

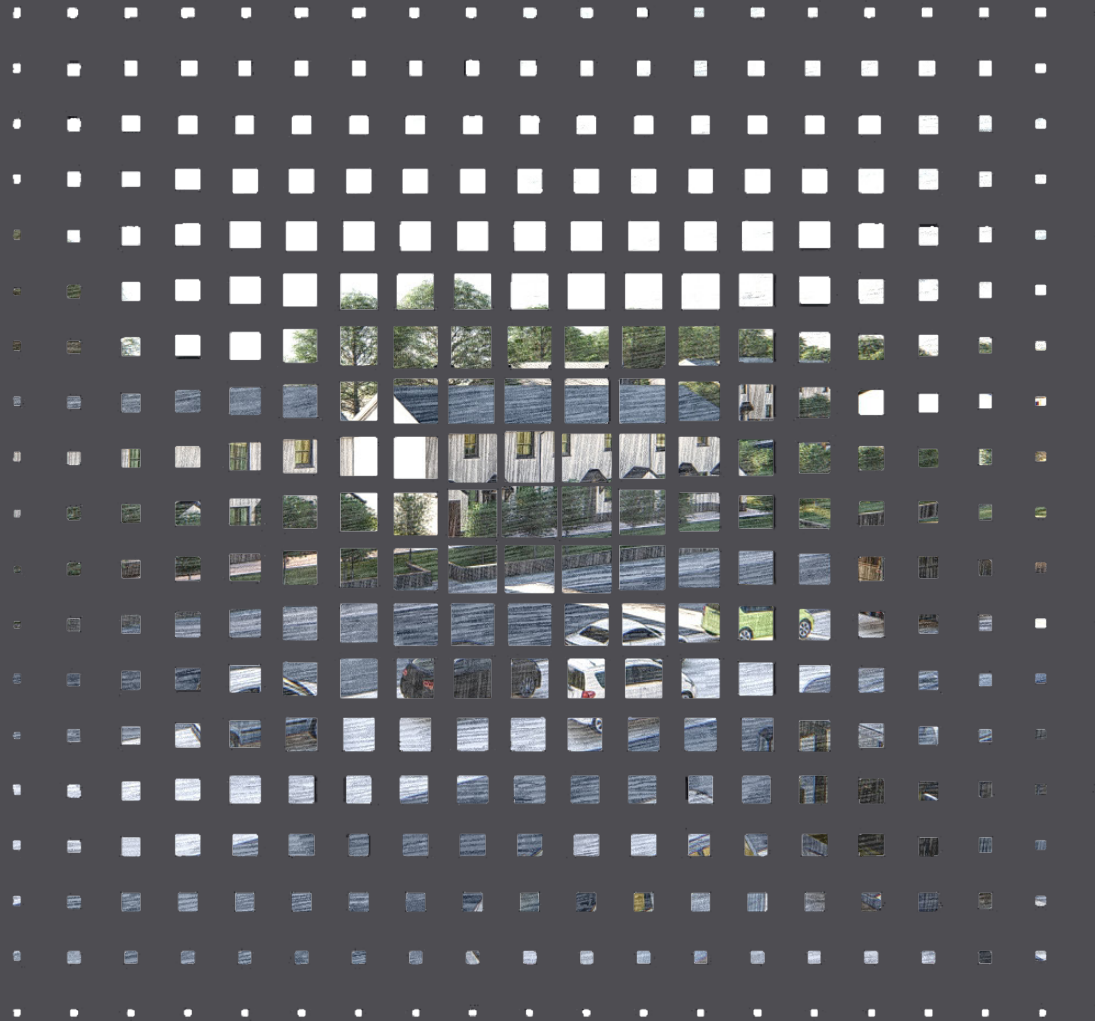
Preliminary DAS

Land Adjacent to Google Road

Fforestfach,

Swansea,

SA5 5DX



Revision A



W. GRIFFITHS

ARCHITECTS • PENSEIRI

Contents

1 Introduction

1.1 Scope of Study

2 Brief and Vision

2.1 Vision

3 Site and Context

3.1 Site Address

3.2 History

3.4 Site Analysis

3.5 Access

4 Interpretation

4.1 Proximity to Local Services

4.2 Connectivity

4.3 Ecology

4.4 Flood risk

5 Design Development

6 Proposal

6.1 Housetypes

6.2 Environmental Sustainability

6.3 Community Safety

7 Place making

7.1 Guidance

7.2 Zoning

7.3 Placemaking

8 Planning Policies

9 Consultation

10 Conclusion



Illustration

1 Introduction

1.1 Scope of Study

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.



