

DESIGN & ACCESS STATEMENT

Land at Caerleon Road, Dinas Powys

July 2017



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Description of development:

Reserved matters application relating to planning consent 2014/00282/OUT for residential development of 70 no. dwellings and associated works

Location:

Land at Caerleon Road, Dinas Powys, CF64 4PU

Date:

July 2017

Asbri Project ref:

17.103

Client:

Kier Living



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Date	1 st July 2017	1 st July 2017
Revision		

Section 1 Introduction	5
Section 2 Site Analysis	7
Section 3 Site Context	11
Section 4 Planning Policy	13
Section 5 Pre-Application Discussions and Design Evolution	15
Section 6 Response to the five objectives of good design	17
Section 7 Conclusion	27



INTRODUCTION

Synopsis

1.1 The purpose of a Design & Access Statement (DAS) is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of a planning application in a way that can be read both by professionals and the public.

1.2 The diagram below, extracted from Chapter 4 of Planning Policy Wales, summarises the five objectives of good design that should be taken into account when preparing a DAS. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

1.3 The statement is subdivided into seven sections, commencing with a brief overview of the proposal in this section. Section 2 outlines a description of the application site whilst Section 3 provides a brief overview of the site context. Section 4 identifies the relevant national and local planning policies which provide the framework for appraising the application. Following this, Section 5 will outline the pre-application discussions with Vale of Glamorgan Council and how the scheme has evolved since these discussions. Section 6 then explores the relevant design and access facets associated with the proposed application. The document then concludes, under section 7 with an appraisal of the development against the relevant policies, justifying why it should be granted permission.

Proposal

1.4 This Design and Access Statement (DAS) has been prepared on behalf of Kier Living to accompany a reserved matters application for the development of 70 no. residential dwellings and associated works at land at Caerleon Road, Dinas Powys. The outline planning permission (ref no. 2014/00282/OUT) was approved on the 25th May 2017.

1.5 The application is supported by a site layout plan, floor plans and full elevational plans as well as technical supporting documents which illustrates that the site is capable of accommodating the development and its associated works, including access and landscaping.





SITE ANALYSIS

Site Location

2.1 The site is located in the north-east of Dinas Powys, centred on grid co-ordinates E: 316460, N: 171769, in an area known as Eastbrook. In a regional context, the site sits approximately 4.9km from the centre of Penarth, 8.7 km away from Barry town centre and 8.5km from Cardiff City Centre.

2.2 The site is situated off Caerleon road in part of an established residential area served off Castle Drive and Murch Road. Its location within the context of Dinas Powys is shown left, on page 6

Site Features

2.3 The site is generally level, varying from approximately 18 – 20m AOD, and is of an irregular shape comprising mainly of unmanaged neutral grassland, which, for the most part is enclosed by substantial hedgerow boundaries. The site comprises a large triangular field parcel as well as a smaller parcel of land along the access point, between the rear of 21 Caerleon Road and the rear of 4 Criccieth Court, which combined measures 2.73 hectares. The field parcels are separated by a linear row of mature trees and hedgerow and are both currently vacant.

2.4 The southern site boundary comprises the curtilages of residential properties along Caerleon Road, which face side on to the site. The site abuts the railway line on the western boundary but is separated from it by the mature hedgerows. The north and east boundaries are also comprised of mature hedgerows beyond which are additional field parcels used predominately for grazing.

2.5 There are no designations on the site and a review of TAN 15 Development Advice Maps shows the site as being located within Flood Zone A, therefore, is considered to be of little or no risk of fluvial or tidal/coastal flooding.

2.6 No designated public rights of way cross the site.

Access

2.7 As the site is private land, there is no designated pedestrian or vehicular access. Notwithstanding, the frontage of the smaller parcel of land being open with no clear boundaries to Caerleon Road in the south does not prohibit people gaining entry to this part of the site.

2.8 A single agricultural gate is located between the two field parcels, hereby providing vehicular movement to the landowner into the field parcel. This arrangement is bounded by hedgerows to the east and west and is restricted to the landowner.

2.9 Access from the wider highway network into the site is provided along Castle Drive, Conway Close and finally Caerleon Road. The latter provides access to a number of residential cul-de-sacs, varies in width between 5.6m and 6.8m with an approximate footpath width of 1.2m on both sides of the carriageway for the majority of its length. The road is lit and is subject to a 30mph speed limit.

2.10 In terms of public transport, a bus stop is located within walking distance from the site, approximately 400m west along Cardiff Road. The bus services, *left*, run on a regular basis from this stop.

2.11 Furthermore, Eastbrook train station is situated approximately 270m to the south-west of the site, with passenger access off Caerleon Road. The station is on the Vale of Glamorgan Railway, providing frequent rail service in both directions from Monday to Sunday with a half hourly service to Cardiff Central.

Surroundings

2.12 The site is located in an established residential area within close proximity to the centre of Dinas Powys (Approx. 750m) where a number of facilities including a grocery store, take away and bank are provided.

Route No.	Origin Destination	Frequency
89A	Cardiff – Cardiff Bay – Llandough – Dinas Powys	09:45 – 17:45 , Service every 2 hours (Monday-Saturday)
93	Cardiff – Penarth – Dinas Powys - Barry	07:49 – 18:49 Service every hour (Monday – Saturday)
304	Barry – Dinas Powys – Llandough - Cardiff	08:30 – 01:31, Service every hour between 10:30 – 19:30 (Monday – Saturday)
S77	Llandough – Dinas Powys – Barry College	08:00

SITE PHOTOGRAPHS



SITE ANALYSIS

2.13 To the west of the site, beyond the boundary is a small brook as well as the Vale of Glamorgan Railway line. The closest Primary school is located approximately 0.6 miles to the west of the site along Cardiff Road. St Cyres comprehensive school is also situated within the same locality.

2.14 There are no designated Special Area of Conservation (SAC's), Site of Specific Scientific Interest (SSSI's) or any Conservation Areas situated in close proximity to the site. Similarly there are no listed buildings within view or close to the site.

CONTEXT PHOTOGRAPHS



- 1) RESIDENTIAL CONTEXT ALONG CAERLEON ROAD
- 2) RESIDENTIAL CONTEXT ALONG CHAMBERLAIN ROW
- 3) RESIDENTIAL CONTEXT ALONG HARLECH DRIVE
- 4) RESIDENTIAL CONTEXT ALONG CASTLE DRIVE
- 5) RESIDENTIAL CONTEXT ALONG RAGLAN CLOSE

SITE CONTEXT

Residential Context

3.1 The surrounding residential context, along Caerleon road, to the south of the site and the surrounding residential streets comprise of predominately linear rows of two storey terraced properties set within cul-de-sacs, with modest sized gardens to the rear along the front elevation.

