

**DESIGN & ACCESS STATEMENT  
FOR  
INFILL SITE, WILCOT, HIGHER END, ST.ATHAN.**

**USE & AMOUNT OF DEVELOPMENT**

The site has previously been granted outline planning permission for an infill residential plot. Application No.2010/01052/OUT .This permission has expired. A new application for Outline permission has been submitted. The Design & Access Statement is being prepared to support the new planning application  
The site is currently being used as a side garden to an existing dwelling known as Wilcot and would form an infill residential plot for one dwelling, within the adjacent residential properties. The site is therefore suitable for residential development and would not be suitable for any other land uses. All utility connections are easily available to the site due to its location within existing dwellings. The site is surrounded by residential properties to the East, South & West with agricultural land to the North.

**INDICATIVE LAYOUT**

See Appendix 1 for indicative layout plan.

**SCALE PARAMETERS**

See Appendix 2 for indicative section.

**INDICATIVE ACCESS POINTS**

See Appendix 3 for indicative access points

**CHARACTER**

The intension for the additional plot is to be in character to the adjacent dwelling Wilcot & surrounding dwellings, of a traditional cottage style dwelling with pitched slate roof, painted render walls, timber windows & doors. The dwelling will be in keeping with the surrounding dwellings.

**COMMUNITY SAFETY**

In accordance with the planning condition, highway improvement works will be carried out to include a 1.8m wide pavement to the current highway to the land affronting the plot & adjoining plot Wilcot. A 2m x 40m vision splay will be incorporated into the proposed access point to enhance safety at the front of the site to pedestrians & road users.

Details of these requirements will be dealt with in the reserved matters application for the development.

Means of access for the disabled will be covered in the appropriate detailing and internal planning of the dwelling, together with access and cloakroom arrangements, to be designed in accordance with Part M of the Building Regulations at the relevant

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stage of development (i.e. level approach, level access thresholds, ground floor circulation and toilet facilities for wheelchair access.

## **ENVIRONMENTAL SUSTAINABILITY**

### **Risk of Flooding.**

The proposed site is not located in a flood risk area. The site would have scope to implement a sustainable drainage system if required.

### **Educational Opportunities :-**

A nursery & primary school are located with 15 minutes walk (1200m) from the site, with Llantwit Major comprehensive school accessible by bus approx 5Km away.

### **Air Quality :-**

With many services within walking distance of the site and excellent access to near by towns by bus or bicycle the need to utilise private cars should be minimised.

### **Climate Change:-**

The site avoids areas defined as at risk from flooding, hence the development would unlikely be adversely affected by climate induced flooding events. Transport links to employment in Llantwit Major, Cowbridge, Bridgend, Barry & Cardiff.

### **Waste:-**

There are recycling facilities with in the near by village of St.Athan. In addition a door-by-door recycling collection is operated by the council.

### **Energy Efficiency:-**

Any reserved matters application and Building Regulation application will address the effective design of the building in relation to sustainability .The dwelling will be designed to achieve Level 3 of the code for sustainable Homes criteria relevant pre assessment certification provided.

## **MOVEMENT & ACCESS**

Entry to the site will be via the existing road fronting the property and serving adjacent properties. The site is relatively level with the road and throughout the site. It is intended to provide level access to the property for vehicular & pedestrian access. On site car parking and turning facilities will be proposed and all relevant

The site is within an existing residential area and is suitably located for pedestrian access to facilities as below:-

Convenience Shop -	1000m
Local Shops -	1000m
Health Facilities -	1000m
School -	1200m
Public Open Space -	1200m

In all cases there are no steep gradients to overcome and no major roads to cross giving good accessibility to all in the community.

There are no local special provisions for cyclists and as the proposal is for a single dwelling it is inappropriate to make any off site provision. Storage for cycles within a garage could be considered at reserved matters stage dependant upon the exact development

Public transport is well provided for in the locality, with bus stops on Rectory Road which are approx 1000m away. The bus service gives access to employment, shopping, school facilities as well as evening entertainment.

