, inter alia:

- *"To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all;*
- *To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change;*
- *To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport;*
- *To protect and enhance the Vale of Glamorgan's historic, built, and natural environment;*
- *To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs; and*

- *To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources."*

With regards to design quality and standards, Policy MD 2 of the LDP states that:

*"Development proposals should:*

- *Be of a high standard of design that positively contributes to the context and character of the surrounding natural and built environment;*
- *Respond appropriately to the local context and character of neighbouring buildings in terms of type, form, scale, mix and density;*
- *Identify opportunities to provide new or enhanced areas of public realm particularly in key locations such as town centres, major routes and junctions;*
- *In the case of retail centres, provide active street frontages to create attractive and safe urban environments;*



- *Provide a safe and accessible environment, giving priority to pedestrians, cyclists and public transport users;*
- *Where appropriate, conserve and enhance the quality of, and access to, existing open spaces and community facilities;*
- *Safeguard existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance;*
- *Incorporate sensitive landscaping including the retention and enhancement of existing features and biodiversity interest; and*
- *Make a positive contribution towards tackling the causes and adapting to the impacts of climate change by promoting renewable and low carbon energy use.”*

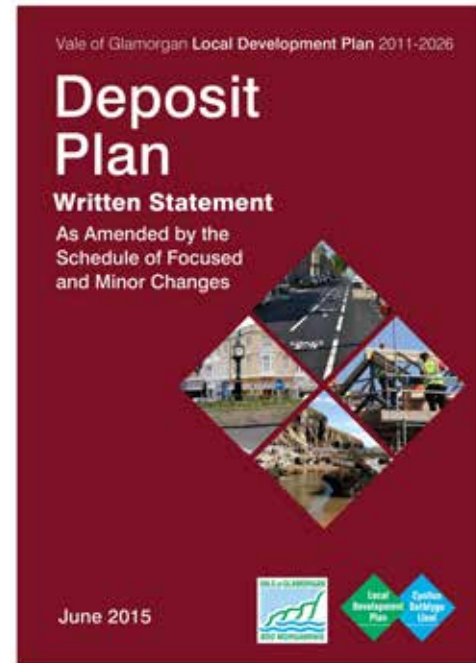
Continuing this theme, Policy MD 3 confirms that development proposals will be allowed where they are of a high standard of design; they respond appropriately to the local context and character of neighbouring buildings in terms of type, form, scale, mix and density; existing features of townscape or biodiversity

interest are preserved or enhanced; there are no unacceptable impacts on amenity standards; the development is compatible with other uses in the locality; the development promotes health, social inclusion and access by all; minimises carbon emissions and promotes alternative modes of transport; creates no unacceptable impacts on highway safety and provides appropriate open space and car parking in accordance with Council standards.

Policy MD 7 ‘Housing Densities’ confirms that residential development proposals within the Key Service Centres (including Llantwit Major) should achieve a net residential density of 30 dwellings per hectare.

Policy MD 10 confirms that development proposals will be required to positively contribute to biodiversity interests within the Vale of Glamorgan.

## VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN





## Supplementary Planning Guidance

The Vale of Glamorgan ‘Amenity Standards’ Supplementary Planning Guidance (SPG) outlines the residential amenity standards which should be provided as part of any development proposal which include, among others, adequate separation distances, privacy standards and due regard to local residential character and urban context.

The Council’s ‘Biodiversity and Development’ SPG seeks to ensure that schemes that impact upon any wildlife features are designed “in such a way as to minimise the adverse effects on those habitats or species present by including or incorporating appropriate new features or habitats within the development.”

The Council’s ‘Sustainable Development’ SPG seeks to ensure that development proposals are sustainably located in close proximity to public modes of transport and easy and safe pedestrian and cycle routes.

## Building for Life 12

BfL12 sets out 12 questions which developers and house builders should ask themselves when creating new developments. The 12 questions are structured under 3 main headings as set out below:

### Integrating into the Neighbourhood

**1 Connections** - Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

**2 Facilities and services** - Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

**3 Public transport** - Does the scheme have good access to public transport to help reduce car dependency?

## BUILDING FOR LIFE '12





**4 Meeting local housing requirements** - Does the development have a mix of housing types and tenures that suit local requirements?

### **Creating a Place**

**5 Character** - Does the scheme create a place with a locally inspired or otherwise distinctive character?

**6 Working with the site and its context** - Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

**7 Creating well defined streets and spaces** - Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

**8 Easy to find your way around** - Is the scheme designed to make it easy to find your way around?

### **Street and Home**

**9 Streets for all** - Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

**10 Car parking** - Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

**11 Public and private spaces** - Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

**12 External storage and amenity space** - Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

This Statement also demonstrates how the proposed development responds to BfL12.



