

DESIGN & ACCESS STATEMENT

Cwmrhydderch Court, Ebbw Vale

November 2024



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Description of development:

Residential development and associated works

Location:

Land at Cwmrhydderch Court, Cwm, Ebbw Vale, NP23 7UE

Date:

November 2024

Asbri Project ref:

24.193

Client:

Tai Calon



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Date	November 2024	November 2024
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SITE IN REGIONAL CONTEXT



INTRODUCTION

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.

The diagram below, extracted from Chapter 3 of Planning Policy Wales, summarises the five objectives of good design that should be taken into account when preparing a DAS. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

The submitted Design and Access Statement adheres to guidance embodied in the Welsh Government publication, Design and Access Statements in Wales, published in June 2017.

The statement is subdivided into eight sections, commencing with a brief summary of the proposal in section 2. Section 3 outlines the brief and vision for the project, whilst Section 4 provides a brief overview of the site context and analysis. Section 5 interprets and applies the context of the brief and vision for the site, whilst section 6 summarises how the design has developed following consultation. Section 7 sets out the proposal, explores the relevant design and access facets associated with the application and provides a response to planning policy. The document then concludes, under section 8 with an appraisal of the development against the relevant policies, justifying why it should be granted permission.

The Brief

This application has been prepared by Asbri Planning on behalf of Tai Calon to accompany the full planning application for residential development and associated works. The former Cwmrhydderch Court building was

demolished in 2022 and the site has been vacant since. It is the intention for Tai Calon to deliver high-quality housing on a brownfield site of a very good quality in terms of aesthetics, space standards and energy consumption, whilst providing an excellent sense of place across the site for the occupants and visitors alike.

The aim of the development is to provide affordable homes which meet the Welsh Government's criteria to draw Social Housing Grant (SHG) and ensure the scheme development costs can be met. The scheme will be designed in accordance with the Welsh Government's 'Creating Beautiful Homes & Spaces' guidance (WDQR 2021) which also include Lifetime Homes Standards, dementia friendly design, RNIB Standards, Secured By Design Gold Award, and follows the Six principles set out in the Welsh Government's Placemaking Charter.

Vision

The vision for the site is to deliver affordable housing to assist in meeting the housing need in Blaenau Gwent whilst utilising a vacant site that is within the ownership of the applicant. Since the demolition, the site has remained vacant and it provides an opportunity to provide a high-quality residential development which would enhance the residential context and make use of a brownfield site within a sustainable location. The accompanying layout aims to provide a distinctive sense of place for the occupants and visitors by acknowledging and complementing the existing context within the County of Blaenau Gwent.

The homes will meet housing needs of local people and provide modern living by incorporating standards and best practice. The properties should be energy efficient, with an EPC rating A, be of low maintenance and where possible address low carbon aims.



SITE IN LOCAL CONTEXT



SITE CONTEXT AND ANALYSIS

Site Location

The site is situated approximately 4km south of Ebbw Vale in the settlement of Cwm, on grid co-ordinates E: 316832; N: 212479. The site is located to the north of Station Terrace along the eastern edge of Cwm. The site's eastern boundary is formed by School Terrace whereas the A4046 runs along the western boundary. The northern boundary is formed by agricultural fields beyond which are a number of residential properties.

Site Features

The site occupies a linear plot at the junction of Station Terrace and the A4046, with its main entrance facing Station Terrace. It consists of long rectangular shaped parcel of land covering approximately 0.47 hectares. Currently, the site is vacant following the demolition of Cwmrhydderch Court; a three-storey building comprising of 30 retirement flats, which was built in the late 1970s. This building was demolished in 2022 and the site now comprises a cleared site with a few retained mature trees and remnants of landscaped grounds that once included a communal garden.

The site has a sloping topography rising towards School Terrace, along the south-east boundary. The eastern part of the site is elevated, requiring the incorporation of retaining walls to manage the levels along School Terrace. The western boundary is defined by a concrete wall, used to screen the site from the A4046 while any remaining landscaped areas are enclosed by fencing. The access road serving the former Cwmrhydderch Court ran from Station Terrace along the site's western boundary.

The site sits in an area that is notably residential in character; the built form largely comprises of terraced properties and streets, characteristic of established South Wales Valleys communities. To the north-east of the site is a residential terrace of houses on School Terrace; privacy and distances must be respected as well as managing the levels to elevated rear entrances to the new houses.

A 14-meter easement over a drainage run crosses the site in an east-to-west direction near the access. Existing utilities and services include mains water supply, overground and underground mains electric supplies as well as telecom services. Utilities are mainly located to the west of the site. The developable site area is reduced by features located

within the site, as well as features on the boundaries.

The site is considered to be of low ecological value albeit consists of few mature trees which are to be retained in the proposed site development.

A review of Natural Resources Wales' (NRW) Development Advice Map (DAM) indicates that the site is located within flood zone A as such is considered to be at little or no risk of fluvial or coastal/tidal flooding. Whilst not yet adopted, NRW's Flood Map for Planning (TAN15) should also be used to guide development proposals. This confirms that site is within flood zone 1 for both river and sea flooding and flooding from surface water and small water courses. As such, flood risk will not present a constraint to the development.

A review of the Historic Wales Records shows that there are no listed buildings identified within or adjoining the site. There are also no scheduled ancient monuments identified within or surrounding the site.

The Coal Authority Interactive Mapping shows the site is not within a 'Development High Risk Area'. It is not near any mine entry points. The area of shading below is the coal mining reporting area.

Access

Access into the site is achieved via Station Terrace, to the south of the site. The A4046 adjoins the site along its western boundary with School Terrace abutting to the east. There are no public rights of way within or adjoining the site. Station Road connects Cwm to the A4046 to the west and provides access to surrounding residential areas, enhancing connectivity within the local community.