3.2 These properties consist of rendered buildings for the majority, however as seen in the accompanying illustrations, the residential context further afield and the more recent developments in Dinas Powys are not limited to this facade with alternative design and materials, including a finish of render, and brick included within existing dwellings in the immediate and wider streetscape.

Planning History

3.3 The only planning application of relevance to the reserved matters application is the original outline for residential development (of up to 70 dwellings) and associated works (ref no. 2014/00282/OUT), which was approved on the 25th May 2017.

3.4 Prior to the conclusion of the legal agreement, the design team entered into pre-application discussions with the Vale of Glamorgan Council. A full account of this will be detailed further within this Design and Access Statement.

Opportunities

3.5 Below are a list of opportunities presented at site:

Residential Context

The site is bounded to south by residential properties and is designated for housing allocation in the emerging LDP. Accordingly, residential use of the application site is considered to be a conforming land use.

Sustainable Location

The site is within close proximity to an array of services within the settlement of Dinas Powys. The site is within walking distance of a number of public transport nodes that

provide regular services to Cardiff and Barry.

Settlement Boundary & Housing Allocation

The site benefits from being situated within the Dinas Powys Settlement boundary as defined by the Deposit LDP proposal map and on land allocated for housing development.

Topography

The site is reasonably flat therefore topography will not present an issue to development.

Constraints

Despite the above opportunities, we must also acknowledge the site's constraints to ensure that the development takes these into account and they do not detract from the amenity of the future occupiers.

Railway Line

In recognition of the railway line which runs along the site's western boundary, a landscape buffer zone will be created between the railway and the frontages of units 54-70. This will minimise the impact of the railway on the residential dwellings.

Existing trees

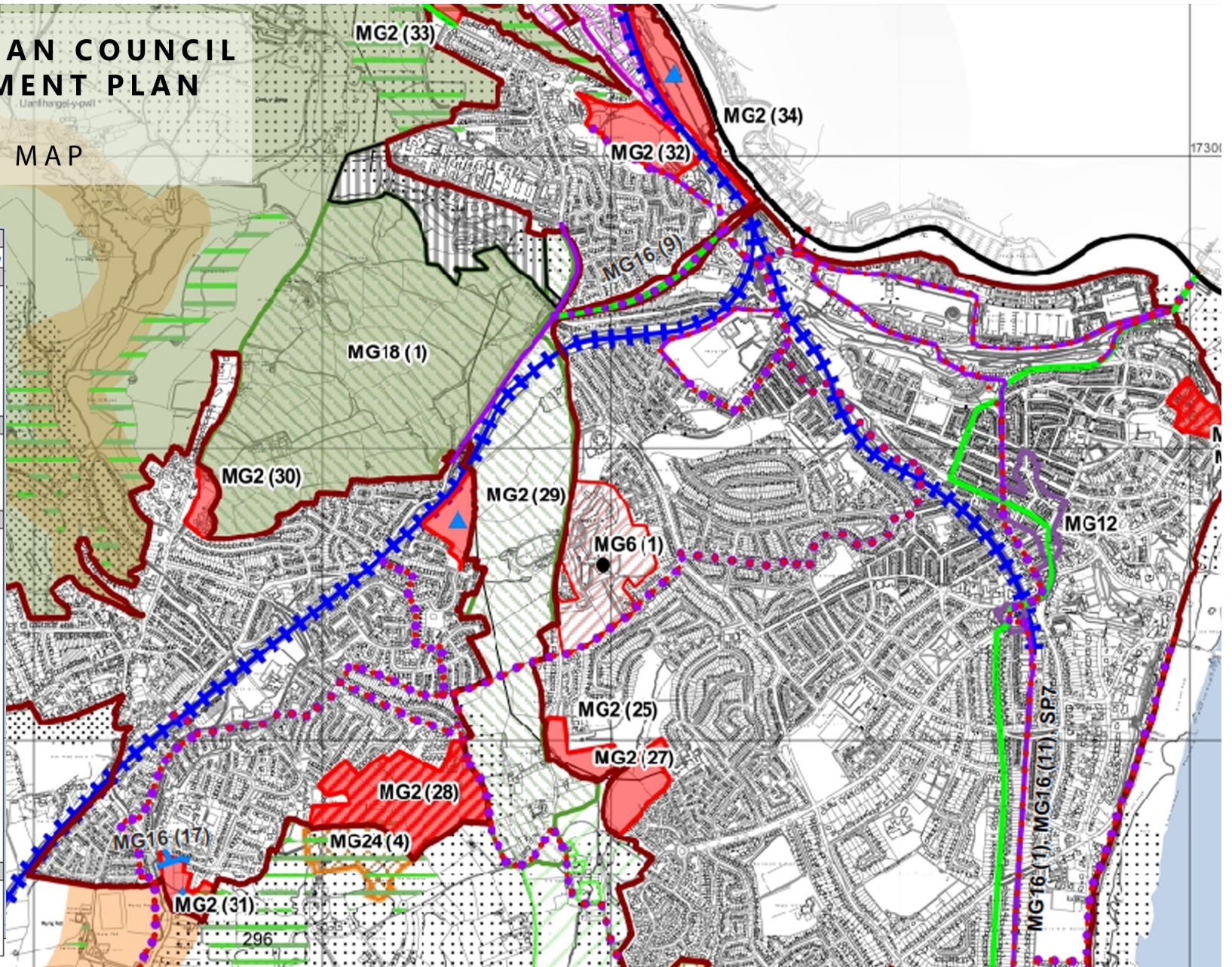
The proposed layout shows the removal of trees and shrubbery to accommodate the new entrance into the site, however, the plan also shows extensive planting and landscaping throughout the site and the retention of the majority of existing boundary hedgerows.

Boundaries to neighbouring properties

There are two storey dwellings within close proximity to the site's southern boundary along Caerleon Road. As such, the proposed site layout shows that these buildings are considered to be a sufficient distance away to ensure that no overshadowing or overlooking occurs to ensure the amenity and privacy of the existing dwellings is protected.