2. Brief and Vision

Vision

This design statement has been prepared in support of a pre application for the development of the site to provide 22 number residential dwellings. These dwellings will consist of 12 number 1 bed units (Type M), 6 number 3 bed units (Type B) and 4 number 2 bed units (Type D) The vision is to update and execute a residential scheme for this residual and anomalous site which constitutes an unutilised "gap" in a mixed and urban mainly linear development along Carmarthen Road in Fforestfach. The design is informed by earlier and quite recent approvals for the site which have been subject to close collaboration with the LPA together with a recognition of the subsequently adopted 2021 SPG for placemaking promoting a people centred approach to the planning design and management of places and spaces. On this-albeit small-development site this is reflected in the mix of housing to meet local need and Design Quality Requirements together with enhancement at the confluence of vehicular and pedestrian routes and prioritising amenity and green space over roadway where possible as well as ecology enhancement SUDS and the maintenance of active frontages particularly in connection with Carmarthen Road.



The introduction of walkup flats , whilst meeting an identified housing need is also a means to reduce the impact of highway engineering and structures as well as enclosed spaces and achieve a greater site area for amenity ecology and SUDS placemaking.

Careful attention to detail and palette is to be given to buildings enclosures (especially where buildings have 2 frontages) and the spaces between buildings.

3. Site and Context Analysis

3.1 Site Address

Goole Road,
Fforestfach,
Swansea,
SA5 5DX

The application site is located either side of Goole Road which is accessed from Middle Road, Fforestfach. The site is located within an area of Swansea which is predominantly residential.

3.2 History

Carmarthen Rd wasn't numbered completely from Dyfatty, to Llewitha, until some time during the 1950s, houses were numbered sometimes as a 'Terrace', or 'Villa', others just had a name, it was only through the local knowledge of the Postman that mail reached its destination.

3.3 Characteristics

The characteristics on Carmarthen Road follow terrace houses of a mixed style, with the site adjacent a fuel station. The site is infested with Japanese Knotweed has been subject to fly tipping and currently does not contribute positively to its locality.

3.4 Site Analysis

The existing site area is approximately 5708 m².

The site will be accessed from Goole Road which in turn is accessed off Middle Road which links onto the A483 (Carmarthen Road) with direct routes to Swansea city centre and the M4.

The site is located on the outskirts of the city of Swansea in a predominantly residential/Industrial area along the A483.

The North and East of the development site is mainly residential with the villages of Blaen Y Maes and Penlan in close proximity, To the South and West of the site is a mix of residential and industrial buildings including the Aztec Business Centre and the Aztec Shopping Centre.

The land slopes gently downward from East to West. Reflected in 3d modelling from survey levels.

The site is located to the rear of the residential properties on middle road and facing the A483 (Carmarthen Road), the land itself is un-used and overgrown in parts with it being mainly made up of grassed area and shrubbery with some hard standing to the access

Surrounding Area

The site is located within close proximity to local stores, schools, fuel station, food venues and hospitality venues. The site is also well connected with public transport.

3.5 Access

The main access to the site is via car and will be from Goole Road with pedestrian access to the front doors of the dwellings off Carmarthen Road. There will be parking provided (min1 space per flat or 2 spaces per house). The site is well connected to public transport with a bus stop on the boundary of the development and pedestrian access to and from the site. Cycle storage is provided.

4 Interpretation

4.1 Proximity to local services

The site is 0.2 miles away from Cadle Primary School, within 5 minutes walking distance. The site is also 1.5 miles away from Ysgol Gyfun Cymraeg Bryn Tawe Secondary school. The site is adjacent Kingsway industrial park which presents opportunity for employment.

4.2 Connectivity

The site fronts the A483 Carmarthen road with the villages of Penlan and Blaen Y Maes to the North.

The site is approx 1 mile from the main town centre of Swansea.

The development site is well situated for local amenities, there is a large retail park within reasonable walking distance, and smaller shops, post office, chemist and doctors surgery in close proximity.

The nearest railway station is Swansea Central to the East, with trains running on the main London to Fishguard line.

The site has very good access to public transport with Swansea main bus station being approximately 1 mile from the site. The following bus services x13,x15,110,111,112, x11 and x12 run in very close proximity to the site (3-5 min walk to the bus stops).

X13 - (First South Wales) Swansea to Ammanford – Via Fforestfach estate, Parc Fforestfach, Penllergaer & Pontarddulais – Mon to Sat every 30 min.