The location of the site is sustainable and with the exception of cycling has a good provision for means other than a car.

## **PLANNING POLICY CONTEXT**

This section sets out the relevant Policy approach to the proposals. It does not detail all the Policies that may be applicable, but rather addresses the contextual policies that formulate the approach to development in this locality.

### **POLICY ENV 27 - DESIGN OF NEW DEVELOPMENTS**

PROPOSALS FOR NEW DEVELOPMENT MUST HAVE FULL REGARD TO THE CONTEXT OF THE LOCAL NATURAL AND BUILT ENVIRONMENT AND ITS SPECIAL FEATURES. NEW DEVELOPMENT WILL BE PERMITTED WHERE IT:

- i. COMPLEMENTS OR ENHANCES THE LOCAL CHARACTER OF BUILDINGS AND OPEN SPACES;
- ii. MEETS THE COUNCIL'S APPROVED STANDARDS OF AMENITY AND OPEN SPACE, ACCESS, CAR PARKING AND SERVICING;
- iii. ENSURES ADEQUACY OR AVAILABILITY OF UTILITY SERVICES AND ADEQUATE PROVISION FOR WASTE MANAGEMENT;
- iv. MINIMISES ANY DETRIMENTAL IMPACT ON ADJACENT AREAS;
- v. ENSURES EXISTING SOFT AND HARD LANDSCAPING FEATURES ARE PROTECTED AND COMPLEMENTED BY NEW PLANTING, SURFACE OR BOUNDARY FEATURES;
- vi. ENSURES CLEAR DISTINCTION BETWEEN PUBLIC AND PRIVATE SPACES;
- vii. PROVIDES A HIGH LEVEL OF ACCESSIBILITY, PARTICULARLY FOR PUBLIC TRANSPORT, CYCLISTS, PEDESTRIANS AND PEOPLE WITH IMPAIRED MOBILITY;
- viii. HAS REGARD TO ENERGY EFFICIENCY IN DESIGN, LAYOUT, MATERIALS AND TECHNOLOGY; AND
- ix. HAS REGARD TO MEASURES TO REDUCE THE RISK AND FEAR OF CRIME.

### **POLICY HOUS 8 - RESIDENTIAL DEVELOPMENT CRITERIA - POLICY HOUS 2 SETTLEMENTS**

SUBJECT TO THE PROVISIONS OF POLICY HOUS 2, DEVELOPMENT WILL BE PERMITTED WHICH IS WITHIN OR CLOSELY RELATED TO THE DEFINED SETTLEMENT BOUNDARIES PROVIDED THAT IT MEETS ALL THE FOLLOWING CRITERIA:

- i. THE SCALE, FORM AND CHARACTER OF THE PROPOSED DEVELOPMENT IS SYMPATHETIC TO THE ENVIRONS OF THE SITE;
- ii. THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;
- iii. THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A), ON AREAS OF ATTRACTIVE LANDSCAPE OR HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL OR ECOLOGICAL IMPORTANCE;
- iv. WHEN APPROPRIATE AND FEASIBLE THE PROVISIONS OF POLICY REC 3 ARE MET;
- v. THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- vi. ADEQUATE COMMUNITY AND UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED.

