



## DESIGN & ACCESS STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT OF 41 HOUSES WITH PARKING AND NEW ACCESS ROAD

LAND AT SWANSEA ROAD, MERTHYR TYDFIL



**Architects**    **Town Planners**  
**Environmental & Urban Design**

**Cardiff Office**  
Unit 1A, Compass Business Park,  
Pacific Road, Ocean Park, Cardiff, CF24 5HL  
Phone 029 2045 2100  
web: [www.c2jarchitects.co.uk](http://www.c2jarchitects.co.uk)

**London Office**  
19 Goodge Street  
London W1T 2PH  
Phone 020 3409 1342  
email: [enquiries@c2jarchitects.co.uk](mailto:enquiries@c2jarchitects.co.uk)



## 1.0 INTRODUCTION

- 1.1 This Design & Access statement has been prepared to support our Client's planning application for the proposed construction of a residential development of 41 dwellings with parking and new access road on land at Swansea Road, Merthyr Tydfil.
- 1.2 This statement explains the concept and principles of the development in relation to accessibility, character, community safety, environmental sustainability, movement and assesses the proposal against the relevant Planning Policy framework.

DRAFT



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## 2.0 PLANNING POLICY CONTEXT

### Planning history

2.1 There are no planning applications which relate specifically to the site.

### National Planning Policy

2.2 **The Wales Spatial Plan *People, Places, Futures*** sets a strategic framework to guide future development and policy interventions. It integrates the spatial aspects of National strategies for social inclusion and economic development, health, transport and environment, translating the Assembly Government's sustainable development duty into practice.

2.3 **Planning Policy Wales (PPW Edition 9) November 2016** sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters.

2.4 This document consolidates and replaces *Planning Policy Wales, 2002* and *Ministerial Interim Planning Policy Statements* issued between 2002 and 2009, all of which are hereby cancelled. References in other Assembly Government documents to *Planning Policy Wales* and MIPPS should be construed accordingly.

2.5 Chapter 4 – *Planning for Sustainability*, Chapter 7 – *Economic Development*, Chapter 8 – *Transport*, Chapter 9 - *Housing* and Chapter 12 – *Infrastructure and Services* and Chapter 13 – *Minimising and Managing Environmental Risks and Pollution* are of specific relevance to the development of the site.





2.6 Chapter 4 states, “Good design should promote the efficient use of resources, including land. It should seek to maximise energy efficiency and the efficient use of other resources, minimise the use of non-renewable resources and minimise the generation of waste and pollution. Mixed use development (of both built and open space) emphasising flexibility and adaptability, can provide particular design opportunities, adding interest and vitality to living and working environments. Good design is essential to ensure that areas, particularly those where higher density development takes place, offer high environmental quality, including open and green spaces. Landscape considerations are an integral part of the design process and can make a positive contribution to environmental protection and improvement, for example to biodiversity, climate protection, air quality and the protection of water resources. The visual appearance of proposed development, its scale and its relationship to its surroundings and context are material planning considerations. **Local planning authorities should reject poor building and contextual designs. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions**”

2.7 Chapter 7 states “The planning system should support economic and employment growth alongside social and environmental considerations within the context of sustainable development. Wherever possible local planning authorities should seek to guide and control economic development to facilitate regeneration and promote social and environmental sustainability. In so doing, they should aim to:

- co-ordinate development with infrastructure provision;
- support national, regional, and local economic policies and strategies;
- align jobs and services with housing, wherever possible, so as to reduce the need for travel, especially by car;
- promote the re-use of previously developed, vacant and underused land; and
- deliver physical regeneration and employment opportunities to disadvantaged communities.

In applying these and other considerations, local planning authorities should aim to steer economic development to the most appropriate locations, rather than prevent or discourage such development.





- 2.8 Chapter 8 states *“Local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion.*
- 2.9 Chapter 9 states *“The Assembly Government’s vision for housing is for everyone in Wales to have the opportunity to live in good quality, affordable housing, to be able to choose where they live and to decide whether buying or renting is best for them and their families. The objectives are to provide:*
- *homes that are in good condition, in safe neighbourhoods and sustainable communities; and*
  - *greater choice for people over the type of housing and the location they live in, recognising the needs of all.”*
- 2.10 Chapter 12 states *“The planning system has an important part to play in ensuring that the infrastructure on which communities and businesses depend is adequate to accommodate proposed development so as to minimise risk to human health and the environment and prevent pollution at source”.*
- 2.11 Chapter 13 states *“By controlling where development can take place and what operations may be carried out, the planning system has an important role in avoiding or minimising the adverse effects of any environmental risks on present or future land use”.*
- 2.12 **Planning Policy Wales Technical Advice Note 12: Design**, sets out the Welsh Assembly Government’s detailed advice on how to achieve good design in all development at every scale throughout Wales.
- 2.13 The guidance sets out the Assembly’s objectives for good design, namely
- Access – ensuring ease of access for all.