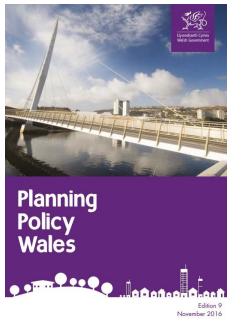
VALE OF GLAMORGAN COUNCIL LOCAL DEVELOPMENT PLAN (2017) PROPOSALS MAP

Proposal	Policy / Site Reference
Living	
Housing Allocation	MG 2
Housing Allocation with Infrastructure Provision	MG 2
Strategic Site	MG 3 / MG 10
Residential Settlement Boundary	MD 5
Gypsy and Traveller Site	MG 5
Provision of Education Facilities	MG 6
Provision of Community Facilities	MG 7
Provision of Healthcare Facilities	MG 8
Working	
Employment Allocation	MG 9
Existing Employment Site	MD 16
Enterprise Zone	MG 10
Retail Town District Centre	MG 12
Managing	
Transport - Walking and Cycling	MG 16 (1-5) / SP 7
Transport - National Cycle Network Route 88	MG 16 (1) / SP 7
Transport - Completed National Cycle Network Route 88	MG 16 (1) / SP 7
Transport - Rail	MG 16 (6) / SP 7
Transport - Bus	MG 16 (7-12, 20) / SP 7
Transport - Highways	MG 16 (13-19) / SP 7
Special Landscape Area	MG 17
Green Wedge	MG 18
Sites of Importance for Nature Conservation	MG 21
Mineral Safeguarding - Limestone 1	SP 9, MG 22
Mineral Safeguarding - Limestone 2	SP 9, MG 22
Mineral Safeguarding - Sand & Gravel 1	SP 9, MG 22
Mineral Safeguarding - Sand & Gravel 2	SP 9, MG 22
Mineral Safeguarding - Sandstone 2	SP 9, MG 22
Quarry Buffer	SP 9, MG 23
Quarry Site	SP 9, MG 23
Dormant Mineral Site	SP 9, MG 24
Sand & Gravel Wharf Safeguarding	SP 9 (4)
Potential Solar Energy Areas	MG 30
Sites with known flooding constraints / Flood Consequence Assessment	MD 7
Enjoying	
Glamorgan Heritage Coast	MG 27
Public Open Space	MG 28
Tourism and Leisure Facilities	MG 29



DESIGN & ACCESS STATEMENT

PLANNING POLICY CONTEXT



Policy

4.1 The planning policy framework for the determination of this application is provided by the content and scope of National Planning Policy, which is contained within the ninth edition of Planning Policy Wales (PPW) and its associated Technical Advice Notes (TANs), together with the Local Planning Policy and its supplementary planning guidance.

4.2 A summary of the relevant national and local policy is included below. For a full review of pertinent policies, please refer to the accompanying Planning Statement.

Planning Policy Wales

4.3 National planning policy is contained within the Ninth edition of Planning Policy Wales (PPW), published by the Welsh Government in November 2016. PPW is supported by 20 topic-based Technical Advice Notes (TANs), which are also relevant. PPW is the Welsh Government's principal planning policy document, setting out the context for sustainable land use planning policy, within which Development Plans are prepared and development control decisions are taken.

Technical Advice Notes

4.4 This application has been prepared in deference to the latest version of TAN 12 (Design), which was updated in March 2016, and the suitability of the proposals in this design context are demonstrated in this Design and Access Statement. TAN 18: Transport has also been considered in the preparations of this application.

Local Development Plan

4.5 The development plan for the purposes of Section 38 (6) of the Planning and Compulsory Purchase Act 2004 is the Vale of Glamorgan Council Local Development Plan (LDP) which was adopted on the 28th June 2017.

4.6 On the LDP Proposals Map the application site lies wholly within the settlement boundary for Dinas Powys and is allocated as an existing housing allocation, reflecting the

recently approved outline planning consent. As such, the policies contained within the table, *left*, are considered relevant to the proposed application:

Supplementary Planning Guidance (SPG)

The Council has approved the following Supplementary Planning Guidance (SPG) documents that are of relevance:

- Affordable Housing (Superseded by Affordable Housing Viability Update Report – 2014 and Affordable Housing Delivery Update Paper – 2015)
- Amenity Standards
- Biodiversity and Development
- Design in the Landscape
- Model Design Guide for Wales
- Parking Guidelines
- Planning Obligations
- Public Art
- Sustainable Development - A Developer's Guide
- Trees and Development

Policy	In Relation to:
SP 3	Residential Requirement
SP 4	Affordable Housing Provision
SP 7	Transportation
MG 1	Housing Supply in the Vale of Glamorgan
MG 2	Housing Allocations
MG 4	Affordable Housing
MD 1	Location of New Development
MD 2	Place Making
MD 3	Design of New Development
MD 5	Residential Development in Key, Service Centre and Primary Settlements
MD 7	Housing Densities



PRE-APPLICATION CONSULTATION

Pre-application discussions

5.1 As previously mentioned, a pre-application enquiry was submitted by Asbri Planning on behalf of Kier Living to the Vale of Glamorgan Council on 26th January 2017. The pre-app enquiry was accompanied by an indicative layout plan which demonstrated how the site could be sympathetically developed to accommodate the 70 no. residential dwellings approved under the outline planning consent.

5.2 The previous outline planning application (ref no. 2014/00282/OUT) was submitted with access, scale, layout, appearance and landscaping all reserved for future determination. The pre-application enquiry, therefore, submitted details on all of the above to ensure that the proposed scheme would be considered to be acceptable.

5.3 The layout plan that accompanied the pre-app enquiry was largely similar to the indicative layout plan that was approved under the previous consent, showing a mix of residential units, comprising one bed apartments, and detached and semi-detached houses ranging from two to four beds. The highway provision and the general layout was altered following further detailed work on the site.

5.4 As requested, a meeting between the design team and representatives from the planning, housing and highway department at the Vale of Glamorgan Council took place on 2nd March 2017 (ref no: P/DC/2017/00013/PRE) in respect of the proposed reserved matters application. The meeting centred around the submitted layout plan and the Council's development team recognised that several positive changes had been made to the indicative plan that accompanied the outline application (ref: 2014/00282/OUT).

5.5 Regarding design and access provision it was confirmed that the layout submitted as part of the pre-app enquiry constituted betterment, however, a number of areas were identified where further improvements could be made towards enhancing the character of the development. These included two areas at the entrance, plots 1 & 2 and 40 to 42,

as well as areas to the north of the site, including plots 26 to 31, 64 to 70 and plot 25 to the far north. All points raised have been addressed in the submitted plan.

5.6 Notwithstanding the fact that only indicative elevation plans were submitted as part of the pre-app enquiry, the design approach, where house types would comprise of a mix of brick and render was agreed in principle at the pre-app meeting, subject to the submission of further details as part of the reserved matters application.