Pedestrian and vehicular access into the site is currently achieved from Station Terrace, located on the site's southern boundary. National Cycle Route 446 is located approximately 300m west of the site and links Pontypool to Ebbw Vale; therefore, there are active travel transport opportunities for the future residents of the proposed development. The nearest bus stop is situated directly adjacent to the site from the site, providing exceptional convenience for residents. This bus stop offers regular services to Ebbw Vale, with buses departing every hour, ensuring easy access to local amenities

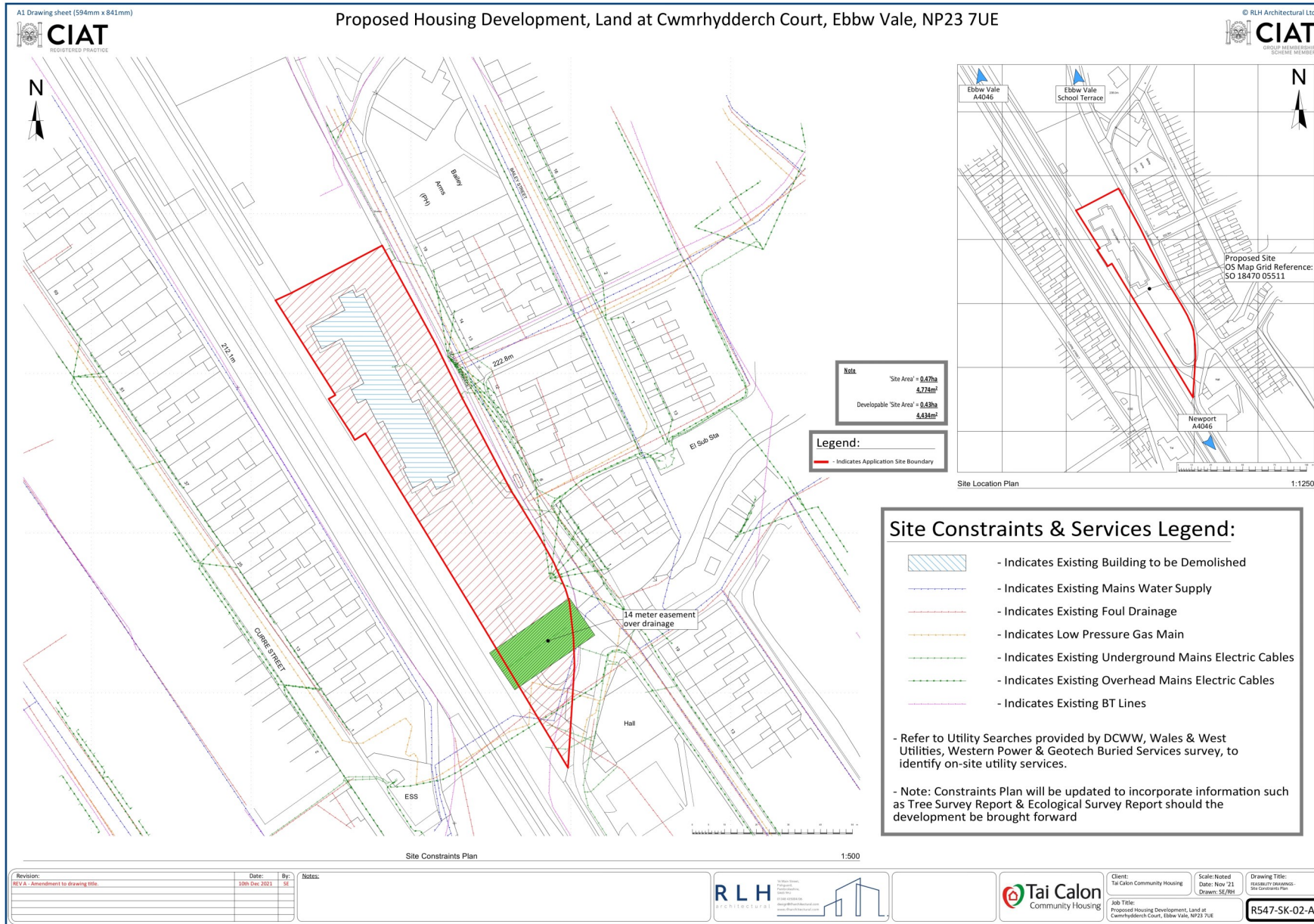
and services. Notable facilities nearby include the Cwm Community Centre, a local convenience store, and a range of takeaways, enhancing the community's accessibility to everyday services. Additionally, Cwm Primary School is situated approximately 200m to the north of the site along School Terrace, providing educational opportunities for local families.

Surroundings

Ebbw Vale town centre is approximately 2.5 miles to the north, offering an extensive range of shopping options, including retail chains and specialty stores. Ebbw Vale Town train station is also located here, providing convenient transport links to destinations such as Cardiff, Newport, and beyond, making it an attractive location for residents.

In terms of the residential context, the settlement comprises a mix of architectural styles, resulting in a mixed built character and vernacular throughout the community. In respect of scale, dwellings are predominantly two-storey however some bungalows are present within the settlement. The residential dwellings located to the east of the site comprise of mainly terraced dwellings; the facades of which consists predominantly of brick. The roofs are brown concrete tiles with white uPVC rainwater goods, fascias and soffits.

