

Design And Access Statement

Proposed
Development at
Heol-Y-Gors

Cwmgors

Client: Bluefield Land
Job No: 2625
Date: December 2024



Design And Access Statement

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Design And Access Statement

Design Team

Applicant

Bluefield Land Ltd

Architect

Spring Design Consultancy Ltd

Planning Consultant & Agent

Amity Planning

Structural Engineer

Spring Design Consultancy Ltd

Civil Engineer

Spring Design Consultancy Ltd

Landscape Architect

DPLA

Transport Consultants

Acstro

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Introduction

History

Spring Design has been appointed by Bluefiled Land Ltd to provide proposals for the redevelopment of a former industrial site off Heol-y-Gors, Cwmgors the existing buildings on the site are to be demolished.

Design Vision

The vision for the site was the provision of a high-quality residential development, providing affordable dwellings in the heart of Cwmgors and to create a development with its own unique character and sense of place.

The current key design vision evolved to provide a scheme which includes:

1. A variety of housing types and sizes suitable for all needs
2. A unique and attractive but also sustainable and functional place to live

Considerable thought has been given to the current design to reflect its purpose and positioning. We have aimed to provide an accessible attractive scheme.

The strong design concept of minimal material pallets and proposed forms related to both function and design of internal room arrangements to provide the tenants with the best possible living environment.

The proposed design vision for the site is inspired by local materials and features architectural forms such as pitched roofs and attention to detail. By promoting the use of a limited pallet of quality materials such as red facing brick and render we aim to provide a unique identity for this scheme.

Quality Agenda

In addition to a meaningful site and contextual analysis that follows the guidance contained in the Welsh Government publication Site & Context Analysis Guide: Capturing the Value of a Site, the initial early design process has incorporated from its outset the guidance contained within WDQR 2021.

We are confident that the strength of the site analysis and resulting Proposed Site Layout Strategy, together with our thorough understanding of the objectives of DQR and client requirements, will be sufficient to develop more detailed proposals. This will in turn assist the Welsh Government quality agenda to provide robust, healthy, sustainable and pleasant places in which to live.

Site Analysis

The existing site is a vacant brownfield site containing existing redundant buildings. The topography of the main part of the site is flat, the entrance road however falls from Heol-y-Gors towards the site. The site is bounded to the east by the rear gardens of existing dwellings and to the west by a line of trees and a disused railway line.

The northern boundary of the site is a mixture of stone wall and existing landscaping and bounds onto the rear garden of an adjoining property.

The site is 100% brownfield, and it is an integral part of the scheme that the biodiversity of the site is to be increased by the introduction of a comprehensive landscape scheme with SuDS drainage.

There is an existing bus route on Heol-y-Gors offering regular services to Swansea

The surrounding architecture is residential ranging from utilitarian architectural styles of circa 1940-2000's, the built scale ranges is 1 to 2 storey.

The following site analysis information is included with this submission:

- A S.W.O.T. Analysis Plan that identifies relevant constraints and opportunities
- An Architectural Context Photographic Study sheet identifying characteristic features of local built form & materials
- Google earth aerial photography identifying Surrounding uses & building heights & Road network

Conceptual Strategic Response to Brief and Analysis

The following drawings are included with this submission and describe the conceptual, strategic approach to the layout of development on the site.

- S.W.O.T analysis
- Placemaking analysis
- Design Evolution

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Google Earth Image Showing Adjoining Travel Network



Bus stop

Bus Stop

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S.W.O.T Analysis Plan

Strengths

- Site has good public transport connections with regular bus services on Heol-Y-Gors;
- Established residential area;
- Footpath link to Heol-Y-Gors and access to public transport.