5.7 In terms of parking and road layout, the Highways department provided advice on the minimum carriageway distance as well as junction radii to ensure that sufficient visibility splays are provided throughout. Furthermore, it was mentioned that some areas would need to be reconfigured to allow the above to be accommodated as well as to ensure that adequate turning heads can be provided. All of the above has been incorporated into the current proposal and swept-path analysis has confirmed that the highway provision can be sufficiently delivered.

5.8 The submitted layout demonstrated that the site was capable of accommodating sufficient parking spaces for each property, in accordance with the adopted Parking Standards which advocates 1 space per bedroom up to a maximum requirement of 3 spaces. The submitted plans show that these can be accommodated on-site in close proximity to the dwellings, either via private driveways or via garages. It was agreed that the parking provision as acceptable, however, visitor parking spaces should also be provided on-site.

Design Evolution

5.9 The submitted site plan has been based on the layout approved under the original outline application 2014/00282/OUT. Many of the main design principles remain from this original plan however, the layout has been progressed and improved to include a clearer hierarchy of roads and streets, the provision of the required amount of public open space in a central location, the implementation of a less grid-like urban pattern, and a considered balance between hard surfaces,

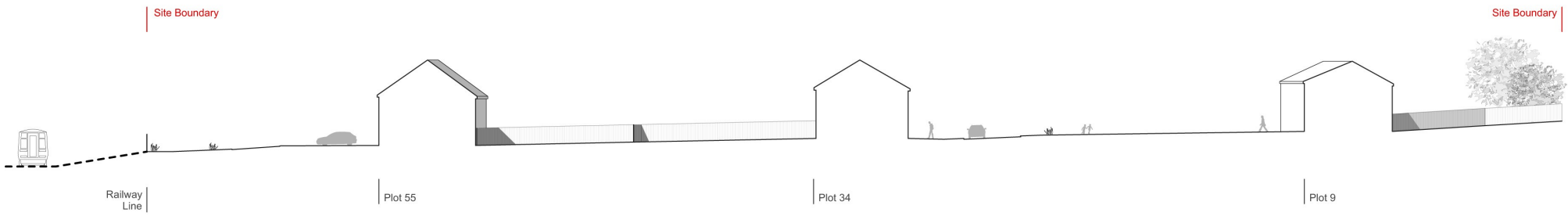
STREETSCENES AND SITE SECTIONS



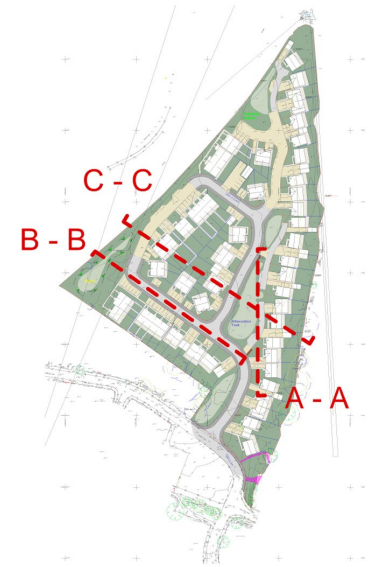
Street Scene A - A



Street Scene B - B



Section C - C



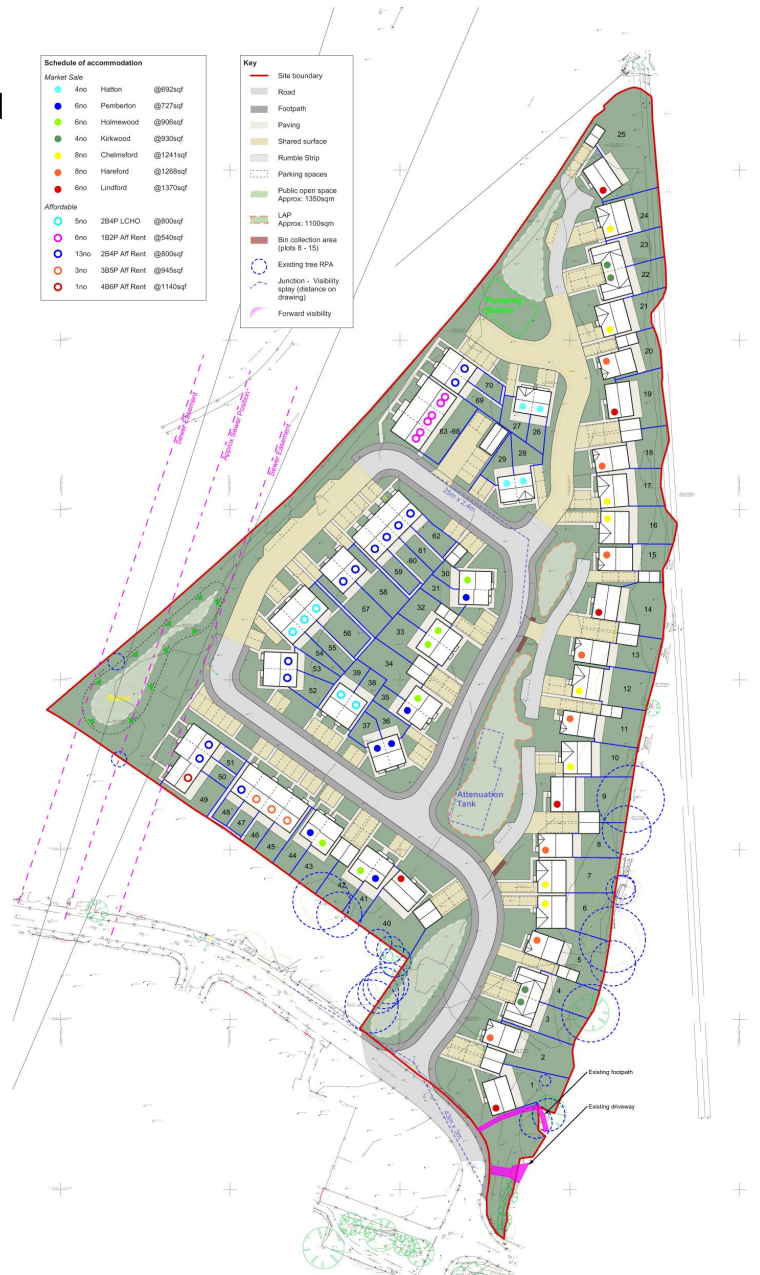
streets and parking, and softer planted areas and buffer zones.

