



Design & Access Statement

Residential Development at Llanarth, Ceredigion



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01 Introduction



Introduction

This document sets out the design strategy and process that have been undertaken in the development of the site proposal for a residential development in Llanarth, Ceredigion.

This will establish the site and contextual analysis that we have undertaken to guide the strategy and key design principles which fundamentally are focused around a high quality, robust and suitable development scheme further ensuring that a quality, landscape and place led scheme is achieved on the site.

Roberts Limbrick have been appointed by Obsidian Developments Ltd to prepare a design proposal for the site in Llanarth. The overall area of this development is ~2.09 hectares (5.17 acres).

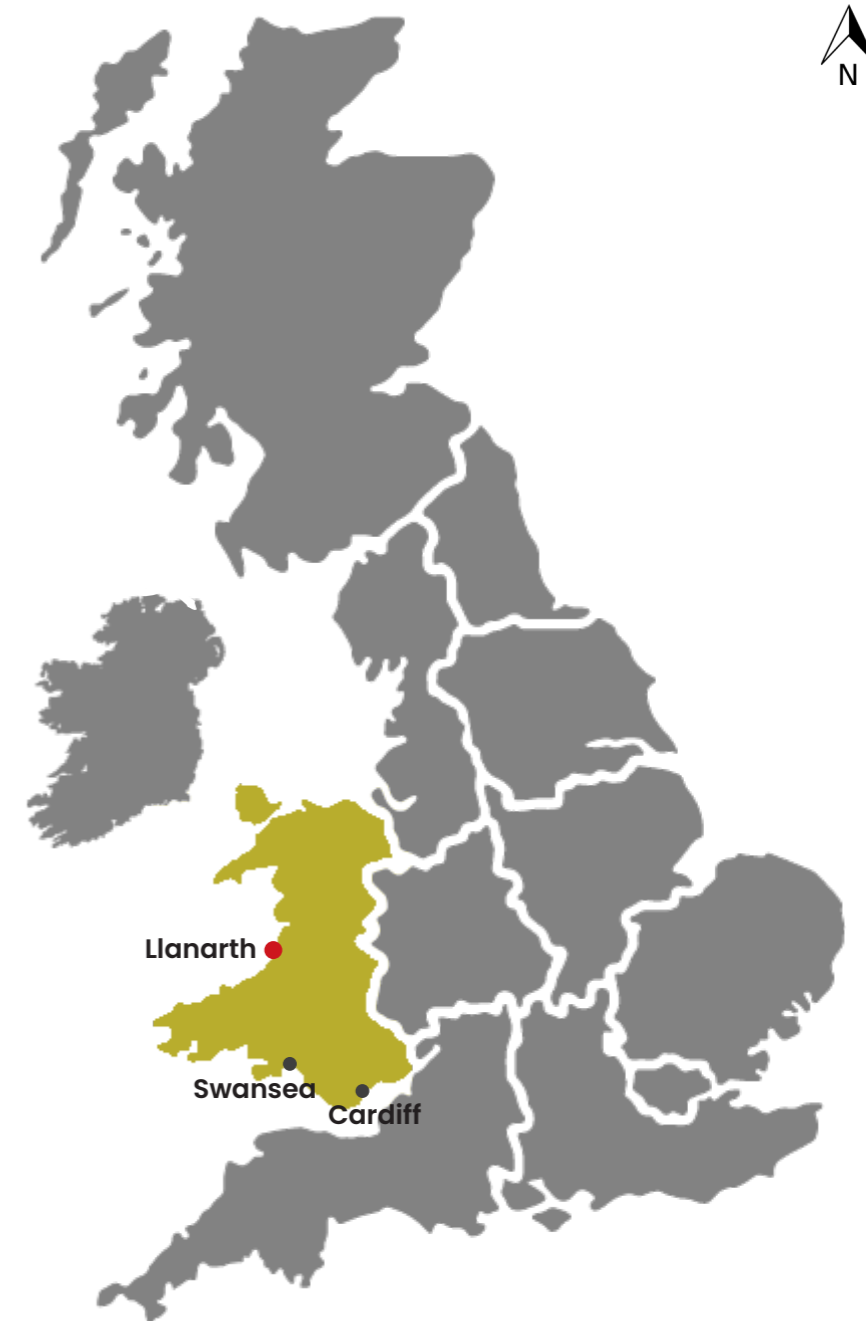
This document will delve into our in depth analysis further drawing conclusions and developing a robust and 'of the place' approach to the development.

We will further explore the best outcome for the site and outline our design strategies that will guide the site and further into a detailed design for the ~37 units proposed here. We will set out the site analysis and rationale behind the design proposals and provide information on the proposed bespoke house types and design overall.

The Project Team

The key members of the Project Team and Consultants are as follows:

- Client: Obsidian Homes
- Architect: Roberts Limbrick Ltd.
- Engineers: CB3 Consult Ltd.
- Landscape Architect: Tir Collective Ltd.
- Ecology Consultant: Matt Sutton Ecology
- Transport Consultant: CB3 Consult Ltd.
- Planning: Amity Planning Consultants
- Arboriculture Consultants: Tree Consultants Wales



UK location plan

Site Location

Llanarth is a small village in Ceredigion along the western coast of Wales. It sits nestled between Aberystwyth, 20 miles north, and Cardigan which is 20 miles to the south.

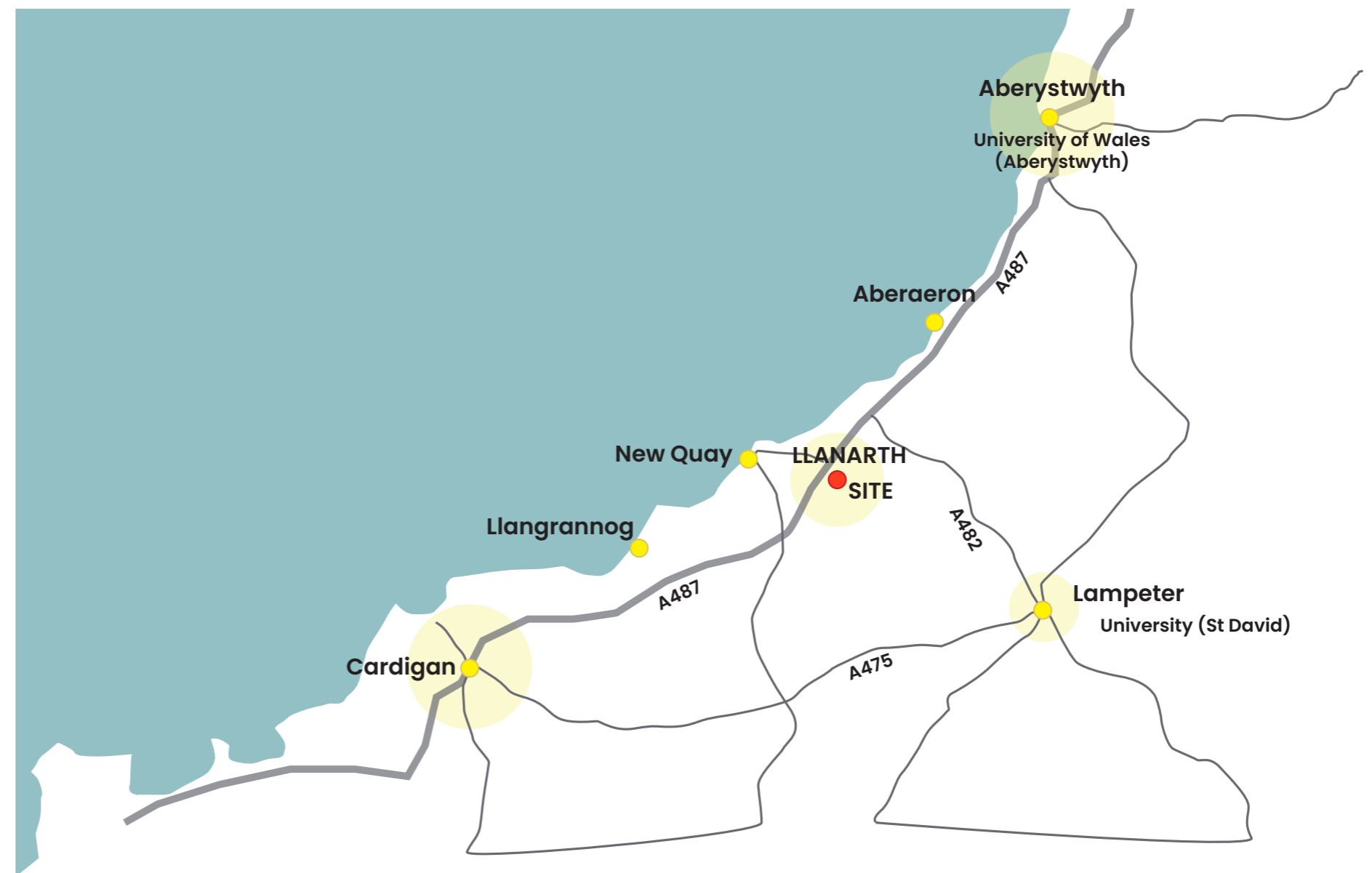
These are two large towns within the immediate area with the closest city, Swansea, being 55 miles south by car.

The site itself is adjacent to Alma Road which runs north-south through the town moving traffic along the A487 which in itself is a major tributary for the west coast. The site is located to the western edge of the A487 (Alma Road) and is due to be accessed from the Unnamed Road junction with A487/B4342 junction.

Alma Road forms the main route between the site and town core leading through to the likes of Aberaeron in the north where more supermarkets and facilities are located.

The site is nestled to the south of the village alongside an already established residential character. The site is sloping away from the access road and follows the natural topography falling south to north

As it stands, the site is bounded by dense trees and hedgerows and is surrounded by a woodland buffer to the south incorporating larger, significant trees. These trees will be retained, buffered and protected throughout the building stages.



Wider location plan

Place Background

Llanarth is a small village community in Ceredigion, Wales. It is on the A487 road and is about 3 miles from both Aberaeron and New Quay. The community includes the village of Synod Inn.

Within Llanarth, there are several Scheduled monuments (also known as scheduled ancient monuments, or SAMs) which are sites of archaeological importance with specific legal protection against damage or development.