- Character – sustaining or enhancing local character. Promoting legible development. Promoting a successful relationship between public and private space. Promoting quality, choice and variety. Promoting innovative design.
- Community safety – ensuring attractive, safe public spaces. Security through natural surveillance.
- Environmental sustainability – achieving efficient use and protection of natural resources. Enhancing biodiversity. Designing for change.
- Movement – promoting sustainable means of travel.

**TAN 18: Transport** is also considered relevant to the site.

## LOCAL PLANNING POLICY

2.14 The current Development Plan is the Merthyr Tydfil Local development Plan 2006 – 2011.

2.15 As the attached abstract from the LDP proposals map confirms, the application site is allocated for residential use.





**Policy AS1: Housing allocations in the Primary Growth Area**

During the plan period 2006-2021, land is allocated for the provision of approximately 3134 dwellings in the Primary Growth Area at the following locations as shown on the LDP Proposals Map:

H6 Clwydyfagwr, Swansea Road

2.16 LDP policies which are 'material considerations' to the determination of this planning application are:

**Policy BW7: Sustainable design and place making**

The Council will support good quality sustainable design and require new development to:

- be appropriate to its local context in terms of scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;
- integrate effectively with adjacent spaces and the public realm to enhance the general street scene and create good quality townscape;
- not result in unacceptable impact on local amenity in terms of visual impact, loss of light or privacy, disturbance and traffic movements;
- incorporate a good standard of landscape design;
- sensitively relate to existing settlement patterns and take account of natural heritage and the historic environment on site and in terms of potential impact on neighbouring areas of importance;
- foster 'inclusive design' by ensuring the development allows access for the widest range of people possible;
- contribute to the provision of usable open and outdoor play space, ensuring its accessibility and connectivity to other green infrastructure, footpaths and cycleways;
- incorporate resource efficient / adaptable buildings and layouts using sustainable design and construction techniques, including the re-use and recycling of construction and demolition waste on site, and energy and water conservation / efficiency measures;
- minimise the demand for energy and, where appropriate, utilise the renewable energy resource through appropriate layout, orientation, mix of uses, density of development, landscaping, optimal use of local topography and incorporation of renewable energy technologies;
- incorporate facilities for the segregation, recovery and recycling of waste; and
- provide a safe environment by addressing issues of security, crime prevention, and the fear of crime in the design of buildings and the space and routes around them.

**Policy BW13: Managing housing growth**

During the plan period 2006-2021, land is allocated for the provision of approximately 3964 new dwellings in order to accommodate the anticipated needs of the population.





**Policy BW16: Protecting /enhancing the network of leisure facilities**

The Council will protect and support the enhancement of the County Borough's network of leisure facilities including outdoor play space, public open space and public rights of way in order to ensure their continued use for recreation and amenity. Development proposals that result in the loss of an existing facility will not normally be permitted unless:

- Alternative provision of at least equivalent value to the local community can be provided nearby, or
- It can be demonstrated that existing provision is inappropriate or surplus to the needs of the community and is no longer required, or
- In the case of commercially based leisure facilities, it can be demonstrated there is no longer a viable leisure use for the facility

**Policy AS1: Housing allocations in the Primary Growth Area**

During the plan period 2006-2021, land is allocated for the provision of approximately 3134 dwellings in the Primary Growth Area at the following locations as shown on the LDP Proposals Map:

H6 Clwydyfagwr, Swansea Road

**Policy AS22: Affordable housing contributions**

In order to ensure the delivery of affordable housing across the County Borough, the LDP will seek, on sites of 10 units or more, the indicative provision of:

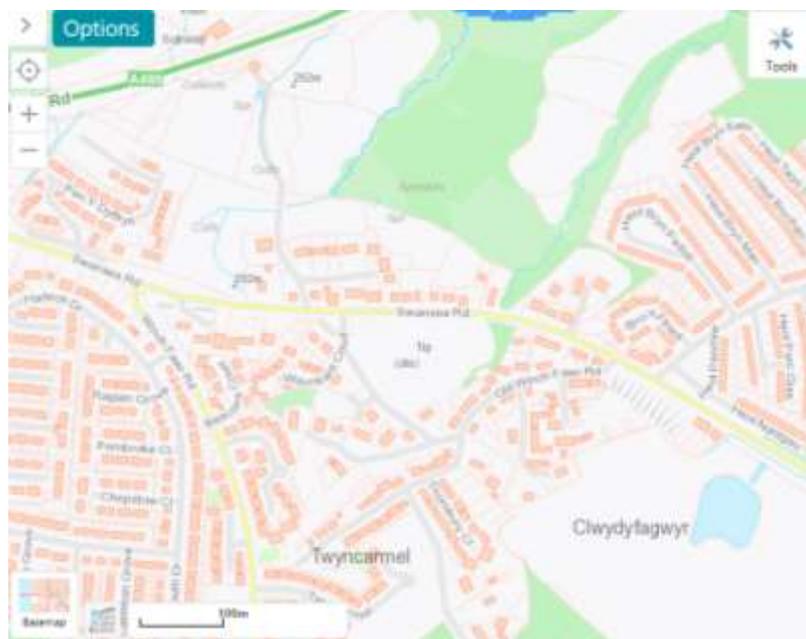
- 10% affordable housing in the Primary Growth Area
- 5% affordable housing in the Secondary and Other Growth Areas

Where applicants for planning permission can demonstrate that on-site provision of affordable housing is not possible, the Council will require a financial contribution towards the provision of affordable housing elsewhere in the corresponding growth area of the LDP. A financial contribution will also be sought on sites that fall below the threshold of 10 units

**Flooding**

2.17 The site is within an area which is unlikely to flood. A Flood Consequences Assessment is not required.





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### 3.0 SITE & SURROUNDINGS

#### Site analysis

- 3.1 The application site is located on the southern side of Swansea Road, in the Clwydyfagwyr district of Merthyr to the west of Merthyr Tydfil centre. The majority of the site comprises a relatively flat plateau set above Swansea Road, which raises east to west.
- 3.2 The western part of the site has been colonised by scrub and small trees.
- 3.3 The site is allocated for residential use in the Merthyr Tydfil Local Development Plan 2006 – 2011 under Policy AS1: Housing Allocations in the primary growth area (H6 Clwydyfagwyr, Swansea Road).
- 3.4 At present there is no direct vehicular or pedestrian access to the site from Swansea Road, with access limited to tracks / lanes to the east and west, Waunbant Court and Old Winch Fawr Road.
- 3.5 The site is within close proximity of the A470 carriageway from Cardiff and the A465 Heads of the Valleys Road which links to the M4 motorway in Swansea in the west and Hereford in the east.
- 3.6 The surrounding area is primarily residential in nature, characterised by a mix of bungalows and 2 storey dwellings. A small recent development of 2 storey dwellings has been constructed adjacent to the site on Waunbant Court to the west. There is no clear architectural style or distinct pallet of materials to dwellings in the vicinity of the application site.



- 3.7 To the east of the site is Harp Funeral Services, with Cyfartha Mews, a new development of 2 and 3 storey town houses, set above it on the hillside.



- 3.8 The area is served by regular public transport to and from Aberdare and Merthyr Tydfil with main bus routes along Swansea Road, with a bus stop immediately adjacent to the northern site boundary.

### Visual Catchment

- 3.9 Due to its topography, the site is readily seen from numerous points along Swansea Road and points along Waunbant Court.



### Local facilities

- 3.10 The application site is ideally located for both pedestrian and vehicular access from business uses at Cyfarthfa Retail Park and the recently constructed Trago Mills store to the east. Prince Charles Hospital is located to the north east. Cyfarthfa Castle Museum and Park are located within close proximity to Cyfarthfa Retail Park.
- 3.11 The site is within close proximity to Coed Y Dderwen Primary School, Cyfarthfa Junior School, Cyfarthfa Lower Comprehensive School, Ysgol Gymraeg Santes Tudful and Merthyr Tydfil College.
- 3.12 The area is served by a number of religious establishments, community centres and leisure facilities.



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## 4.0 PROPOSAL

### Constraints / opportunities

- 4.1 A full assessment of the physical characteristics of the site and its context in relation to surrounding development was undertaken to identify opportunities and constraints presented by the site.
- 4.2 The site is not located within or adjacent to a conservation area, and there are no listed buildings affected by the proposal.
- 4.3 The key opportunities/constraints the site presented were considered to be:
- Ease of access to public transport and local facilities,
  - Ease of access to local highway and footpath networks,
  - The full potential of the site has not been met.

