

DESIGN & ACCESS STATEMENT

**County Flats,
Sandfields,
Port Talbot**

August 2020



T: 029 2073 2652

T: 01792 480535

Cardiff

Swansea

E: mail@asbriplanning.co.uk

W: www.asbriplanning.co.uk

Description of development:

Proposed refurbishment of existing flats and construction of new flats with associated car parking, landscaping and infrastructure works.

Location:

Land North of Bevin Avenue, Sandfields, Port Talbot, SA12 6JU

Date:

August 2020

Asbri Project ref:

S20.110

Client:

Tai Tarian

**Asbri Planning Ltd**

Suite D, 1st Floor
Urban Village
220 High Street
Swansea
SA1 1NW

T: 01792 480535

E: mail@asbriplanning.co.uk

W: asbriplanning.co.uk

	Prepared by	Approved by
Name	Eleanor Sullivan <i>Senior Planner</i>	Richard Bowen <i>Director</i>
Date	August 2020	August 2020
Revision		

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Synopsis

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 4 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.

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



Proposal

This Design and Access Statement (DAS) has been prepared on behalf of Tai Tarian, to accompany a planning application submission for the proposed refurbishment of 72 existing flats and construction of an additional 55 flats with associated car parking, landscaping and infrastructure works.

The application is supported by a site layout plan, floor plans and full elevational plans as well as technical supporting documents, illustrating that the site is capable of accommodating the development and its associated works.

Tai Tarian

Tai Tarian was founded in 2011 and they are now one of the largest social landlords in Wales. They operate in the Neath Port Talbot area, with around 9,000 properties.

The company is fully committed to providing high-quality housing, while meeting and exceeding the expectations of their tenants.

The Vision

The original blocks of flats have been in situ since the late 1950s/early 1960s and are typically of low quality design and in urgent need of upgrading and enhancing. They offer no contribution to the visual aesthetics within the area, with the unsightly grey concrete finish visible from Aberavon beachfront.

Therefore, the vision for the proposed development is to re-define a sense of place, striving towards a zero-carbon community, utilising alternative sustainable approaches that can bridge the gap between new-build and refurbishment works.

The project aligns itself with the Well-Being of Future Generations Act; providing homes that are cheaper to run, meet current and future needs and promote local industry.

The Brief

In order to achieve this vision, an extensive amount of work will need to take place on site, including the refurbishment of the existing building fabric, improving accessibility to and within the site, improving the existing public realm by way of upgrading the existing buildings (as well as creating new flats), making choices and good use of material that reflect sustainable design, improving views across and from Aberavon Beachfront, as well as reducing dependence on the private car.

Careful consideration will be given to the constraints on-site such as movement/circulation, the parking arrangement and parking numbers, the residential and visual amenity to those on existing neighbouring properties, as well as those that live on-site within the existing flats.

Pre-Application Consultation, prior to the submission of the planning application, will be undertaken to ascertain views and valuable feedback from members of the public, as well as specialist consultees. This will allow the Design Team to review comments and adopt any changes that may need consideration prior to a planning application for the scheme being submitted.

In addition, a pre-application enquiry with the Local Planning Authority will be made for further comment and feedback. By undertaking these steps, the proposed scheme should be in a good position to obtain planning permission, thus allowing the vision to progress to the next chapter. Delivery of the scheme would contribute greatly from both an affordable housing perspective and economic perspective.



Location and Site Features

The site is located within Sandfields, a mainly residential district of Port Talbot, approximately 2.5km to the west of Port Talbot Town Centre. Sandfields was constructed as an expansion area for the town during the post war period.

The site, which extends to approximately 2.4 hectares, comprises 6 blocks of three storey flats which lie to the south-west of Moorland Road, east of Dalton Road, and to the north and east of Bevin Avenue. Its location in the context of Sandfields and the wider Port Talbot area is shown on Page 6.

The flats comprise pitched roofs with intervening areas for parking and amenity space. The blocks are named after former Welsh counties—Morgannwg, Flint, Gwent, etc.

As Bevin Avenue has been closed off to through traffic, the southernmost of the blocks is served separately by a vehicular access via a roundabout from The Princess Margaret Way, a main distributor road which runs parallel with Aberavon seafront.

Surrounding Area

To the south-west of Bevin Way is the NSA (New Sandfields and Aberavon) Sustainable Regeneration Centre, and directly to the east are sports facilities which include an indoor bowls centre, together with an all-weather pitch, and the Afan Lido football ground. To the rear of the regeneration centre is the Aberavon Leisure Centre and adjacent Reel Cinema.

Aberavon beach and the promenade are one of the main attractions within Port Talbot, attracting people from all over the county and further afield, and is conveniently situated within walking distance south of the site. Over the years there has been expanding development of a number of uses, including cafes, play facilities, care homes and residential dwellings along the beach frontage.

The promenade acts as a shared pedestrian and cycle route, with National Cycle Network (NCN) Route 887 running along the promenade and linking back up at both ends with NCN Route 4. The map on this page shows NCN Route 887 running along the promenade and merging with NCN Route 4 at each end.

Access

Vehicular access to the majority of the blocks of flats is via Moorland Road, leading directly into the on-site car parking provision for the flats. Alternatively, there is a vehicle access for the south-eastern blocks of flats via Bevin Avenue, which also leads to on-site parking provision.



NCN Route 887 connecting with NCN Route 4

MAP SHOWING LOCATION OF SITE PHOTOS





View of flats looking along Moorland Road



View of flats looking along Bevin Avenue



View of off-street parking area from Moorland Road



View of flats from The Princess Margaret Way



View of flats and area of informal open space from Bevin Avenue



View of flats from Moorland Road



The planning policy framework for the determination of this application is provided by National Planning Guidance together with the statutory Development Plan.

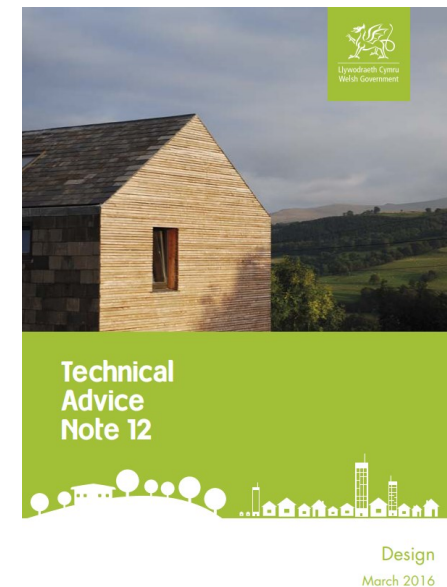
National Planning Policy is contained within the tenth edition of Planning Policy Wales (PPW), published by the Welsh Government in December 2018. PPW is supported by 21 topics-based Technical Advice Notes (TANs), which are also relevant.