- Castell 270m east of Moeddyn-Fach
- Castell Moeddyn
- Crug Cou Round Barrow
- Penlan-Noeth, Round Barrow 230m NNW of, Llanarth

This quaint village is situated within 30 minutes of the seaside town of New Quay and about 4.2 miles south of Aberaeron. The nearest train station with ongoing bus connections is Carmarthen which lays 26 miles to the south.



Site Location



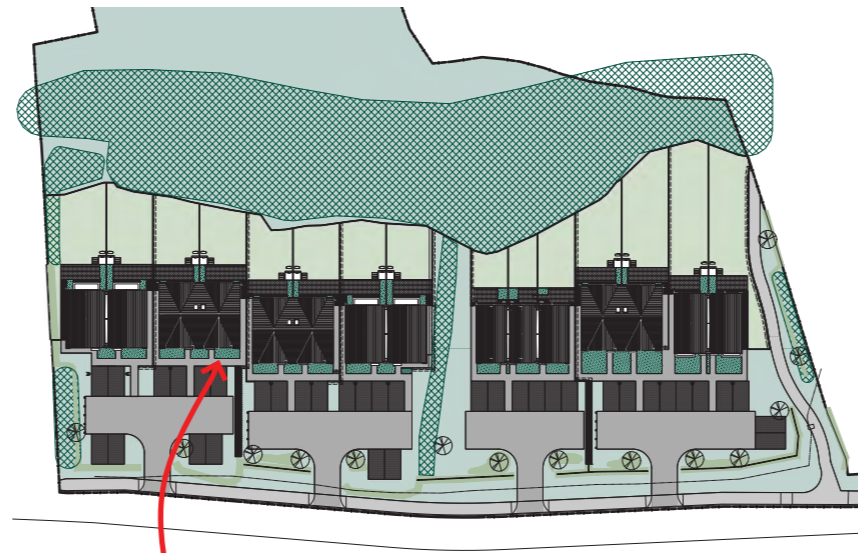
Surrounding Residential Planning

There are several similar planning applications for residential developments within a 10 mile radius of our development site. These take on similar attributes of the local area.

The below are examples of these developments and characteristics of the units plotted there.

Simple protruding porch to add detail and interest to the street scape

Pitches in roofs to add interest as well. This will be likened in our development



Strong frontage onto primary street to reflect historic welsh terraced streets

Split level units to respond positively to the topography. Balconies and garages included to maximise views and provide parking whereby cars don't dominate the street

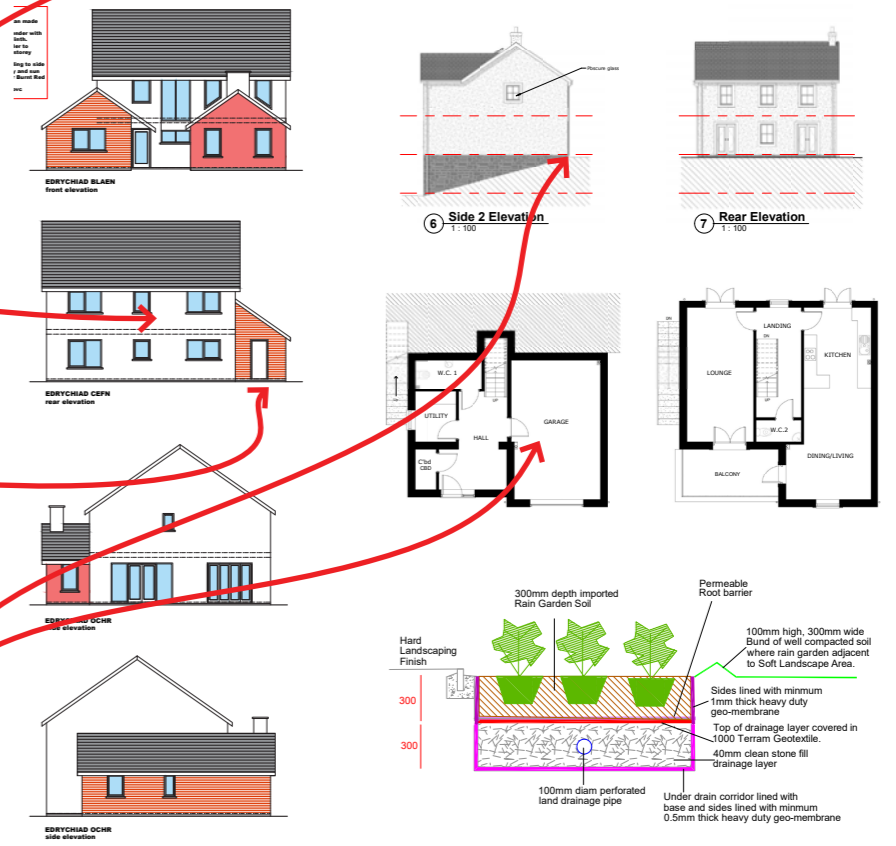
Clever use of glazing to provide dual aspect frontages which animate the street and provide onlooking onto public realm spaces. Also improves passive surveillance onto public and private spaces

Section through sloping topography. Units here actively respond to the topography, much like our site, to provide an attractive public realm and strong street scape

Materials and styles reflective of the local area, pale render and natural stones

Protruding 'sun rooms' provide dual aspects and make use of the excellent views

Another split level unit which responds to the topography of the area providing smart solutions to the falling contours



Planning Context

Local Development Plan

Section 38(6) of the Planning Compulsory Purchase Act 2004 requires that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise. The relevant development plan comprises the Ceredigion Local Development Plan 2007 – 2022 adopted in 2013.

A summary of relevant LDP policy is provided in the following table. Certain policies are covered in more detail below.

Land Use		Development Management Policies	
		DM03	Sustainable Travel
		DM05	Sustainable Development and Planning Gain
LU06	Housing Density	DM06	High Quality Design and Place-making
LU24	Provision of New Open Space	DM10	Design and Landscaping

Policy LU06: Housing Density

Policy LU06 seeks to provide information regarding efficient use of land as it is considered to be important in Ceredigion where there is limited resource within the most accessible settlements. The suggested density ranges set out in Policy LU06 for non-allocated sites outside Service Centres are based on the review of densities found in historical sites, recent completions, adjacent authority guide densities, JHLA studies, recommendations from an Urban Capacity Report (Entec, 2008) and

assumptions on density in the Affordable Housing Viability Assessment (DV, 2010).

Policy LU24: Provision of New Open Space

Policy LU24 aims to provide additional open space where appropriate as part of new developments. By doing so the health and wellbeing of communities will be enhanced and social cohesion will be encouraged (Objective 7). It highlights the importance that new development provides an environment that is safe and welcoming for residents and users, as open space enhances the character and appeal of an area.

DM03: Sustainable Travel

In order to meet Objective 16 of the plan, Policy DM03 sets out the requirement for all development to maximize opportunity for sustainable travel in its widest sense. This includes provision of opportunity for walking, cycling and the use of public transport but also opportunities for moving from one mode of transport to another thereby facilitating partial or complete journeys by non-car modes. This policy states that:

Development should minimize the need to travel, provide opportunity for and promote sustainable modes of transport in Ceredigion.

Parking provision for all modes of transport should

be in accordance with Ceredigion SPG. based on the Wales Parking Standards 2008 as amended to meet local conditions.

A Transport Assessment should be provided at the thresholds set out in SPG. Where the TA reveals the need for a Transport Implementation Strategy this will need to be secured through a planning obligation.

DM05: Sustainable Development and Planning Gain

This policy ensures that development is sustainable in relation to:

- i. Sustainable Travel infrastructure proportionate to the needs arising from the development;
- ii. Sustainable Drainage Systems maintenance in line with Policy DM13;
- iii. Community, educational, health, recreation and open space facilities;
- iv. Protection, enhancement and management of environment interests;
- v. Energy;
- vi. Other facilities and services considered necessary; and
- vii. Affordable Housing in line with Policy S05.

However, the Local Planning Authority acknowledge that the viability of fulfilling the full list of elements that should be delivered as part of a scheme may not be possible. Sustaining and enhancing Ceredigion’s high quality-built environment is of great importance. The predominantly rural character of the County makes it particularly important that new development is sensitively located, complementing its surroundings and being innovative and of high quality in its design. Infrastructure required for utility provision can significantly influence the overall layout and design of a scheme and it is therefore appropriate to consider it alongside design and place making principles.

DM06: High Quality Design and Place making

Development should have full regard, and positively contribute to the context of its location and surroundings. Development should reflect a clear understanding of design principles, the local physical, social, economic and environmental context. Development should:

- i. Promote innovative design whilst having regard to local distinctiveness and cultural heritage in terms of form, design and material;
- ii. Complement the site and its surroundings in terms of layout, respecting views into and out of the site, producing a cohesive form in relation to the scale,

- height and proportion of existing built form;
- iii. Have reference, where appropriate, to existing layout patterns and densities including changes of levels and prominent skylines;
- iv. Retain important natural features along with ensuring the use of good quality hard and soft landscaping and embracing opportunities to enhance biodiversity and ecological connectivity;
- v. Provide a safe environment by ensuring that the design of buildings and associated routes and open spaces consider safety principles;
- vi. Contribute to the creation of mixed and socially inclusive communities that provide for the health, education, recreation, community services and facilities, and social needs of all sections of the community;
- vii. Protect the amenity of occupiers of nearby properties from significant harm in relation to privacy, noise and outlook;
- viii. Encourage the re-use of materials wherever possible and ensure that new materials where used are sympathetic to the character of the locality;
- ix. Where practical, include infrastructure for modern telecommunications and information; and

- x. Have regard to Settlement Group Statements, Supplementary Planning Guidance, Conservation Area Appraisals and any other relevant supporting documents.

DM10: Design and Landscaping

Policy DM10 focuses on the important role landscaping has to play in any well-designed development. It supports Objective 6 by enhancing the built form by requiring all aspects of the landscape to be considered in a new development, ensuring that it can be protected and utilised to make new development more inviting. The policy recognises that existing built form and settlement patterns have often evolved in part as a result of the landscape and topography. The way development relates to its surrounding area is therefore also fundamental to the design process of future developments if it is to fit in unobtrusively.