## TRANSPORT, MOVEMENT AND FACILITIES

### Facilities

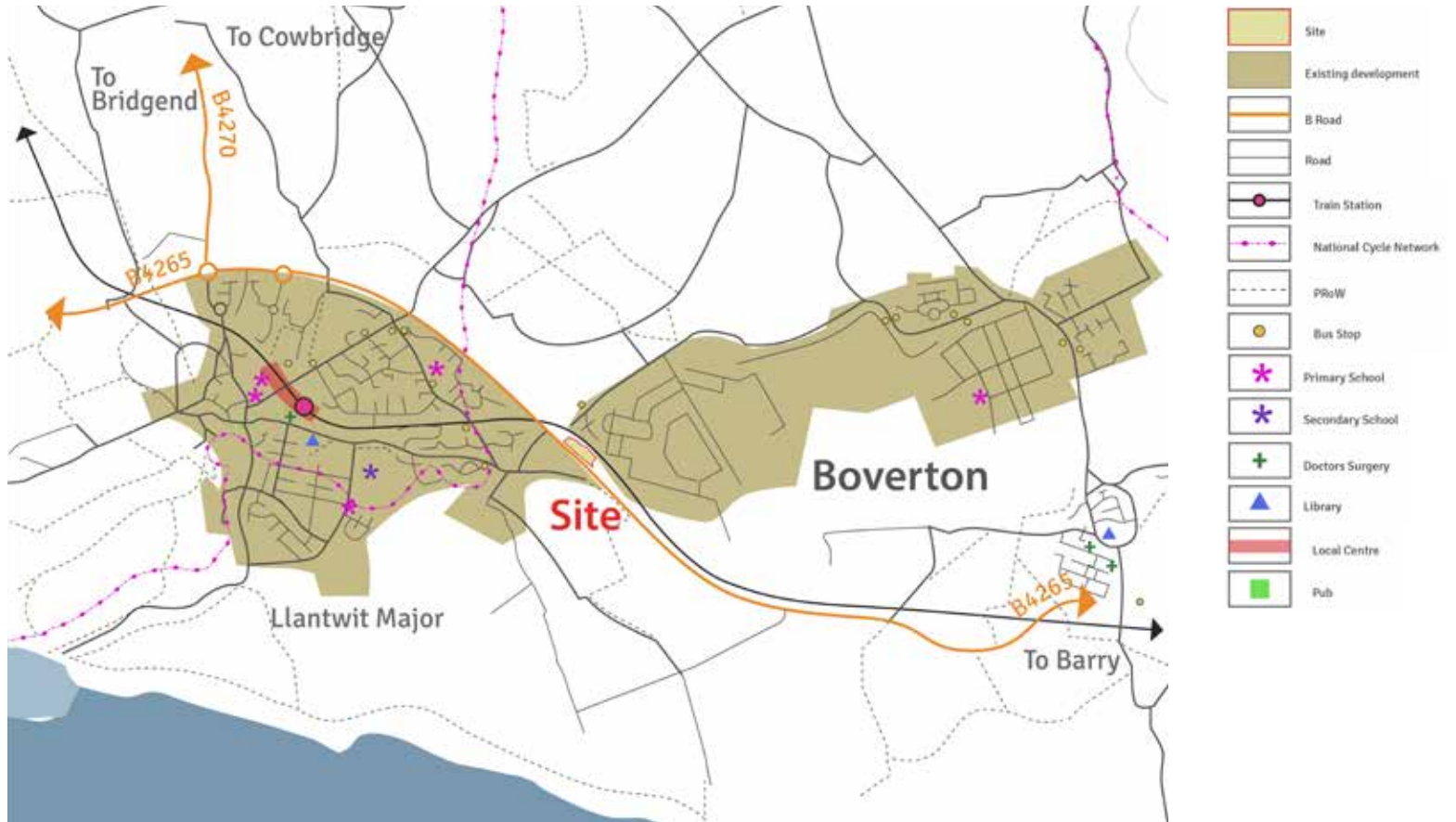
The site is considered to be sustainably located in close proximity to a range of facilities and services. The Site is located within 700m of the village centre of Boverton which offers a range of facilities and services including a post office, convenience store, public house, a gift shop, takeaway and a hairdresser. The Site is also located in close proximity to the 'St Athan - Cardiff Airport Enterprise Zone' which provides a wide range of employment opportunities in close proximity to the Site.

In addition, the Site is located only 1.7 km from the centre of Llantwit Major which has a good range of shops, banks and schools. There are also a few national multiples including Co-op Food, Co-op Pharmacy and two high street banks. In addition it has several cafes and tourist shops and a number of businesses specialising in health and therapy.





### FACILITIES PLAN





## Transport

The site is located adjacent to Llantwit Major Bypass and is accessed off Eglwys Brewis Road along the western boundary via a concrete track.

Llantwit Major Bypass is subject to a 50 mph speed limit and the traffic lights at either end of the site on the road act as traffic calming facilities, with observed traffic speeds averaging circa 45 mph.

