

Design & Access Statement

RH508 New Road

45 New Road
Neath Abbey
SA10 7NG

Elizabeth Woods

Title	Design & Access Statement	Author	David Darkin		Approved	David Darkin	
Date	08.06.2019	Reference	0301	Version	10	Page	1 of 9

Contents

1.	Introduction	3
2.	Project Brief & Design Brief	3
3.	Consultations & Collaborations	4
4.	Access & Inclusive Design	4
	CAR PARKING	4
	CYCLE STORAGE	4
	BUS STOPS	4
	RAILWAY STATIONS	4
	ROUTES TO ENTRANCE	5
5.	Character	5
	Amount	6
	Layout	6
	Scale	6
	Landscaping	7
6.	Community Safety, Social Context & Economy	7
7.	Environmental Sustainability	8
	MATERIALS	8
	FLOOD RISK	8
	ECOLOGY / BIODIVERSITY	8
8.	Movement	8
9.	Policy Context	8
10.	Conclusion	9
11.	Bibliography	9

Title	Design & Access Statement	Author	David Darkin	Approved	David Darkin
Date	08.06.2019	Reference	0301	Version	10
					Page 2 of 9

1. Introduction

- 1.1. This design and access statement has been prepared to accompany and support a planning application for a Parking Area at 45 New Road, Neath Abbey, SA10 7NG. This Design & Access Statement has been prepared following the guidance set out in *Technical Advice Note 12: Design (2014)*.
- 1.2. This statement describes our client's proposal and explains the design philosophy and approach taken in the formulation of the scheme. It will be concluded that our client's proposal should receive support and be granted planning consent.
- 1.3. Design is defined in Planning Policy Wales (PPW) as: "the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental, and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings."
- 1.4. The project has been designed with the 'Objectives of good design' in mind as illustrated in TAN12. As shown right.
- 1.5. The project was initiated by establishing design objectives, based upon a context appraisal. A site analysis has been attached which graphically represents the analysis. The analysis illustrates that the proposed development is suitably located.
- 1.6. Principal Design Objectives
 - Holistic Design Approach
 - Integrated inclusive design and improving existing
 - Integrated Sustainable design for community and the environment
 - Integrate with local architecture matching the vernacular
 - Provide rich heritage for the future



2. Project Brief & Design Brief

- 2.1. The client's project brief was to create a parking space at the front of the property to provide better accessibility for her disability, a lifelong condition that will not improve over time. The existing parking at the rear of the property is not suitable for the client due to her disability as she is now only able to walk with the aid of 2 crutches and there are many steep steps and a lack of lighting that make it impossible to get to. The street lighting does not illuminate the steps which leaves them pitch black from dusk until dawn while the front of the property is extremely well lit and has handrails installed by Care and Repair along the entire front garden.
- 2.2. Following on from the context appraisal and consultations with others, the project brief was evolved into the following design brief: A new parking space at the front of the property off New Road as the rear parking is not suitable for the client due to disability. Steps at the front of the property are to be made wide with handrails suitable for the clients' needs and provide suitable access into her own home.
- 2.3. This allowed us to formulate the following design objectives:
 - Front parking with suitable steps to property
 - Retaining walls around parking area

Title	Design & Access Statement	Author	David Darkin	Approved	David Darkin
Date	08.06.2019	Reference	0301	Version	10
					Page 3 of 9

3. Consultations & Collaborations

3.1. To inform the design, the following persons/bodies/professions and key stakeholders were consulted with:

- Neath Port Talbot Council. Pre-App Ref: Q2021/0253

This process has informed the design and has been undertaken with the intent that it will foster a sense of ownership and consensus.

- The proposed parking area will not alter the character and appearance of the property with the use of similar stone to the existing walls for the retaining walls
- The proposed parking area will not impact the Neath Abbey Gatehouse.
- There is an example of recent acceptance of planning for parking at the front of Greggs next door where cars can only forward park and have to reverse out directly adjacent to the mini roundabouts.
- The existing telegraph pole is in front of the neighbouring property. The proposed parking will not be impacted by it.
- There are plans for a new development to amalgamate the primary and infants' schools in Neath Abbey. When the school relocates up to Longford, there will be very few pedestrians walking past the property. The pavement on the side of the proposed driveway ends further up the road which means people generally walk on the other side of the road.

4. Access & Inclusive Design

- 4.1. PPW emphasises that: "Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and provides buildings and environments that are convenient and enjoyable to use for everyone."
- 4.2. Inclusive design has been considered from the outset of the development process and this section is intended to demonstrate that this building has been designed with an inclusive agenda in mind. This will ensure that reasonable provision has been made to ensure that all users will have equal and convenient access.
- 4.3. The Clients' first spinal surgery resulted in an incomplete spinal cord injury and balance problems which makes steep steps and dimly lit places dangerous. The client has recently had their second spinal surgery which has left them unable to sit for long periods of time and needs to wear a back brace for the next three months. The proposed parking area will allow the client a more appropriate route to and from the car with wider, minimal steps to the property that would be a lot safer than the existing rear parking, which is now inaccessible to the client.