Weaknesses

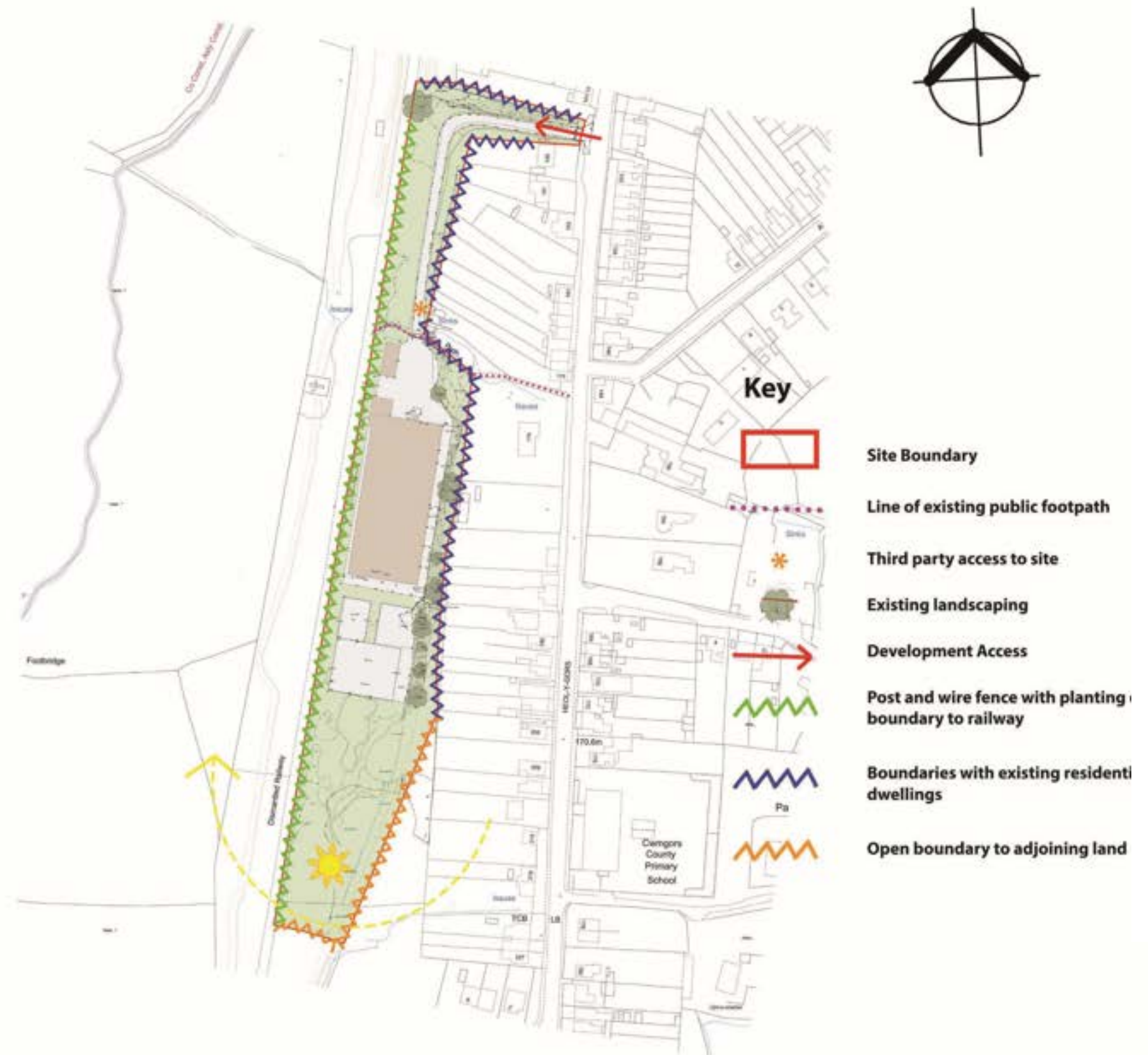
- No direct visual connection to Heol-Y-Gors;
- Vehicular access will need upgrading to meet residential standards;
- Potential land contamination issues;
- Dismantled railway beyond West boundary.

Opportunities

- Redevelopment of a vacant industrial site for affordable housing;
- Provide a unique self-contained development with its own sense of place;
- Retention of existing boundary planting to provide a green backdrop;
- Provision of new SuDS scheme as part of overall landscape approach.

Threats

- Existing industrial use with possible ground contamination;
- Existing buildings and hardstanding to be removed;
- Existing watercourse and underground culvert below road to be retained;
- Public Right of Way bisects the site;
- Dismantled railway beyond West boundary;
- Adjoining dwellings have access to the site, which is to be retained.



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Response to TAN 12 objectives of good design

Character

The site has a unique self-contained position that enables it to create its own distinct character. Owing to the fact that the proposed development is hidden from direct view of Heol-Y-Gors.