Supplementary Planning Guidance

- Ceredigion County Council Parking Standards [January 2015]
- Built Environment and Design [January 2015]
- Affordable Homes [September 2014]
- Open Space [April 2014]

Planning Analysis

National Planning Policy

Planning Policy Wales (PPW) (11th Edition, February 2021)

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, providing guidance to Local Planning Authorities (LPAs) for the preparation of development plans and the determination of planning applications through their development management functions.

Good Design Principles

Planning Policy Wales (PPW) sets out five key objectives to achieve good design within new developments;

- Movement
- Access
- Character
- Community Safety
- Environmental Sustainability

With these five objectives there is also an emphasis on the importance of site and context analysis to development proposals. This analysis may highlight constraints and opportunities presented in each case of development.

Design and Access Statements

PPW describes Design and Access Statements as a communication tool that explain how the objectives of good design have been considered from the outset of the development process. It encourages applicants to take an integrated and inclusive approach to sustainable design, proportionate to the scale and type of development proposed.



Figure 1: PPW Good Design Principles

Place-making Principles

Planning Policy Wales defines place-making as a “Holistic approach to the planning and design of development and spaces”. This approach is in line with Place-making Wales, and considers six place-making principles:

- i. People and Community
- ii. Location
- iii. Movement
- iv. Mix of Uses
- v. Public Realm
- vi. Identity

The principles above have been used to create the ‘National Sustainable Place-making Outcomes’. These outcomes are as follows:

- i. Creating and Sustaining Communities
- ii. Growing Our Economy in a Sustainable Manner
- iii. Making Best Use of Resources
- iv. Maximising Environmental Protection and Limiting Environmental Impact
- v. Facilitating Accessible and Healthy Environments

Technical Advice Notes (TANs)

Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs) which provide further national advice and guidance on specific areas of the planning system. Of particular relevance to this application are the following TANs:

- TAN 12: Design (2016)

The purpose of this TAN is to equip all those involved in the design of development with advice on how ‘Promoting sustainability through good design’ and ‘Planning for sustainable building’ may be facilitated through the planning system. This TAN does not provide exhaustive text on good design, other TANs and guidance such as the **Manual for Streets**, also cover design issues relevant to specific topics or types of development.

Future Wales - The National Plan 2040

The National Plan 2040 is the national development plan that covers Wales that was produced by Welsh Government and covers the period up to 2040. The National Plan 2040 does not replace Planning Policy Wales (PPW) and will complement PPW and the supplementary Technical Advice Notes (TANs).



Figure 2: PPW Place-making Principles

Design Vision

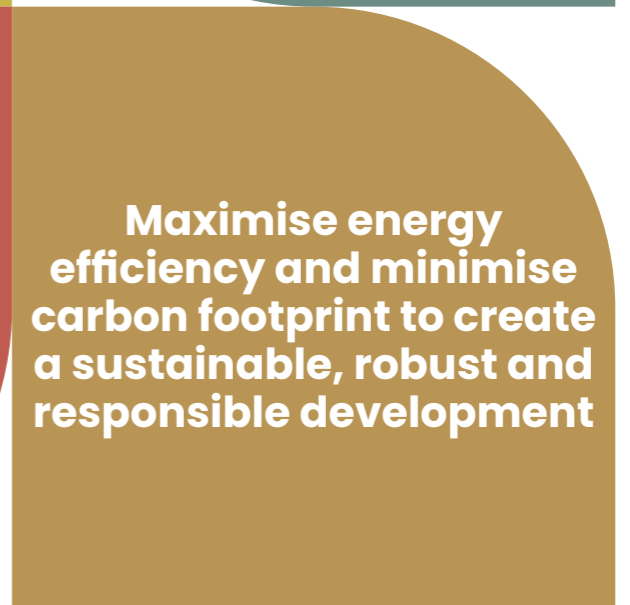
We have a clear vision for this development site to provide 37 much needed homes for the area along with providing 21% affordable houses within the site.

We have a vision to promote a highly sustainable development, nestled within the topography of Llanarth which is focused around a sustainable urban drainage model. The scheme will heavily feature landscaping and will incorporate native plants and trees as well as water loving species within the SUDS.

We have a clear objective to create a high quality, sustainable and robust development which integrates into the wider area and provides an attractive and safe and robust place to live.

The scheme will ...

- Integrate into and connect to the existing village and wider area.
- Focus on integrated swales and attenuation providing a sustainable scheme
- Respect the areas character and appearance alongside the adjacent proposed scheme
- Provide a strong mix of homes for a range of future inhabitants that are nestled in an attractive and high quality environment that fosters community cohesion



02 Place



Site Description

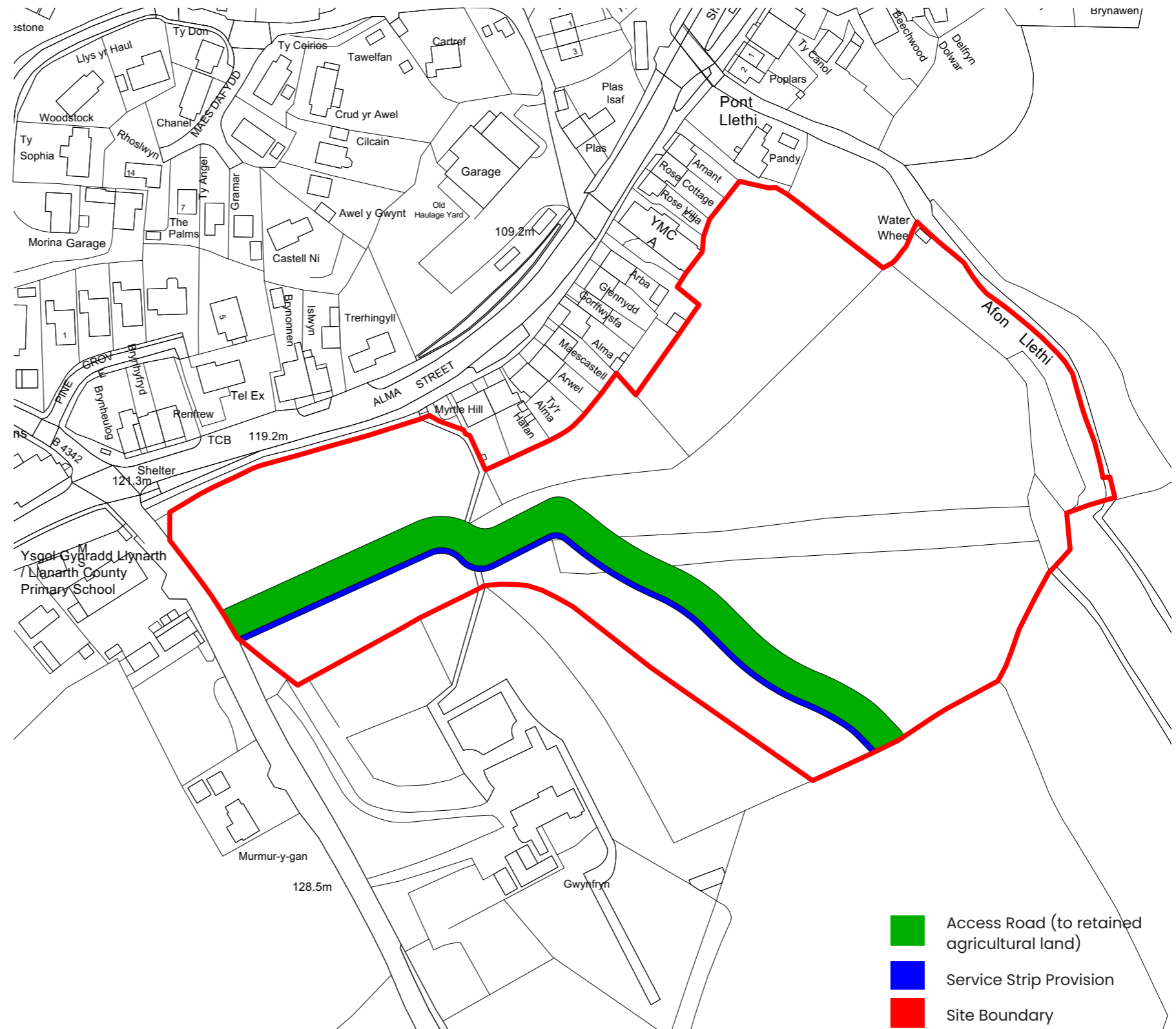
This site is formed of a few agricultural parcels, bounded by and bisected by a series of hedgerows and trees belts. In total the red line area for our development is site is ~2.09 hectares or approximately 5.17 acres in size.

The site is bounded by Alma Street to west and by further agricultural land to the east. To the south, the boundary follows existing lane. There is a terrace string of existing residential units which have frontage parking along the north eastern boundary and these front onto Alma Street, backing onto our development area.

Well established tree belts frame the south western, and eastern boundaries of the site. It should be noted the tree belt along the eastern boundary is within the ownership plan however this is outside the red line development area for the site.

Open countryside then continues south, east and west of the site and of Llanarth offering strong long range views in and out of our site.

The area around the site and within the context of Llanarth is mainly residential and has a well established residential character.



Site & Surrounding Context

The areas south and east of the site are rural in nature, however there is a strong and established residential character to Llanarth. This development will continue this character and sit seamlessly on the urban fringe of the town.



Western boundary / tree belt of the site backing east onto Alma Street (shown above) along the Unnamed Road



Boundary onto Alma Road



Terraced units along Alma Street



Access point from the existing unnamed Road.



Adjacent to access point



Llanarth School

Local Context

The pattern of development in the town is generally ribbon in nature following the arterial routes in all directions, especially along Alma Street.

We can however find examples of cul-de-sac type estate development off the main roads, such as at Swn-Y-Llethito the west of Alma Street, and Heol Y Bont to the east. These focus around single and two storey houses set back from the carriageway. Inter-connectivity between these is limited.

Although residential development that has taken place varies in age with some differences in architectural style and materials, the general style of development is terraced or semi-detached in form, with buildings predominantly two storeys in height. Many dwellings are modest in size and scale with some situated close to the road frontage with parking either to the front, or curtailed in on plot driveways. Larger detached units set within individual plots are found on the outskirts of the village where parking is generally on plot within driveways and private garages.

Instances of terraced housing can be found along the linear main road as is such with development in the region.