OPPORTUNITIES AND CONSTRAINTS PLAN



DESIGN & ACCESS STATEMENT

INTERPRETATION

Interpretation

The concept for the development of the site has derived from the following:

- Full site analysis including a full desktop study of the site and its surroundings
- A site visit and general visual assessment of the surrounding area including the built form and how residents and visitors interact with the area
- Discussions with the client and a full understanding of the brief and vision of the project, and
- Analysis of Welsh Government Guidance including Site and Context Analysis Guide: Capturing the Value of a Site

3.2 The above steps have presented the key opportunities and constraints for the site, which are outlined below:

Strengths

- Settlement Boundary - the site lies within the settlement boundary for Cwm. As such, it is located within an area where development is normally permitted.
- Brownfield Site - the site is vacant following the demolition of Cwmrhydderch Court; a three-storey building comprising of 30 retirement flats, which was built in the late 1970s. This building was demolished in 2022.
- Site Context - the site is located within a highly residential context. As such the surrounding land use context of the site is suitable for the kind of development proposed.
- Access - the site is located off Station Terrace Road, which is considered to have good transportation connections. In addition, it is in close proximity to a number of local facilities.
- Housing Need - The development will provide much needed affordable homes within an area of significant need. The mix and tenure has been designed in accordance with the housing requirement in the area.
- Public Rights of Way - There are no public rights of way within or adjoining the site
- Trees - The site consists of few mature trees which are to be retained in the proposed site development.

- Heritage - A review of the Historic Wales Records shows that there are no listed buildings identified within or adjoining the site. There are also no scheduled ancient monuments identified within or surrounding the site.
- Coal Risk - The Coal Authority Interactive Mapping shows the site is not within a 'Development High Risk Area'. It is not near any mine entry points.

Weaknesses

- Utilities - A 14-meter easement over a drainage run crosses the site in an east-to-west direction near the access. Existing utilities and services include mains water supply, overground and underground mains electric supplies as well as telecom services. Utilities are mainly located to the west of the site. The developable site area is reduced by features located within the site, as well as features on the boundaries.
- Ecology - The site has moderate local ecological value, however, it is not considered to be of a significant quality that would impact on the development opportunity of the site.
- Topography - The site has a sloping topography rising towards School Terrace, along the south-east boundary. The eastern part of the site is elevated, requiring the incorporation of retaining walls to manage the levels along School Terrace.

Threats:

- Relationship with Existing Properties - The design of the proposal will have to show regard to, and be guided by existing properties nearby.
- Tree Protection - The development will need to be designed to ensure that it safeguards the quality of the retained trees.
- SuDS - Given the linear and sloping nature of the site, the engineering solution will be difficult

Opportunities

- Brownfield Land - There is an opportunity to bring an area of previously developed land back into beneficial use by the public.
- Improved Security - The proposed development would improve the security of the site, contributing to improved safety and security within the local area.
- Sustainability Assessment - The application is accompanied by a Sustainability Assessment which confirms the site is afforded a reduction in parking given it is located in a sustainable settlement.
- Setting a Precedent - The proposed development would set a local standard for high-quality housing development both within Cwm and balenau Gwent, with low-energy design, high quality landscape measures and SUDs.

DESIGN DEVELOPMENT

Pre-Application Discussions

Based on the Initial brief, a pre-application enquiry was submitted by Asbri Planning in April 2022 (Ref No. PA/2022/0026) for a redevelopment of the site for 21no. residential dwellings and associated works. The plans that were submitted detailed that the development would make use of the existing vehicular access leading from Station Terrace with the residential units provided in a linear arrangement adjacent to the north-eastern boundary fronting School Terrace from which pedestrian access would be gained. Amenity spaces would be provided to the west of the dwellings with parking and vehicular access beyond. Given the topography the dwellings were designed as three storeys. The previous layout is enclosed, below:

The previous pre-application response confirmed the following with regards to design and access

Design and Sustainability

- The Authority would welcome an innovate, highly sustainable, low-carbon design which incorporates and responds to the energy hierarchy of reducing energy demand through passive design, promoting energy efficiency through use of appropriate building fabric and inclusion of renewable and low/ zero carbon energy generation technologies
- The proposed linear arrangement reflects and respects the context and urban grain of the area
- To reduce the impact of residential amenity, the dwellings should be set as low into the site as possible, finished with single storey front elevations, facing School Terrace
- The front elevation of the development (facing School Terrace) should be finished with stone/composite stone
- The first-floor accommodation should be set well within the eaves of the building, with the gap between the eaves and the ground floor
- All dormer windows should be finished with a pitched roof and be of a subordinate size and scale
- There is an opportunity to make use of a more varied pallet of materials on the rear elevations of the dwellings
- Additional pedestrian connections are required between flats proposed at the northern end of the site and School Terrace

- The development should make use of all traditional boundary treatments where possible

Highways

- Whilst the actual number of proposed parking spaces appears acceptable, I have concerns regarding the length of the proposed linear parking bays. These should be 6.0 metres in length (I will accept at an absolute minimum a bay length of 5.5m only where two adjoining parking bays are for the same property)
- The proposed junction access (as per existing arrangements) is acceptable
- The proposed internal road layout is also acceptable

Feasibility Study

Following a review of the above response together with a review of the project feasibility, a decision as made by tai Calon to reduce the number of units proposed to 18 dwellings; of which eight were 2P1B walk-up flats, five were 4P2B houses and five 5P3B houses. Ground Floor flats were also updated to accommodate wheelchair accessible accommodation.

The layout was largely similar to the original layout albeit the numbers reduced to allow greater flexibility and to value engineer and to improve deliverability and viability. This revised proposal was re-issued to Blaenau Gwent CBC via a second pre-app enquiry (Ref No. PA/2024/0149). The following comments were received:

Design

- To reduce impact with the dwellings on the eastern side of School Terrace, the dwellings should be set as low into the site as possible, finished with single storey front elevations, facing School Terrace. Any application should be supported by sectional drawings to clarify the impact of the development on the 25 and 45-degree light angles of the existing dwellings and how the proposed properties will be sited to prevent direct overlooking on the existing dwellings.
- The front elevation of the development (facing School Terrace) should be finished with stone/ composite stone. The first-floor accommodation should be set well within the eaves of the building, with the gap between the eaves and the ground floor window heads reduced.