The principal characteristics of the appearance of the proposals are:

- The use of low maintenance finishes to ensure robustness and longevity;
- Red clay facing brick and brick detailing with rendered elevations on key plots;
- Grey PVCu Windows to be fully compliant with Building Regulations and Secured by design requirements;
- Plain smooth clay tiles – colour smooth brown;
- Black PVCu rainwater goods;
- Soffits and Facias – PVCu Brown;
- Brown vertical boarding to projecting elements of buildings.



Access and Movement

The site is in an established residential area with excellent links to pedestrian walkways and public transport facilities. There are many opportunities for active travel. The proposed road network has a clearly defined footpath ensuring safe separation between the pedestrian and vehicles.

Access to all the proposed dwellings is clearly defined from the external areas. Provision for car parking proposed in this complies fully with Local Authority standards. All external communal areas are overlooked to ensure safety and security for residents. Adequate external Lighting in these areas is also to be provided.

Environmental Sustainability

The objectives in respect of Environmental sustainability, as defined in TAN 12 (Design) March 2016 is as follows:-

“Achieving efficient use & protection of natural resources”

“Enhancing biodiversity”

“Designing for change”

These objectives are to be achieved by incorporating:

“Sustainability measures to reduce the environmental impact associated with buildings and minimising the demand for energy (low and zero carbon sources), water, and materials and creation of waste”

“Approaches to development which create new opportunities to enhance biodiversity”

“Adaptable and flexible development that can respond to social, technological, economic and environmental conditions/changes (e.g. the current and future effects of climate change) over time to minimise the need to demolish & rebuild”

The design responds to its townscape setting and contributes to biodiversity and local environment by achieving the objectives of Access and Character, including Landscape Design, Scale, Amount, Layout and Appearance.

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Response to TAN 12 objectives of good design

Community Safety

The objectives in respect of Community Safety, as defined in TAN 12: Design (March 2016), are as follows:

“Ensuring attractive, safe public spaces”.

“Security through natural surveillance”

These objectives are to be achieved by promoting:

“High quality in the public realm”

“A sense of ownership and responsibility for every part of the development”

The proposed open areas within the scheme are within the secure rear courtyard and overlooked by all dwellings. Ground floor apartments also have direct access to the public areas. The gated access to the rear courtyard provides a safe and secure environment for the residents of the scheme to use and enjoy.

Adequate lighting will be installed where required, whilst the orientation of the dwellings means that parking areas will benefit from natural surveillance to protect people and property by contributing to the safety of public spaces and routes.

The proposals will achieve Secured By Design Gold Standards.



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National Planning Policy

Introduction

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 twelfth edition of Planning Policy Wales (PPW) and its associated Technical Advice Notes (TANs), together with the Local Planning Policy and its supplementary planning guidance.

The planning policy context for this application is provided in detail in the Planning Statement that accompanies this application. For a full review of pertinent policies please refer to the Planning Statement.

Planning Policy Wales

National planning policy is contained within the twelfth edition of Planning Policy Wales (PPW), published by the Welsh Government in February 2024. PPW is supported by 19 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.

Section 3.17 of PPW relates to design and access statements (DAS) discussing that a DAS should communicate what development is proposed, demonstrate the design process that has been undertaken and explains how the objectives of good design and placemaking have been considered from the outset of the development process.

Well-being of Future Generations Act (2015)

The Well-being of Future Generations (Wales) Act came into force in 2015 and seeks to improve the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals in order to make sure that everyone works towards the same vision. The well-being goals are set out in the Planning Statement.



Future Wales: The National Plan 2040

Future Wales – the National Plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and well-being of our communities.



Placemaking Principles

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

1. *People and Community*
2. *Location*
3. *Movement*
4. *Mix of Uses*
5. *Public Realm*
6. *Identity*

The principles above have been used to create the ‘National Sustainable Placemaking Outcomes’ (Figure 2). These outcomes are as follows:

- *Creating and Sustaining Communities*
- *Growing Our Economy in a Sustainable Manner*
- *Making Best Use of Resources*
- *Maximising Environmental Protection and Limiting Environmental Impact*
- *Facilitating Accessible and Healthy Environments*



PPW - Previously Developed Land

Paragraph 3.55 emphasises the preference of previously developed land as opposed to greenfield sites. It advises that “previously developed (also referred to as brownfield) land [...] should, wherever possible, be used in principles, greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome”.

The PPW definition of previously developed land is land “which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure”.

PPW – Green Infrastructure

Green Infrastructure Paragraph 6.2.1 defines green infrastructure as “the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places” and “at smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks”.

