

**DESIGN & ACCESS STATEMENT**

**PROPOSED RESIDENTIAL DWELLING,  
LAND ADJACENT TO No. 62 HEOL Y FRENHINES, DINAS POWYS for  
Mrs Sian Colderley  
Mobile: 07938 242 001**



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### 1.0 INTRODUCTION

1.1 This statement has been prepared to support a full planning application to construct a new 4 bedroomed detached dwelling on land adjacent to No.62 Heol-Y-Frenhines, Dinas Powys, CF64 4UH

1.2 This statement should be read in conjunction with the following plans;

Document	Document Reference
<b>Land Adjacent to 62 Heol-Y-Frenhines, Dinas Powys CF64 4UH</b>	Full Planning Application
1. <b>Google site plan</b>	Land Adj-62HYF-google maps
2. <b>Site location Plan (no house)</b>	Land Adj-62HYF-Site location plan
3. <b>Site location plan with Development (with house)</b>	Land Adj-62HYF-Site Plan with Proposal
4. <b>Site Location Plan with measurements</b>	Land Adj-62HYF-proposal measurements
5. <b>Development Layout: Ground Floor, First Floor</b>	Land Adj-62HYF-Proposed Layout
6. <b>Development Elevations: Roof, Side, Front and Rear</b>	Land Adj-62HYF-Elevations

1.3 This statement explains the concept and principles of the development in relation to accessibility, character, community safety, environmental sustainability, movement and assesses the proposal against the relevant Planning Policy framework.

1.4 The statement demonstrates the proposal accords with relevant National and Local Planning Policy and other material planning policy considerations.

### 2.0 PLANNING POLICY

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### PLANNING HISTORY

- 2.1 The site was refused outline planning permission on 20 November 2015 Application No. 2015/00846/OUT. The main aspects of refusal were that the property was not in keeping with the surrounding properties and the access to the site was not wide enough. This new application demonstrates that these matters have been fully considered and implemented within the new proposal.

### NATIONAL PLANNING POLICY

- 2.2 The Wales Spatial Plan *People, Places, Futures* sets a strategic framework to guide future development and policy interventions. It integrates the spatial aspects of National strategies for social inclusion and economic development, health, transport and environment, translating the Assembly Government's sustainable development duty into practice.
- 2.3 Planning Policy Wales (PPW Edition 7) July 2014 sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters.
- 2.4 This document consolidates and replaces *Planning Policy Wales, 2002* and *Ministerial Interim Planning Policy Statements* issued between 2002 and 2009, all of which are hereby cancelled. References in other Assembly Government documents to *Planning Policy Wales* and MIPPS should be construed accordingly.
- 2.5 Chapter 4 – *Planning for Sustainability*, Chapter 9 – *Housing*, are of specific relevance to the development of the site.
- 2.6 Chapter 4 states, “*Good design should promote the efficient use of resources, including land. It should seek to maximise energy efficiency and the efficient use of other resources, minimise the use of non-renewable resources and minimise the generation of waste and pollution. Mixed use development (of both built and open space) emphasising flexibility and adaptability, can provide particular design opportunities, adding interest and vitality to living and working environments. Good design is essential to ensure that areas, particularly those where higher density development takes place, offer high environmental quality, including open and green spaces. Landscape considerations are an integral part of the design process and can make a positive contribution to environmental protection and improvement, for example to biodiversity, climate protection, air quality and the protection of water resources. The visual appearance of proposed development, its scale and its relationship to its*

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*surroundings and context are material planning considerations. **Local planning authorities should reject poor building and contextual designs. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions.***

2.7 Chapter 9 states *“The Assembly Government’s vision for housing is for everyone in Wales to have the opportunity to live in good quality, affordable housing, to be able to choose where they live and to decide whether buying or renting is best for them and their families. The objectives are to provide:*

- *homes that are in good condition, in safe neighbourhoods and sustainable communities; and*
- *greater choice for people over the type of housing and the location they live in, recognising the needs of all.”*

2.8 Planning Policy Wales Technical Advice Note 12: Design, sets out the Welsh Assembly Government’s detailed advice on how to achieve good design in all development at every scale throughout Wales.

2.9 The guidance sets out the Assembly’s objectives for good design, namely

- Access – ensuring ease of access for all.
- Character – sustaining or enhancing local character. Promoting legible development. Promoting a successful relationship between public and private space. Promoting quality, choice and variety. Promoting innovative design.
- Community safety – ensuring attractive, safe public spaces. Security through natural surveillance.
- Environmental sustainability – achieving efficient use and protection of natural resources. Enhancing biodiversity. Designing for change.
- Movement – promoting sustainable means of travel.