Traditional stone to the front of terraces along Chapel Street



Single storey bungalows in a cul-de-sac formation at Swn-Y-Llethi



Split level units with integral garages and planted front garden



Colourful terraces are located along with the contour lines

Built Context

Llanarth is a relatively small village with a population of around ~1500 (2021). This being said, the village has grown around the A487 in a linear fashion.

Clusters of development have formed around the road and span off this into designated cul-de-sacs.

Plots are generally between 1 and 2 storeys with some annexes that are lower than the main building. Split level units can be found in certain streets where topography levels present an issue. Here, the ground floor is usually used for garages or car ports with access to a main level.

Boundary treatments are generally defined by planted lawns, but some low lying planting and box hedges feature. Trees and mature lay land hedgerows can be found as well marking the private boundary of a plot.

Bungalows tend to be clustered in marked cul-de-sacs and feature a modest colour palette of white or off white cream render. Plots are generally formed of front to back eaves, some larger houses feature gable features and dormer windows

Plots across Llanarth tend to have driveways with garages and integral units can be found across the board. Some plots have parking to the rear and these tend to be contained along the spine road (Alma Street).

Where frontage parking is found, plots still adhere to decorative planting to demarcate private spaces. Trees and planting boxes have been used across the board.

Roofs are a mixture of grey and red/brown concrete tiles with a handful of slate roofs being found across. Roofs vary in pitch and angle. Façade treatments are again curtailed to a modest range of renders although along Alma Street, some stone can be found in the historic properties. Additions and extensions to some plots have been finished with stone and brick façades.

Windows, doors and details follow the same palette of white and brown. Newer additions are cased in UPVC whereas some historic properties feature wooden sash windows. Many units also feature chimney breasts which is a common theme across the area.

There is a play zone located in the north of Llanarth which is framed by mature planting and backed onto by single storey bungalow units. This features a small play area as well as a multi-use pitch space with goal posts.

- 1 Pale render units at Heol Y Bont
- 2 Pale render bungalow set within a planted garden
- 3 Traditional stone, Chapel Street
- 4 Llanarth Play Area
- 5 Split level units with integral garages
- 6 Darker window treatments and natural stone
- 7 Small, chalet bungalows



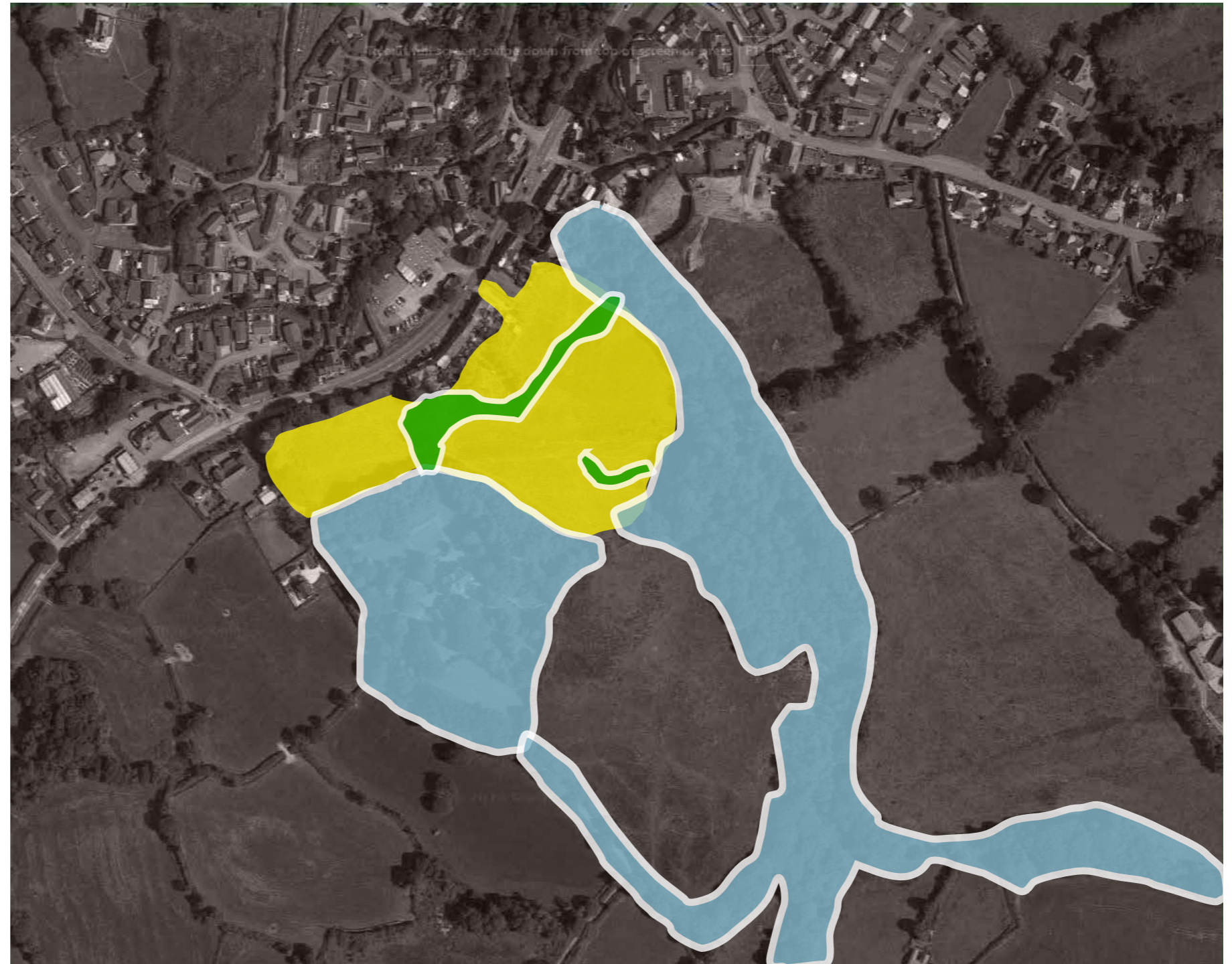
Landscape

The site is divided by and bounded by a series of hedgerows and tree belts to the south, west and eastern boundaries. To the northern boundary, there is a minimal tree buffer between existing properties on Alma Street and our development site.

Hedgerows bisect the development area and wherever possible these will be enhanced and retained and incorporated into the development not only providing an attractive and green place to live but also bolstering the ecological value of the development site as a whole.

There will be a minimum buffer to all existing boundary trees and these will be protected as and when development begins via suitable mitigation techniques. They offer a mature landscape setting for the development and help maintain the diversity of the area.

All significant trees and root protection zones will be preserved wherever possible.



Landscape plan

Access Road / Junction

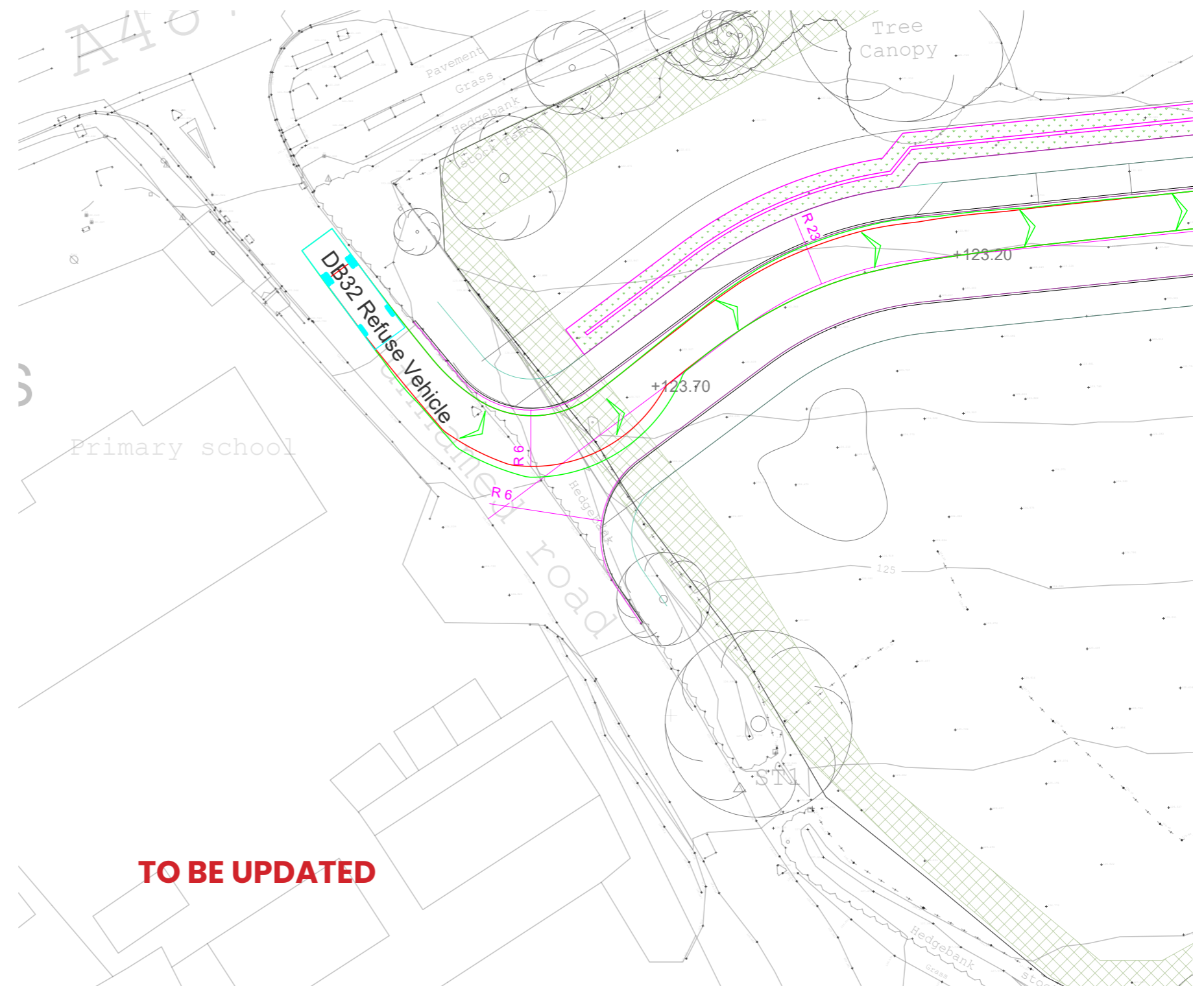
The site is bound by Alma Road to the west. This road connects to Aberystwyth in the north and through to Cardigan in the south. Both are around 20 minutes drive. From larger settlements, movement networks open up to the mid and west Wales region.