Paragraph 6.2.11 acknowledges the role of green infrastructure in enhancing the design quality of the built environment. It goes on to state that “with careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places”. It is also advised that “there are multiple ways of incorporating green infrastructure, dependent on the needs and opportunities a site presents”. Paragraph 6.4.3 states that “the planning system has a key role to play in helping to reverse the decline in biodiversity and increase the resilience of ecosystems, at various scales, by ensuring appropriate mechanisms are in place to both protect against loss and to secure enhancement”.

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 Neath Port Talbot Local Development Plan (2011-2026) is the adopted development plan for the proposed site location and provides the statutory framework for the development and use of land within Cwmgors.

The site is subject to the following designations within the adopted Local Development Plan:

- Within the defined Development Limits of Cwmgors (Policy SC1)
- Categorised as a “Small Local Centre” within the Settlement Hierarchy (Policy SP3 - 3.0.11)
- Adjacent to a Coal Mining Safeguarded Area (Policy M1)
- Directly linked to the Primary Core Road Network (Policy TR1)

The following policies have been identified as relevant to the development proposals:

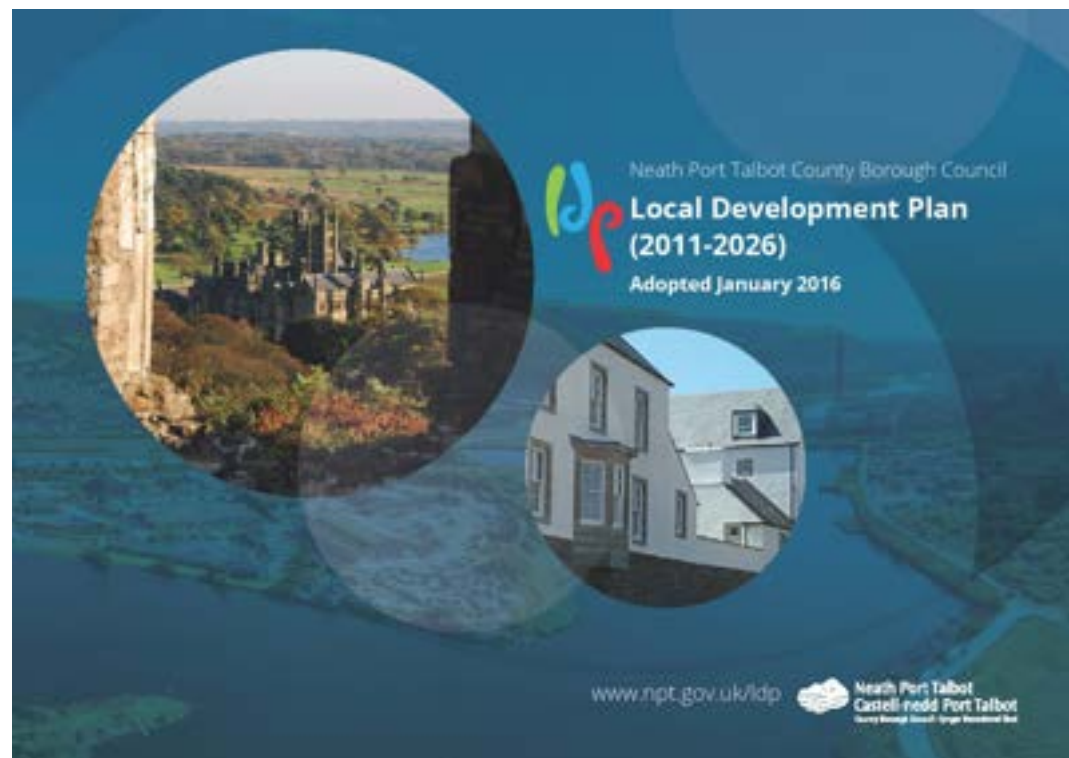
Policy SC1 -Settlement Limits

Policy SC1 advises that development within settlement limits, that is proportionate and of scale and form to the role and function of the Settlement Hierarchy will be acceptable in principle.

Policy SP3 - Sustainable Communities

Policy SP3 seeks to deliver sustainable, healthy and cohesive communities and conserve the countryside by;

1. Defining sustainable communities and locations for development by the identification of a settlement hierarchy that reflects the role and function of settlements.
2. Defining settlement limits within which development which accords with the settlement hierarchy will be permitted in principle.