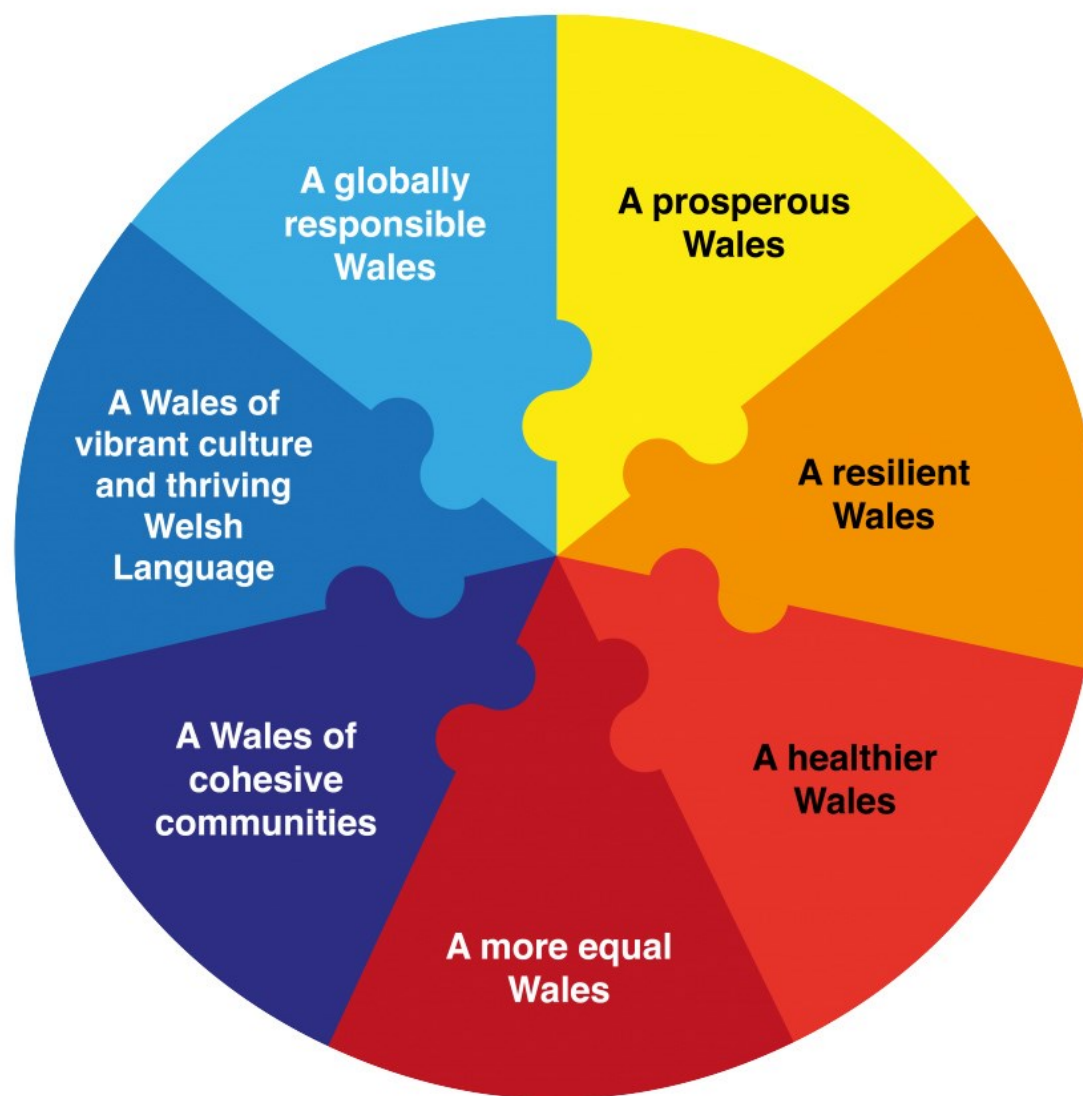
Planning Policy Wales (PPW)
PPW (10th Edition – December 2018) is the principal planning policy document of Welsh Government that should be taken into account in the preparation of development plans and in the determination of planning applications and appeals. The main thrust of PPW is to promote sustainable development by ensuring that the planning system provides for an adequate and continuous supply of land available and suitable for development. It dictates that available land must meet society's needs in a way that is consistent with overall sustainability principles.

Technical Advice Notes (TANs)

The following Technical Advice Notes are considered to be relevant to this application:

- TAN 2 (Planning and Affordable Housing) 2006
- TAN 11 (Noise) 1997
- TAN 12 (Design) 2016
- TAN 18 (Transport) 2007





Well-Being of Future Generations (Wales) Act 2015

The well-being of Future Generations (Wales) Act places a duty on public bodies to carry out sustainable development to improve the way in which we achieve the social, economic, environmental and cultural well-being of Wales.

The LPA must act in accordance with the sustainable development principle and seek to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. As part of this duty public bodies must set and publish objectives which are designed to maximise its contribution to achieving each of the well-being goals. Each of the well-being goals are shown within the Figure on Page 16 which has been extracted from Planning Policy Wales.

The primary objective of Planning Policy Wales Edition 10 (2018) is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales as required by the Well-being of Future Generations (Wales) Act 2015.

The proposed development will achieve the 7 Well-being Goals in the following ways:

A Prosperous Wales

"An innovative, productive and low carbon society which recognises the limits of the global environment & uses resources efficiently and proportionately, and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities."

This will be achieved by:

Creating sustainable, attractive and accessible homes, providing access to various services and employment opportunities;

A Resilient Wales

"A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change."

This goal will be met by:

Meeting current and future housing demands;

A Healthier Wales

"A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood"

This goal will be achieved by:

Better construction techniques for healthier living, directing development to centres with access to essential services;

A more equal Wales

"A society that enables people to fulfil their potential no matter what their background or circumstances"

This goal will be achieved by:
Better quality affordable housing for local people, providing an opportunity for people to access property;

A Wales of cohesive communities

"Attractive, viable, safe and well-connected communities"

This goal will be achieved by:

Re-defining a sense of place, creating a high quality, cohesive urban environment and stronger sense of community;

A Wales of vibrant culture and thriving Welsh Language

"A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, sports and recreation"

This goal will be achieved by:

Providing more affordable homes within a sustainable location for local people;