There are bus services which operate within Llanarth moving passengers between Penglais, Aberystwyth, Caddigan and Aberaeron via the T5, X50 and TIC service routes. Bus stops are accessible and are within 50m of the site entrance point.

The vehicular access to the site will be situated off the Unnamed Road off Alma Street (A487) towards the south western corner of the site.

The access is located far enough away from any other access points and will meet all relevant safety requirements.

The access will also include footpaths which will link into the existing footpath network.



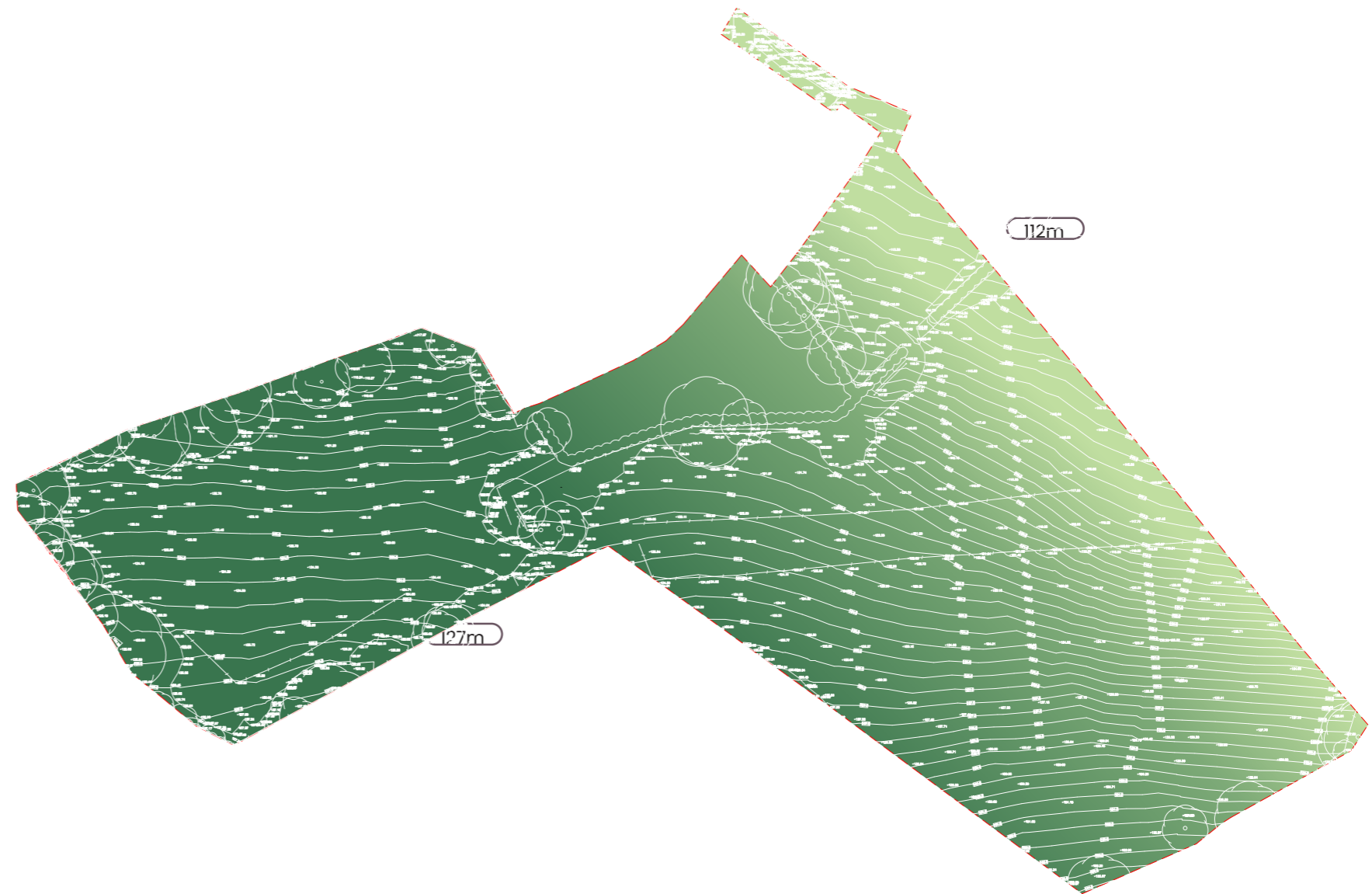
Topography

The site slopes from its high point in the farthest south west corner of the site around 127m AOD, down to the general north east direction to approximately 112m AOD.

Swales will run through the entirety of the development serving towards the sustainable urban drainage model for the site. These will run with the contours and allow water to move down to an attenuation pond outside of the developable area which will attenuate and hold surface run off.

Development will be aligned with these contours and topography lines to limit the need for underbuild and to present a unified and cohesive street frontage.

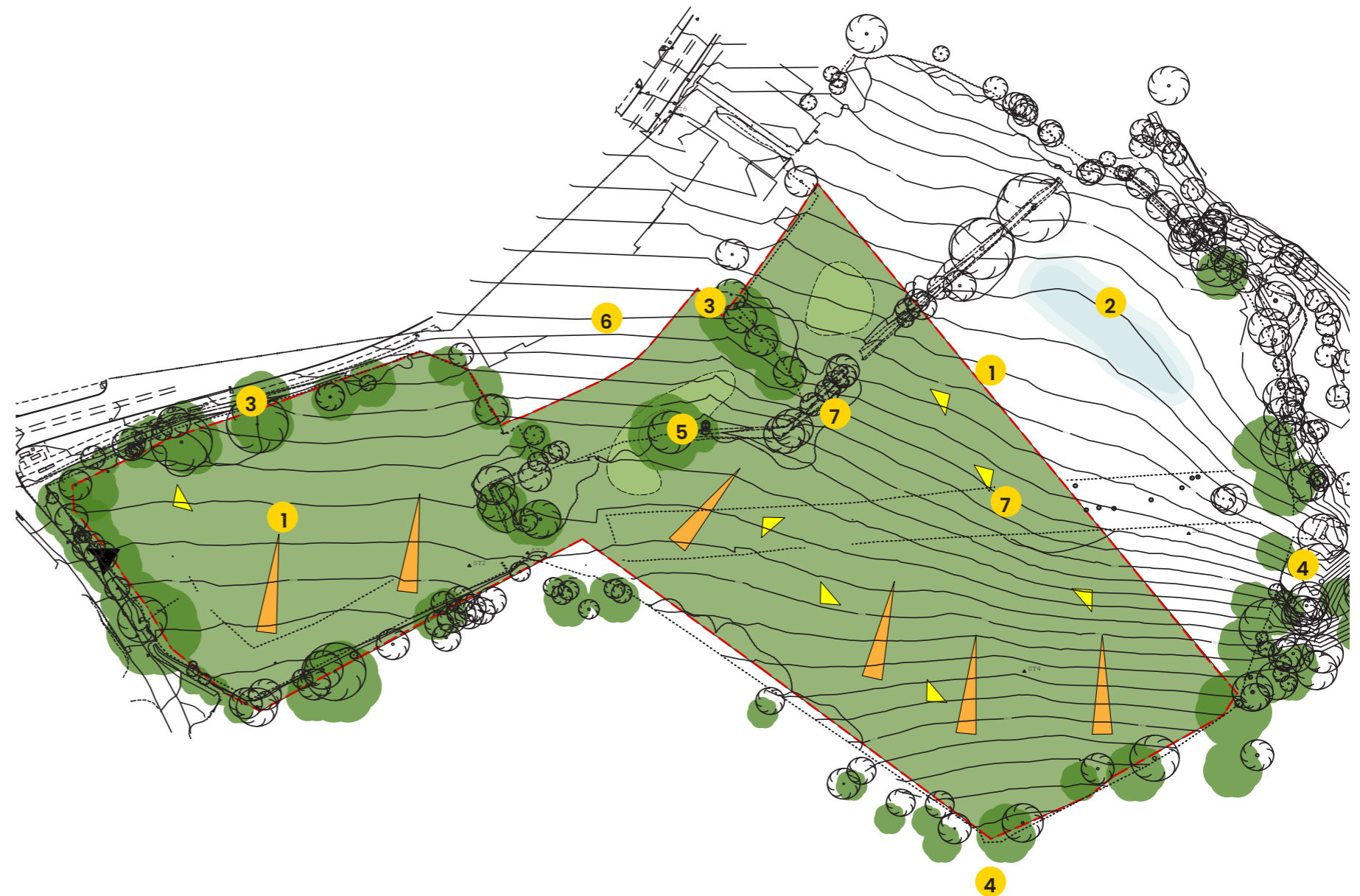
Gardens will also run with the levels for the site and organising the units this way will prevent the need for extensive retaining walls in rear private gardens. Levels will be mitigated against through the smart use of 'rollovers.' These 600mm retaining features will be included within the gardens removing the need for unsightly walls.



Constraints & Opportunities

A full analysis of the site and the surroundings have been undertaken to determine any constraints and opportunities on the site that will need to be incorporated into the design proposals.

- 1 The site falls to the north. The topography lines shown here outline the pattern of development (which will follow the contours)
- 2 Attenuation pond located here within the lowest part of the development. The attenuation feature is located within the ownership boundary however this will be contained outside the developable area
- 3 Strong tree belts frame the site to the north along Alma Street
- 4 Tree belts also frame the southern and eastern boundary which develop into more dense wooded areas
- 5 Hedgerows bisect the site here creating a natural place for a public open space or informal play zones
- 6 Existing properties back onto our development site here
- 7 Strong views out from these points



03 Site Design





Framework Plan

During the design process the concept for this site has been developed. The framework plan across highlights the fundamental principles of the site in terms of street frontage and movement network.