Policy SP7 - Housing Requirement

To deliver the 7,800 new dwellings required to meet the economic-led growth strategy, provision will be made for the development of 8,760 additional dwellings between 2011-2026 including a 12.31% flexibility allowance.

Policy SP8 – Affordable Housing Requirement

Policy SP8 outlines that provision will be made to deliver 1,200 affordable housing units within Neath Port Talbot over the Plan period (2011-2026) through the following measures:

1. Setting thresholds and targets requiring housing developments to contribute to affordable housing provision; and
2. Providing a framework for determining affordable housing exception sites

Policy AH 1 – Affordable Housing

All new housing developments, including conversions, on sites accommodating 3 or more units will be required to contribute to affordable housing provision. As the site is within the Valley area, a contribution would not be sought.

Policy SP15 Biodiversity & Geodiversity

Important habitats, species and sites of geological interest will be protected, conserved, enhanced and managed.

Policy SP16 – Environmental Protection

Air, water and ground quality and the environment generally will be protected and where feasible improved through the following measures:

1. Ensuring that proposals have no significant adverse effects on water, ground or air quality and do not significantly increase pollution levels;
2. Giving preference to the development of brownfield sites over greenfield sites where appropriate and deliverable;
3. Ensuring that developments do not increase the number of people exposed to significant levels of pollution.

Policy SP17 – Minerals

Policy SP17 regulates the exploitation of mineral resources. A proportionate contribution to meeting national, regional, and local demand for a continuous supply of minerals will be made while balancing the impact of development on the environment and communities. This will be achieved by:

1. Maintaining a minimum supply of aggregate throughout the Plan period.
2. Safeguarding identified resources of coal, hard rock and sand and gravel;
3. Promoting the efficient use of aggregates and encouraging the maximum use of alternative materials before the use of raw aggregate.
4. Ensuring that mineral development will not have an unacceptable impact on the environment and amenity of local residents.
5. Minimising the conflict between sensitive land uses and mineral operations by identifying buffer zones around mineral sites and protection zones around settlements

Policy M1 – Development in Mineral Safeguarded Areas

Development proposals within mineral safeguarding areas will only be permitted where it can be demonstrated that:

1. The mineral concerned is no longer of any value or potential value; or
2. The mineral can be extracted satisfactorily prior to the development taking place; or
3. In the case of temporary development, it can be implemented, and the site restored within the timescale that the mineral is likely to be needed; or
4. There is an overriding need for the development; or
5. The scale and location of the development would have no significant impact on the possible working of the resource.

Policy SP20 – Transport Network

Policy SP20 provides guidance on how the transport system and infrastructure is to be developed in a safe, efficient, and sustainable manner through the following measures:

1. Implementing key transport projects and supporting schemes identified in the Joint Transport Plan; 2. Promoting connectivity and access to public transport through improving bus and rail facilities;
2. Supporting enhancements to the walking and cycling network;
3. Promoting park and share schemes along key highway routes;
4. Promoting efficient use and links to the transport network through the identification of a road hierarchy;
5. Restricting development which would have an unacceptable impact on highway safety;
6. Requiring development proposals to be designed to provide safe and efficient access and promote sustainable transport;
7. Requiring appropriate parking provision;
8. Facilitating movement of freight by means other than road.

Policy SP21 – Built Environment and Heritage

The built environment and historic heritage will, where appropriate, be conserved and enhanced through the following measures:

1. Encouraging high quality design standards in all development proposals;
2. Protecting arterial gateways from intrusive and inappropriate development;
3. Safeguarding features of historic and cultural importance;
4. The identification of the following designated sites to enable their protection and where appropriate enhancement: (a) Landscapes of Historic Interest; (b) Historic Parks and Gardens; (c) Conservation Areas; (d) Scheduled Ancient Monuments; and (e) Listed Buildings and their curtilage.

SP22 – Welsh Language

The Welsh language will be safeguarded and promoted in the following language sensitive areas:

1. Amman Valley.
2. Swansea Valley.
3. Pontardawe.
4. The community of Crynant in the Dulais Valley.

SP10 - Open Space

Provision will be made to ensure that all residents have access to adequate open space through the following measures:

- i. Ensuring that new development addresses local needs;
- ii. Retaining and protecting existing open space.