X15 – (First South Wales) Swansea to Llandeilo – Via Fforestfach estate, Parc Fforestfach, Penllergaer, Pontarddulais * Ammanford – Mon to Sat every 60 min.

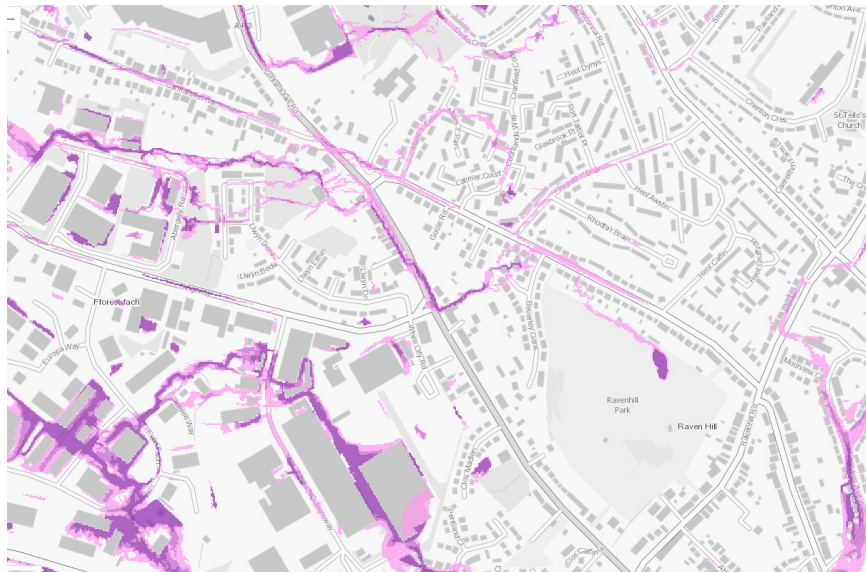
4.3 Ecology

The Application has been in contact with Gould Ecology and have commissioned a desk top study and appraisal for Pre-app to be provided under separate cover. The current layout frees up considerable green area for ecological enhancement

4.4 Flood Risk

Following the Natural Resources Wales Flood Risk Assessment map.

The is 0 chance from flooding due to rivers, there is 0 chance of flooding from the sea, there is however a small section of the site which is at medium to high risk of flooding from surface water and small water-courses.