TRAFFIC LIGHTS BETWEEN EGLWYS ROAD AND B4265







### **Pedestrian And Cyclists**

In the vicinity of the Site, no pedestrian footways are currently provided on the B4265. There is a pedestrian footway on Llantwit Road in the vicinity of the B4265, leading to the signal controlled crossing over the B4265. Pedestrian crossing facilities are also provided at the junction of Eglwys Brewis Road with the B4265 towards Boverton. The footway continues for approximately 70m to the north on the western side of the B4265, separated from the road by railings, and then turns westwards to link to Harding Close. From this road, residents can then walk into Boverton and Llantwit Major.

A Public Right of Way (L16/43/2) currently runs through the site which will be diverted to maintain public accessibility. However, analysis on site suggests that the Public Right of Way is not extensively used by pedestrians with no track evident. The PROW will be opened up and made more accessible as part of the Development Proposals.

### **Public Transport**

The Site is accessible to public transport facilities. The nearest bus stop is located within 200m of the Site on Eglwys Brewis Road, near its junction with Church Meadow. The nearest railway station, Llantwit Major, is located around 2km from the Site on the Vale of Glamorgan Railway Line, between stations located in Cardiff and Bridgend. Services to this station run hourly between Bridgend, Cardiff and Merthyr Tydfil Monday to Saturday, and every two hours on Sundays.



## LANDSCAPE, ECOLOGY AND TOPOGRAPHY

### Landscape

The Site boundaries are defined as follows:

- All four boundaries to the site are well defined by existing mature vegetation.
- The hedgerow forming the south-eastern boundary is species poor and is dominated by hawthorn with occasional elder. A barbed wire fence also runs parallel to the hedge.
- Species poor hedgerows with trees form the north-western, south-western and the north corner boundaries. A wooden fence runs parallel with these hedgerows.

### Landscape Context

The site is generally level, located between the railway line (at grade with the site) and the B4265 (which runs in a slight cutting adjacent to the southern edge of the site). More broadly, the surrounding landscape is gently undulating on solid ground (50m AOD) adjacent to the coastal flats.

The site is well screened by existing vegetation on all sides.

A total of 8 individual trees and 14 groups of trees are present on site. The survey recorded two Category B groups, six category C trees, 10 category C groups, two Category U trees and two Category U groups located within or adjacent to the site.

The Proposed Development seeks to minimise the loss of hedgerows and trees.

**SEMI IMPROVED GRASSLAND LOOKING NORTH-EAST**



**SPECIES-POOR HEDGEROW WITH TREES**





## Ecology

- The Site predominately consists of two fields of poor semi-improved grassland. In addition, the Site supports dense scrub, scattered trees, species-poor hedges and species poor hedges with trees.
- An area of broadleaved woodland is located adjacent to the north-eastern site boundary.

- No statutory or non-statutory biodiversity sites or ancient woodlands are present either within or bordering the site. There are however, four sites of local importance within 2km of the site.
- The Site is potentially suitable for breeding birds and hedgehogs and appropriate mitigation can be built into proposals.

- Low levels of reptiles and dormouse have been identified at the Site. Mitigation Strategies have been prepared to minimise impacts.

## Topography/Soils

- The land is classified as Agricultural Land Grade 3B.
- The Site typically falls from 48m A.O.D in the south-east to 33m in the northwest of the site.

**SEMI IMPROVED GRASSLAND LOOKING SOUTH**



**SEMI IMPROVED GRASSLAND AND BROAD LEAVED WOODLAND ALONG NORTH-WESTERN SITE BOUNDARY**





## **DRAINAGE**

- The nearest watercourse is Boverton Brook which is located 150m to the north-west of the site.
- The site falls within Floodzone A and is therefore considered to be at little or no risk of fluvial or coastal/ tidal flooding.
- An existing 225mm diameter sewer runs along Eglwys Brewis Road.

## **Noise and Vibration**

- The Site is situated between the B4265 (Llantwit Major Bypass) and the Vale of Glamorgan Railway Line.

- The undeveloped Site falls mainly into NEC 1 of TAN 11 during the daytime and NEC B during the night time, with only a small section along the south-western boundary with the B4265 falling under NEC C of TAN 11.
- Vibration is not considered to be an issue at the Site.
- Appropriate mitigation measures can be incorporated into the Development Proposals.

## **ARCHAEOLOGY AND HERITAGE**

No heritage assets are present within the Site. However, remains of prehistoric and Roman date have been recorded to the north of the Site during large scale evaluation works.

A geophysical survey to the north of the Site also recorded evidence for a field system of prehistoric or Roman date. There is considered to be some potential for currently unrecorded remains of this field system to extend into the site; however, no such remains were visible on aerial photographs.