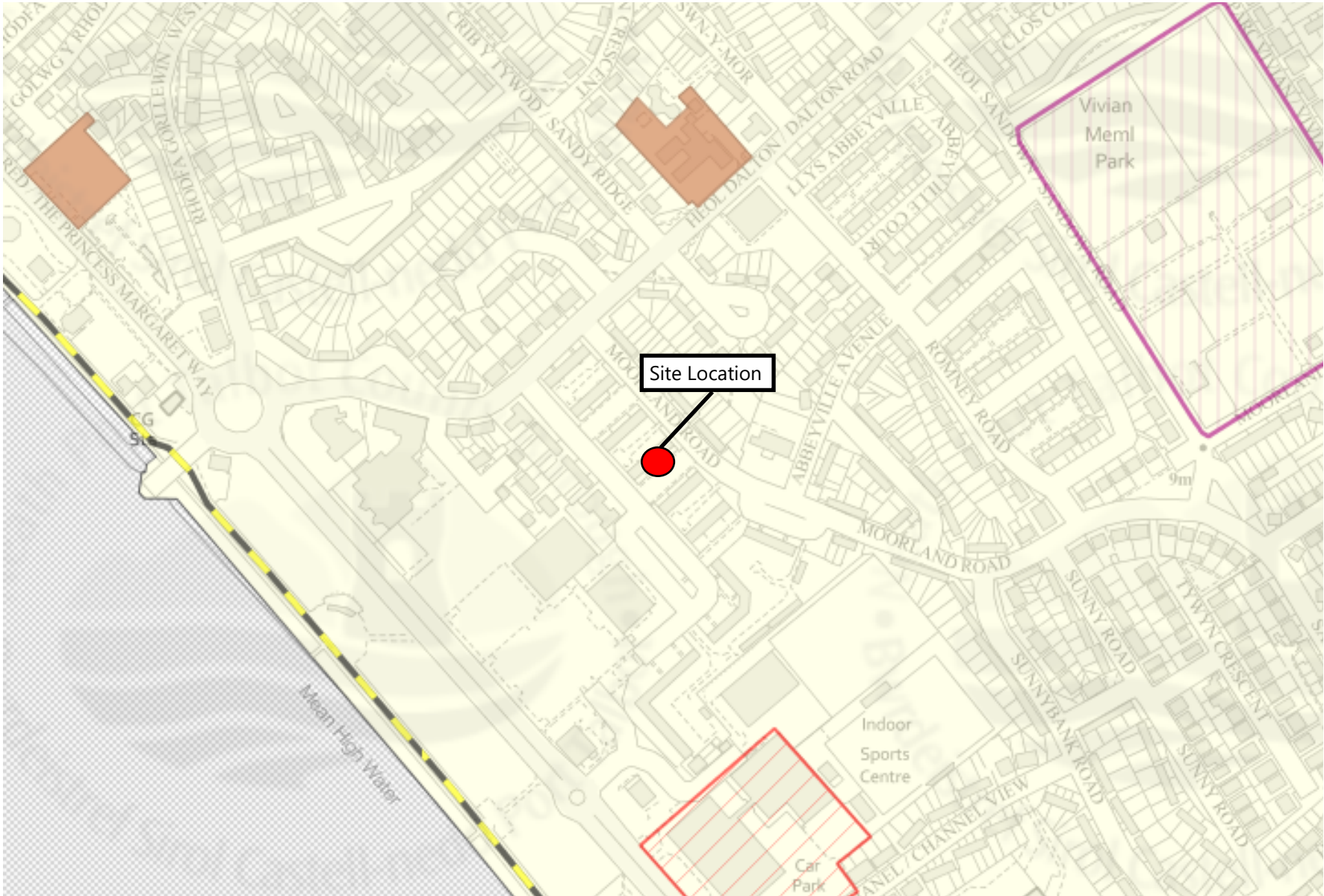
A globally responsible Wales

"A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being"

This goal will be achieved by:

Striving towards a zero-carbon community, utilising sustainable modern methods of construction.

Extract of NPTCBC LDP Proposals Map



Neath Port Talbot Local Development Plan (2011-2026)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The statutory development plan for this site is provided by Neath Port Talbot County Borough Council's Local Development Plan (LDP) which was adopted by the Council in January 2016.

As identified in the LDP proposals map, on Page 18, the site is situated within the settlement limits of Port Talbot as per Policy SC1, where there is a presumption in favour of development, in principle.

The Sandfields area is defined, within the LDP, as a Large Local Centre (within Policy SP3), with its role and function described as a *'settlement with adequate public transport links with clusters of one or more retail units and local services, with one or more community facilities and employment provision.'*

The policies listed (in the table below) are considered relevant to this proposal.

Policy Ref	Policy Name
SP3	Sustainable Communities
SP4	Infrastructure
SP5	Development in the Coastal Corridor Strategy Area
SP7	Housing Requirement
SP8	Affordable Housing
SP10	Open Space
SP20	Transport Network
SC1	Settlement Limits
I1	Infrastructure Requirements
AH1	Affordable Housing
OS1	Open Space Provision
RE1	Criteria for the Assessment of Renewable and Low Carbon Energy Development
W3	Waste Management in New Development
TR2	Design and Access of New Development
BE1	Design

Supplementary Planning Guidance

The following SPG documents are considered to be relevant to this application:

- Planning Obligations (October 2016)
- Parking Standards (October 2016)
- Affordable Housing (October 2016)
- Open Space & Greenspace (July 2017)
- Design (July 2017)



OPPORTUNITIES AND CONSTRAINTS INTERPRETATION

The map shown on page 12 highlights the opportunities and constraints of the application site, which have been taken into account throughout the design process for this application. Each are explained in turn within this section of the statement.

Proximity to Local Services

The site is well located to access a range of local services, including a Leisure Centre, Cinema, and restaurants/cafes all located immediately south of the site, Awel Y Mor Primary School to the north, Tywyn Primary School to the east, recreational and sports facilities immediately east of the site, as well as large areas of informal open space (including the beachfront) in many locations enveloping the site.

Previously Developed Site

The proposed development makes good use of existing blocks of flats that are to be refurbished and brought up to a good standard of quality. In addition, new flats will be incorporated into the development proposals utilising the footprint of the site.

Connectivity

Pedestrian and cyclist infrastructure within the vicinity of the site is of an excellent standard, with footways on both sides of the carriageway within the immediate vicinity of the site, on Moorland Road and Bevin Avenue. There are also a number of formal and informal crossing points to allow pedestrians to cross the road safely. The site is also within easy access to NCN Routes 4 and 887. In addition, the closest bus stops are located within easy walking distance on Moorland Road.

Affordable Housing

As per the Local Development Plan, there is a requirement to provide 25% of the proposed scheme as affordable housing. However, as part of the proposals, 100% of the scheme is to be provided as affordable housing.

Highways

As Bevin Avenue and Moorland road have quite a linear arrangement, consideration will need to be given to vehicle speeds on these roads for highway safety purposes. Consideration will be given to methods to help reduce vehicle speeds at these locations.

Design

The design of the development will result in the refurbishment of existing blocks of flats, as well as an element of new flats, resulting in an overall betterment and better sense of place compared with the existing situation. An improved choice of materials and better access around the site will improve the sites visual aesthetics as well as enhancing the public realm and open space.

Sustainability & Parking

As already discussed, the site is located in a highly sustainable location with a large number of facilities within close proximity. Both pedestrian and cycle infrastructure is of a very good standard within the vicinity of the site and further afield, with good footways and pedestrian crossing points. There are bus stops within the vicinity of the site, that would provide residents with connections around Port Talbot and further afield. It is considered that an important balance can be struck to achieve the necessary parking standards required for the residents, without creating a scheme which is dominated by parking spaces.

Visual Amenity

In respect of visual amenity, the proposals represent huge improvements when compared with the unsightly design and concrete structure of the existing blocks of flats. The proposals help redefine a sense of place, thus creating a high quality environment and stronger sense of community. Views from the seafront and area in general would be greatly improved as a result of the proposals.