Natural Resources Wales Flood Risk Assessment map



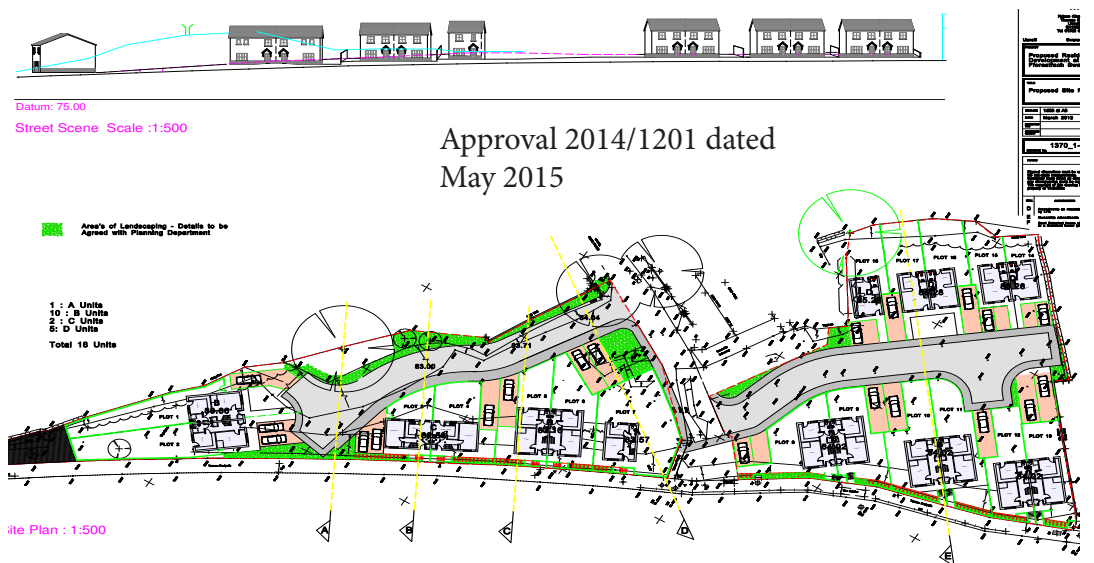
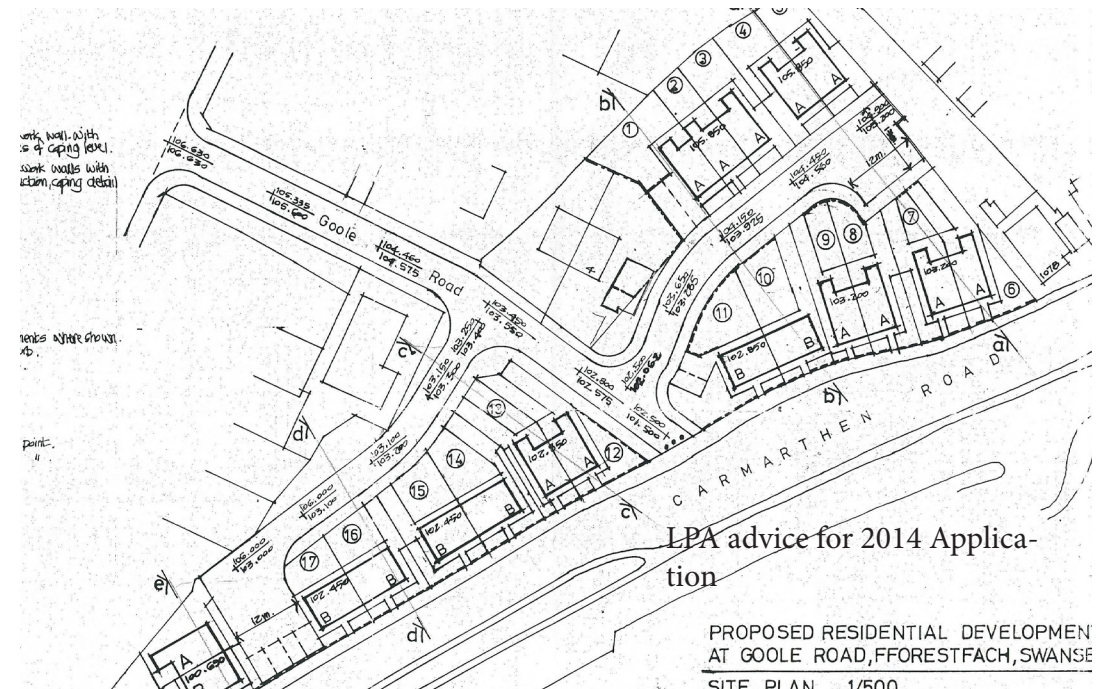
5 Design Development

This site has been subject to previous consents consultation and a Sect 73 Application from 2019 to extend the implementation because of Covid remains undetermined.

Design Development towards this preapplication is predominantly focused on the adoption of recent policy (Placemaking, SAB for example). The intention is to alter the previously approved mix in line with HA requirements, reduce Highway infrastructure and engineering where possible and enclosed space in favour of improved amenity, ecology, sustainability

and pedestrian and vehicular environment and landscaping and a more coherent circulation enhancement where routes meet.

The dwellings have been designed using traditional materials in keeping with the local area. Careful consideration has been given to the type, mix and colour of materials to ensure that whilst the new dwellings make an individual contribution to the local area they do not have an adverse effect on the local character. The housetypes have been developed for WG design quality requirements throughout and given a more contemporary appearance in detail and treatment. The purpose of the Preapp is to explore these developments with the LPA



6 Proposal

Density

see item 2 above and Housetypes provided.

The proposed development is for 22 number dwellings, in 16x2 storey units with associated access amenity and parking.

Layout

The site layout has been designed to ensure there is a minimal impact on neighbouring properties. The proposed houses each have a garden and easily accessible parking areas. Flats have associated parking and amenity area whilst a significant portion of the site has been allocated for green space generally. Internally the dwellings have been designed to, Government Design Quality Requirements (DQR) and current Building Regulation Standards. We feel the dwellings will provide the residents with a high quality of living commensurate with policy.

Scale

We feel that the proposed dwellings are in keeping with existing properties on Carmarthen Road in terms of scale and would not have any adverse effect on neighbouring properties in terms of overlooking and loss of privacy.



6.1 House Types and Flats

Type D are 3 people, 2 bedroom semi detached homes with 1 being a detached dwelling.



Type B are 5 people, 3 bedroom semi detached homes.



Type M are a block of 6, 2 people 1 bedroom flats.