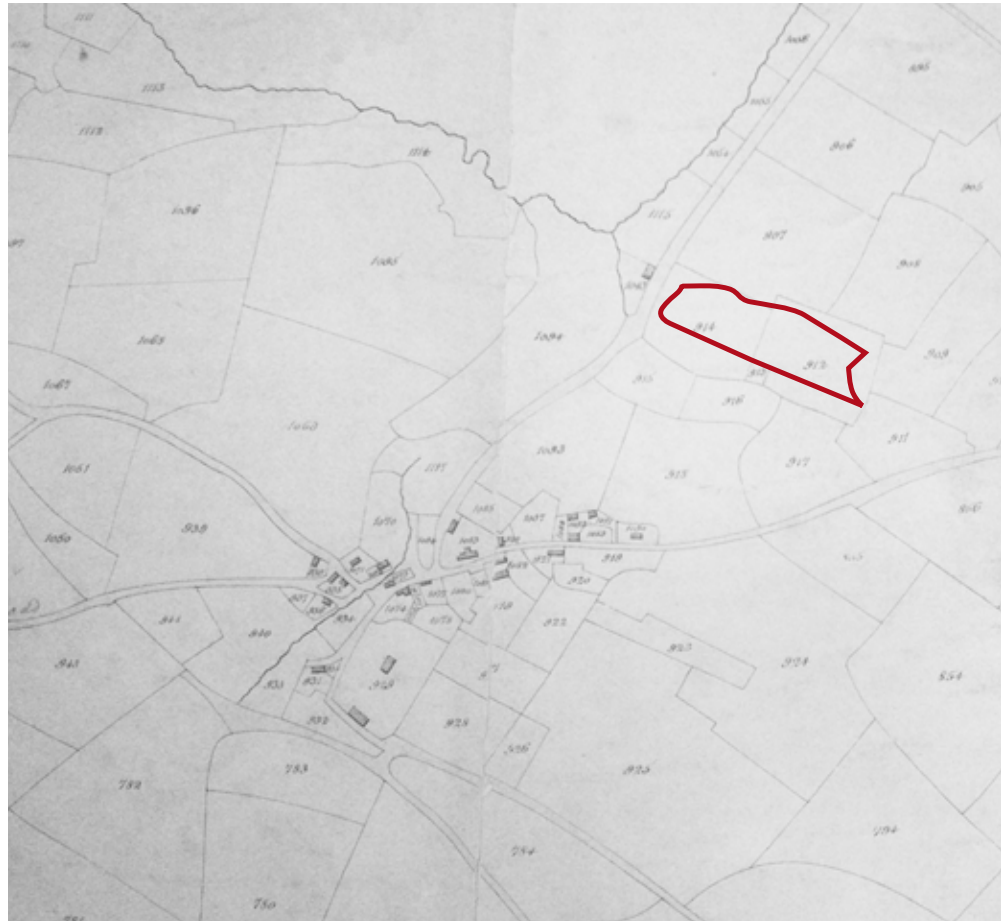
**EXTRACT FROM 1840 MAP OF THE PARISH OF LLANTWIT MAJOR**

A number of Heritage Assets are located within 1.5 km of the Site, including:

- Boverton Conservation Area and associated Listed Buildings;
- Grade II Listed Bethesda'r Chapel;
- The Scheduled Monument of Bedford Castle; and
- Llanmaes Conservation Area and associated Listed Buildings.

Due to the physical separation of the site from the above features, the Proposed Development is considered to have no impact on the Assets.

The Boverton Conservation Area is separated from the site by the B4265, which includes a substantial screening belt of trees on both sides of the road. These entirely screen the site from views out of the Conservation Area. In addition, the key elements of the Conservation Area, the Listed Buildings, are situated on a north-west facing slope, orientated away from the site and screened by topography.





# 3. CONTEXTUAL ANALYSIS

An analysis of the existing surrounding area and built form within Boverton has been undertaken to ensure that the character of the new development is harmonious with its surroundings. The development should provide a distinct and innovative design response that creates a strong character and sense of place.

To help identify the character elements four headings have been established. These headings aim to draw out a discussion of elements such as form, scale, massing and materiality and architectural details which will help to provide a number of positive contextual references for the proposed development. These headings are listed below:

- Urban Form;
- Built/Plot Form;
- Open Spaces; and
- Details and Materials.

The following areas have been reviewed:

- Church Meadow;
- Orchard Lodge/ Orchard Close; and
- Boverton Court/ Leigh Close.

The surroundings development will inform the character of the new development. Over the following pages a character assessment of the surrounding area is set out. In this section we aim to identify positive elements within these areas that will influence the proposals and form a basis for the proposed layout and materials that follow. It was decided not to assess RAF St Athan due to its limited design quality.