## LOCAL PLANNING POLICY

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2.10 The current development plan comprises the Adopted Vale of Glamorgan Unitary Development Plan (1996-2011)

2.11 The following policies are considered relevant to the determination of the applications:

**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 ENV 5 - THE GLAMORGAN HERITAGE COAST**

*The special environmental qualities of the Glamorgan heritage coast will be conserved and enhanced. With the exception of limited informal recreation facilities at cwm colhuw, ognore-by-sea and dunraven, the remainder of the area will be treated as a remote zone with priority being given to agriculture, landscape and nature conservation.*

**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.*

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**POLICY HOUS 2** - Additional residential development, housing infill, small-scale development and redevelopment which meets the criteria listed in policy HOUS 8 will be permitted within the settlement boundaries of the following:

*Rural Settlements of: Dinas Powys*

**POLICY HOUS 11** - Residential privacy and space

*Existing residential areas characterised by high standards of privacy and spaciousness will be protected against over development and insensitive or inappropriate infilling.*

**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.*

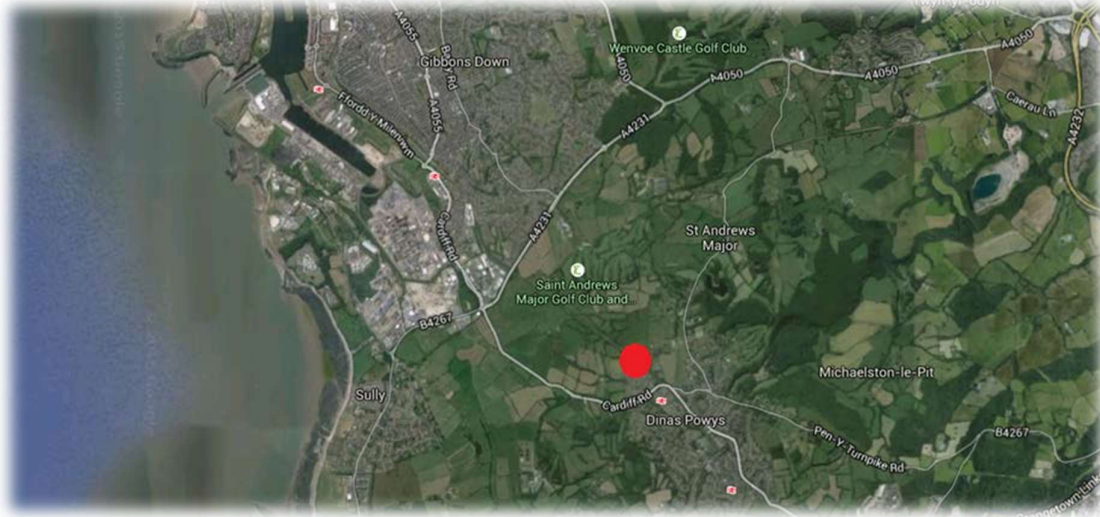
### Supplementary Planning Guidance - Amenity Standards

- 2.12 The purpose of this SPG is to provide guidance for developers on the Council's amenity standards requirements for residential development throughout the Vale of Glamorgan. Whilst the standards are not prescriptive, they are intended to ensure that new residential development contributes towards a better environment and quality of life for residents, without adversely affecting the amenity enjoyed by residents.
- 2.13 The Council's aim for residential development of dwelling houses is to provide a minimum 1 m<sup>2</sup> of amenity space per 1 m<sup>2</sup> of the gross floor area of the dwelling (incl garages), with the majority (70%) provided within the rear garden area.

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### 3.0 SITE ANALYSIS

- 3.1 The application site located to the south east of the Borough, within the residential settlement of Dinas Powys



- 3.2 The application site is rectangular in shape, measuring approximately 760sqm, and has generally flat topography.
- 3.3 Dedicated pedestrian and vehicular access to the site is available from Heol-Y-Frenhines. This access point has been available since the estate was first built.
- 3.4 The surrounding area is predominantly residential in nature, with a mixture of two storey terraced and semi-detached dwellings. There are also detached dwelling similar to the new proposal just around the corner on Ca'r Pwll.
- 3.5 As the attached extract from the Development Advice Flood Maps confirm the application site lies within an area that is unlikely to flood. A Flood Consequences assessment is not required for the site.



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### 4.0 PROPOSAL

- 4.1 The application seeks planning consent for the construction of a detached 4 bed family dwelling with associated off-street parking and amenity space.
- 4.2 The proposal will take advantage of the existing sites large side curtilage to provide a sustainable infill development. The site is far bigger than any other plot on the estate, over 600 square metres of space.
- 4.3 The proposed detached dwelling will be street facing as discussed in pre-application. The roof pitch will align with the rest of the properties along the cul de sac and it appearance will be similar to existing properties on the estate (see below – Ca’r Pwll)



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4.4 The proposed dwelling will be set out as follows;

- Ground floor: Living room, Study, kitchen/dining room, storage room and WC.
- First Floor: 4 bedrooms, 1 en-suite bathroom and a further family bathroom.