- In compliance with the Councils Householder Design Guide SPG, all dormer windows should be finished with a pitched roof and be of a subordinate size and scale.
- There is an opportunity to make use of a more varied pallet of materials on the rear elevations of the dwellings.
- Additional pedestrian connections are required between flats proposed at the northern end of the site and School Terrace.
- The development should make use of all traditional boundary treatments where possible.
- Given the proximity of the dwellings to the bypass, the application should be supported by a noise assessment.

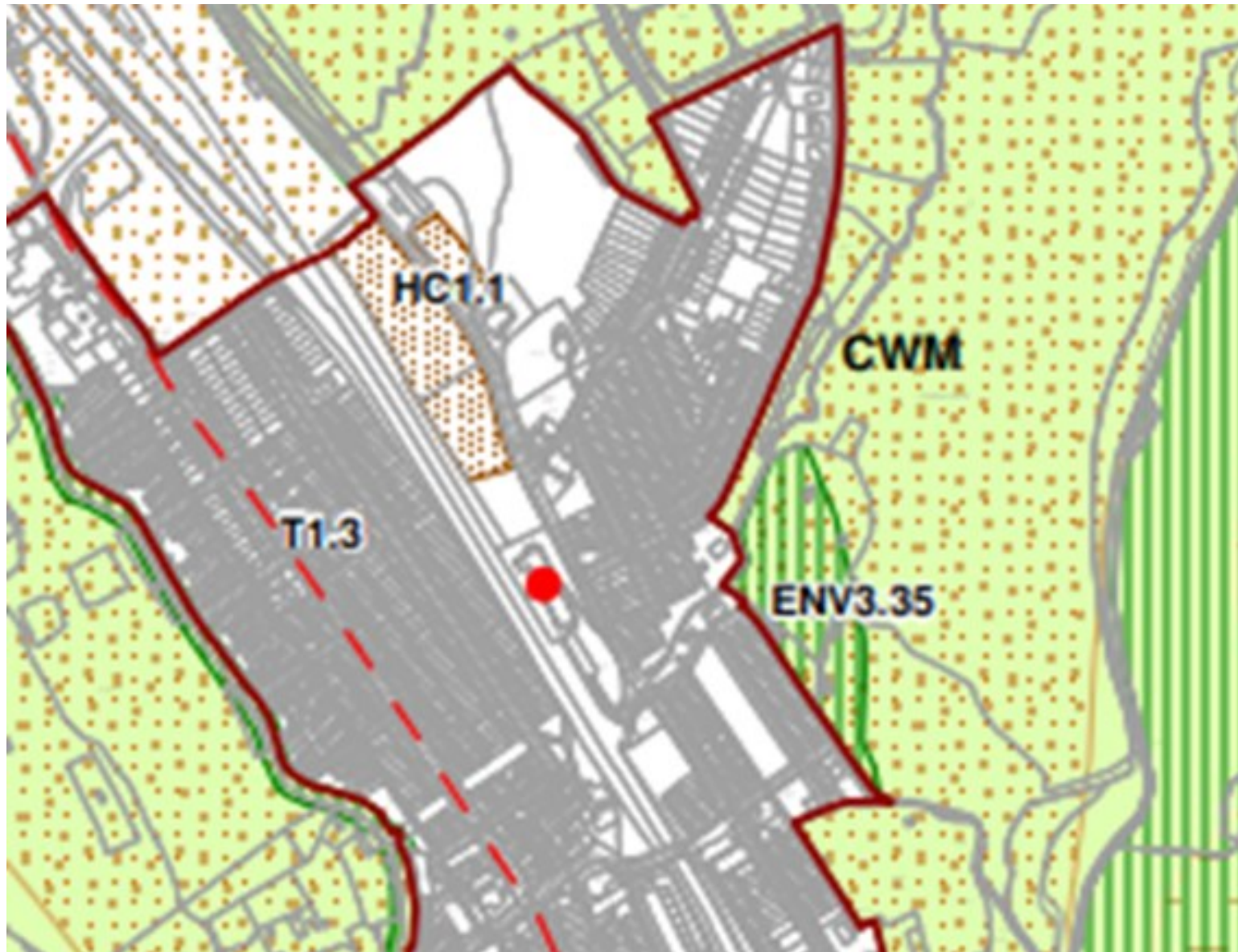
Highways

- Concerns regarding length and width of some parking bays
- The turning head is non-standard, whereby the carriageway width has been reduced in one of the heads to 4.8m, as opposed to 5.5m. As advised previously, the applicant will need to undertake and submit a swept path analysis for a refuse lorry to demonstrate this will work.
- Additionally, the parking bays for plots 11 & 12 access via this head, the applicant will need to provide swept path turning movements for an SUV to prove that a vehicle could safely access/exit the driveways.
- The applicant is advised to undertake a sustainability assessment in accordance with Appendix 5 of the SPG to justify this reduction in spaces.

Design Evolution

In light of the above comments, the planning layout has been updated to ensure that the dimensions of the parking spaces have been updated and the application is accompanied by a Transport Statement which includes swept-path analysis and a sustainability assessment to justify the parking provision. Furthermore, the material palette has been updated to reflect the comments; the eastern elevation fronting onto School Terrace provides a grey brick elevation to tie it into the existing properties whereas the western elevation comprises a grey coloured cladding which aims to provide a more contemporary approach from key views along the A4046.