5.10 As mentioned in section 5.4, a pre-application meeting took place in early March 2017 during which a progressed interim layout from that submitted under 2014/00282/OUT was tabled and discussed. The main issues that were raised by the local authority were the requirements to vastly improve the position and size of the public open space, to clearly define the hierarchy and transition from major access roads to shared surface spaces, and to provide a balance between streetscape and soft landscape. The developed and submitted layout therefore expresses a more considered scheme with elements such as soft landscaping and open space taking a much more dominant role throughout the site.

5.11 In relation to the design of the dwellings, it has been the intention to express a familiar and traditional residential form using traditional materials such as a facing brick and render, but in a contemporary style in order to provide a clear identity to the development. Simple design tools such as proposing contemporary window styles, grey coloured facias, verges and rainwater goods, and contemporarily designed projecting window bays will express a clear and simple design notion that is traditionally reflective but not 'pastiche' urban design.

5.12 As can be seen from the submitted elevations and street scenes, standard dual pitched roof forms will be broken up by gable-fronted elements throughout the development. The red facing brick will also be disrupted with the intervention of an off-white through-colour render. The traditional dwelling form, along with simple design tools such as contemporary window styles and brick detailing has allowed the scheme to find the balance between a recognised, familiar and comfortable residential design notion, and a scheme that can be said to be up to date and adherent to the requirements of modern day living.

PROPOSED SITE LAYOUT PLAN



CHARACTER

Overview

6.1 This chapter is to explore the relevant design and access facets associated with the application and will assess the planning merits associated with the scheme.

6.2 The five objectives of good design are a set of principle considerations, as outlined in Technical Advice Note 12, to ensure developments effectively respond to local context so that they assimilate into the locality and are functional for their intended user. The Five Objectives of Good Design are Access, Movement, Character, Environmental Sustainability and Community Safety – each of which will be dealt with separately in turn below.

Access

Pedestrian accessibility

6.3 At present, there is no defined pedestrian access into the site. As such, this reserved matters application proposes that pedestrian access will be attained via footpaths either side of the new priority junction off of Caerleon Road that extend alongside the internal adoptable road running through the development. This link will ensure that pedestrian movement is easily achievable and has been adequately facilitated in the development of the site. Shared surfaces will also be established to ensure safer movement between pedestrians and vehicles.

6.4 Level access into each house is proposed from the footpaths along the new internal adoptable access road and private roads. The apartments will be accessed via footpaths which extend off the internal access road and shared surfaces to individual dwellings. The site is considered to be acceptable and in accordance with Part M of the Building Regulations and relevant planning policy.

6.5 Rear access into the private and communal curtilage areas of the properties are established via footpaths located along the side elevations, as shown on the accompanying Site Layout Plan.

Vehicle access and car parking

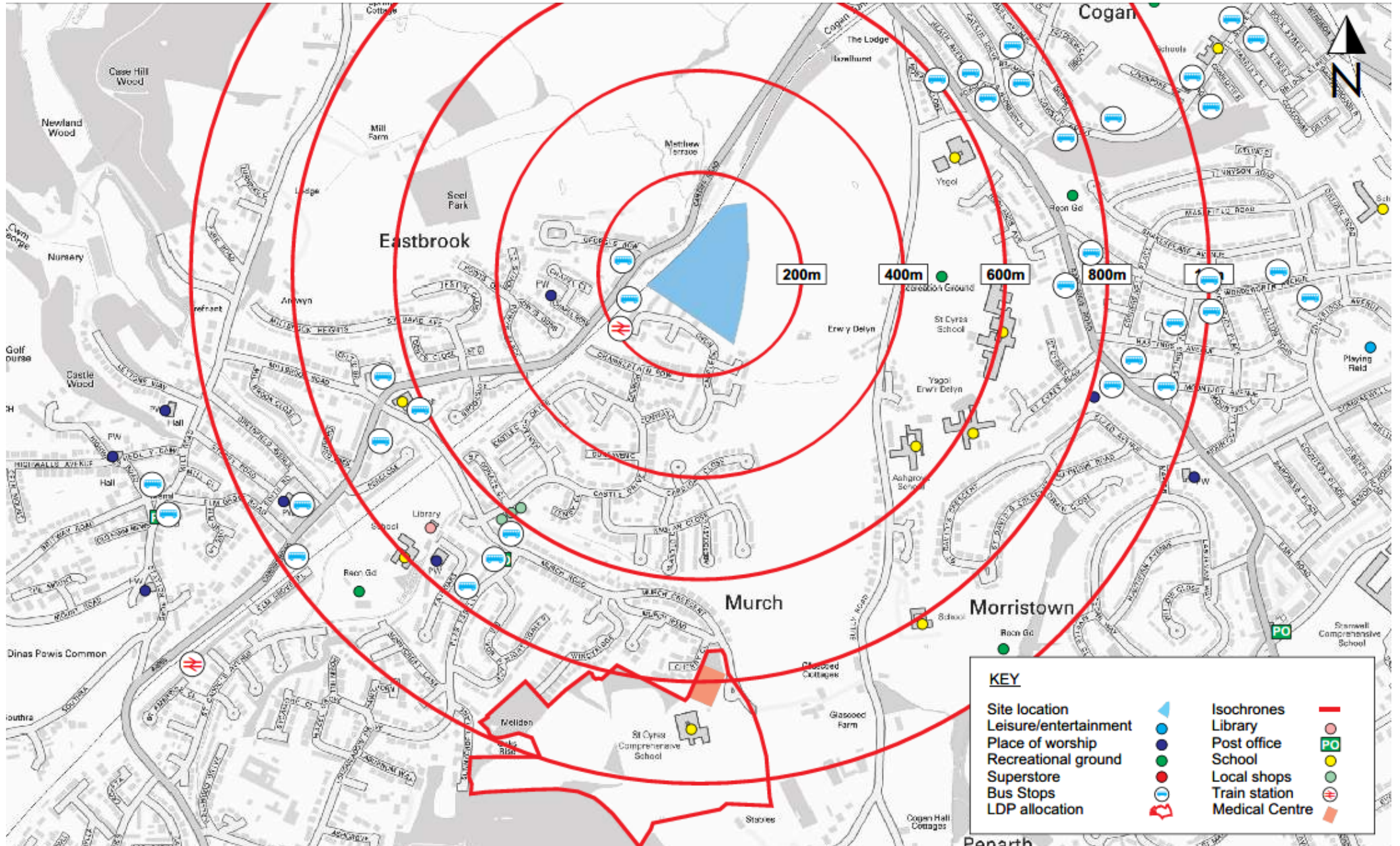
6.6 As part of the development of the site, it is proposed to construct a new vehicular access from the residential road at Caerleon Road. The access point is situated in the same location included under the approved outline planning consent and is considered to be the most appropriate and logical position to accommodate this provision.