These principles are as follows:

1. The site will have its own dedicated access point which will form a junction with the street. The primary spine road will loop through the development offering access through to the units. This primary spine road leads through the development ending in turning heads which will be appropriately sized for fire tender and refuse vehicles to turn. This road and all turning heads will be adopted and built to highway standards.
2. Secondary roads will stem off from the primary street. There will be a classification of shared surface streets and tertiary private driveways. All will be designed in accordance with highway standards. These private driveways will front the edges of the development softening the transition between the rural edge. No more than five properties will be located off these shared private drives which will not be adopted.
3. Development will fit in and around the existing landscape features and green spaces, green tree belts and hedgerows will be protected throughout.
4. A green corridor will be created in the north of the site which will buffer this region to Alma Street.
5. Informal play spaces and an informal footway trail will be located within this Public Open Space.
6. Existing trees and hedgerows that divide and boarder the site will be retained wherever possible and incorporated into a series of green links through the site. This will help break up development into smaller area and provide a mature landscape setting for the development.
7. A green buffer will be established around the boundary of the site to set development back from the countryside edge and limit the visual impact of the scheme.
8. Development parcels will fit in and around existing landscape features. Properties will front out onto the surrounding green spaces to create an attractive and active series of spaces.
9. Attenuation features can be incorporated into the green spaces within the site as well as in street swales and rain gardens.
10. There is a potential link into adjacent fields within this turning head.
11. There is a potential dedicated pedestrian link onto Alma Street



- | | | |
|----------------------------|---------------------------|--|
| 1 Site entry point | 6 Footpaths |  Corner plots |
| 2 Primary road | 7 Walking trail |  Plots facing the road |
| 3 Secondary road | 8 Attenuation pond | |
| 4 Private drives | 9 Green buffer | |
| 5 Development areas | 10 Existing trees | |

Development Layout

The proposed scheme supports application for residential development, associated infrastructure and public open space and attenuation measures in Llanarth, Ceredigion.

The scheme proposes up to 37 dwellings, including 21% affordable units in a mix of sizes and tenures to meet local needs.

Development will form a linear strip of development following a primary road with private driveways fronting the perimeter blocks, with private rear gardens and active and attractive frontages which face out onto and overlook the streets and spaces. This layout takes inspiration from the linear development found within the region as is tradition with such a village.

The development will follow a simple but robust character style taking inspiration from the surrounding area and local context in terms of urban form, scale, materials and boundary treatments that reflect the local vernacular of Llanarth.

The illustrative layout establishes a clear street hierarchy to aid legibility through out the scheme.

A formal, linear street will form the main access into the site. Lower order private drives will end the street in a turning head appropriately sized for refuse collection vehicles and fire tender reflecting the more rural nature of the area. Private drives will

allow for larger detached properties to front out onto greenspaces to ease the transition into the surrounding countryside and provide prime plot locations for residents.

The layout is designed to aid navigability and will create a permeable space that provides connections for pedestrian to the wider region and onto Alma Street.

The main vehicular access is to be taken from the Unnamed Road. This will serve the whole development, with an internal route allowing traffic to enter and leave along the main spine road.

The existing network of trees and hedges running through and around the site will be retained where possible. These shall be set within a series of interconnected green spaces and corridors. These will be enhanced through further planting to help increase the biodiversity of the area.

A green blue swale corridor will flow along the primary street and around most units within the scheme fully incorporating sustainable drainage through a connected series of swales and rain gardens.

These will store surface water run-off in the event of an extreme storm event and help prevent flooding in the area.

Other green spaces will be used for informal play

and provide space for further attenuation as well as creating a walking loop through the development linking to a pedestrian connection to Alma Street in the northern reaches of the development.

The built form runs along and follows the contours of the site. This helps ensure that the scheme will be accessible and allow for retaining structures to be placed in rear gardens and not within the street.

Housing Mix

Open Market Units:	#
2 Bedroom Types:	
Type F (817 sqft)	7
3 Bedroom Types	
Type E (904 sqft)	2
Type D (1019 sqft) integral garage	2
Type E (2) (1020 sqft)	5
4 Bedroom Types	
Type C (1246 sqft) integral garage	2
Type BV (1312 sqft) corner turner	3
Type A (1376 sqft)	2
Type AV (1403 sqft) corner turner	6
Affordable Units:	
2 Bedroom Types:	
Type F (817 sqft)	4
3 Bedroom Types	
Type E (904 sqft)	4
Open Market Units Total:	29 (78.38%)
Affordable Units Total:	8 (21.62%)
	37 (100%)

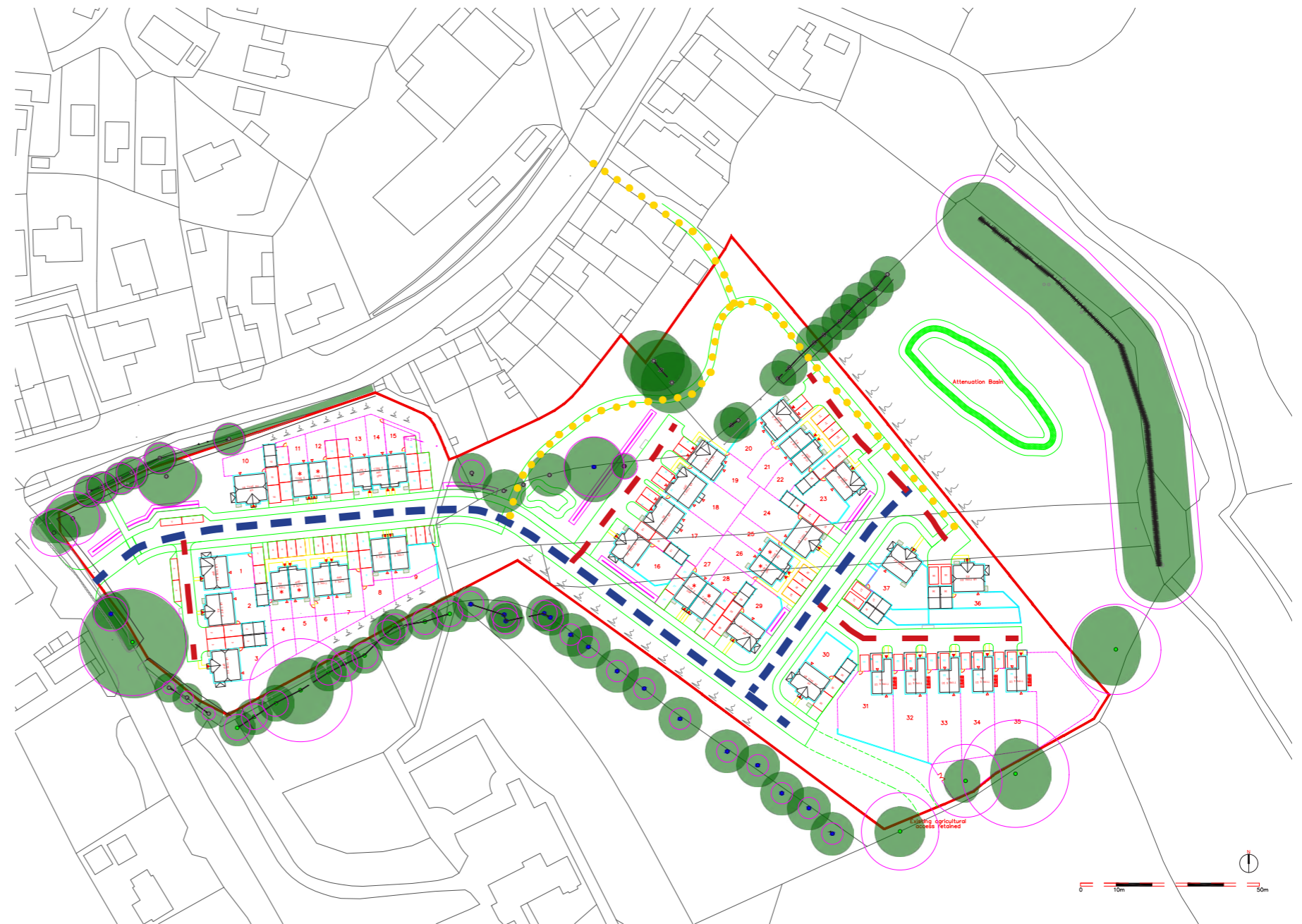


Movement and Access: Pedestrian and Vehicular

Access to the site is taken off the Unnamed Road which has been approved as the access point. This takes the form of a T-junction onto the lane and then further onto Alma Street.

- 1 The block layout of the scheme has been designed to create a permeable and well connected development. A single primary route flows through the scheme.
- 2 The primary route through the scheme forms the spine road and is formed of a 5.5m carriageway and 2m footways either side in accordance with highway standards.
- 3 The secondary routes (private driveways) follow on from turning heads and generally consist of shared surface materials. These are only used by the residents so the width varies from 3-6m. All roads will be sized to allow cars reversing out of spaces to do so safely.
- 4 Private drives allow properties to front onto and overlook green spaces. As these are non-adoptable spaces, a maximum of 5 properties will be accessed from one driveway.

A pedestrian route will follow each road within the scheme and link to a dedicated pedestrian access point onto Alma Street along the northern reaches of the site.