### Design evolution

- 4.4 The design brief was to develop a scheme to take maximum advantage of the site's position within this sought after residential area.

### Detailed proposals

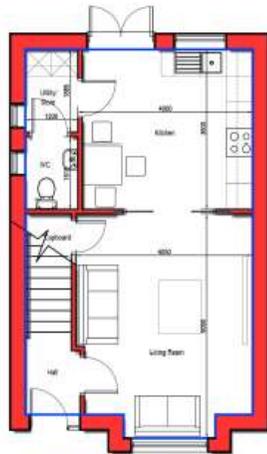
- 4.5 The scheme comprises the construction of 41 detached and semi detached 2 / 3 storey dwellings, with onsite car parking and new access road onto Swansea Road.



- 4.6 The proposed dwellings will be constructed utilising a mix of red brown facing brickwork and painted render elevations under grey synthetic slate roofs. Windows and doors will be grey uPVC double glazed units. The architectural style compliments existing and recently constructed dwellings in the area.
- 4.7 The proposal envisages 2 different house types in combinations of detached or semi detached options.

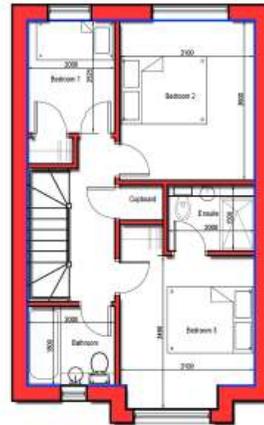


- 4.8 House Type A will be a 2-3 storey dwelling, with living room, kitchen / diner and WC / utility at ground floor, three bedrooms (1 ensuite) and a family bathroom at 1<sup>st</sup> floor and a further bedroom with ensuite in the loft / 2<sup>nd</sup> floor area.



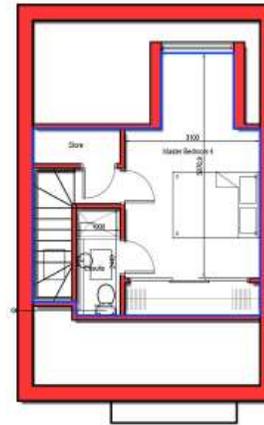
GIA 44 sqm - 475 sqft

Ground Floor Plan



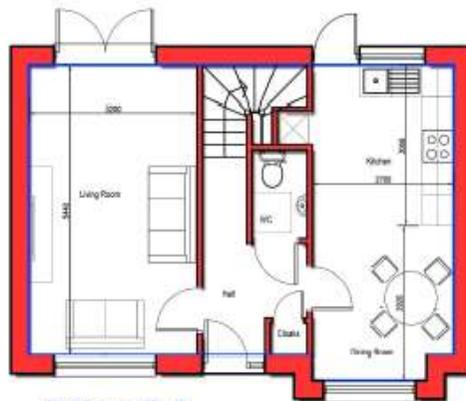
GIA 44 sqm - 475 sqft

1st Floor Plan



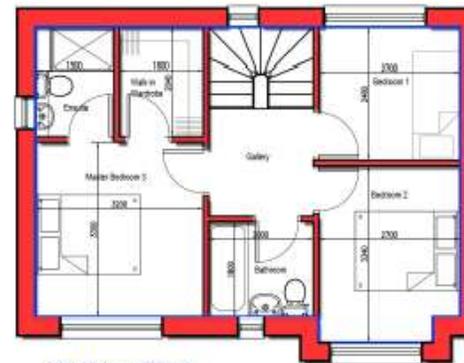
2nd Floor Plan

4.9 House Type B will comprise accommodation over 2 floors, with living room, kitchen / dining room and WC at ground floor and 3 bedrooms (1 ensuite) and family bathroom at 1<sup>st</sup> floor level.



GIA 45 sqm - 485 sqft

Ground Floor Plan



GIA 45 sqm - 485 sqft

1st Floor Plan

4.10 Vehicular and pedestrian access to the site will be from a new dedicated access road onto Swansea Road, with a secondary access from the existing lane leading from Waunbant Court. Each dwelling will have dedicated car parking for 2 vehicles.



4.11 Whilst the majority of the site comprises a flat plateau set above Swansea Road, which raises east to west, the site is not considered to provide any potential barriers to accessibility. Vehicular access and pedestrian access points to the buildings are clearly illustrated on the submitted application drawings.