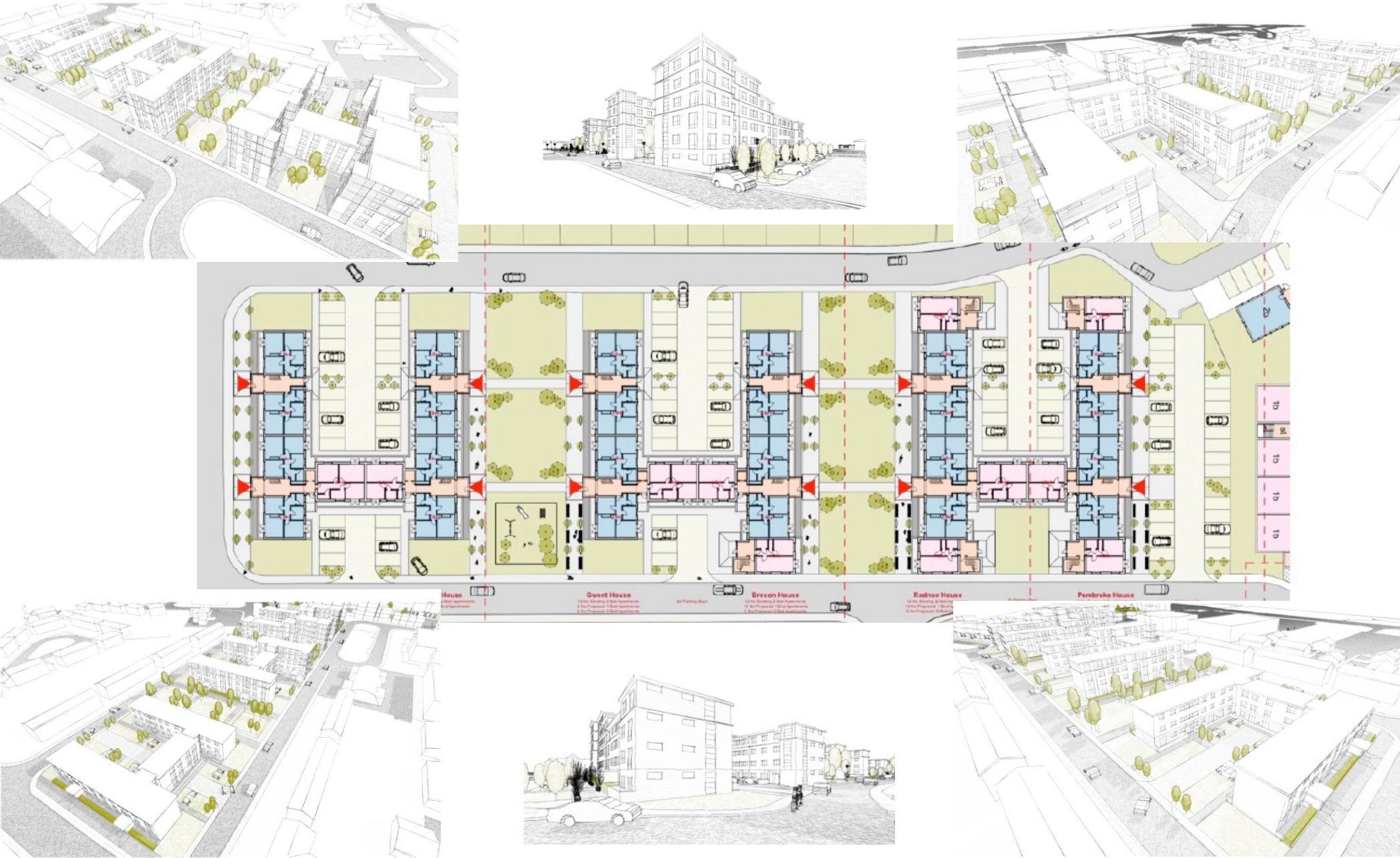
Residential Receptors

The amenity of residents within the existing blocks of flats, as well as those living in adjacent residential premises will be respected at all times during the refurbishment and construction works at the site.

Residential receptors exist adjacent to the site with other dwellings fronting onto Moorland Road, Bevin Avenue, as well as Dalton Road. The scale and massing of the proposed new build elements will need to ensure that overbearing or overlooking impacts are avoided and privacy is maintained. The opportunity for increased scale may be a possibility along the eastern end of Bevin avenue, where there is no residential development. When complete, the proposed development will be more commensurate and in-keeping with the surrounding area (compared with the existing blocks of flats) and will result in a better quality of residential amenity.

Circulation

Circulation and manoeuvring around the site as per the existing situation is quite poor. The proposed scheme has rationalised connectivity within and around the site for all of its users, particularly in respect to those parking at the site as well as for delivery and refuse vehicles that need to access and egress the site safely and efficiently.



Feasibility Study

A Feasibility Study and Masterplan was originally put together forming a scheme to increase the number of apartments and associated parking and facilities at the County Flats, Sandfields, to deliver 71 new apartments to add to the existing 72 apartments.

The Study looked at Modern Methods of Construction, resulting in a Modular Construction method for the new apartments.

The Study evidenced the options to extend and increase the number of apartments, parking and facilities adopting sustainable methods, which could be repeated and applied to schemes of a similar nature.

A review of options within the Study identified the following key issues:

- The Site Location and Regional Context
- A site analysis reviewing key site and context considerations
- A Design Rationale study, looking at how to extend the existing blocks (both outwards and upwards), including a detailed study looking at improved Access to the buildings.

The Study included a Masterplan with Sketch Plans, elevations and an urban massing model illustrating the existing and proposed accommodation and surrounding spaces for parking and public open space.

The masterplan within the Feasibility study is shown on Page 18, and several sketch images are shown Page 20 of this DAS.

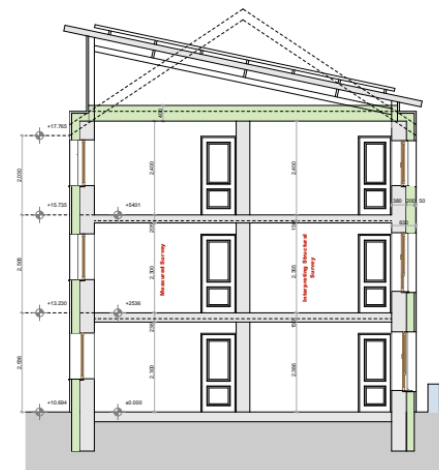
IHP Welsh Government Grant Funding

The previous version of the scheme was subject to an Innovative Housing Programme (IHP) Round 3 grant bid, which looked to address the key criteria set out by Welsh Government.

Unfortunately, the scheme was unsuccessful at securing the IHP funding at this time. Therefore, adjustments have subsequently been made to the scheme in attempt to secure Grant Funding at the next available date due, on the basis of the scheme delivering 100% of dwellings of affordable tenure.

Retrofit Strategy

The aim of the redevelopment focussed on how to extend and increase the number of apartments and associated parking. Therefore, a retrofit strategy was developed in order to refurbish the existing County Flat buildings and apartments. A sketch example of the retrofit strategy is shown below.





1 Southern Aerial View 01



4 Southern Aerial View 02



2 Northern Aerial View 01



3 Northern Aerial View 02

demis heliyar Architects
100/101 175 Sandfields, Sandfields, QLD 4012
Tel: 07 5555 1234
Email: info@demisheliyar.com.au
www.demisheliyar.com.au
RIBA
ARB
Proposed Aerial Views
Date: 11/09/2019
Scale: 1:1000
Drawing No: L_05.14.1
Drawing By: [Signature]
Check By: [Signature]
Status: PRELIMINARY DESIGN FOR DISCUSSION ONLY
Project: County Flats, Sandfields
Client: [Name]
Site: [Address]
Scale: 1:1000
Date: 11/09/2019
Drawing No: L_05.14.1
Drawing By: [Signature]
Check By: [Signature]
Status: PRELIMINARY DESIGN FOR DISCUSSION ONLY

DCFV REVIEW - JUNE 2019

Design Commission for Wales (DCfW) Design Review

The previous iteration of the scheme (put forward for IHP funding) was also the subject of a DCfW Design Review, which was required as part of the IHP funding bid.