LOCAL DEVELOPMENT PLAN PROPOSALS MAP



PLANNING POLICY

Policy reference	Relating to
<i>Strategic Policies</i>	
SP1	Northern Strategy Area – Sustainable Growth and Regeneration
SP4	Delivering Quality Housing
SP5	Spatial Distribution of Housing Sites
SP6	Ensuring Accessibility
SP7	Climate Change
SP10	Protection and Enhancement of the Natural Environment
<i>Development Management Policies</i>	
DM1	New Development
DM2	Design and Placemaking
DM3	Infrastructure Provision
DM4	Low and Zero Carbon Energy
DM7	Affordable Housing
DM16	Trees, Woodland and Hedgerow Protection
<i>Allocations and Designations</i>	
SB1	Settlement Boundaries

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the purposes of this Planning Application comprises the following:

- National Development Framework: Future Wales – The National Plan 2040 (February, 2021);
- Blaenau Gwent County Borough Council Local Development Plan (2007-2022) (Adopted November 2012).

In addition to the Development Plan, the planning application has been informed by policy and guidance set out in the following:

- Planning Policy Wales Edition 12 (February, 2024), informed by The Well-Being of Future Generations (Wales) Act 2015, and supplemented by Technical Advice Notes;
- Building Better Places: The Planning System Delivering Resilient and Brighter Futures (July, 2020);
- Blaenau Gwent CBC Supplementary Planning Guidance (SPG)

This section of the Design and Access Statement provides an overview of the Development Plan context and planning policy framework of specific relevance to the determination of this application. A full review of the key national and local policies are included within the accompanying Planning Statement.

National Policy

Planning Policy Wales

Planning Policy Wales (Edition 12, February 2024) (PPW) is the Welsh Government's principal statement of national policy and sets out the land use planning policies that should be taken into account by local planning authorities in Wales and

may be material to decisions on individual planning applications.

Paragraph 3.3 emphasises the importance of good design in development proposals, and states that it is fundamental to creating “*sustainable places where people want to live, work and socialise.*”

Paragraph 4.2.1 relates to affordable housing, and states:

“New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities.”

Technical Advice Note

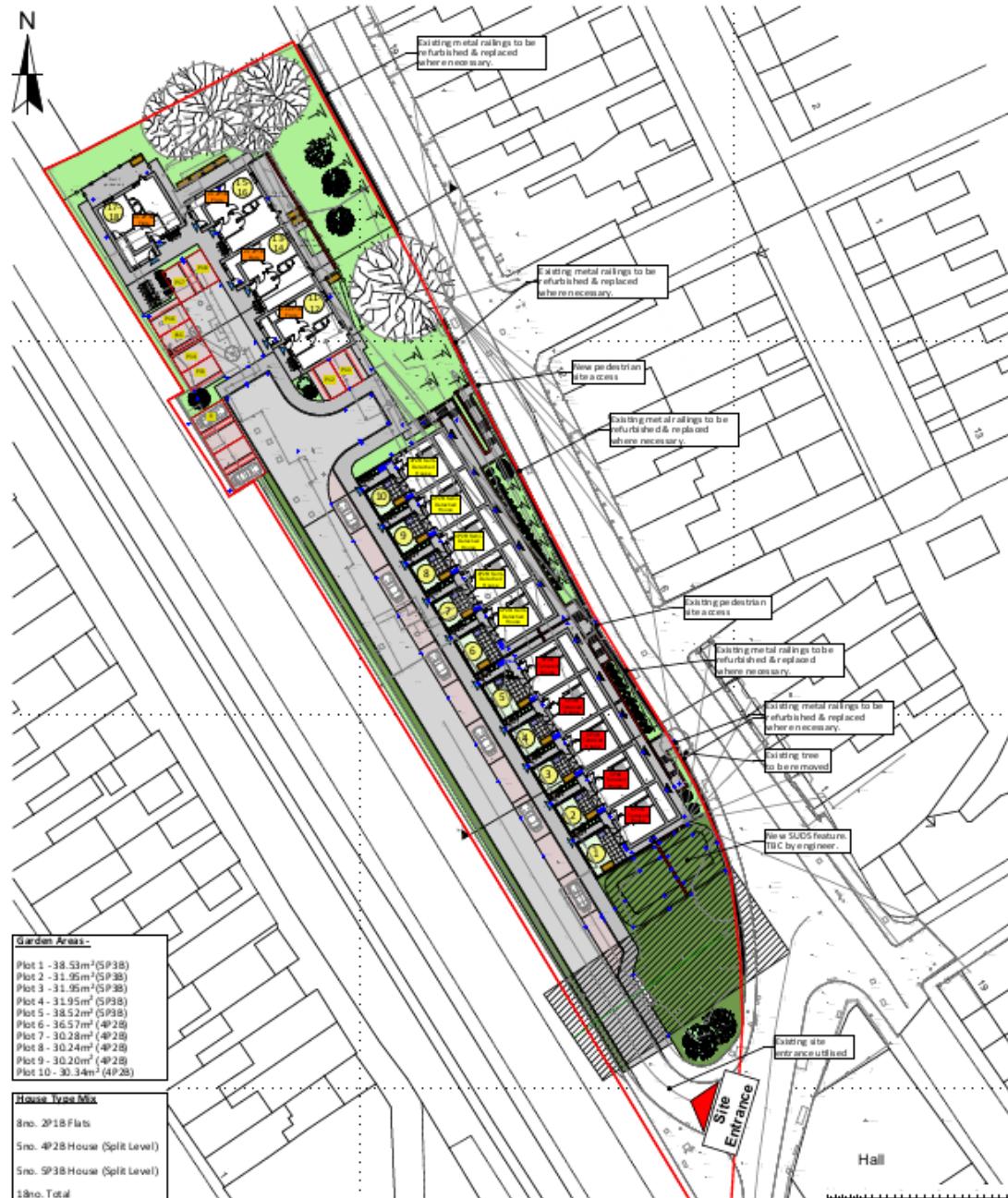
PPW is supplemented by a series of topic specific Technical Advice Notes (TANs), including the following which are of relevance:

TAN2 ‘Planning and Affordable Housing’ provides advice on how the planning system, and local planning authorities, can adopt an affordable housing target within a local development plan that shapes local development policy and growth aims, based on the needs identified within needs assessments carried out.

