



**DESIGN AND ACCESS STATEMENT
FOR PROPOSED STUDENT ACCOMODATION
AT COMPASS HOUSE, SWANSEA, SA1 8QE.**



**Castleton Baptist Chapel,
Newport Road,
Castleton,
Cardiff.
CF3 2UR**

INTRODUCTION

This Design and Access Statement relating to the Proposed Student Accommodation at Compass House, Swansea has been prepared in accordance with the Neath Port Talbot County Borough Council Local Development Plan (2011-2016) Adopted January 2016 and Planning Policy Wales Technical Advice Note 12. Planning Policy Wales encourages the re-use of land and states that “Previously developed (or brownfield) land should, wherever possible, be used in preference to greenfield sites”. Compass House is a building located within the area of Crymlyn Burrows, which is classed as a village in the Settlement Hierarchy for Neath Port Talbot, “Settlements with at least one community facility and adequate public transport links.”

SITE ANALYSIS

The site lies in Crymlyn Burrows which is an area to the East of Swansea City centre, it is bounded by Jersey Marine Beach to the South and the River Neath to the East. Baldwins Crescent runs parallel to Fabian Way and is to the South of Elba Business Park. It is mostly two-storey 1930 / 40's semi-detached houses with south / southwest facing gardens. The community benefits from an area of open space, a children's playground and a small community hall. The larger scale industrial and commercial buildings to the North and East are relatively close to the residential area and care will need to be taken to ensure that any employment development in the surrounding area does not have a significant negative impact on the amenity of the residents.

CONTEXT

Baldwins Crescent leading onto Elba Crescent is a residential road in Neath Port Talbot on the Eastern approach into Swansea. It is a mainly industrial area with larger buildings to the North and West of the site and Fabian Way to the South of the site. Swansea University's Bay Campus is under construction beyond Fabian Way on a 65 acre former BP transit site. The South West Elevation, which is the main elevation to Baldwins Crescent, has a red brickwork plinth with three tall brickwork and stone bay windows with pitched natural slate roofs. White painted render gables over the bay windows with red brickwork chimneys frame the façade. The main entrance is on the North West elevation, opposite the six parking spaces. As a former Boat Yard the building is split into sales space and living accommodation. On the ground floor the front is split into two rooms, one with a staircase up to a bedroom in the roof space, the other double width space was the kitchen and dining area. The large entrance hall gives access to the sales space to the rear of the building and the living accommodation, with bathrooms situated behind the staircase at ground floor level. The first floor is split into living accommodation, storage and unused roof voids. An en-suite bedroom situated above the main entrance with the rest of the floor split into two further bedrooms and a living area. There is a family bathroom situated off the half landing of the main staircase.



North West Elevation



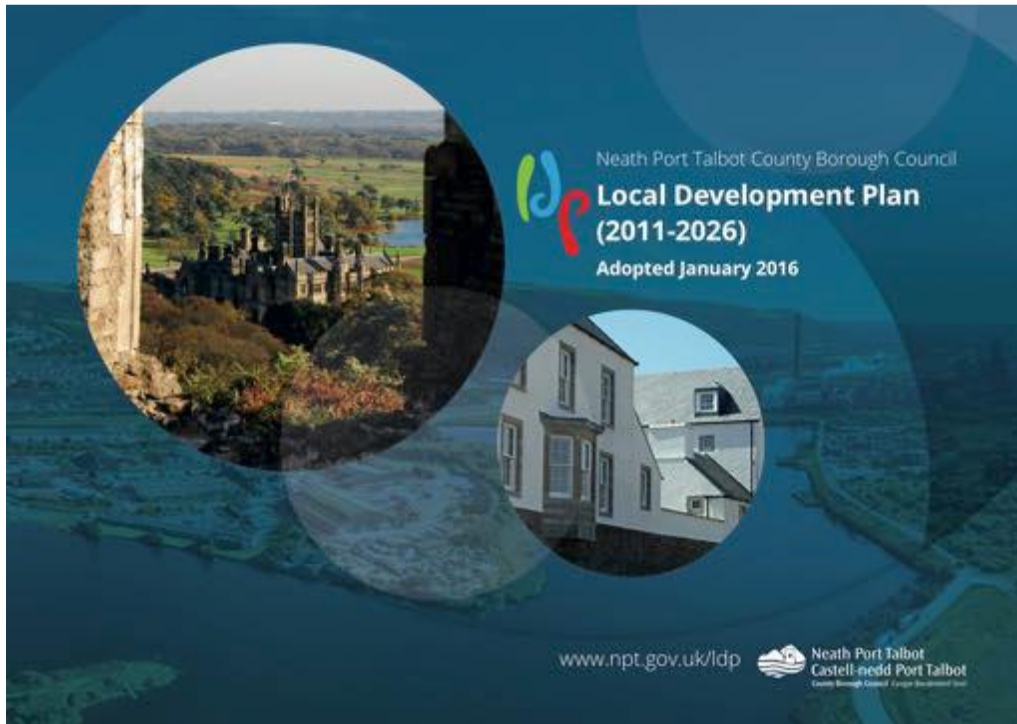
North West Elevation



Elevations to Baldwins Crescent

POLICY

The Neath Port Talbot County Borough Council Local Development Plan (2011-2026) Adopted January 2016 has an overall objective to provide a land use structure which focuses on providing sustainable, prosperous communities creating social and economic opportunities.



Overarching Policies

SP3 Sustainable Communities

The development of sustainable communities through the enhancement and improvement of existing settlements is a fundamental element of the LDP's strategic approach. Policy SP3 has been underpinned by a comprehensive review of settlements establishing the current role and function of each individual settlement.