6.7 The proposed access is a simple priority junction that has been designed in accordance with standards set out in Design Manual for Roads and Bridges (DMRB). The location and proposed arrangement has been consciously selected to ensure it is acceptable and it does not cause any detrimental impact on the character of the area.

6.8 Internally, the road will extend in a northerly direction to form a spine running south/north within the site, the layout plan also shows two side roads running off at right angles to the main road to serve the dwellings situated along the site's eastern and western boundaries. These roads will be connected to the main access road via a shared surface.

6.9 As illustrated in the accompanying site layout sufficient parking spaces for each property will be provided. The adopted Parking Standards advocates 1 space per bedroom up to a requirement of 3 spaces. The proposed site layout shows that car parking will be achieved on-site and within close proximity to the dwellings, either via private driveways or garages.

6.10 Cycle storage is provided at a minimum rate of one space per apartment/dwelling, in accordance with the above SPG thus promoting a sustainable means of transport for the prospective residents. Cycle parking serving the proposed apartments is to be provided in a covered cycle parking area located within a safe location adjacent to the units, whilst sufficient space is included within the curtilage areas for the proposed dwellings to accommodate cycle parking



CHARACTER

Movement

Bus and train services

6.11 It is now a fundamental part of design standards to ensure that new developments are as accessible as possible by several modes of transport. With this in mind, it's considered that the site is located in an inherently sustainable location with a number of bus stops located within 400m from the site. It has already been established in the Context chapter that the bus services, left, run on a regular basis from this stop:

6.12 Furthermore, Eastbrook train station is situated approximately 270m to the south-west of the site, with passenger access off Caerleon Road. The station is on the Vale of Glamorgan Railway, providing frequent rail service in both directions from Monday to Sunday with a half hourly service to Cardiff Central.

6.13 In accordance with the aims of the design standards, it is concluded that the proposal benefits from good movement links to and from the site, including public transport modes thereby reducing the need to travel by private motor vehicle. As such, the proposed development will help promote the Welsh Government's objectives for the sustainable use of land and buildings set out in chapter 4 of PPW.

6.14 A Movement Map showing the nearby bus stop locations and the train station is shown on page 20.

EXAMPLE OF ELEVATIONS (OPEN MARKET)

Key

-  Grey concrete roof tile
-  Red facing brick
-  Grey uPVC doors/windows and RWG



Hatton End
Plot: 26
Front Elevation

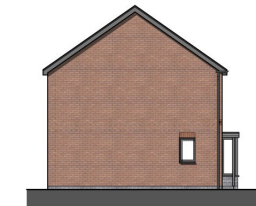


Hatton End
Plot: 27
Side Elevation

HATTON ELEVATIONS



Hatton End
Plot: 27
Rear Elevation



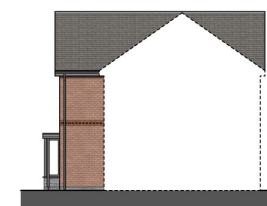
Hatton End
Plot: 26
Side Elevation

Key

-  Grey concrete roof tile
-  Red facing brick
-  Grey uPVC doors/windows and RWG



Kirkwood
Plots: 3 (H), 4, 22 (H) & 23
Front Elevation



Kirkwood
Plots: 3 (H), 4, 22 (H) & 23
Side Elevation

KIRKWOOD ELEVATIONS



Kirkwood
Plots: 3 (H), 4, 22 (H) & 23
Rear Elevation



Kirkwood
Plots: 3 (H), 4, 22 (H) & 23
Side Elevation

Key

-  Grey concrete roof tile
-  Off white render
-  Red facing brick
-  Grey uPVC doors/windows and RWG

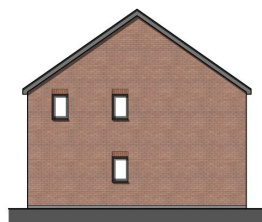


Holmewood
Plots: 30 (H) & 42 (H)
Front Elevation

HOLMEWOOD ELEVATIONS



Holmewood
Plots: 30 (H) & 42 (H)
Rear Elevation



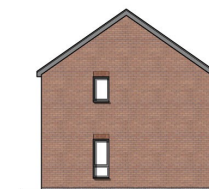
Holmewood
Plots: 30 (H) & 42 (H)
Side Elevation

Key

-  Grey concrete roof tile
-  Off white render
-  Red facing brick
-  Grey uPVC doors/windows and RWG



Lindford
Plot: 1
Front Elevation

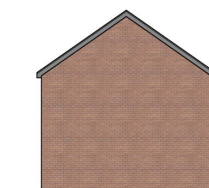


Lindford
Plot: 1
Side Elevation

LINDFORD ELEVATIONS



Lindford
Plot: 1
Rear Elevation



Lindford
Plot: 1
Side Elevation

CHARACTER

Amount

6.15 The planning application seeks consent for 70 no. residential dwelling, in line with the approved outline consent.

6.16 The proposed residential accommodation comprises of one, two and three-bedroomed properties as well as assisted living apartments, the mix of which is as follows:

- 26% or 6 x 1 bed apartments;
- 61% or 14 x 2 bedroom houses; and
- 13% or 3 x 3 bed houses.

6.17 The proposed scheme accords with the Vale of Glamorgan Council's affordable housing requirement as 70 no. units are proposed, with 42 being market houses and 28 no. being socially rented accounting to a provision of 40% affordable housings. The proposal indicates that 80% of the affordable housing provisions are to be socially rented, with the remaining 20% to be 2 bed intermediate housing.

6.18 It is considered that the scheme represents an efficient use of land, whereby a sustainable location within the town is developed as a residential area, of similar density the existing surrounding areas. The amount of dwellings proposed is commensurate and in-line with the outline approval.

Scale

6.19 It is considered that the scheme represents an efficient use of prime land, identified as a housing allocation, within a prominent location in Dinas Powys and the development, as proposed, is largely proportionate to the scale of recent developments in the surrounding area.