TAN5 Nature Conservation and Planning (2009) provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. It seeks to demonstrate how local planning authorities, developers and key stakeholders in conservation can work together to deliver more sustainable development that does not result in losses from the natural heritage but instead takes every opportunity to enhance it.

TAN12 Design (2016) provides advice on how ‘promoting sustainability through good design’ and ‘planning for sustainable building’ may be facilitated through the planning system.

PROPOSED LAYOUT



Technical Advice Note 18: Transport (2007) confirms that integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development. Paragraph 2.4 indicates that by influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport.

The most pertinent planning policies have been copied below

All new developments must adhere to the requirements of Policy DM1 (New Development) which advises development proposals will be permitted provided they can demonstrate compliance with the below:

1. Sustainable Design

- Energy efficient design is achieved;
- The proposal makes efficient and effective use of resources by employing sustainable building techniques, incorporating energy and water conservation measures, and wherever possible, the use of renewable energy;
- Construction waste and pollution is minimised and the proposal incorporates facilities for the segregation, recovery and recycling of waste;
- Recycled or sustainable products and resources are used in construction, where practicable;
- The proposal reduces surface water run off through minimising an increase in impermeable surfaces and using Sustainable Drainage systems, where appropriate; and
- The proposal does not result in a net loss of biodiversity and provides where necessary mitigation and/or compensation measures.

2. Amenity

- The development would be compatible with other uses in the locality;
- There would be no unacceptable adverse visual impact on townscape or landscape;
- There would be no unacceptable impact upon the ameni-

ties of neighbouring occupiers;

- In the case of residential development including extensions and sub-division of dwellings, dwellings must be of appropriate size to provide satisfactory levels of amenity;
- There would be no adverse impact upon the water environment or an unacceptable risk to the quality of controlled waters (including groundwater and surface water);
- The proposal contributes to improving water quality wherever practicable;
- The proposal does not result in airborne emissions which have an unacceptable effect on the health, amenity or natural environment of the surrounding area, taking into account cumulative effects of other proposed or existing sources of air pollution in the vicinity.
- There would be no unacceptable risk of harm to health and/or local amenity from unacceptably high levels of noise, vibration, odour or light pollution;
- The land is made stable and capable of supporting the development without risk of damage to buildings on the site or adjoining land; and
- Practicable and effective measures are taken to treat, contain or control any contamination.

3. Accessibility

- The proposal has regard for the safe, effective and efficient use of the transportation network;
- The proposal ensures that developments are designed to an appropriate standard that prioritises the interests of pedestrians, cyclists and public transport before that of the private car;
- The proposal secures appropriate provision for people with special access and mobility requirements;
- Parking, appropriate servicing and operational space has been provided; and
- Where a Transport Assessment and Travel Plan is required by national planning policy, they must demonstrate that there will be no adverse impact on trip generation and travel demand.

Policy DM2 (Design and Placemaking) is of particular importance as it is imperative that any new residential development is designed to adhere to Placemaking Principles and the requirements of this local policy, which confirms development

proposals will be permitted provided:

- They are appropriate to the local context in terms of type, form, scale and mix;
- They are of good design which reinforces local character and distinctiveness of the area or they positively contribute to the area's transformation and raise density, where appropriate;
- The development has regard to 'Secured by Design' principles;
- In the case of extensions to buildings, they reflect, complement or enhance the form, siting, materials, architectural details and character of the original building, its curtilage and the wider area;
- In the case of proposals for new and replacement shopfronts and signage, they make a positive contribution to the street scene. Roller shutters should be sensitively designed and integrated into the overall design of the shopfront;
- In the case of the public realm and key locations such as town centres, major routes and junctions, the character and quality of the built form is to a high standard of design and, where appropriate, includes public art; and
- Landscaping and planting, where appropriate, achieves a suitable visual setting for the scheme and integrates it into the wider context.

A1 Drawing sheet (594mm x 841mm)

Proposed Housing Development, Land at Cwmrhydderch Court, Ebbw Vale, NP23 7UE

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Image 1 NTS



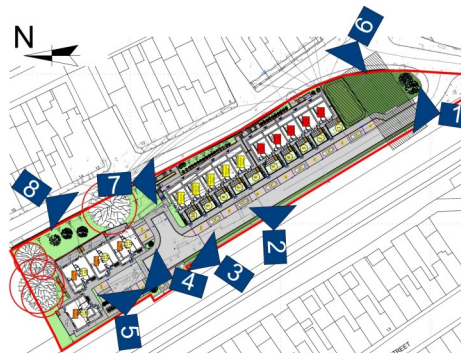
Image 4 NTS



Image 6 NTS



Image 2 NTS



Proposed Site Plan 1:750



Image 7 NTS



Image 3 NTS



Image 5 NTS



Image 8 NTS

THE PROPOSAL

5.1 To ensure that the development effectively responds to the local context, the principal considerations that will form the chapter, and to which the application will be assessed on, will be the five objectives of good design which are a set of principle considerations, as outlined in Technical Advice Note 12. These include an assessment of the proposed access, the overall character of the site including the amount, scale and layout, the appearance and landscape as well as the community safety of the site.