Policy SC1 Settlement Limits

Development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy will be acceptable in principle.

LDP Objectives

OB3 Deliver sustainable, safe and confident communities and develop vibrant settlements supporting a range and mix of facilities and services.

OB7 Provide an adequate supply, mix, type and tenure of housing within sustainable settlements to meet the needs of the projected population.

Key Issues

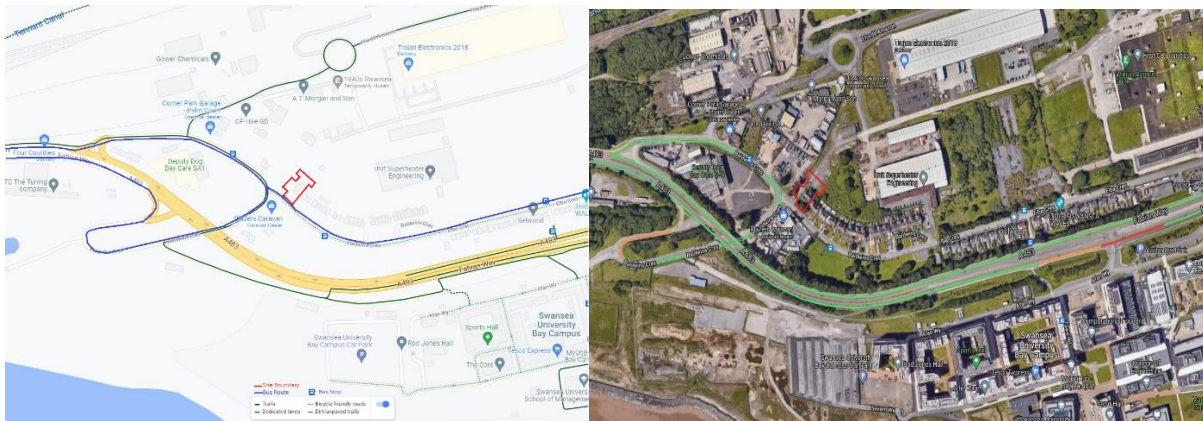
KI 5 There is a need for additional homes to:

- (i) accommodate the population needed to meet the projected number of jobs; and
- (ii) address the reduction in average household size.

KI 6 There is a need for additional affordable housing throughout the County Borough.

ACCESS AND MOVEMENT

In relation to Policy TR2 Design and Access of New Development, the proposals demonstrate that the premises will provide access and facilities for all along with being accessible to pedestrians, cyclists and users of public transport, there is an existing car park alongside the house and the road has dropped kerbs at the edges of the pedestrian walkway to allow vehicular access into the car park. Therefore, level access is achievable off the road towards the building. Bus stops on Baldwins Crescent, within 100m of the site, have routes to Swansea, Neath and Cardiff using First Cymru buses. The Celtic Trail, part of the National Cycle Network Route 4, runs between the Severn Bridge and Swansea running alongside Fabian Way at the end of Baldwins Crescent. Where car travel is unavoidable this development will not impact significantly upon the problems of traffic congestion due to its location off Fabian Way.



CHARACTER

The proposal is to sub divide the existing property to provide good quality student accommodation within walking distance of Swansea University Bay Campus. This development aims to retain as much of the original building as possible, the ground floor will be divided into three bedrooms with a wash facility and where possible an enclosed toilet. The large entrance hall will give access to a communal living space and open plan kitchen. Situated off the hall are a laundry room, communal toilet room and shower facilities and fire escape route. The original staircase leads up to the first floor which is divided into a further six bedrooms, one of which has en-suite facilities. The other five bedrooms will have a wash facility and where possible an enclosed toilet. On the same level there will be communal toilet room, shower facility, storage and fire escape.

There will be a single storey annex attached to the rear of the main building which will be converted into one bedroom self contained apartment to ground floor with separate access and parking space. Above will be the one en-suite bedrooms as mentioned earlier in the statement with access to them from the original house.

To the outside, there is currently a provision for 7 spaces for off road parking. Further car park spaces will be created to the rear of the house (formerly known as the boat yard) to provide additional parking for up to 10 vehicles. A cycle shelter and refuse / recycling point will be sympathetically erected behind the tree line along side the pumping station. The gardens will be landscaped to provide a maintenance free area for rest and relaxation

COMMUNITY SAFETY

Secured by Design principles have been considered to ensure that the proposed scheme has an integrated approach to crime prevention and the designing out of crime. Suitably designed lighting will provide sufficient levels of illumination to act as a visual aid and create a safe environment for both visitors and residents, screen walls and wooden gates will provide additional security.

All land within the scheme will be conveyed to individual owners or the registered landlord to create a sense of ownership and responsibility for every part of the development.

This development will bring a vacant building back into active use and will contribute to the overall vitality of the area.

ENVIRONMENTAL SUSTAINABILITY

As encouraged by the Local Council, the use of this vacant property will consolidate and introduce compatible land uses making the best use of the existing site. Under changing market demands, the change of use will also ensure the long-term viability of the building.

CONCLUSION

The reuse of a site in decline at this highly accessible location will assist in meeting the objectives of both national and local planning policy. The layout and design of the proposal seeks to maximise the site's development potential whilst ensuring high levels of accessibility by a variety of transportation modes. The design also ensures ease of access for all groups of society regardless of age, physical ability, social class or gender. This statement demonstrates that the principles of inclusive design and access have been considered from the outset and informed the development process.