**BUILDING ADJACNT TO THE NORTH-EAST BOUNDARY OF THE SITE**





## **CHURCH MEADOW**

### **Urban Form**

- Medium density
- 1980s cul de sac development
- Properties set back from pavements

### **Built/Plot Form**

- Predominately 2 storey
- Mix of semi detached and detached properties
- Predominately brick properties with some render details
- Boundary treatments predominately consist of low level brick walls or vegetation
- No chimneys present
- Roofs are pitched with gable ends
- Pitched roof porches

### **Car Parking**

- Car parking is predominantly on-plot to the side or front of the dwelling
- Integral garages to the properties
- There is some informal on-street parking

### **Open Space**

- Some planting in front gardens with occasional trees
- No formal or informal open space on site

### **Details and Materials**

- The predominant building material is red brick
- Occasional render
- Windows are mainly UPVC

- Boundaries are mainly low brick walls or vegetation
- Pavements are tarmaced
- Drives predominately tarmac with some brick
- Windows, soffits and fascias consist of UPVC





ON PLOT PARKING



PROPERLY SET BACK FROM PAVEMENT



RENDER AND BRICK PROPERTIES



PLANTING IN FRONT GARDEN



## **ORCHARD LODGE - ORCHARD CLOSE**

### **Urban Form**

- Low density
- Properties overlooking open space
- Generous plot sizes

### **Built/Plot Form**

- Building line is set back from the road
- Regular plot widths with varying depth
- Detached properties
- Pitched roofs with gable ends
- Gable end features on some properties
- Boundary treatments consist of stone to the road and a mixture of stone and wooden fencing between properties
- Chimneys are predominately white render with brick detail

### **Car Parking**

- Car parking is predominantly on-plot to the side or front of the dwelling
- Integral garages to the majority of properties

### **Details and Materials**

- Front gardens are planted in an array of shrubs and hedges
- Large trees are located in front of some residential properties
- Buildings consist of render with brick detail
- Windows are mainly replacement UPVC
- Boundary treatments consist of stone and wooden fencing
- Roof materials are mainly plain tiles



STONE AND WOODEN FENCING BOUNDARY TREATMENTS



PROPERTIES OVERLOOKING OPEN SPACE



## **BOVERTON COURT - LEIGH CLOSE**

### **Urban Form**

- Medium density
- Regular building line with generous front gardens

### **Built/Plot Form**

- Predominately semi detached dwellings
- Housing predominately 2 storey
- Gable end features to front of semi detached properties
- Building lines are generally parallel to the road
- Chimneys are brick or render and generally located on the ridge line of the properties
- Simple porches which vary in style
- Predominately pitched roofs
- Boundary treatments are predominately brick walls with some hedges and railing details

### **Car Parking**

- On Boverton Court garages are set back beyond the building line
- Off plot garages at Leigh Close
- Car parking is predominantly on-plot to the side or front of the dwelling
- Informal on street parking throughout the area

### **Open Space**

- Occasional trees throughout the area
- Overlooked open space located in front of properties on Boverton Court and part of Leigh Close

### **Details and Materials**

- Properties are predominately rendered
- Chimneys are a mix of render and brick, located on the ridgeline of properties
- The roofs are plain tile
- Windows are mainly replacement UPVC
- Tarmac roads and pavements
- Fascias are UPVC



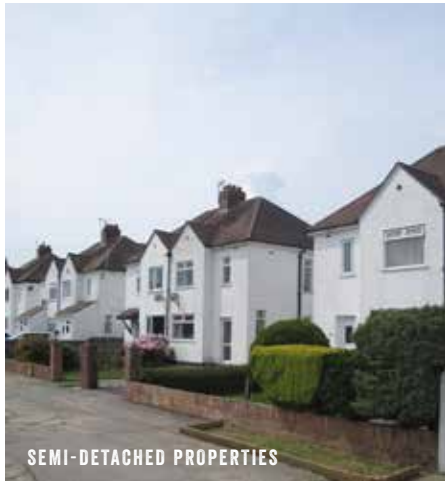
REGULAR BUILDING LINE WITH GENEROUS FRONT GARDENS



OVER LOOKED OPEN SPACE



VARYING PORCH DETAILS



SEMI-DETACHED PROPERTIES



OFF PLOT GARAGES



## **SUMMARY OF CONSTRAINTS & OPPORTUNITIES**

The Site is considered to offer an exciting opportunity to create an attractive and sustainable extension to Boverton. The plan opposite illustrates the opportunities and constraints within the Site and the immediate context.

Furthermore, the development of the Site is considered to facilitate rather than hinder the development of the rest of the Site allocated for development in the Deposit LDP.



## CONSTRAINTS & OPPORTUNITIES PLAN





## 4. EVALUATION

The assessment of the Site and its context has provided valuable information to inform the development proposals for this Site. A summary of the evaluation is set out below under the following headings in accordance with TAN 12 Design:

- Character – Amount, Layout, Scale;
- Landscaping;
- Appearance; and
- Access and Movement.

### CHARACTER

#### Amount

The site has been assessed for its capacity in terms of density, character and topography. An average density of about 36 dph is considered appropriate in this location. This site is proposing:

- 66 dwellings;;
- A new vehicular access to B4265;
- The ability to connect to the additional land allocated as part of MG2 (22) in the Deposit LDP;
- Incorporation of dormouse mitigation measures;
- The creation of public open space and landscaping throughout the development;
- The incorporation of noise mitigation measures; and
- The opening up of the existing PROW and enhancements to pedestrian links to the centre of Boverton.