The DCfW review took place on 26th June 2019, and later published a report outlining their views of the scheme from a design perspective, on 1st July 2019.

The urgent design considerations raised by the DCfW Panel Member include:

- Not fully resolving the issues related to the quality and use of the spaces around the buildings, stating that further work on the masterplan for the site in conjunction with a landscape architect is needed to maximise the potential of these spaces and avoid them remaining or becoming negative spaces again;
- There is potential to explore what other benefits could be integrated into the proposals for existing residents. They will face significant disruption albeit less than if demolition was proposed, some loss of internal space, and the introduction of many new people into their neighbourhood. Potential benefits could include the introduction of balconies and improvements to amenity space around the buildings.
- The rationale for the height of the proposed additions needs further testing and explanation as well as a justification for the number of new units proposed. Densification can be positive but the impact of the additional height on the quality of the surrounding open spaces and the potential for the open spaces and potential for solar gain and the effectiveness of PV panels on the roof needs to be modelled and tested;
- The potential to take greater advantage of sea views should be further explored.

In terms of placemaking, the review report stated that the project has the potential to improve the quality and use of the spaces between the buildings which could foster greater social interaction and community cohesion. However, this is not yet demonstrated in the plans. A number of 'left over' spaces remain, for example at the ends of the blocks, but could be designed out. The design should also accommodate facilities such as bike and bin stores and the potential for drying areas.

The review goes on to say that the potential for improvement to the open space around the building is dependent on the low level of parking proposed. The justification for the lower provision should be clear based on an understanding of tenants, location of site, and potential for car pooling, links to public transport and active travel.

The Review states the proposed exoskeleton and modular units provide a way to adding to the existing blocks with a reduced period of disruption for residents. It was concluded that the innovation aspect needs to be explained more clearly, and reviewing this could result in a form and appearance with more substance and reflect how this is a different place.

The review concluded that the innovation needs to be explained more clearly. A narrative that sets out the problem, objectives, analysis of the site, exploration of options, the preferred solution, the innovation involved and how it might be replicated in other locations would help refine the proposals.

The Review concluded a series of next steps, including:

- Test and review the height of the buildings;
- Revisit the masterplan for the site to test what more can be achieved to resolve some of the external spaces;
- With a landscape architect on the design and function of the external spaces; and,

- Clearly defined what the IHP approach is.

Although not all of the points raised are relevant to the current scheme, given the fact that the scheme is no longer subject to IHP funding, the overall design review was carefully considered for the current scheme and improvements were made where necessary.

For instance, comments regarding the quality and use of space in and around the buildings have been taken on board and worked upon. It is now considered that the SAB and landscaping work hand in hand to create unique and useable spaces for the residents. The courtyard areas created by the linking blocks also provide areas of space for residents to utilise.



PREVIOUS PRE APPLICATION ADVICE- JULY 2019

Initial Pre-Application Discussions with NPTCBC

An initial Pre-Application enquiry was made with NPTCBC in July 2019 (reference Q2019/5001) for the earlier iteration of the scheme comprising 72 No. 2 bed flats and construction of an additional 17 No. 2 bed and 54 No. 1 bed flats (with the new flats being retrofitted by way of Modular units being retrofitted to the existing apartment blocks).

The supporting plans and information, at this stage, showed that the construction of the new flats would result in additional storeys to some of the existing blocks., the placement of additional storeys being carefully considered to avoid any overbearing or overshadowing on-to existing properties.

The plans showed a gradual increase in storey height, increasing from the existing 3 storeys to 4 at Gwent House, with a 'stepped' design at Brecon House up to 5 storeys . The full 6 storey blocks were only proposed at the north east of the site, where no residential development would have been impacted upon.

The construction involved the encasing of the existing blocks of flats in a steel skeletal frame and the re-cladding of the exterior of the block to enhance the visual appearance of the blocks. This approach also allows for the increase in scale by using modular construction method on the new units which would sit above the existing blocks thus increasing the overall height in terms of storeys where the plans indicated.

The pre-application response from the Authority stated that the principle of development would be generally acceptable as the application site is located within the Settlement Limits.

In terms of Design, the LPA acknowledged the existing blocks of flats are of low quality design and are in urgent need of upgrading/enhancing and, therefore, the LPA welcomes the principle of the proposed works,

which would be an improvement over the current situation. However, a number of comments were raised, including:

- 5 storeys would be considered the most appropriate maximum height for the overall proposal given the heights of the surrounding neighbouring properties and other large properties along the seafront;
- 4 storeys would be considered the maximum height for the development on the Moorland Road end. However, the proposed properties should have the same overall height as the existing buildings (which are 3 storeys with a large roof area);
- The visual appearance should be enhanced as the elevations are generally quite bland in appearance. Enhancements could include 'dummy' balconies or full balconies;
- Consideration should be given to 'balancing' the materials to ensure that the timber element is not 'top heavy'; and,
- Potential concerns with the weathering of external materials to the coastal location , consideration should be given to choice of materials

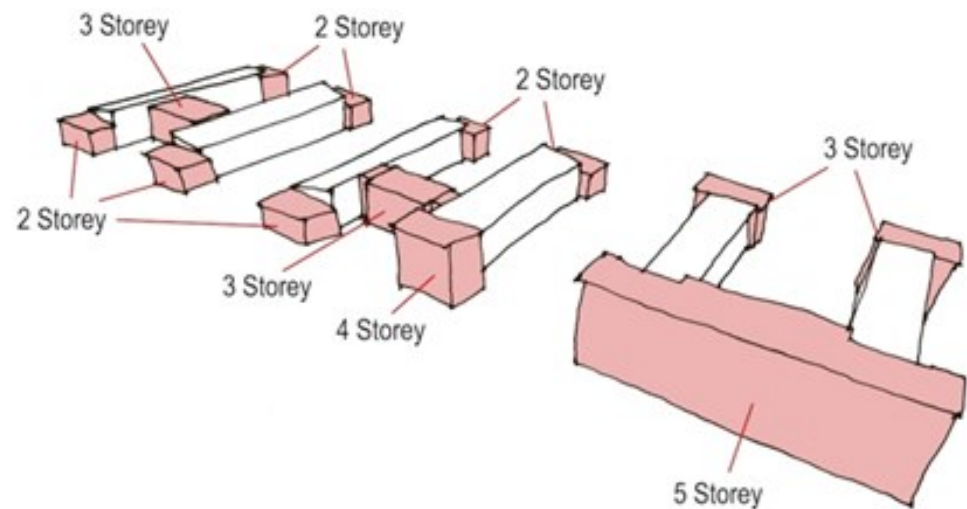
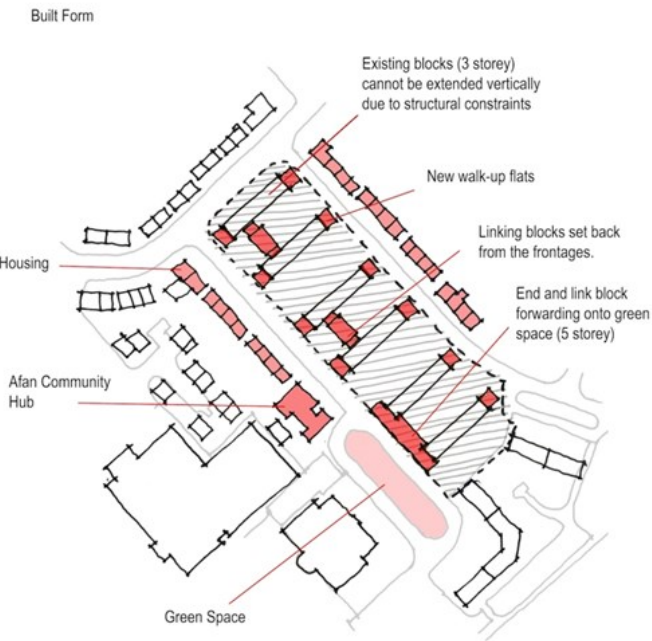
The Highways Engineers at the Authority stated that:

- Consideration should be given on the wider scheme for a secondary access or link as a maximum of 50 properties in normally permitted off a cul de sac;
- A requirement to amend the existing Traffic Regulations Orders along Bevin Avenue;
- A parking scheme for the proposal and an aim to create betterment compared to the existing arrangement;
- Consideration to Active Travel Links;
- Traffic calming measures on any unrestricted length of highway exceeding 60m;

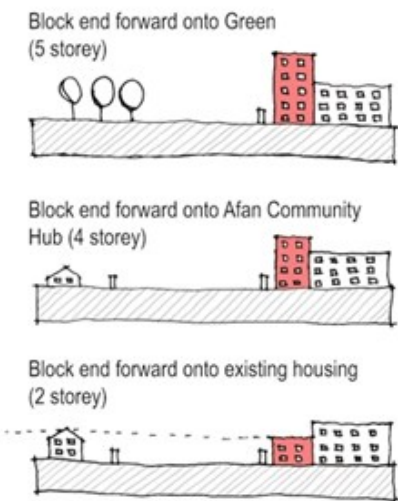
- Requirement for turning heads for refuse vehicles on the wider scheme;
- Consideration to bin storage, cycle and motorcycle parking.

There would be a requirement to provide a Construction Environmental Management Plan (CEMP) as to keep impact on the amenity of those on-site and other adjacent uses low.

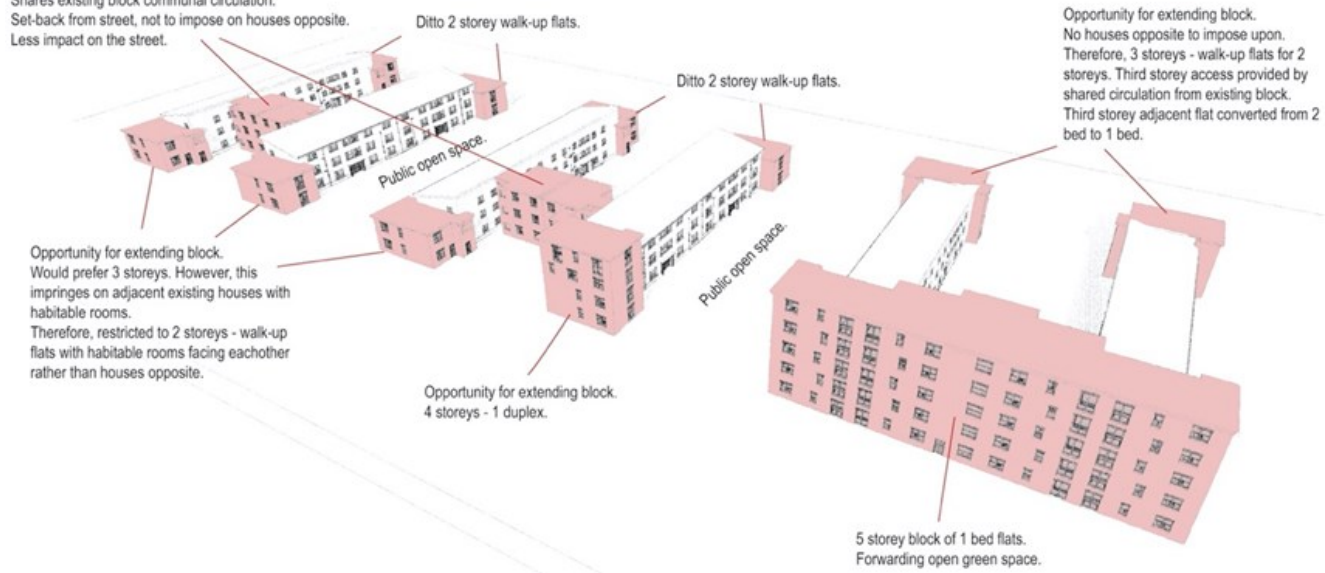
In addition, the pre-app response identified shortfalls in all categories of open space, with the exception of informal space and, therefore, a contribution to open space would be required.



Opportunities for Expansion Framework



Opportunity for linking blocks - 3 storeys.
Shares existing block communal circulation.
Set-back from street, not to impose on houses opposite.
Less impact on the street.



This chapter will assess the planning merits of the scheme against the five objectives of good design, as set out within Planning Policy Wales and TAN 12 (Design). These include: Access, Movement, Character, Environmental Sustainability and Community Safety, each of which shall be dealt with in turn below.

The final proposal has developed since the IHP funding application stage. The sketches on the adjacent page show this process.

Access

Access for vehicles and pedestrians will remain as existing off Bevin Avenue and Moorland Road. Car parking will remain between the blocks to provide off-street parking for residents. Pedestrian footways are also proposed in and around the entire site.

Movement

It is considered that the existing public transport provision and active travel provision will be sufficient for the proposed development.

The site benefits from excellent connectivity links between the site and essential services and facilities such as local primary school, Aberavon sea-front, Neath Port Talbot Hospital, local churches, local library, post office and recreational grounds. These are all accessible via well surfaced footways.

Character

Placemaking

From the initial feasibility study, the objective was to reimagine the existing buildings and surrounding landscape to create a desirable 'place' to live. The proposal seeks to add value to the existing flats by refurbishing the existing 72 units and extending and building in between and to the ends of the existing structures.

The balance between soft landscaping and hard landscaping (such as car parking etc) is important in creating a sense of identity and an enjoyable place to

live. It is considered that this balance has been struck within the proposal.

The scheme will be designed to Welsh Government DQR standards and provide:

- * New warm, health homes with lower energy bills and high energy standards
- * Areas of high quality public open space for residents to enjoy
- * Provide a mixture of flats to cater for a wide variety of personal circumstances

The layout has been consciously designed to improve areas of poor design and layout. The proposals are appropriate to the local context in terms of appearance, scale, height, massing, elevational treatment, materials and detailing.

The proposed extension blocks reflect, complement and enhance the form, siting, materials, details and character of the original County Flats buildings, its curtilage and the wider area.

In the public realm public spaces, the proposed character and quality of the built form is to a high standard of design. The public spaces provide an opportunity for public art. The proposed landscaping and planting are integral to the scheme and enhance the site and the wider context.

The scheme will provide a high level of connectivity and accessibility to existing centres, by a range of modes of sustainable transport.

The design would protect and enhance the landscape and biodiversity. The development promotes energy efficiency and the use of renewable energy and the design promotes good water management, including rainwater storage, sustainable urban drainage, porous paving etc.