6.20 The scheme as presented represents a medium density development of 25 dwellings per hectare (dph). This seeks to strike a balance between making the best use of available land whilst also ensuring that sufficient land is set aside to

provide strategic landscaping, play areas and areas of open space to reflect the prevailing scale and grain of development nearby. In fact, the the Vale of Glamorgan Council assessed the site as being able to accommodate 75 no. dwellings in the LDP allocation without incurring any detrimental impact on the surrounding residential areas. As such, the delivery of the site is considered to be acceptable.

6.21 The development of the site will advance the residential character of the surrounding area whilst delivering much needed affordable housing on land which is in an inherently sustainable location and is well related to the surrounding built context.

6.22 The scheme has been built to two-storeys which largely reflects the wider built context, particularly along Caerleon Road, Conway Close and Castle Drive where two-storey terraced properties are the predominant house type. As such, the overall scale of the development is considered to be acceptable.

6.23 In terms of floor area, the affordable housing proposed are smaller than the requirement of Welsh Government's Design Quality Requirements, however, the principle of such developments has already been agreed in the legal agreement for the outline planning consent.

Layout

6.24 The siting and layout of the dwellings have been carefully considered so as to maximise the opportunities presented at the site whilst also minimising the impact of the development upon the surrounding properties. Accordingly, the scheme as presented makes efficient use of the site's perimeter and the opportunities that this presents whilst delivering an appropriate critical mass of dwellings

6.25 As seen in the illustrative layout plan, the scheme incorporates an access road created from a priority junction with Caerleon Road which is directed through the site in a north-south as well as an east-west manner. The carriageway

EXAMPLE OF ELEVATIONS (AFFORDABLE)



1Bed Flats Aff'd Rent
Plots: 63 - 68
Front Elevation

1Bed Flats Aff'd Rent
Plots: 63 - 68
Side Elevation

Key
 Grey concrete roof tile
 Red facing brick
 Grey uPVC doors / windows and FRGC



1Bed Flats Aff'd Rent
Plots: 63 - 68
Rear Elevation

1Bed Flats Aff'd Rent
Plots: 63 - 68
Side Elevation

Key

Grey concrete roof tile
 Red facing brick
 Grey uPVC doors / windows and FRGC



2 BED ELEVATIONS

2Bed Aff'd Rent End
Plots: 51, 53, 58, 62 & 70
Front Elevation

2Bed Aff'd Rent Mid
Plots: 60 & 61
Front Elevation

2Bed Aff'd Rent End
Plots: 48, 50, 52, 57, 59 & 69
Side Elevation



2Bed Aff'd Rent End
Plots: 48, 50, 52, 57, 59 & 69
Rear Elevation

2Bed Aff'd Rent Mid
Plots: 60 & 61
Rear Elevation

2Bed Aff'd Rent End
Plots: 51, 53, 58, 62 & 70
Side Elevation

Key

Grey concrete roof tile
 Red facing brick
 Grey uPVC doors / windows and FRGC



3 BED ELEVATIONS

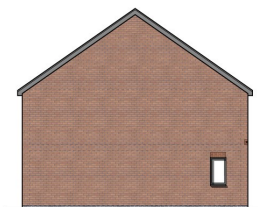
3Bed Aff'd Rent End
Plot: 45
Front Elevation

3Bed Aff'd Rent Mid
Plots: 46 & 47
Front Elevation



3Bed Aff'd Rent Mid
Plots: 46 & 47
Rear Elevation

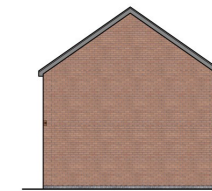
3Bed Aff'd Rent End
Plot: 45
Rear Elevation



3Bed Aff'd Rent End
Plot: 45
Side Elevation



4Bed Aff'd Rent End
Plots: 49
Front Elevation



4 BED ELEVATIONS

4Bed Aff'd Rent End
Plots: 49
Side Elevation



4Bed Aff'd Rent End
Plots: 49
Rear Elevation

CHARACTER

has been proposed in this design to ensure that suitable vehicular and pedestrian access can be achieved to the whole site. Accordingly, the scheme incorporates a number of private drives to accommodate suitable access to areas where the adoptable road requirements would not be possible. This has been agreed in principle with the Highways department.

6.26 Each dwelling fronts onto its respective access road with adequate parking and curtilage space provided. To accommodate the needs of the future occupiers. A large local area of play (LAP) is provided centrally within the site, in accordance with the requirement of the outline planning consent and the legal agreement, which stipulated that an overall provision of 19.72m per dwelling for children's play – A total of 1,380.4sqm would need to be provided internally in a safe location. Furthermore, a dry flood detention basin is proposed towards the south-western part of the site in order to control run-off associated with the development of the site. This is clearly illustrated in the accompanying layout plan and is considered an acceptable design and a positive addition to the layout.

6.27 From the above, it is clear that a positive residential development can be delivered which complies with relevant planning policy and is compatible with the overall character and density of the area.

Appearance and Materials

6.28 As seen in the accompanying elevation plans, the finishing materials of the proposed development will comprise of a palette of through-colour render and facing brick. The varied palette has been consciously selected to deliver an aesthetically attractive scheme.

6.29 The windows and doors are to be installed to Secured by Design standards, with the fenestration patterns, as shown on the accompanying elevation plans.

6.30 It is clear from the above that the materials and the overall appearance of the scheme have been consciously selected in order to introduce a high quality design to the streetscene, with particular consideration to the existing architectural features within the built form.

6.31 Accordingly, it is considered that the architectural approach is to be commended as a quality design solution, enhancing the local vernacular, in line with the aspirations of local development plan policies.

Landscaping and biodiversity

6.32 It has already been established that the site comprises predominately unmanaged neutral grassland, which is of no particular merit. Notwithstanding, a stand-alone soft landscaping plan is submitted to accompany the planning application to demonstrate how the provision and management of new internal soft landscaping can successfully enhance the visual and aesthetical outlook for future occupiers of the residential units as well as the surrounding landscape.