Amount, Scale & Layout

The planning application seeks full planning permission for the development of 18 residential units, comprising a mix of flats and houses to address local housing needs. The proposed schedule of accommodation includes:

- 8no. 2-bedroom, 1-person walk-up flats
- 5no. 4-person, 2-bedroom houses
- 5no. 5-person, 3-bedroom houses

It is considered that the scheme represents an efficient use of land within Cwm and the development of the site will reflect and enhance the residential character of the surrounding area. Furthermore, the proposed mix will ensure that the site can accommodate a range of persons with different needs through the use of apartments and houses.

The dwellings will be delivered as 100% affordable, managed by Tai Calon and as such will ensure that the properties house an appropriate mix of local residents to promote a successful integration into the local community.

The proposed dwellings will be designed to ensure wheelchair accessibility for the ground-floor flats, promoting inclusivity. The development will feature consistent architectural finishes across all property types, eliminating any perceived hierarchy, thus promoting a cohesive streetscape.

The layout plan indicates that the 2-bedroom and 3-bedroom houses will be positioned towards the southern portion of the site, each with a private patio and garden area, while the 1-bedroom flats will occupy the northern section.

The three-storey houses will feature a main entrance accessed via a private garden area on the ground floor with a secondary access point provided at first floor from the School Terrace elevation, creating an efficient flow between units and communal areas. This design is aimed at encouraging community interaction while maintaining privacy.

Additionally, a Sustainable Urban Drainage System (SuDS) will be integrated into the southern part of the site, contributing to flood management and enhancing local biodiversity. Green roofs are also proposed to further aid in rainwater absorption and runoff reduction, ensuring the project aligns with sustainable development principles.

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

Access

The existing 4.8m wide access to the site will be retained and this will lead to a new turning head that will be located at the northern end of the internal road. This has been designed to allow a refuse collection vehicle to turn within the site and re-enter Station Terrace in forward gear.

The 2m wide footway along the street's eastern side will be retained but re-aligned to accommodate a row of 12 car parking spaces located in front of the 10 terraced houses. Each of the parking spaces are 6m in length to allow for parallel parking apart from the most northerly space which is 4.8m long. Drivers using this space will be able to enter or exit it by driving or reversing straight to or from the development's turning area and will not need to undertake a parallel parking manoeuvre.

In addition to the row of 12 parking spaces in front of the terraced housing, 12 perpendicular parking spaces are arranged around the site's turning area and the courtyard for the flats. In total therefore the development provides 24 car parking spaces. This meets, in full, the requirement

to provide 23 residents' parking spaces and provides one dedicated visitor parking space. The Parking Standard suggests that four visitor parking spaces are required and against this measure there is therefore a shortfall of three visitor parking spaces. It is considered that these three spaces can be safely accommodated informally along the western side of the street within the development or otherwise in the nearby public car park accessed from Station Terrace. The car park is located only 40m from the development's access.

Three pedestrian access points from School Terrace are proposed.

Movement

Bus services

5.13 It is now a fundamental part of design standards to ensure that new developments are as accessible as possible by several modes of transport.

5.14 With this in mind, the site is accessible to a bus stop directly adjacent to the site boundary which provide users with frequent transport to destinations including Cwmbarn, Ebbw Vale (via the following buses: X2, 26).

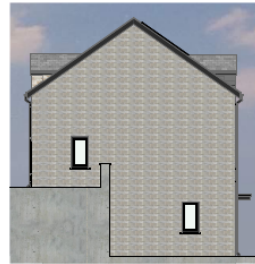
The surrounding area is not considered to possess a significant architectural style or identity, with variations in brick, rendered, and stone buildings within the local area. Accordingly, the proposed pallet contains the following:

- Walls:
 - * Flats: Sand/cement render & brick and fibre cement cladding
 - * Houses: Gormley Grey brick, natural stone finish & Fibre cement cladding
- Roof:
 - * Flats: Bauder or Sim Green Roof System
 - * Houses: Cedral Thrutone textured fibre cement slates (Colour blue/black) with angled ridge tiles to

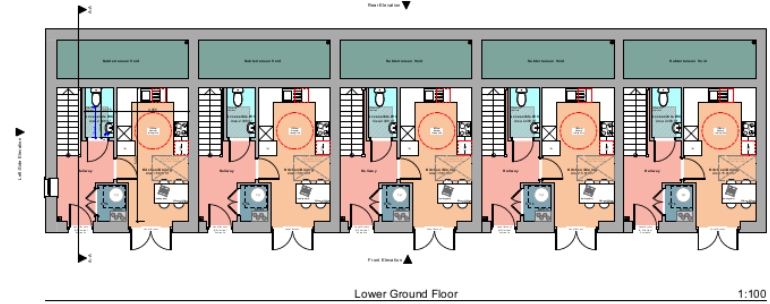
FLOOR AND ELEVATION PLANS



Front Elevation 1:100



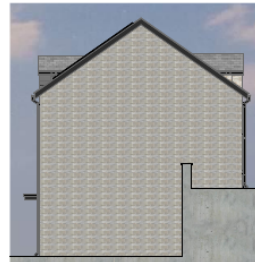
Left-Side Elevation 1:100



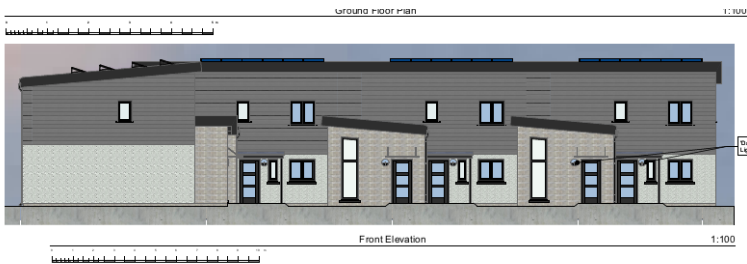
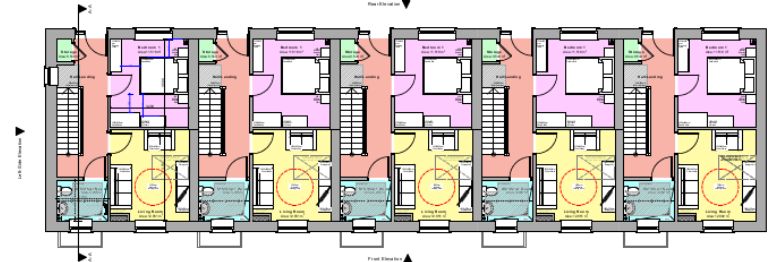
Lower Ground Floor 1:100