6.2 Movement



At a very early stage consideration was given to the movement and Access in and around the proposed development to ensure the houses were easily accessible to the occupants should they arrive by car, on foot or by cycle. Main access to the site via car will be from Goole Road with pedestrian access to the front doors of the dwellings off Carmarthen Road. There will be parking provided (minimum of 2 spaces per dwelling).

Means of escape will comply with Building Regulations Approved Document Part B whilst switches and controls etc will be at heights specified in Building Regulations Approved Document Part M.

Criteria for visibility requirements are met with correct width of entrance door (min 900mm door set), maximum threshold of 26mm, level approach to principle entrances, 300mm clear wall space to opening edge of doors and non slip surfaces to external pathways.

Both Middle Road and Carmarthen Road are public transport routes, and the site, when developed, will present no access difficulties for the emergency and refuse collection service.

Bus Services

The site sits adjacent to a bus stop which provides a service to and around Swansea with service busses including x13 Cymru Clipper, service 111 and service 53.

Cycling

The site is within close proximity to cycle routes, highlighted in green on the map adjacent. The site is just over 3 miles away from the Mumbles sea front which promotes safe cycle routes.

Padestrian

The pedestrian infrastructure is of a good standard. Shared surface and pedestrian-only areas allow safe access and travels. With many traffic light crossing areas and safe walks including through Ravenhill Park allow for safe padestrian movements.

6.1 Landscape and Biodiversity

The proposal sits within an urban environment with pockets of landscape promoting biodiversity, such as Ravenhill park, Cadle Health Nature Reserve and many pockets of greenery for public use. The site will promote biodiversity through using the landscape to create rich planting areas to support our natural environment. This is in contrast to its current residual use and character as a misused “gap” in the pattern of Development

6.2 Environmental sustainability

The scheme is considered to be located within a sustainable location eradicating the Japanese Knotweed infested site, protecting local residents and its location will encourage visitors and residents alike to utilise active travel arrangements and reduce reliance on the private cars which are unlikely to be present in the numbers anticipated in Highways criteria applied on this site -well served by public transport.The scheme will encourage engagement with the landscape and appreciation of the green amenity provided.

Careful consideration has been given to the orientation of the dwellings, with the majority of the windows facing North East and South West to maximize morning and evening sunlight. Energy efficient light fittings will be provided withing the properties.

Recycling facilities will be provided within each of the kitchens. Cycle storage will be provided. All windows will be double glazed and conform to high thermal requirements. The proposed development does not affect any natural resources within the area. During the design process an exercise was undertaken which gave consideration to the environmental impact of materials and to ensure there was responsible sourcing of materials.

6.3 Community Safety

We feel that the new development will improve community safety by developing a residual undesigned space that is unmanaged and an indefensible space in an otherwise developed area. As a probable HA Development the proposal will be subject to Secured by Design Evaluation in its further Development. Layouts and active frontages are designed to ensure parking etc can clearly be seen from accommodation. The scheme will be well lit in accordance with SBD criteria.

7 Placemaking

7.1 Placemaking Guidance

A. Neighbourhoods
New places should link to existing communities and be busy with shops, schools and parks all within an easy 15 minute walk.

B. Density and mixed uses
New places should have lots of homes without being cramped. There should be more homes in places like town centres plus other uses such as shops.

C. Blue/ Green infrastructure
This means living with nature and having parks close to all our homes. It also helps us control water to stop flooding.

D. Making connections It is important to be able to walk and cycle or take public transport without always having to use a car. This is important for our health and the environment. Many developments are on the edge of an existing place and we need to make sure they are well joined up.

E. Public Spaces
All new places should have areas for people to relax, to do sports and for all ages to have fun playing. These areas need to be really easy to get to and must feel safe for everyone.

F. Streets as places
Many streets can be busy places filled by cars but we need to make sure they are safe and green with trees so people feel safe to walk, cross the street, cycle or even sit and chat.

G. Inclusive places
We all have different needs so it is important that new places and homes and parks are open and safe for everyone.

H. Townscape
New buildings such as homes, shops and schools can be designed in lots of different ways to make new places interesting.

I. Quality and character
Parts of Swansea look and feel different and we want to make sure all new places look good. This does not mean they should look old or super new but instead they all need to be built from good materials that will still look good in 100 years time.

J. Community Safety
New developments need to feel safe. This can be done by making sure there are lots of windows facing streets and parks, plus good lighting.

K. Privacy and amenity
It is important that you have privacy at home and there are private outdoor spaces like gardens that are big enough for people to use. Flats should have balconies to sit at a table and gardens should be big enough for relaxation, playing and sheds.