#### Layout

Specific opportunities and constraints have influenced the layout and include:

- The need to create a safe access to the site;
- The need to maintain an access to the additional land allocated as part of MG2(2) in the Deposit LDP;
- The desire to encourage walking and cycling within and to and from the site;
- The need to incorporate noise mitigation measures along the B4265 and the Vale of Glamorgan Railway Line;
- The well screened nature of the Site;
- The need to provide open space on site; and
- The relatively flat topography of the site.





### **Scale**

The length, width and height of the buildings will define the streets and spaces and reflect their importance and thereby assist local legibility.

### **LANDSCAPING**

The existing landscape features in and around the site have been assessed to inform the development proposal, with studies including heritage, ecological and agricultural land assessments, and arboriculture surveys.

We have concluded overall that the proposals should integrate with a landscape strategy that will create a high quality design. Some of the key points identified in the consultation stage are listed below and include:

- Provision of open space on site;
- Retention of as much landscape features as possible;

- Enhancing the existing features with native planting; and
- Retaining the strong landscape boundaries around the site.

### **APPEARANCE**

The local character assessment highlighted some influences upon which the development could draw on. The appearance of these areas includes variations in plot design, boundary treatments, architectural style, roofscape, and materials.

### **ACCESS AND MOVEMENT**

The existing site access is not suitable to serve the proposed development and a new access is required off the B4265 to facilitate the development of the site. An access cannot be created on Eglwys Brewis Road due to topographic and visibility issues. Furthermore, pedestrian links to the centre of Boverton will be enhanced via Harding Close.

The site is considered to offer the opportunity to prioritise movements for pedestrian and cycling and to allow easy access to local public transport. The development of the site offers the opportunity to open up the existing PROW which runs through the western corner of the site and to minimise the dominance and influence of car parking on the urban form.



## 5. THE DEVELOPMENT PROPOSAL

The assessment and evaluation sections have explained how key strategic principles were explored, evaluated and revised. The output of the evaluation is a detailed Development Proposal which addresses all of the key issues and maximises the opportunities provided by the site and its context. In order to inform the Development Proposal a series of design principles/ parameters were identified within the context of Building for Life 12 principles and the opportunities and constraints associated with the site including:

- The provision of a legible and clear structure that aids permeability and sustainability;
- Promoting walking and cycling to destinations using new and existing foot and cycle links;
- Opening up the existing PROW;

- Encouraging healthy living of physical activity through the provision a high quality green space for play and recreation that is available to new and existing residents;
- Minimising any adverse effects due to noise associated with the railway line and road;
- Maximising the retention of existing trees and hedgerows where possible; and
- Promoting a range of housing types and a range of tenure opportunities including affordable housing.

The Proposed Development embodies sustainable development, Building for Life 12 principles and achieves high quality design by:

- Providing 66 new homes of mixed size and tenure;
- Providing public open space whilst retaining the existing trees and hedgerows where appropriate;
- Delivering affordable housing;

- Creating a sense of place through the design of housing, open space and landscaping;
- Providing a safe urban structure with active street frontages and secure private boundaries;
- Delivering a new site access off the B4265 and improved pedestrian links to the centre of Boverton;
- Using high quality materials which respond to local character;
- Incorporating appropriate noise mitigation measures;
- Incorporating Sustainable Urban Drainage techniques;
- Facilitating economic benefits and indirect job creation; and
- Delivering ecological enhancements.

A Building for Life 12 assessment of the development is contained in Appendix A.



## DEVELOPMENT LAYOUT PLAN



- Fence
- 1.8m High Brick Screen Wall
- 1.1m High Hootop Railings
- 2m High Close Board Fence with 130mm gaps at base for hedgehog movement
- 1.2m High Post and 3 Rail Fence
- Proposed Hedgerow (Refer to landscaping layout)
- Existing Hedgerow Retained (within site layout)
- Proposed New Trees (indicative only refer to landscaping layout)
- Existing Trees (approximate location)
- 1.8m High Close Board Gate
- Affordable Unit - Social Rented
- Affordable Unit - LCHO
- 12 Plot Numbers
- Parking space
- Bin Collection Point
- 2m wide buffer from existing landscaping outside site boundary. Suitable planting to be proposed within buffer
- Existing Building (location picked up from OS)



## CHARACTER OF DEVELOPMENT (BFL 12 QUESTIONS 1, 4, 5, 6, 7, 8, 9, 10, & 11)

The pattern of housing and open space has been derived from the evaluated opportunities and constraints, and the development principles.

### Land Use and Amount

The application proposes a total of 66 dwellings, comprising of a range and mix of housing as shown in Table 1, which responds to a number of factors including demand, location and existing housing stock in Boverton.

The Site's elongated shape lends itself to a fairly linear design, with a 90 degree bend placed in the spine road to act as a traffic calming measure along with a shared surface area. Furthermore, the 90 degree bend helps to create a focal point with dual aspect properties fronting onto the corners throughout the development. The scheme aims to maximise separation distances between the road and railway and the residential properties, with appropriate noise mitigation measures being incorporated. A high level of surveillance is created by footpaths being overlooked.