OS1 - Open Space Provision

Where there is a quantitative deficiency in outdoor sport, children's play, informal space or allotments, provision will be sought, including the requirement for maintenance, in conjunction with all new residential developments of 3 or more dwellings, based on the following standards:

- Open Space Standard Outdoor Sport 1.6 hectares per 1,000 population
- Children's Play 0.25 hectares per 1,000 population
- Informal Space 0.55 hectares per 1,000 population
- Allotments 0.19 hectares per 1,000 population

In the case of employment or commercial development proposals of over 1,000 sqm, provision will be sought for associated amenity space.

EC2 - Existing Employment Areas

In order to protect the employment function of the County Borough's employment areas, uses on the following sites will be restricted in accordance with Policy EC3:

- Reference Site EC2/14 - Cwmgors Workshops and Industrial Estate, Amman Valley

EC3 - Employment Area Uses

Within allocated and existing employment areas, unless otherwise specified and where appropriate, uses will be restricted as follows:

- i. Uses within classes B1, B2 and B8;
- ii. Ancillary facilities or services which support and complement the wider role and function of the primary employment use;
- iii. Commercial services unrelated to class B.

Developments will be required to demonstrate that proposals do not cause any adverse impacts on the overall function of the employment area and neighbouring commercial and residential properties, the proposal can be sustainably justified in this location and is appropriate in scale and form to the role and function of the employment area.

EC4 - Protection of Existing Employment Uses

Proposals which would result in the loss of existing land or buildings in employment use as defined in Policy EC3 and/or within the existing employment areas identified in Policy EC2, will only be permitted where the following criteria are satisfied:

- i. It is demonstrated that employment uses are no longer viable or appropriate in this location; or
- ii. Continued use for employment purposes would have unacceptable impacts on the environment, local amenity or adjacent uses; or
- iii. The existing space can be redeveloped for employment uses that achieve an increased level of employment combined with other appropriate uses.

Policy TR2 - Design and Access of New Development

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
3. development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation

Policy TR3 - Safeguarding of Disused Railway Infrastructure

Disused or redundant railway infrastructure will be safeguarded and development which would inhibit the re-opening or the re-use for transport purposes will be resisted, unless it can be demonstrated that such re-opening or re-use is not realistic or necessary.

Policy BE1 - Design

All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.

Proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment;
2. It respects the context of the site and its place within the local landscape, including its impact on the important arterial gateways into the County Borough, its effects on townscape and the local historic and cultural heritage and it takes account of the site topography and prominent skylines or ridges;
3. It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate;
4. It would not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the community;
5. Important local features (including buildings, amenity areas, green spaces and green infrastructure, biodiversity and ecological connectivity) are retained and enhanced as far as possible;
6. It achieves and creates attractive, safe places and public spaces, taking account of 'Secured by Design' principles (including where appropriate natural surveillance, visibility, well lit environments and areas of public movement);
7. It plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community;

- 8 It uses resources, including land and energy, as efficiently as possible through:
 - a) Making the best and most efficient use of the land available through being of appropriate density taking into account the character and appearance of the area, normally a minimum of 35 dwellings per hectare in the Coastal Corridor Strategy Area or a minimum of 30 dwellings per hectare in the Valleys Strategy Area;
 - b) The layout and form of the development does not preclude the reasonable use of other adjacent land;
 - c) Developing brownfield land in preference to greenfield land where possible;
 - d) Minimising building exposure while maximising solar gain. Its drainage systems are designed to limit surface water run-of and food risk to prevent pollution;
9. The layout and design of the development achieves inclusive design by ensuring barrier free
10. The layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities

Policy EN7 - Important Natural Features

Development proposals that would adversely affect ecologically or visually important natural features such as trees, woodlands, hedgerows / field boundaries, watercourses or ponds will only be permitted where:

1. Full account has been taken of the relevant features in the design of the development, with measures put in place to ensure that they are retained and protected wherever possible; or
2. The biodiversity value and role of the relevant feature has been taken into account and where removal is unavoidable, mitigation measures are agreed.