- Primary Route
- - - Secondary / Private Routes
- ... Pedestrian Routes

Primary Road

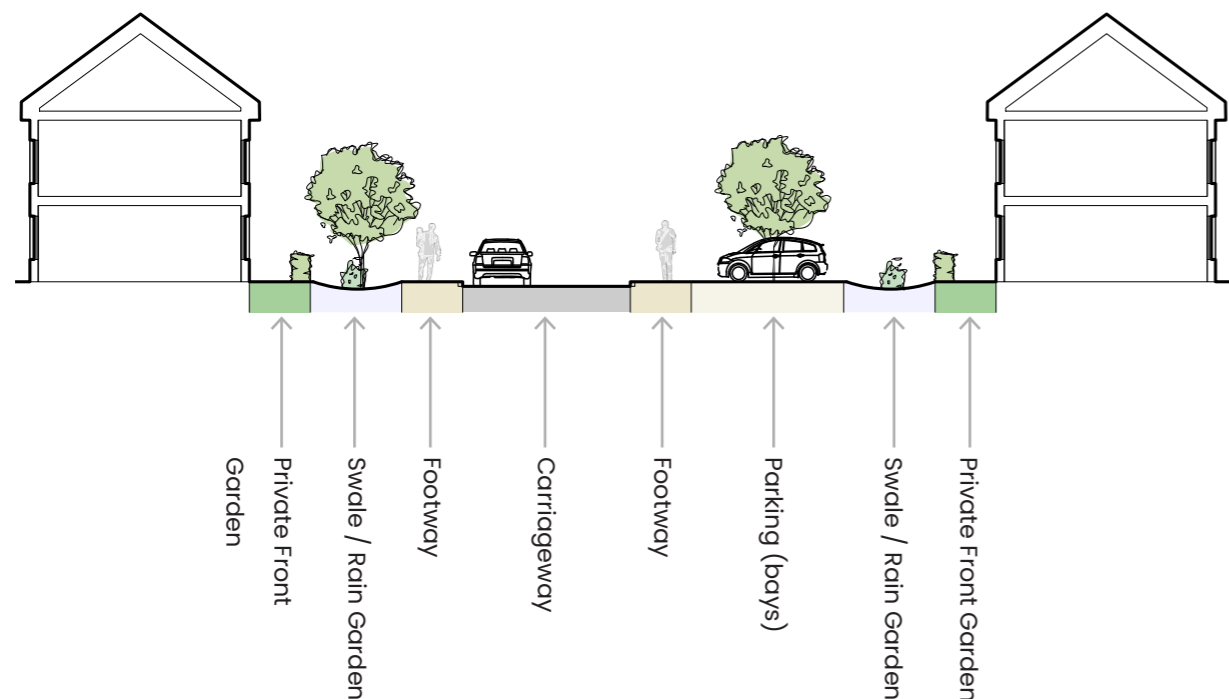
The Primary route through the scheme will reflect the urban form of Llanarth.

Properties are set back from the street (as is the case throughout the town) and will front onto private gardens as well as planted swales and rain gardens.

Parking will be on plot as well as in marked parking bays parallel to the street itself. Larger units will have garages and visitor spaces will be located along the primary street.

Primary Road Principles

Private / Front Garden	>2m
Swale / Rain Garden	>2-3m
Footway	>2m
Carriageway	5.5m
Parking	Driveway / Garage / Parking Bays



Private Driveway Roads

These secondary routes will add more variation in urban form, interest and landscaping into the street scene.

Found along the peripheries of the scheme, these streets break the buffer between the development and the wider countryside area.

Parking here will be in driveways and on plot in integral garages. Planting will be incorporated to enforce the buffer transition on the edges of development.

Private Driveway Road Principles

Private / Front Garden	>2m
Swale / Rain Garden	>2-3m
Footway	N/A
Carriageway	4-6.8m
Parking	Driveway / Garage / Parking Bays



Scale and Massing

The scale and massing of the development is consistent with the local area, and Llanarth as a whole.

Properties will have a consistent height of 2 storeys throughout the scheme creating a consistent and cohesive feeling development

This will further help ensure properties blend into the surrounding landscape and maintain a consistent character with the existing town.

Garages will be provided for the larger units within the scheme and will sit well behind the building line of properties so as not to be present in the street scene.

Properties around the edges of the development tend to be detached to help break up the urban form and create a more appropriate transition into the surrounding green spaces.

Some terraced units will be used within the internal streets which takes inspiration from the surrounding area of Llanarth.



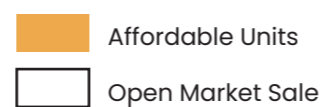
Affordable Housing Tenure

The scheme is set to provide 8 affordable units, this equates to 21.62% of the site.

The mix will be 2 and 3 bedroom units which will meet the local needs of the area providing much needed units for Ceredigion.

The affordable houses are indistinguishable from the open market units in terms of architectural style and materials used and size.

Affordable properties will be pepper potted throughout the scheme to ensure a cohesive and mixed community of new residents.



Landscape Plan

The scheme is based around the existing landscape features on the site and takes inspiration from these to create an attractive, green and leafy place for future residents to live.

These have been integrated into the design and green links run through the development. These areas will build on the existing landscaping and introduce predominantly native planting to further enhance local biodiversity of the area.

The green links will also feature bulb planting within a flowering meadow grassland to create a colourful and interest to the scheme. The public open space within the scheme will be actively fronted onto and will be characterised as a calm and attractive place to spend time. Grassland for a natural and practical informal play space will be incorporated.

Native tree and species rich hedgerow planting will help to bolster the existing hedgerows and tree belts around the scheme.

A wet meadow grassland mix will be used within the attenuation features to help create a naturalistic edge to the development and swales will be planted in water absorbing species conducive of their attenuating nature.

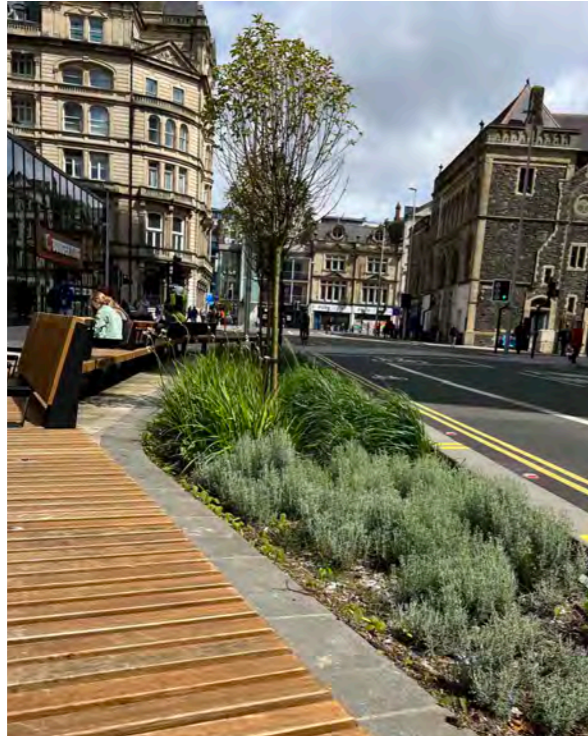


Drainage & Water Management

The site has a series of swales, bio-retention ponds and attenuation ponds in order to provide sustainable solution to drainage on the site.

The swales are situation around the highways to ensure a steady run-off.





Parking Strategy

The proposed parking on site is fully compliant with Welsh Parking Standards.

Allocated parking for each house is situated within a or outside of the property and as conveniently to the unit as possible. Unallocated visitor parking is located throughout the development at convenient locations which again meets the Welsh Parking Standards requirement. Visitor parking is provided at a ratio of 1 visitor space for every 5 units planned.

Parking at the edges of the development and overlooking green spaces tends to be on plot where cars can be situated behind the building line so as not to dominate the street scene or within integral garages themselves.

All garages within the scheme are designed to be large enough for cycle parking alongside car parking.

On street parking tends to be situated within the core of the scheme and used for smaller units. These areas are however significantly broken up with planting, trees and rain gardens / swales as to not detract from the street scene reducing the visual impact of the car.

Here are some examples of how parking typologies work within the street scene.



^ Examples of a exemplar Obsidian Homes development.

- On Plot driveways 01
- Visitor spaces incorporated into street scape 02
- Integral Garages 03
- Front of dwelling Bay Parking 04

Parking plan

Parking Mix

Parking requirements	#
2 Bedroom Housetypes	2
3 Bedroom Housetypes	2
4 Bedroom Housetypes*	3

Visitor parking requirements

One space per 5 units (37 units planned [37/5=7.4]) **7.4**

Cycle parking requirements

Every unit will have access to private secure cycle parking either in dedicated cycle stores or within garages **All units**

* Note: all four bedroom units will have a garage which has been sized to appropriately act as a parking space for both cars and cycles.



- Allocated Parking (On-Street)
- On Plot Parking
- Garages
- Visitor Parking

Materials and Appearance

The architectural identity of the dwellings has been considered following an analysis of the existing residential stock in Llanarth and the surrounding area. The proposed homes will therefore incorporate a range of details appropriate to the area and use the best quality materials that are viable at this site.

Building materials have been chosen to create a development that sits comfortably within the context of the area whilst recognising the continuing need to create places to live that contribute to a unique aesthetic and sense of place. The palette selected will promote distinctiveness and be used with detailing that reinforces local character in a modern way.

The selected palette used on the elevations is drawn from the local houses, includes:

The use of bricks and renders that match the surrounding area as closely as possible with both style and colouring.

The use of grey concrete roof tiles that match the surrounding area as closely as possible with both style and colouring.

External walls are to be a blend of brick and render to continue the cohesiveness of the development creating harmonious façades that will compliment the surrounding. The use of render and brick will also be used throughout the development to help highlight key areas or routes.



Materials Plan

The majority of units on the site are an off-white render with brick plinth detailing in order to compliment the neighbouring housing. The 2/3 storey split level units have brick up to the first floor and then render above FFL. The brick used on the houses throughout the site is a granite blue engineering brick with dark mortar to create a modern aesthetic.

The roofs are all a slate grey to compliment the material palette and surrounding houses.



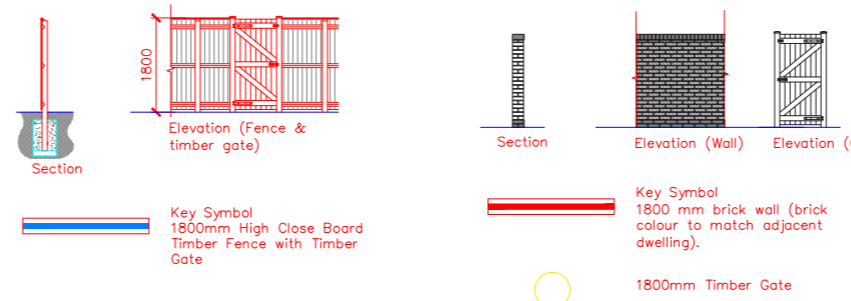
Boundary Treatments

The containment and character of streets and spaces will not only be determined by the position of the dwellings but also by the boundary details and planting which have been planned throughout the scheme.

Taking inspiration from the surrounding area and local region the following boundary treatments have been carefully considered.

Generally, 1.8m close board timber fences are provided between plots. Rear gardens abutting the public realm will be defined by a 1.8m brick wall, to reflect the transition between private and public spaces.

Hedge and planting is used to create semiprivate space to front gardens and reinforce the hierarchy of streets and spaces. For soft landscaping boundary treatments refer to Landscape Architect plans.



Street Elevations

The size and articulation of dwellings add to the diversity and interest in the street scene.