Amount and Density

The development will comprise the refurbishment of the existing flats and the construction of new flats. The new flats will form 'link's between the existing blocks and extensions to the ends of the existing blocks. The schedule of accommodation is provided below:

Schedule of Accommodation						- Total Existing Units	= 72
						- Total New Units	= 55
Block	Existing 2 Bed	Converted 1 Bed	New 1 Bed	New 1 Bed Walk Up	New 2 Bed Duplex		
Block 1	12	-	5	2	-		
Block 2	12	-	5	2	-		
Block 3	12	-	5	2	-		
Block 4	11	1	5	2	1		
Block 5	11	1	2	1	-		
Block 6	11	1	2	1	-		
Block 7	-	-	20	-	-		
TOTAL	69	3	44	10	1		

Mix of Uses and Tenure

The site is currently owned and operated by Tai Tarian housing association and will continue to provide affordable housing for the local community.

Scale

The scale of the proposed new flats has been influenced by the existing residential development neighbouring the site, in order to respect the residential amenity of residents. Given existing two storey dwellings along the length of Moorland Road and the eastern end of Bevin Avenue, the scale of the proposed flats to the ends of the blocks will remain two storey in height. This will avoid any overbearing impacts.

Where space allows and no existing residential development is present towards the western end of Bevin Avenue, the scale of the proposed flats has been increased incrementally up to 5 storeys.



Layout

As with scale, the layout of the development has also been influenced by the need to respect the residential amenity of the surrounding residential development. The link blocks between blocks 1-2 and 3-4 have been set back to reduce the visual impact of the blocks and avoid an overbearing appearance. It also allows for a useable courtyard space to create a better sense of place and areas for additional car parking.

Appearance

The proposed blocks will include the following:

- Blocks 1&2, 3&4: 2 storey walk up flat, end blocks; 3 storey link blocks
- Block 4: 2 storey walk up flat, end blocks; 2nd floor maisonette
- Blocks 5&6: 2 storey walk up flats; 2nd floor flat; 5 storey end and linking block

The 2 storey blocks are adjacent and opposite existing 2 storey houses, hence the need to reflect the same scale. The habitable room windows are located so as to avoid visual connection with the houses opposite (less than 21m).

The New Blocks on the south western end, step up from 2 to 4, then 5 storeys.

The 5 storey block overlooks a green space and is opposite a commercial building, without concerns over Habitable room distances.

Where possible, living rooms and bedrooms are orientated south west.

Public open space is proposed maintained on the Block fronts (where there are entrances). Car parking is located to the rear, between the block pairs.

The proposed delivery strategy embraces Modern Methods of Construction to add value to the County Flats and pave the way to a future programme of clearly

quantifiable and definable investment to other similar Tai Tarian building stock.

The project seeks to retain and refurbish the existing 72no. 2 bedroom apartments and to add value to the County Apartments assets, by extending and retrofitting the existing apartment structures using modern materials and methods.

The quality of the materiality and appearance of the new and retrofitted blocks will be key to the success of the project. The materials proposed are as follows:

Retrofit Blocks:

Roof: Single Ply Membrane, Dark Grey with upstand accessory emulating zinc; PV Panels

Walls to u/s Roof: Metal Micro-rib proprietary insulated composite panels

EWI to Walls: 200mm Mineral fibre finishes as follows:

Ground Floor - Brick slips on carrier board;

First & Second Floor - Colour coated Fibre cement cladding on battens and counter battens

Windows and doors: uPvc, colour anthracite

Louvres: Aluminium PPC, Colour: Anthracite

Box cladding to Entrance Portal, Floor edge and Roof edge: Trespa panel or similar, Colour: Anthracite

New Blocks:

Roof: Single Ply Membrane: Dark Grey with upstand accessory emulating zinc; PV Panels

Walls to u/s Roof (Block 7 only): Metal Microrib Proprietary insulated composite panels

Walls: Brick 1; Brick 2

Louvres: Aluminium PPC, Colour: Anthracite

Box cladding to Floor edge and Roof edge: Trespa panel or similar, Colour: Anthracite

Landscaping

The landscaping masterplan concept takes into account the integration of an innovative sustainable drainage system comprising permeable paving, rain gardens and bio-basins.

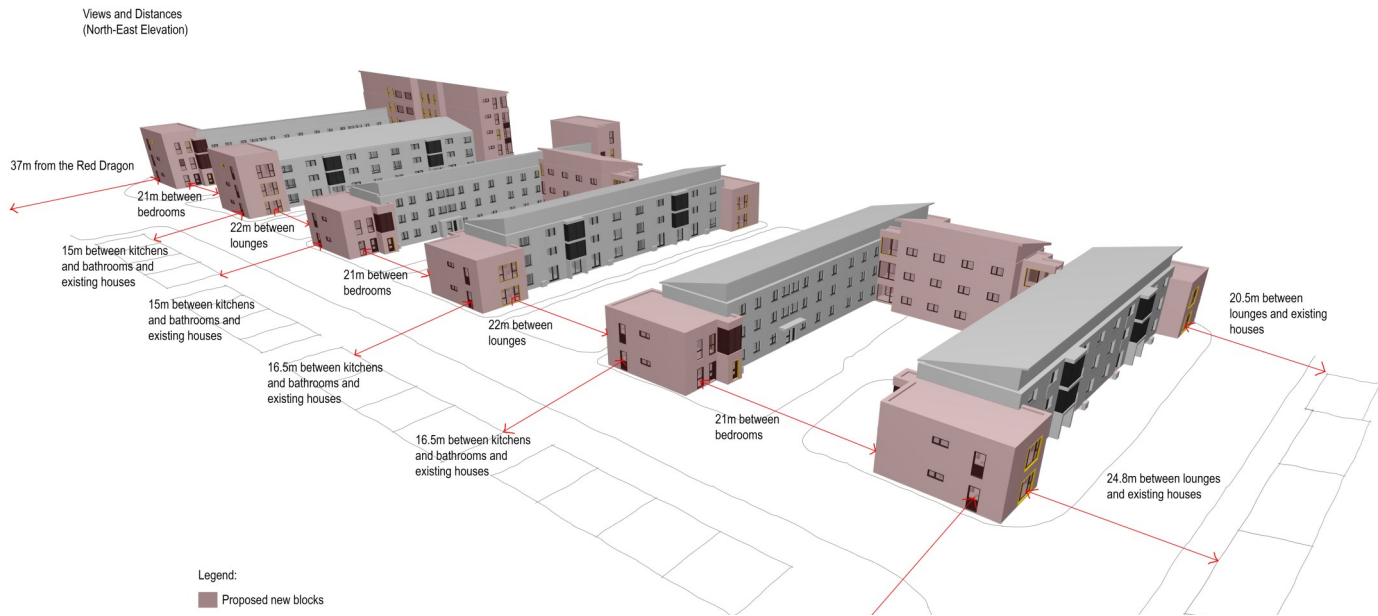
It is reflective of the specific site circumstances and microclimate conditions which allow the creation of a series of habitats between blocks. This will allow a varied recreational environment for all residents to enjoy.

The landscaping will provide semi-natural habitats reflecting the open dune environment, shady inland woodlands and the transitional landscape between the two. Plants will be selected from a pallet of native and wildlife-friendly species.

Environmental Sustainability

Environmental sustainability is one of the key principles within the 7 Wellbeing Goals. The proposed development has encouraged sustainable practices. Primarily, the proposed development will entail the construction of a residential development of an appropriate scale on brownfield land.