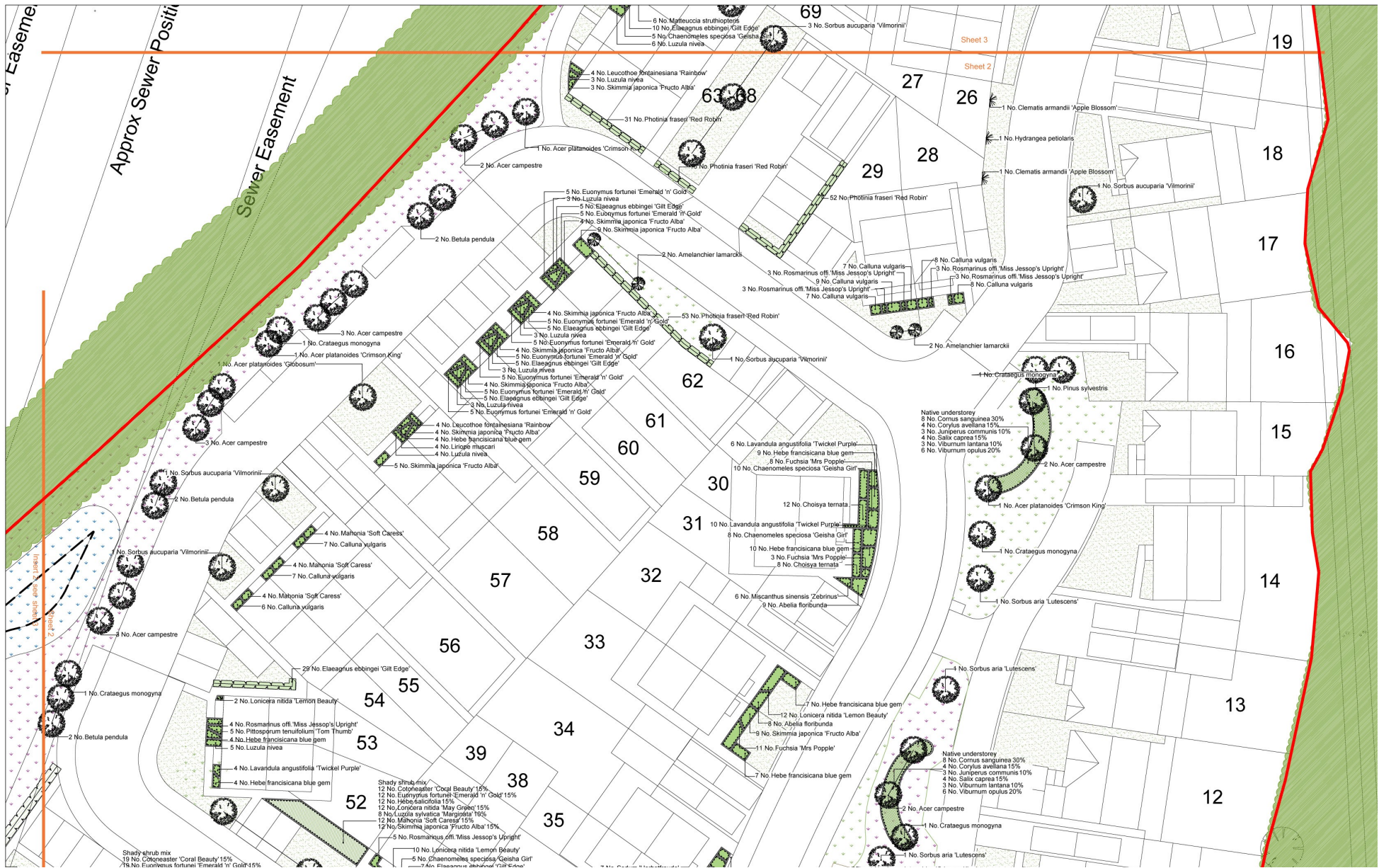
6.33 The landscape plan illustrates that the scheme will integrate the provision of new soft landscaping along the access roads and to the rear of the properties in order to enhance the visual outlook throughout the site.

6.34 It must be noted that the site is currently enclosed by substantial hedgerow boundaries, all of which are to be retained and enhanced as part of this development, not only to contain and screen the site from adjacent land uses but to increase biodiversity opportunities. The hedgerows will maintain and augment existing dark corridors for bat flight/feeding areas and will provide an important network connectivity for mammals and birds. Therefore, in landscaping terms, the delivery of the site, as proposed, is considered betterment for local residents when comparing it to its current, unmanaged form.

Community Safety

6.35 TAN 12 suggests that community safety can be achieved

LANDSCAPE PROPOSALS



DESIGN & ACCESS STATEMENT

CHARACTER

via design solutions that can aid crime prevention. These include providing natural surveillance, improving safety by reducing conflicts in uses, and promoting a sense of ownership and responsibility.

6.36 The scheme is to be developed to Secure by Design standards, thus will ensure a positive relationship between private and public space. In this respect, the provision of the dwellings in their current location and orientation enables enhanced natural surveillance of the wider surroundings which will be beneficial for the safety and welfare of the prospective residents as well as the neighbours.

6.37 There is therefore no doubt that the future development of the site can be designed to ensure a high level of personal and community safety.

Environmental Sustainability

6.38 As identified within Technical Advice Note 12, the objectives that developers need to respond to in respect of Environmental Sustainability include that of achieving efficient use and protection of natural resources, enhancing biodiversity and designing for change.

6.39 The site is situated in an inherently excellent sustainable location by virtue of its connectivity with local public transport routes and local facilities (as described in the Movement section), thus minimising the use of the personal car.

6.40 The site will be developed to accord with the latest Building Regulations standards. The overall sustainability principles of the development therefore are considered to be high.

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CONCLUSION

7.1 This Design and Access Statement (DAS) has been prepared on behalf of Kier Living to accompany a reserved matters application for the development of 70 no. residential dwellings and associated works at land at Caerleon Road, Dinas Powys.

7.2 The site lies wholly within the settlement boundary for Dinas Powys and is allocated as an existing housing allocation, reflecting the recently approved outline planning consent. As such the residential development of the site accords with the principles set out in national policy and in the relevant policies contained within the recently adopted LDP.

7.3 The scale, form, massing, layout and design are considered to be appropriate to the local setting. In this respect, the development provides a continuation of the residential context and enhances the local vernacular through use of complementary materials and construction of a similar scale to neighbouring dwellings. The development is considered to be a positive introduction to the residential context and will deliver high quality dwellings, in accordance with the pertinent design policies, particularly MD2 Place Making and MD3 Design of New Development.

7.4 It has also been established during pre-application discussions with Vale of Glamorgan Council that several positive changes had been made to the indicative plan that accompanied the outline application (ref: 2014/00282/OUT) and the layout, as presented (which has undertaken further alterations, as requested) constituted betterment in design and access terms.

7.5 In view of the above, it is considered that the proposed development has suitably addressed the key material considerations for this site and its approval would provide a quality development that would complement and enhance the existing residential context. It would make use of a vacant, allocated site in a sustainable location within close proximity to a public transport corridor. It is for these

reasons that the Vale of Glamorgan Council is respectfully requested to grant consent for this reserved matters planning application.