4.5 To ensure the privacy of the host property No.62 Heol Y Frenhines, the building's principle habitable rooms have been orientated to overview the existing off-street garage compound parking while the rear provides south facing aspect to an enclosed garden. It should be noted that pre-application guidance confirmed that moving the property more toward the railway was advised by Yvonne Pritchard which we accept and have amended accordingly. There is no encroachment at all on 62 Heol-Y-Frenhines, Dinas Powys CF64 4UH with a double drive separation between the properties.

4.6 The proposed dwelling will be finished to a similar style to the surrounding properties, in particular the 4 bedroom properties on Ca'r Pwll using a traditional pallet of materials, comprising:

- Roof – Tile
- Walls – Lower level brick cladding with a white render to first floor;
- Windows and doors – White UPVC double glazing / Grey powder coated aluminium

4.7 The proposal envisages the erection of close feather board fencing on the respective boundary, whilst maintaining the existing natural landscaping to provide a secure and usable private garden for our children to enjoy.

4.8 The position of the site within an established residential area, and the design and orientation is similar to properties throughout the estate with a twin drive separating 62 Heol-Y-Frenhines from the new proposed dwelling like all the semidetached properties along Heol-Y-Frenhines. The proposed buildings affords the opportunity for natural surveillance of on-site parking and the building entrances.

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- 4.9 As illustrated in the site plan (**Land Adj-62HYF-Proposal layout**) the proposed development provides sufficient off-street parking to include a space for 62 Heol-Y-Frenhines, Dinas Powys, CF64 4UH and a visitor space.
- 4.10 The proposal will create 6 additional off-street parking spaces within the curtilage of the application site by utilising the existing private access. While 4 spaces are required for the new 4 bedroomed property, a further 2 spaces will be provided for 62 Heol-Y-Frenhines, Dinas Powys CF64 4UH and for visitors.
- 4.11 In line with the LPA's supplementary planning guidance on amenity space, the proposal will retain and create a sufficient amount of private amenity space.

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### 5.0 CONCLUSION

- 5.1 The application seeks planning consent for the construction of a 4 bed detached dwelling with associated off-street parking and amenity space.
- 5.2 The proposal would create a sustainable development which would utilise a brownfield site, alleviating the current pressures placed on greenfield sites in accord with the objectives of Planning Policy Wales.
- 5.3 The proposed application adheres to National and Local policies and guidelines, and does not adversely affect the highway safety or residential amenities of the area as to warrant a refusal. Particular attention has been made in this area to ensure the required 4.5 metres of access is provided to enable 2 cars to pass each other off the highway (see below picture).

#### 4.5 Metre entrance



Furthermore by creating a wider access with the use of a small section of 60 Heol-Y-Frenhines, Dinas Powys it solves 3 other current issues.

1. It means there is one less car parked in the cul de sac which reduces overall congestion (Refer to picture below)

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2. By bringing a car off the Cul de Sac at this corner point it means easier access for garage compound users.



3. The final point is of benefit to 60 Heol-Y-Frenhines, Dinas Powys CF64 4UH as by dropping the curb (see below), it means no other cars will park in front of their home, while they will be able to park on their drive directly in front of their home.

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### Neighbour Consultation

The only reason 60 Heol-Y-Frenhines has parked on the highway is to ensure nobody else parks in front of his home. Having lived at the property for nearly 40 years it has become habit, which they agree, it would be better for them to have off road access which the new proposal will provide. They also agree it would reduce congestion in the cul de sac and make it easier for garage compound users to manoeuvre out of the compound. Therefore by providing the drop curb it takes this pressure away from the householder and the highway. The overall result will be easier movement and reduced congestion which is a benefit to the Cul de Sac. It must be noted that this corner has always been a drop curb area since the estate was first built, so we are only extending it slightly to reduce congestion. Lastly it has always been very safe for pedestrians but even more so now the boundary wall between the garage compound and 62 Heol-Y-Frenhines has been removed.

After discussing with neighbours about the development, No 56 Heol-Y-Frenhines confirmed they did not want us to pursue access via the garage compound. We do have an option to purchase a garage but overall the concern would remain the same in a sense that it would cause displacement of parking. We also have an opportunity to buy the whole garage compound, but again it has little relevance to access and does not provide us with anything more than what the new proposal provides. The new proposal stands alone and minimises the impact to current residents.

Pre-application discussions with highways confirmed that a 4.5 metre access from the highway was required. The new proposal confirms this is possible and how we intend to do this. Highways did not want cars having to wait on the highway for cars coming from the new development or the garage compound. The new plan demonstrates this is more than possible in more ways than one.