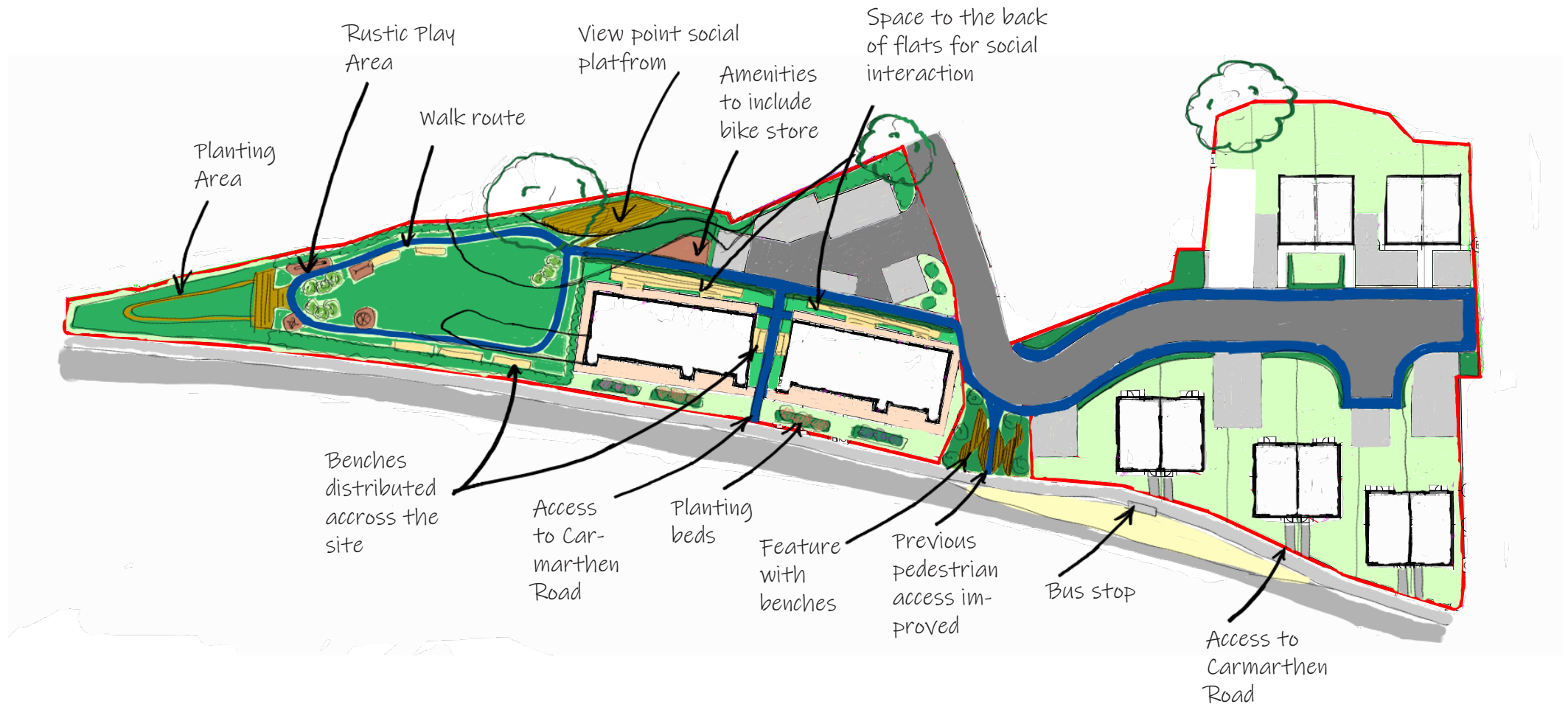
L. Accommodating parking
Many people do need cars but these should not cause problems when parked. We need to make sure there is the right amount of parking and safe storage for bikes in places that people use.