TABLE 1: RESIDENTIAL UNITS

	Number of Units			
Number of Bedrooms	1	2	3	4
Apartments	10			
Semi Detached/ Terraced		8	12	8
Detached			8	20



**BARRATT DEVELOPMENT PHOTOS**





## Open Space and Landscaping

The development includes two areas of open space. One to the northern edge which includes a LAP of 280 sqm and one to the southern end which includes LAP of 105 sqm. The development also includes significant landscaping buffers to enhance the overall quality of the development.





## Density

The well defined nature of the site and its boundaries has been utilised in the proposal of a compact development with a strong urban form. The elongated and compact nature of the site leads to a development density of 36 dph which is considered to be appropriate for the site, especially considering the well screened nature of the Site and its local context.

## Building Heights

The majority of dwellings are 2 storey in height. However, eight 2.5 storey dwellings are provided. Six are provided where the site entrance road meets the main spine road to create a sense of arrival. A three storey apartment block is located to the south of the Proposed Development adjacent to the boundary with Phase 2.



## Appearance

In general, the architectural style for the development is to be contemporary rather than a reproduction of the surrounding developments – helping to create a new identity for the area. Architectural treatments respond to site specific and environmental design considerations including building scale and use of locally appropriate materials.







Materials will be locally sourced where possible and should include:

### Roof

- Red and Grey tiles
- Clipped eaves and bedded verge
- uPVC fascia and rainwater goods

### Walls

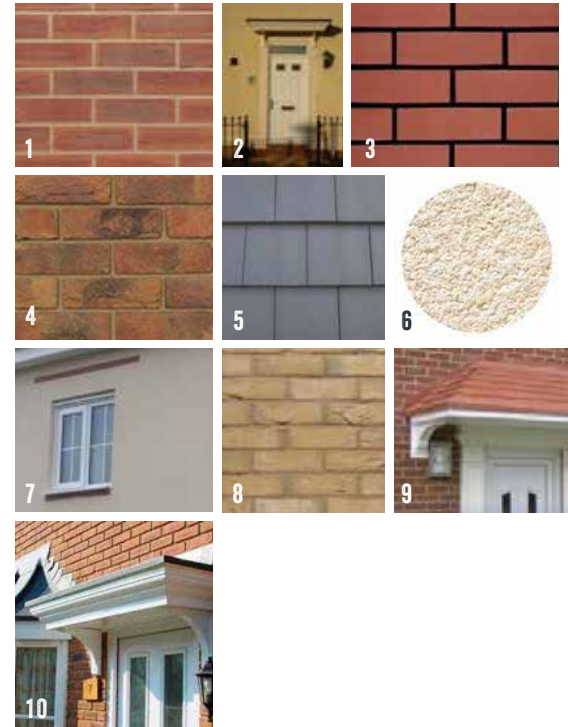
- Sunset Red and Warm Golden Buff
- Ivory render detail

### Windows & Doors

- White framed windows and doors
- Dwellings to have reconstituted stone heads and cills
- Front doors will be uPVC in a variety of colours, containing varying amounts of glass
- Porch styles with vary – flat, bay and front door and door surround
- Garage doors to be vertical pattern. Colour to match front door.

### Boundary Treatments

- 1.8m untreated timber close board fence
- 1.8m brick walls



- 1 SUNSET RED
- 2 DOOR SURROUND
- 3 RED DETAIL BRICK
- 4 RED BRICK
- 5 GREY SLATE
- 6 IVORY RENDER
- 7 SINGLE STRING BRICK DETAIL
- 8 BRINDLE BLOCK PAVING
- 9 BAY AND FRONT DOOR
- 10 FLAT STYLE PORCH



## **MOVEMENT AND ACCESS (BFL12 QUESTIONS 1, 2, 3, 6, 7, 8, 9, 10 & 11)**

The access and movement strategy for the site has been developed in line with current national guidance and wider planning and design guidance such as that set out in Manual for Streets. This encourages sustainable transport provision to address the negative impacts associated with traffic generated by new development.

The access and movement strategy which has been formulated for the development is underpinned by a set of key movement principles, which are:

- To accommodate car movements at a local level, providing a new access onto the B4265; and
- To minimise the dominance and influence of car parking on the urban form.

The site is accessed from B4265 via a priority junction featuring a right hand ghost lane, with one main spine road meandering through the development. The main spine road is subject to a number of 90 degree bends, which will reduce vehicle speeds throughout the development. The priority junction consists of 2.4m x 160m to the north and 2.4m x 160m to the south to comply with DBRM.

The access junction has been designed to ensure it can accommodate development on the adjacent land which falls within the allocation boundary of MG2(22) in the Deposit LDP.

All roads will be connected via pedestrian footpaths and shared surface areas will be used to add variety to the development whilst also acting as traffic calming.

Pedestrian links to the bus stops located within 200m of the site are available and pedestrian links to the centre of Boverton will be improved.