Policy SP16 - Environmental Protection

Air, water and ground quality and the environment generally will be protected and where feasible improved through the following measures:

1. Ensuring that proposals have no significant adverse effects on water, ground or air quality and do not significantly increase pollution levels;
2. Giving preference to the development of brownfield sites over greenfield sites where appropriate and deliverable;
3. Ensuring that developments do not increase the number of people exposed to pollution

Policy SP16 - Environmental Protection

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3. Ensuring that developments do not increase the number of people exposed to pollution

Policy EN8 - Pollution and Land Stability

Proposals which would be likely to have an unacceptable adverse effect on health, biodiversity and/or local amenity or would expose people to unacceptable risk due to the following will not be permitted:

1. Air pollution;
2. Noise pollution;
3. Light pollution;
4. Contamination;
5. Land instability;
6. Water (including groundwater) pollution.

Proposals which would create new problems or exacerbate existing problems detailed above will not be acceptable unless mitigation measures are included to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level.

Supplementary Planning Guidance

The local planning policies are supplemented by Supplementary Planning Guidance (SPG). The following SPGs have been identified as relevant to the development proposals:

- Planning Obligations (October 2016)
- Parking Standards (October 2016)
- Affordable Housing (October 2016)
- Biodiversity and Geodiversity (May 2018)
- Pollution (October 2016)
- Open Space & Greenspace (July 2017)
- Renewable and Low Carbon Energy (July 2017)
- Design (July 2017)
- Development and the Welsh Language (July 2017)

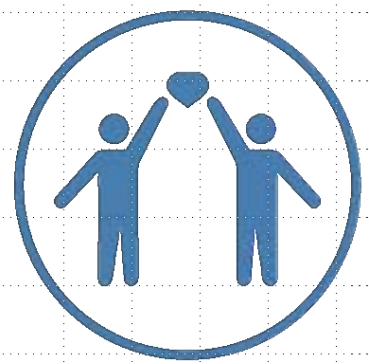
Technical Advice Notes

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:

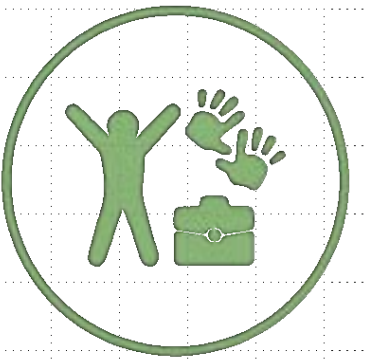
- TAN 2: Planning and Affordable Housing (June 2006)
- TAN 5: Nature Conservation and Planning (September 2009)
- TAN 10: Tree Preservation Orders (October 1997)
- TAN 12: Design (March 2016)
- TAN 18: Transport (2007)

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Placemaking Analysis



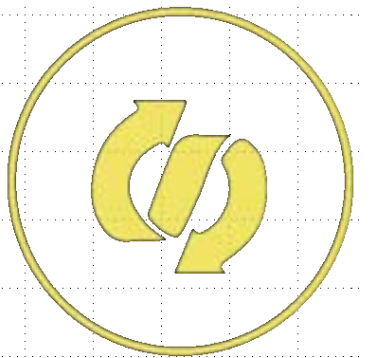
Sociability	Neighbourly Friendly Welcoming Interactive Diverse Safe	<p>Street life – Providing a natural interactive scheme – With self-surveillance & secure spaces.</p> <p>Accessible front doors clearly visible from the street with all units overlooking open space areas.</p> <p>Mixed Demographic use encouraged.</p>
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Uses	Sustainable Density Social Demands Mixed use Sensitive Practical	<p>The development proposed meets local demand for type and uses</p> <p>Inclusive design fit for purpose, with flexibility built in for future uses</p> <p>Embrace practical sustainable inclusive design sympathetic with existing surroundings to minimise environmental footprint</p>
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Image	Safe Clean Sustainable Attractive Historic Quality Design	<p>Creating a unique sense of place</p> <p>Crime Statistics - Encourage natural surveillance and positive integration & uses of shared spaces</p> <p>Provide an attractive sustainable design to reflect its uses and positively contribute to the surrounding areas</p>
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Access	Topography Accessible Walkable Connectivity Proximity Continuity	<p>Access to the public footpath network to be reinforced</p> <p>The provision of safe pedestrian movement by clearly defined footpaths and no shared surface roads.</p> <p>Linking existing formal and informal routes safeguarding private and public spaces clearly identifying boundaries</p>
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Design And Access Statement