Response Placemaking Guidance

7.2 Zoning



7.3 Place Making



More Illustration

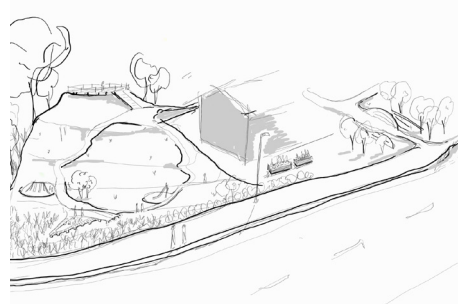
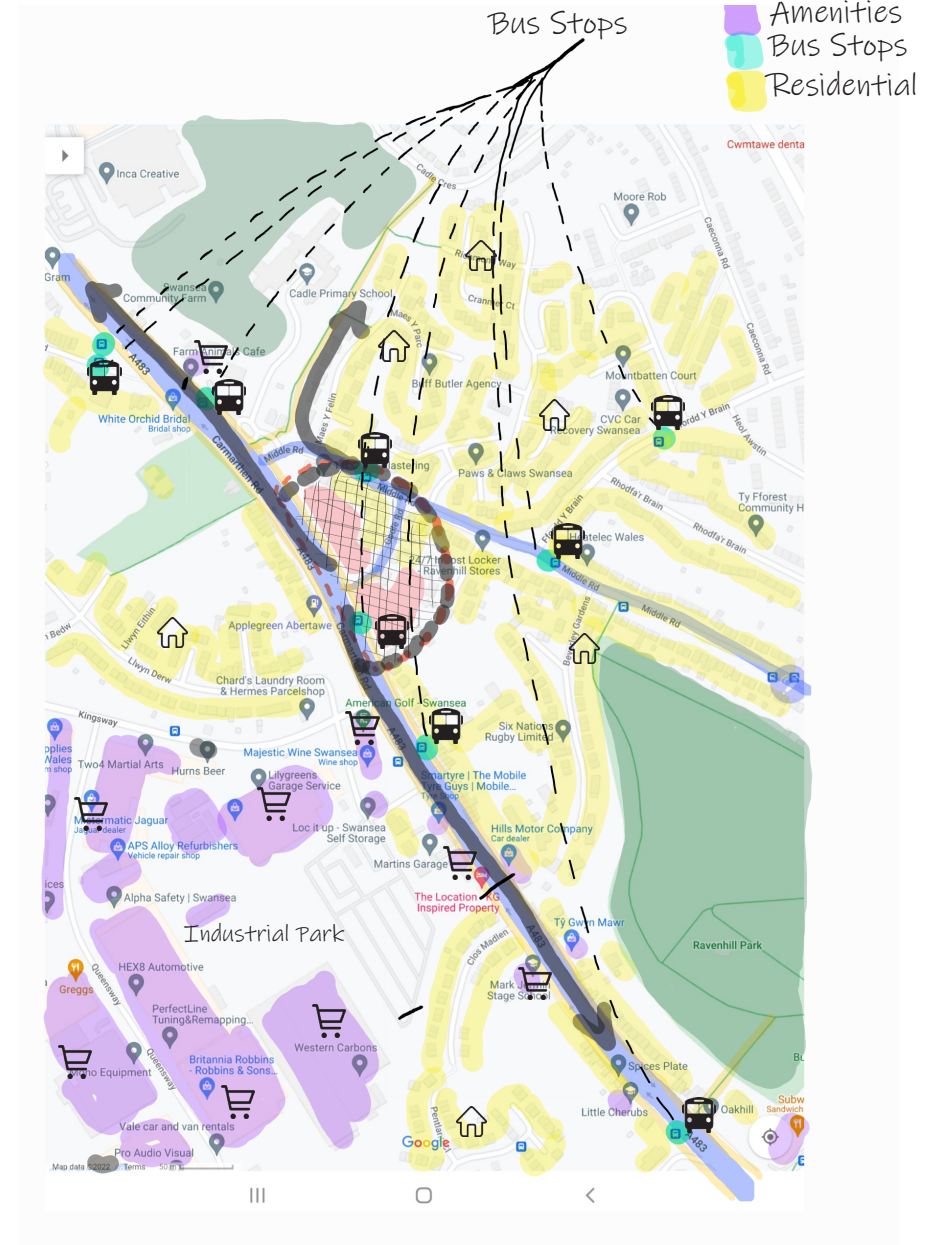
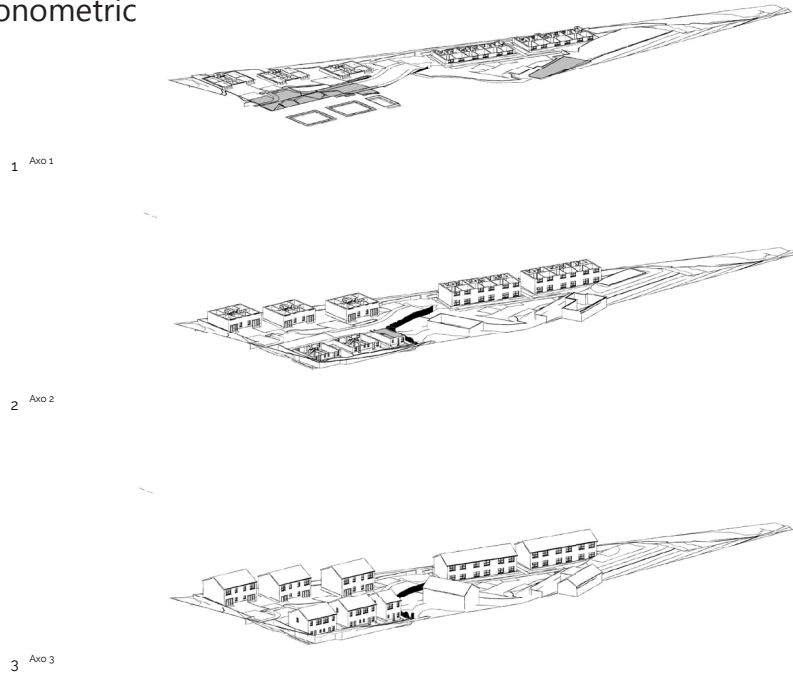