Ground Floor Plan 1:100



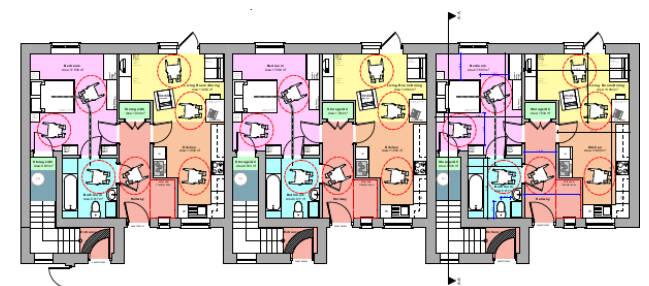
First Floor Plan 1:100



Front Elevation 1:100



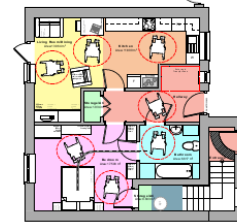
Left-Side Elevation 1:100



Front Elevation 1:100



Left-Side Elevation 1:100



THE PROPOSAL

match

- Windows: Anthracite uPVC windows with concrete cills
- Doors: Composite PAS doors
- Fascias, Barges and Soffits: Black uPVC
- Guttering and Downpipes: Black uPVC

The material palette utilised within the scheme recognises and enhances the vernacular of the local area. It is intended to create a development that acknowledges its context whilst enhancing the wider area through distinct design choices to create a contemporary aesthetic. The linear layout provides an opportunity to provide two principal elevations, both of which will need to address its context and be sympathetic to the locality. Accordingly, the eastern elevation fronting onto School Terrace provides a grey brick elevation to tie it into the existing properties whereas the western elevation comprises a grey coloured cladding which aims to provide a more contemporary approach from key views along the A4046. Materials will offer good longevity in terms of the life-cycle of the dwellings; low maintenance and from responsibly sourced manufacturers.

Landscape & Biodiversity

The landscape proposals have been designed to contain a range of measures to ensure GI is maintained and enhanced as part of the development. Key measures include:

- Native tree planting around the site. This provides an attractive setting for
- the development and adds to the existing landscape infrastructure.
- Native hedge planting to boundaries provides a food source and nesting opportunities for birds.
- Shrub planting including species known for wildlife value. This softens building
- frontages and enhances biodiversity
- The inclusion of wildflower meadow area to the SUDS features and around the site generally provides further ecological benefits and enhances the external environment.

The combined effect of the above measures will be the creation of a species rich landscape, appropriate to the scale and nature of the proposed development.

Where removal of existing vegetation has been unavoidable, either due to the development or due to other reasons, this has been minimised and then mitigated with new planting and ecological measures to ensure the appropriate restoration of habitats. All of the mitigation measures have been included within the site, demonstrating that all attempts have been made to compensate on site

The boundary treatment currently comprises metal railings along School Terrace with concrete walls fronting the A4046. It is proposed to enhance the overall appearance by providing new 1.8m hit and miss boundary fence and black powder coated metal railings along the site boundaries. The garden areas for the houses will be separated by vertical timber fencing above a stone wall.

Community Safety

TAN 12 suggests that community safety can be achieved via design solutions that can aid crime prevention. These include providing natural surveillance, improving safety by reducing conflicts in uses, and promoting a sense of ownership and responsibility.

The scheme is to be developed with deference to Secure by Design standards, thus will ensure a positive relationship between private and public space. In this respect, the provision of units in their current location and orientation enables enhanced natural surveillance of the site in its entirety; ensuring feelings of safety and the provision of surveillance is of paramount importance.

Taking into account all of the above, it is in no doubt that the future development of the site can be designed to ensure a high level of personal and community safety.

Environmental Sustainability

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

enhancing biodiversity and designing for change.

The development of the site will enhance the environmental and biodiversity capacity of the site through the retention of on-site features including hedgerows and additional landscaping throughout. The site is in a sustainable location by virtue of its position within the settlement boundary of Cwm and within close proximity to public transport, thus minimising the use of the personal car.

CONCLUSION

This Design and Access Statement (DAS) has been prepared on behalf of Tai Calon to accompany a planning application for residential development and associated works on land at Cwmrhydderch Court, Cwm, Ebbw Vale, NP23 7UE.

The application site comprises previously developed 'brownfield' land, situated within the defined settlement boundary for Cwm. As such, the principle of development is established. The development of the site would be delivered in a sympathetic manner with adequate provisions for landscaping, parking, and drainage infrastructure made, in addition to ecological and landscape mitigation where necessary.

It is considered that this Design and Access Statement considers the material planning considerations in terms of design and access and together with the accompanying drawings and documents, it is concluded that the proposal represents an acceptable and sustainable form of development which is appropriate for the location. The proposals therefore comply with the relevant national and development plan planning policies and supplementary planning guidance.

It is for these reasons that it is respectfully requested that Blaenau Gwent County Borough Council grant full planning permission for the development, as proposed.