A key objective is to provide cost and value in new homes, and to develop housing that meets specific current and future affordable housing needs. It is considered that the scheme is a sustainable development as it will result in the refurbishment of existing built development, in addition to the construction of new flats. It is also envisaged that the development will help to tackle poverty by providing homes which are more energy efficient and cheaper to run.



The overall guiding principle in design for energy efficient new build and refurbishment is to first conserve energy before having to generate it. Therefore our proposal is to:

- 1 Insulate the buildings to the highest possible standard, make them airtight and ensure suitable levels of ventilation.
- 2 Install efficient heating systems that is sized correctly to match the anticipated space and domestic hot water demands.
- 3 Where possible, install Photovoltaic solar collectors to provide a proportion of the electricity required.
- 4 Consider other renewable water and space heating systems.
- 5 Consider renewable electrical power systems.

Further to the above, the site is considered to be located in a sustainable location with numerous services located locally. Pedestrian connectivity and permeability to these services will be improved as part of the development proposals.

Community Safety

Through the redevelopment of the site, one aim is to remove the areas of dereliction which it is hoped will decrease the risk of anti-social behaviour and vandalism which can occur in the area.

The proposed scheme will increase the level of natural surveillance over the site, with the use of outward facing aspects and usable public open space between the blocks which residents will be encouraged to utilise.

The redevelopment of the site will increase accessibility to and from the site, with more legible pedestrian and vehicular routes. It is hoped that this will in turn increase highway safety within the area.

Community Involvement

In accordance with Part 1A of the 'Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016' (DMPO 2016), all major developments are required to be subject of pre-application consultation, prior to the Planning Application being validated by the Local Planning Authority.

A full comprehensive summary of the pre-application consultation is to be included within the accompanying pre-application consultation report, following responses received by statutory consultees as well as local councillors and residents.

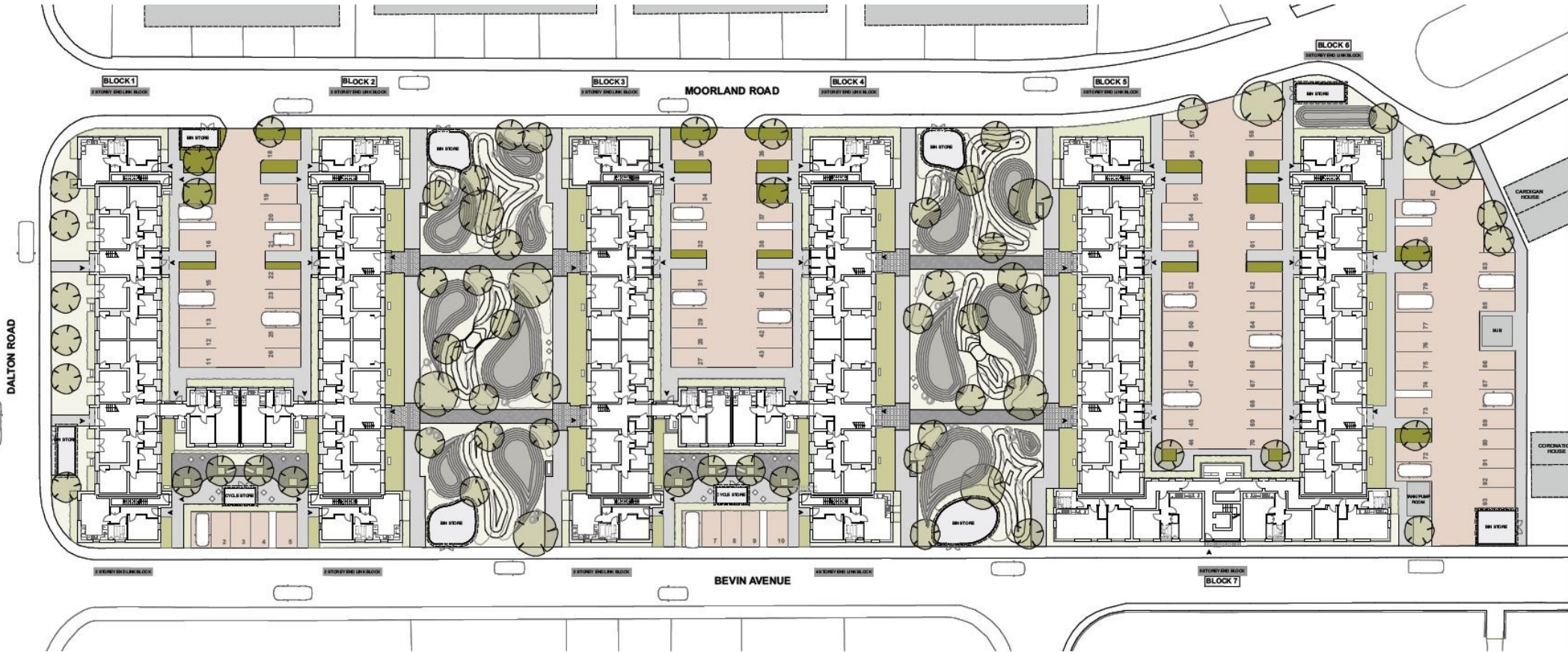




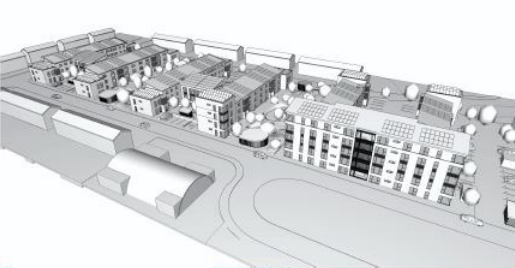
SK E-01 Block 1 - 2 Coloured Elevation



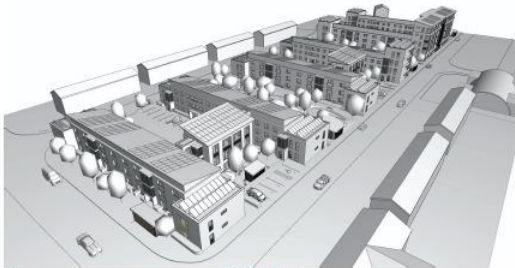
SK E-02 Block 6 - 7 Coloured Elevation



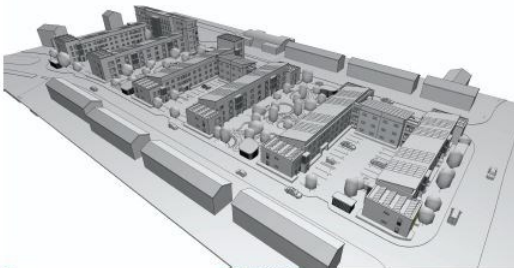
DESIGN & ACCESS STATEMENT



Site - South West View



Site - North West View



Site - North East View



Site - South East View

This Design and Access Statement (DAS) has been prepared on behalf of Tai Tarian, in support of a planning application, for the proposed refurbishment of existing flats and construction of new flats with associated car parking, landscaping and infrastructure works.

This Design and Access Statement has demonstrated the various design considerations that have formed the final scheme at County Flats, Sandfields.

It is considered that the design development has taken into consideration the 5 Objectives of Good Design, set out within TAN 12. It has also responded to the various opportunities and constraints that the site possesses and has made the most of these.

Therefore, it is considered that the proposed scheme represents an acceptable form of development and accords with the national planning policy as well as the relevant local development plan policies.