Illustration of Placemaking



Axonometric



Padestrian route at
Goole Rd
Existing



Existing Photo
site

8 Other Planning Policies

Policy EV2-Siting and Location

The siting of new development should give preference to the use of previously developed land over greenfield sites.

New development must have regards to the physical character and topography of the site and its surroundings by:

- a) avoiding locations that would have significant adverse impact on prominent buildings, landscapes, open spaces and the general including loss of visual amenity.
- b) effectively integrating with the landscape, by utilising topography to integrate into the contours of the site and avoiding conspicuous locations on prominent skylines and ridges.
- c) taking into account and where possible retaining site features including topography, landscape, archaeological and water features, trees and hedgerows.

All issues associated with Policy EV2 are described in section – Site Analysis.

Policy EV3-Accessibility

Proposals for new development will be required to:

- a) provide access and facilities to all
- b) provide satisfactory parking in accordance with council adopted design standards.
- c) be accessible to pedestrians, cyclists and users of public transport.

All issues associated with Policy EV3 are covered and described in sections – Movement and Access.

Policy HC2 – Urban Infill Housing

Proposals for housing development within the urban area will be supported where the site has been previously developed or is not covered by conflicting plan policies or proposals and provided the proposed development does not result in :

- a) significant loss of residential amenity
 - b) significant adverse effect on the character and appearance of the area.
 - c) the loss of important urban green space
 - d) significant harm to highway safety, or
 - e) significant adverse effects in relation to:
 - landscape
 - natural heritage
 - security and personal safety
 - infrastructure capacity
 - the overloading of available community facilities and services
- All issues associated with Policy HC2 are described in sections – Site Analysis, Movement and Access and Design.

Policy AS6 – Parking

Parking provisions to serve development will be assessed against adopted maximum parking standards to ensure that proposed schemes provide appropriate levels of parking for private cars and service vehicles. Account will also need to be taken of the need to provide facilities for the parking of motorcycles and cycles.

All issues associated with Policy AS6 are described in section - Design

9 Consultation

The scheme has been widely consulted and the Preapp is intended as a means to continue this with the LPA

There is a recent planning permission for the site Ref:2008/0742 which is for 19 Units. This involved advice from officers Tom Gronow, Lisa Tucker, Steve Smith. The S73 application over implementation was subject to liason with Rhiannon Devereux and earlier comments of local residents as well as Councillors Oliver James, Mike Durke and Elliot King

The Applicant would appreciate a meeting with the allocated officer as part of this pre-application to finalise and collaborate over the form and content of a Full Application based around this preapp submission.

10 Conclusion

This Pre application is based on Advice previously received, reported consultations already made and Consent recently implementable. The Applicant -in this submission- is seeking to improve and update the scheme in line with Policy changes and particularly with a view to achieving the aims set out in the 2021 SPG regarding placemaking in which context significant improvements have been/are being made to the accommodation, connectivity, amenity, ecology, suds, landscape and environment of the project and its place in the locality. With regard to Highway Engineering significant amenity and people centred space has been regained by the introduction of walk up flats and shared hardstanding rather than adoptable Road houses on the Western site. To the East our understanding is that Highways insist on adoptable Road requirements which are provided. It is considered that for a small residential scheme the design makes significant enhancements to a residential approval already given and would be a much overdue solution to an area of land that is an unsatisfactory and misused gap in the surrounding urban fabric.

The Applicant hopes and expects that-with the benefit of LPA preapplication engagement a satisfactory proposal can be progressed to PAC and Full Application at the earliest opportunity.