The following illustrations highlight how dwellings will be arranged within the scheme. All homes have organised in a sympathetic rhythm providing a strong, robust and interesting street scene.





Housetypes

The dwellings have been designed to meet the requirements and needs of the local area as well as providing a diverse range of unit types, sizes and bedroom formats for future residents.

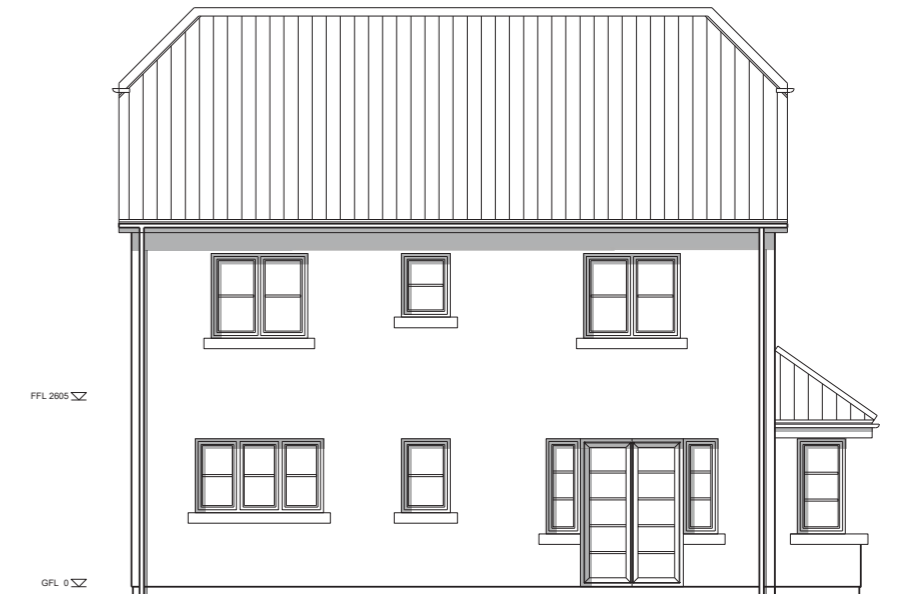
On this scheme, we have proposed an attractive mix of 2, 3 and 4 bedroom houses in a range of sizes and configurations providing a suitable mix for the region.

The proposed buildings will adopt elements that reflect the surrounding environment but utilise these in a modern and contemporary take.

The use of a traditional palette of materials in a contemporary way helps to emphasise the features by creating excitement and interest within the façades and street.



House Type A (4 Bed)



House Type AV (4 Bed)



Housetypes



House Type BV (4 Bed)



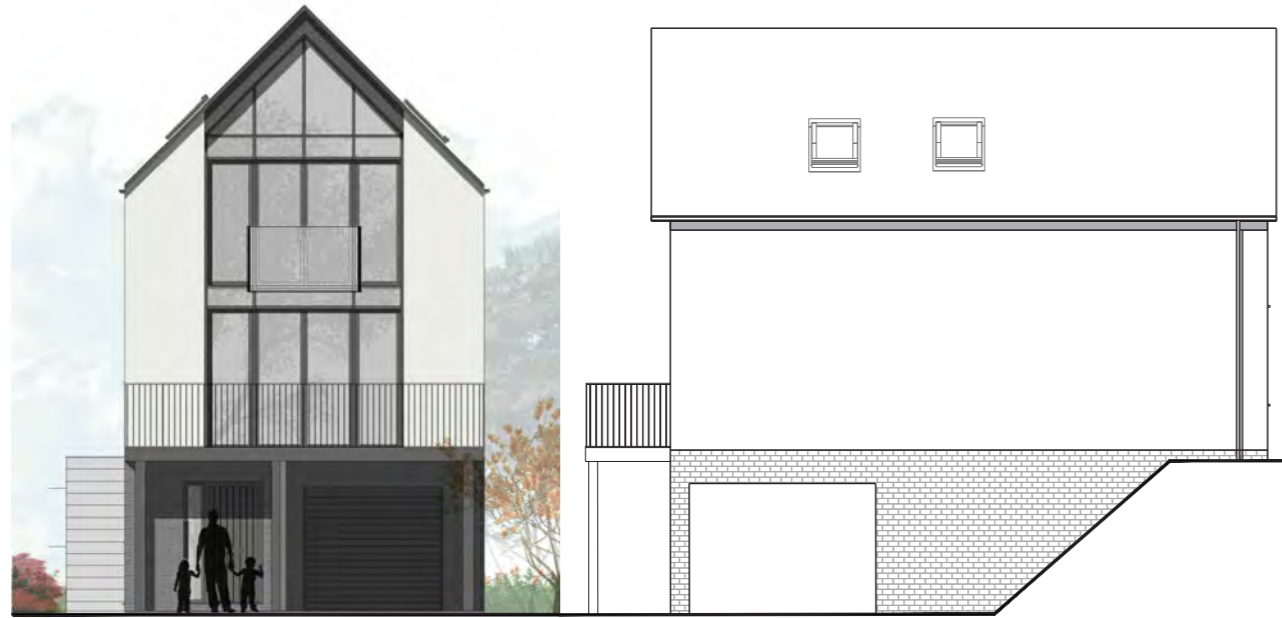
House Type D (3 Bed)



House Type C (4 Bed)



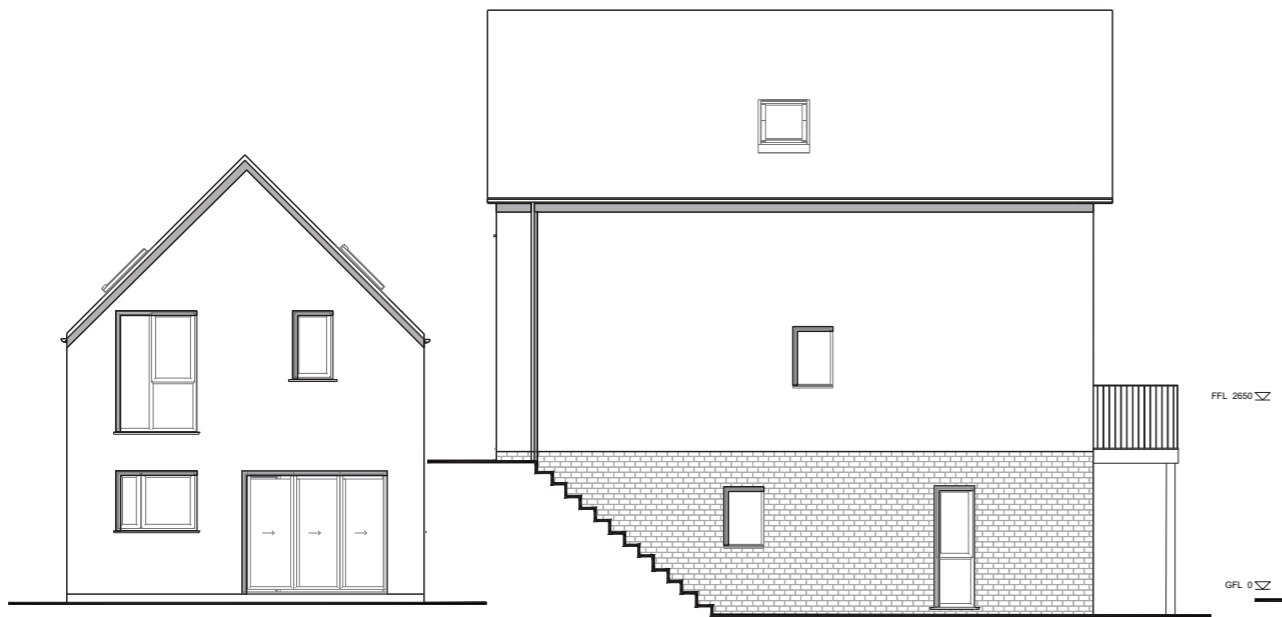
House Type D (3 Bed)



House Type E (2) (3 Bed)



House Type F (2 Bed)



House Type E (2) (3 Bed)



House Type E (3 Bed)



04 Conclusion



Overview of Proposal

The proposals set out in this Design and Access Statement highlight the nature of development that we have for this land in Llanarth.

This development will act as a natural continuation of the place and provide much needed housing stock for the area alongside affordable units meeting the needs of local community.

This comprised of residential development for up to 37 new dwellings, green / blue infrastructure including new areas of green space that will incorporate ecological mitigation and habitat creation, retained woodland and trees, sustainable drainage features, trim trail informal play and recreation space.

Sustainable drainage and ecology will play a key role in this scheme and the attenuation features will become an attractive place for residents.

All the main design elements of this application have been considered and incorporated into this proposal.

The units proposed range from 2-4 bedroom types and will go a long way to meeting the stock required in the local area. This coupled with more than 20% affordable units within the scheme will create a community and foster relationships between this new development and Llanarth as a whole.

These affordable units are located alongside the open market sale types and are architecturally

indistinguishable from open market sale types.

Extensive areas of existing woodland and significant trees have been retained and incorporated into a green swathe running along the southern and eastern boundaries of the development.

These form the framework for the development, with residential blocks running in line with the sloping contours.

A new public open space will feature buffering the development from Alma Street. This will incorporate a range of informal play spaces as well as a small trim trail like walk for residents as well as featuring swales and attenuation features.

The development will reflect the character of Llanarth in terms of scale, massing and the range of materials used. Materials used across the site reflect those found in the context of the site helping to form a natural urban extension to Llanarth.

Housing Mix

Open Market Units:	#
2 Bedroom Types:	
Type F (817 sqft)	7
3 Bedroom Types	
Type E (904 sqft)	2
Type D (1019 sqft) integral garage	2
Type E (2) (1020 sqft)	5
4 Bedroom Types	
Type C (1246 sqft) integral garage	2
Type BV (1312 sqft) corner turner	3
Type A (1376 sqft)	2
Type AV (1403 sqft) corner turner	6
Affordable Units:	
2 Bedroom Types:	
Type F (817 sqft)	4
3 Bedroom Types	
Type E (904 sqft)	4
Open Market Units Total:	29 (78.38%)
Affordable Units Total:	8 (21.62%)
	37 (100%)



TCB

Attenuation Basin

Existing Agricultural
Access Retained



Designed for



Education

Working

Living

Health

Sports

Regeneration