Section A-A  
1:250 @ A3

- 4.12 The design approach adopted by the Applicant is 'to provide a barrier free environment for all'.
- 4.13 Access will be interpreted to include access into and within buildings and the curtilage of the application site.
- 4.14 This statement is intended to provide a broad indication of design access philosophy in respect of the scheme at planning stage which will be augmented and amended as the detailed design progress to Building Regulation approval.



- 4.15 The detailed design proposals have been developed following a full assessment of the site and surrounding areas including the physical, social and economic context.
- 4.16 The position of the site adjoining Swansea Road presents no potential access problems for pedestrians and car borne visitors.

### **Vehicle and Pedestrian Access/Provision**

- **Parking provision/setting down points**

Vehicle car parking for 82 vehicles will be provided with 2 spaces per dwelling proposed.

- **Circulation routes – motor vehicles/cyclists/pedestrians**

The scheme is accessible to motor vehicles, pedestrians and cyclists.

- **Visibility of entrances and access to buildings**

The principal entrances to the site will have dedicated lighting.

- **Emergency vehicles**

The scheme has been designed to provide access for emergency vehicles to all parts of the development.

- **External lighting**

Adequate external lighting is provided to assist pedestrian access from outside the site and on-site

### **Community Safety**





- 4.17 The position of the site within an established residential area and the design and orientation of the proposed dwellings affords the opportunity for natural surveillance of the building entrances and dedicated car parking.
- 4.18 Windows are positioned to afford natural surveillance of the entrances. The presence of windows to the new access road and throughout the site should act as a deterrent to casual on-street and on-site car related crimes.
- 4.19 The main entrances to the buildings are well positioned within a defined secure defensible space and lit to ensure a strong sense of personal safety.
- 4.20 The established nature of the area creates a sense of community and 'ownership' discouraging anti-social behaviour.

### **Sustainability**

- 4.21 The form and appearance of the development integrates well with its surroundings and is within a short distance of the established areas of Merthyr Tydfil and the A48 and Heads of the Valleys road networks. The proposed development is within a sustainable location in close proximity to existing retail, leisure, educational and religious facilities.
- 4.22 The scheme will explore the viability and where appropriate, seek to encompass renewable energy technologies and design, such as:





### **Design**

- Passive design in particular 'natural ventilation', 'natural daylighting and 'orientation'
- Whilst detailed assessment of potential renewable energy technologies will be undertaken prior to the commencement of work on site, it is recognised that certain technologies may impact on the external appearance of the buildings.
- Solar panels are considered to be most likely alternative technology which might prove to be a viable and practical energy source to be incorporated in this development.

### **Fabric**

- Encourage the use of materials with lower environmental impact over their life cycle.
- Encourage the specification of responsible and where practical locally sourced materials for the basic building and finishing elements including re-use of materials, recycled materials, legally sourced timber and supply chain (ems).
- High levels of insulation exceeding current Building Regulation standards

### **Services: Mechanical/Heating**

- Ground source heat pumps.
- Air source heat pumps
- Heat recovery systems
- Geothermal water heating systems
- Thermally efficient boilers

### **Services: Electrical**

- Solar water heating and photovoltaics electricity generation.



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- Low energy lighting fixtures
- Energy metering for each unit
- Dual flush WC to reduce water consumption
- Automatic lighting controls to communal areas

#### **Services: Drainage**

- Sustainable drainage system (suds)
- Water conservation including water collection (water butts) and 'grey water' collection.

#### **Waste**

- Panned waste recycling
- Composting
- Adequate provision for domestic waste and recycling

#### **Alternative energy sources**

- Low or zero carbon energy sources

4.23 The application is supported by an Ecology (Phase I) Report prepared by Ethos Environmental Planning and the outline drainage strategy is illustrated on Quad Consult drawing 17135 PL-100.



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#### **London Office**



## 5.0 CONCLUSION

- 5.1 The proposal seeks planning consent for the construction of a residential development of 41 dwellings with parking and new access road on land at Swansea Road, Merthyr Tydfil.
- 5.2 The site is allocated for residential use in the Merthyr Tydfil Local Development Plan 2006 – 2011 under Policy AS1: Housing Allocations in the primary growth area (H6 Clwydfagwyr, Swansea Road).
- 5.3 The proposed scheme will take maximum advantage of the site's position within this established residential area to create high a quality sustainable development.
- 5.4 The proposal is considered to accord with National and Local Planning Policies. The proposal would create an attractive and vibrant sustainable development which would utilise an undeveloped parcel of land, which is allocated for residential use in the Merthyr Tydfil LDP, alleviating the current pressures placed on greenfield sites in accord with the objectives of Planning Policy Wales