### **POLICY TRAN 10 - Parking**

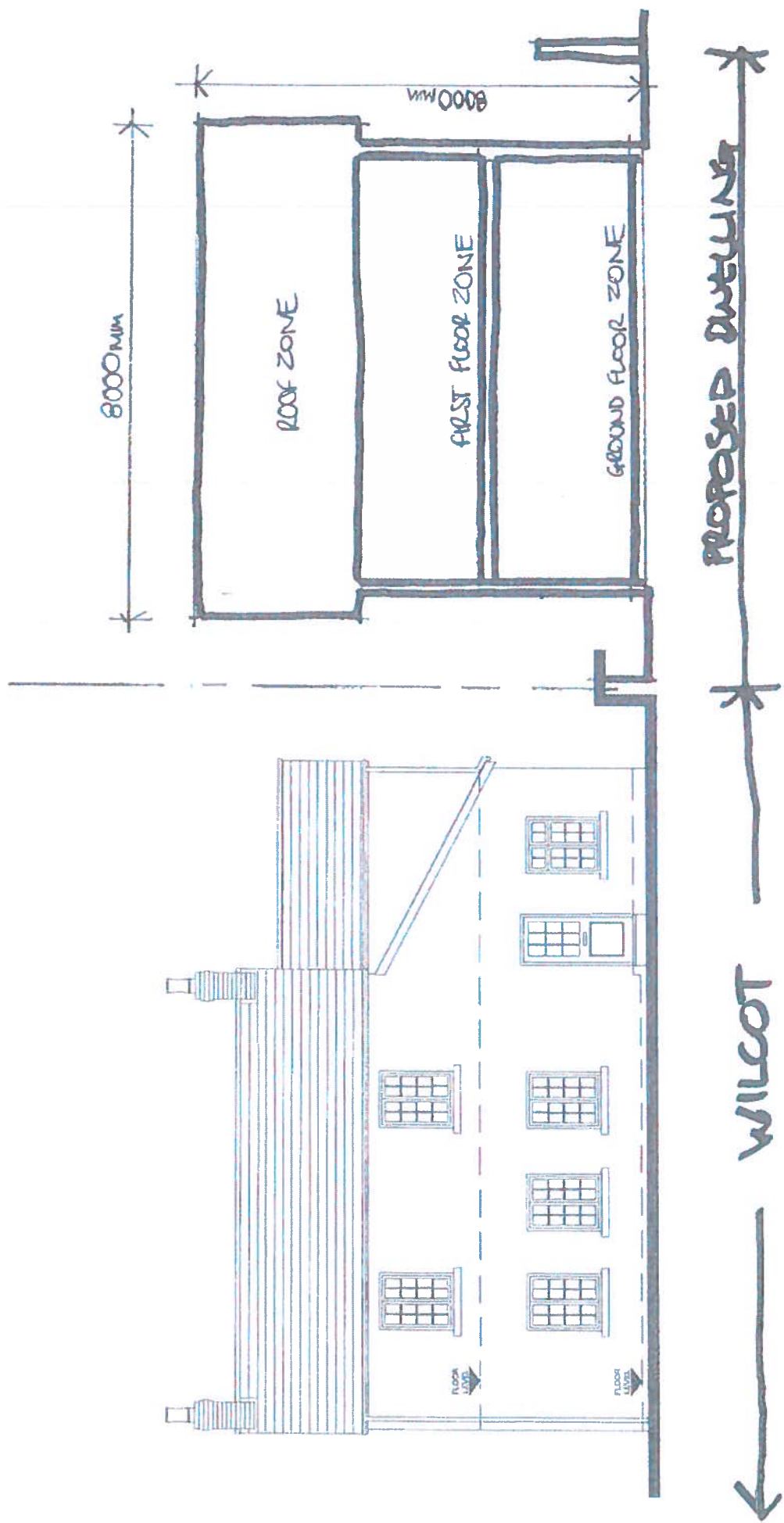
THE PROVISION OF PARKING FACILITIES WILL BE IN ACCORDANCE WITH THE APPROVED PARKING GUIDELINES, AND WILL BE RELATED TO THE TYPE OF LAND USE, ITS DENSITY AND LOCATION; ACCESSIBILITY TO EXISTING AND POTENTIAL PUBLIC TRANSPORT FACILITIES; AND THE CAPACITY OF THE HIGHWAY NETWORK.

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APPENDIX 2  
SCALE 1:100





APPENDIX 3  
SCALE 1:250

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