## **Inclusive Design**

The aim of inclusive design is to remove barriers which create undue effort, separation or special treatment and enable everyone to participate equally in mainstream activities independently with choice and dignity and is relevant for all members of society, such as older people, disabled people, children and carers of young children.

From the outset the design of the development has included the fundamental principles of inclusive design. Our approach has been as follows:

- Provide level access to all buildings;
- Create safe pedestrian crossings; and
- Provide good transport infrastructure and links to bus stops and facilities in the locality.





## **COMMUNITY SAFETY (BFL 12 QUESTIONS 5, 8 & 11)**

Government guidance advises that a balanced approach to design that reconciles the visual quality of the development with the need for crime prevention should be encouraged.

- Environmental quality and sense of ownership: there is clear definition between public and private spaces, with all rear gardens enclosed by high walls or fences, and access to rear garden areas protected by lockable gates.
- Natural surveillance: the public open space is overlooked by houses with corner plots having dual aspect.
- Access and footpaths: the layout is pedestrian and cycle friendly with the main spine road designed to naturally slow the speed of vehicle movements.
- Highway safety: a shared surface is provided along the main spine road, together with a 90 degree bend to slow vehicle speeds.
- Car parking: cars are generally parked within the secure curtilage of the plots. Cars parked off plot are overlooked by houses.
- Open space provision: an area of open space is provided to the west of the development and is overlooked to avoid antisocial behaviour.
- Lighting: Suitably designed street lighting will provide sufficient levels of illumination to act as a visual aid and create a safe environment for both visitors and residents during darker hours.
- Noise: Suitable boundary treatments and noise mitigation measures are incorporated into the development proposals to ensure appropriate protection from noise pollution.

## **ENVIRONMENTAL SUSTAINABILITY (BFL12 QUESTIONS 6 & 12)**

The proposals embody sustainable design principles with an aspiration for carbon reduction. The proposed dwellings and materials used will incorporate measures to achieve the efficient and natural resources. The proposed open space will also help to enhance biodiversity of the site.



## 6. CONCLUSION

This Design and Access Statement demonstrates that achieving a well designed scheme that relates to its surroundings and responds to the context in which it sits has been a key consideration in the development of the application proposals. The design has been informed through a structured approach of studying the context and analysing the constraints and opportunities of the site.

The application provides a well designed development which will deliver a sustainable residential development, utilising land efficiency by providing much needed housing for the area. The inclusion of the existing landscape features and the introduction of new planting provide an immediate and attractive setting for the development and the use of a muted palette of materials will ensure the delivery of a sustainable and attractive addition to the community of Boverton. Furthermore, the design of the development proposal facilitates rather than prevent the development of the remaining land allocated under Policy MG(2) (22) of the LDP.



# 7. APPENDIX A: BUILDING FOR LIFE 12 ASSESSMENT

Question	Green	Red	Amber	Comments
Connections - Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?				Pedestrian and cycle links are provided to the existing network of footpaths which connect to the centre of Boverton. Pedestrian and cycle links pass the front of properties.
Facilities and services - Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?				The site is within easy walking distance of Boverton centre which provides a range of facilities and services. Public open space is provided on site.
Public transport - Does the scheme have good access to public transport to help reduce car dependency?				Considering the rural nature of the Vale of Glamorgan, the site has good links to public transport facilities which include bus stops within 200m of the site and a train station within 2km of the site. New pedestrian links are provided within the site which link the development to the bus stops.
Meeting local housing requirements - Does the development have a mix of housing types and tenures that suit local requirements?				The site will provide 46 open market units and 20 affordable units in line with local planning policy requirements. Furthermore, the affordable housing mix consists of LCHO (6 units) and social rented (14 units) to reflect local need.
Character - Does the scheme create a place with a locally inspired or otherwise distinctive character?				The scheme layout responds to the local context of the site, with the elongated shape of the site lending itself to a fairly linear design.
Working with the site and its context - Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?				The scheme works with the site and its context maximising the retention of the hedgerows and trees. This provides an opportunity to enhance biodiversity on the site whilst also forming part of the sustainable drainage solution for the site. The screened nature of the site is maintained and enhanced to minimise any visual impacts.



Question	Green	Red	Amber	Comments
Creating well defined streets and spaces - Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?				The streets are considered to be defined by the position of buildings, with dual aspect homes provided at focal points throughout the development. Front doors predominately face the street.
Easy to find your way around - Is the scheme designed to make it easy to find your way around?				Views are provided throughout the development to create legibility, with the street hierarchy enhancing legibility.
Streets for all - Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?				The main spine road has a 90 degree bend which acts as a traffic calming measure and a share surface is provided to also reduce vehicle speeds.
Car parking - Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?				Sufficient car parking is provided to meet local standards. Garages are set back to ensure they do not dominate the street scene.
Public and private spaces - Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?				Public open space including two LPAs is provided on site. Private and public spaces are defined by appropriate boundary treatments.
External storage and amenity space - Is there adequate external storage space for bins and recycling as well as vehicles and cycles?				Sufficient space has been provided and garages are large enough to fit a modern family sized car.



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