Site Photographs - Architectural Context



Photograph 1



Photograph 2



Photograph 3



Photograph 4



Photograph 5



Photograph 6



Photo Location Key Plan



Photograph 7



Design And Access Statement

Surrounding Architecture



Detached rendered house on Heol-y-Gors



Traditional stone dwellings on Heol-y-Gors



Modern Infill on Heol-y-Gors



Rendered bungalows on Golwg-Y-Cwm



Stone and render dwellings on Heol-Y-Gors



Tabernacle Church on Heol-Y-Gors

SURROUNDING MATERIAL PALLETTE

Red : Brick walls – ridge tiles – chimneys – large doors -- driveways
Grey: Roof tiles – Rendered walls- Concrete block walls -- driveways
White: Rendered walls – Window frames - Doors – RWP – facias - cladding
Dark Grey : Slate roofs – Tiled roofs – Railings – Rainwater goods – facias

- Black : Railings – Rainwater goods – facias– stained timber
- Creams: Rendered walls – Stone details – window surrounds – brick detailing
- Brown: Bricks – Roof tiles- Rendered walls – window frames – Timber detailing

Design And Access Statement

Design Strategy Form Evolution & Considerations



DESIGN CONSIDERATIONS

- Create safe places where people want to enjoy living in
- Use and improve the existing access
- To provide a new development with minimal impact on the street scene and surrounding land users.
- Minimise on site vehicle traffic movement, to maximise safe green shared spaces
- New buildings required good architecture not necessarily copying existing built forms.
- Promote the use of quality materials and mix of materials to reduce mass of build and points of interest
- To increase the biodiversity value of the site with the creation of a combined landscape and SuDS scheme.
- Create a home
- Promote social interaction for shared open spaces
- Consider individual accessibility needs
- Design a unique development with its own distinct sense of place

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Architectural Plan Form Design Timeline

Original concept design
prepared in March 2022
comprising 46 units



Original concept design
prepared in April 2022
comprising 44 units



Original concept design
prepared in May 2022
comprising 44 units



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Proposed Site Masterplan

The proposed development layout builds on the development concept and key design principles to achieve a permeable and cohesive development that sits well within the existing context and provides an attractive place to live.

The following pages identify how key spaces, namely the entrance gateway and nodal points along the primary route, have been articulated through materials, boundaries and careful selection of house type.

This has resulted in uplift which helps to enhance the character and legibility of the development.

The layout identifies the proposal for 46 dwellings comprising the following housing mix:

- 2P 1B walk-up apartments x12
- 4P 2B semi-detached & terraces x18
- 5P 3B semi-detached x13
- 6P 4B detached x3

All plots are generous in size with each containing sufficient private amenity space. Four different house types have been proposed for the scheme to add visual interest and variation.

The variations between the unit types are demonstrated in the elevations and other supporting plans which are included as part of the pre-application submission.



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Design Solution

The dwellings are proposed to be finished in a specific material palette that both directly relates to and complements the architectural context of the surrounding area. This includes a white render, anthracite cladding and modern dark grey clay brick with textured slate roof materials.

All dwellings are two storeys in height and the walk-up apartments have been designed to have the appearance of houses.

All houses benefit from generous rear gardens and allocation of defensible space/ garden to the front of the properties.

Car Parking Allocations

All 1-bedroom properties (walk-up apartments) are provided 1 car parking space allocation. All other properties are to have 1 space per bedroom to up a maximum of 3 spaces which complies with planning and highway guidance.

1. Vehicular access from Heol-Y-Gors;
2. Pedestrian access from Heol-Y-Gors;
3. Feature entrance building;
4. Proposed surface water bio-retention attenuation basins and SuDS features at lowest part of the site - to be landscaped appropriately and offer play spaces during dry periods;
5. Existing green infrastructure - trees / hedgerows to be managed retained & enhanced;
6. Building orientation to create vista.



Summary

- This Design Statement explores in detail how the associated planning application will deliver a well-designed residential development that is clearly integrated with the existing residential neighbourhood and highway network, and which fully complies with the intentions set out in both local and national planning guidance.
- The key placemaking concepts driving the design proposals can be summarised as follows:
- Creating a strong sense of place through high quality residential architecture, materials and a robust layout that clearly defines the private and public realms;
- Placing landscape design at the heart of the proposals by the addition of a comprehensive landscape and SuDS drainage scheme;
- Maximising and strengthening pedestrian safety and connectivity within and beyond the site;
- Providing active frontage, security, natural surveillance and both visual and physical permeability within the development to ensure a safe and sustainable place to live;
- The successful resolution of each of these intentions is evident in the preceding sections of this document.