CAR PARKING

- 4.4. 1 proposed parking spaces located at the front of the property with 2 existing parking spaces at the rear. The parking at the rear is not accessible to the client as there is a lack of lighting and there are many steep steps that are not suitable due to the client's disability

CYCLE STORAGE

- 4.5. Existing Cycle storage spaces are to be retained

BUS STOPS

- 4.6. The nearest bus stop is Neath Abbey Road, the development is not sufficient in magnitude to impact on public transport decisions.

RAILWAY STATIONS

- 4.7. The nearest train station is Neath Train Station. The development is not sufficient in magnitude to impact on public transport decisions.

Title	Design & Access Statement	Author	David Darkin	Approved	David Darkin
Date	08.06.2019	Reference	0301	Version	10
					Page 4 of 9

ROUTES TO ENTRANCE

- 4.8. Pedestrian access is provided from New Road. The development proposes to retain this access point. New hard landscaping between the public footpath/highway and the access points to the proposal will provide access assistance to persons with mobility impairments.

5. Character

- 5.1. The principles of good design have been applied to this development and this section is intended to demonstrate that the proposal is of good design and appropriate to the area.
- 5.2. This section will demonstrate that the proposal sustains and enhances local character and promotes legible development.
- 5.3. Below are some photographs of examples of parking in the immediate vicinity: This includes acceptance of planning recently for parking at the front of Greggs where cars can only forward park and have to reverse out directly adjacent to the mini roundabouts.



Title	Design & Access Statement	Author	David Darkin	Approved	David Darkin
Date	08.06.2019	Reference	0301	Version	10
					Page 5 of 9



- 5.4. The Topography of the site is sloped, illustrated in the photographs
5.5. The proposed driveway will have no impact on the Neath Abbey Gatehouse that is nearby.

Amount

- 5.6. The site currently contains a stone garden wall, concrete steps, and grass area.
5.7. The proposed development is to be a Parking Area with a footprint of 35.5m²
5.8. The amount of development proposed will be an efficient use of land that will safeguard quality of life in the area

Layout

- 5.9. In addition, the proposed layout will promote a clear relationship between public and private space
5.10. The location of the proposal follows the natural pattern of development
5.11. The layout makes the development integrate with it's surroundings and appropriately links in with adjacent spaces

Scale

- 5.12. The scale of development is appropriate to the surroundings, with the massing of the proposal appropriately contributing to the existing hierarchy of the site to reinforce local character
5.13. The height and mass of the proposal will not affect privacy or daylight in relation to adjacent land uses / buildings
5.14. The scale of proposal will interact with the public realm in appropriate way such that it will not decrease community safety

EXISTING		
Element	Description	Example

Title	Design & Access Statement	Author	David Darkin	Approved	David Darkin
Date	08.06.2019	Reference	0301	Version	10
					Page 6 of 9

Boundary Treatments	Stone Wall	
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PROPOSED		
Element	Description	Example
Boundary Treatments	Retaining walls to be stone faced similar to existing	

Landscaping

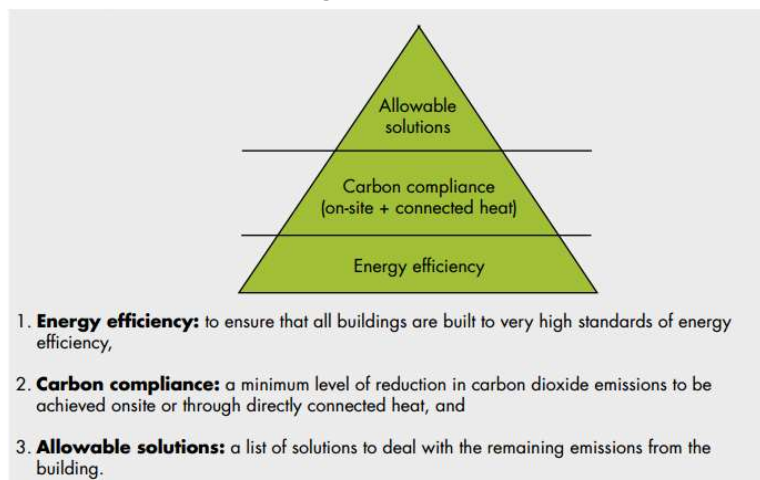
- 5.15. The landscaping has been designed such that it will enhance/protect the amenities of the site and the area in which it is situated
- 5.16. Existing shrubs on the site will be mostly retained

6. Community Safety, Social Context & Economy

- 6.1. Access for emergency vehicles is sufficient
- 6.2. As the property will be occupied there will be an increased presence on the site which increases community safety
- 6.3. The application will seek to maximise natural surveillance as a fundamental means of discouraging intrusion
- 6.4. Shrub planting immediately adjacent to footpaths, or in other areas requiring a high-level of natural surveillance, should have a natural growth height of no more than 1 metre
- 6.5. Use of lighter foliage planting will provide visual permeability whilst still offering amenity screening. Trees will be located so as not to become aids to climbing over boundaries or onto buildings
- 6.6. The layout will seek to provide clear distinction between private, semi-private and public spaces
- 6.7. There are no trees or other obstructions at the entrance, as such the entrance to the site is clear and there is more than sufficient visibility of the road for exiting vehicles
- 6.8. There are plans for a new development to amalgamate the primary and infants schools in Neath Abbey which will eliminate the possibility that this proposal will have an impact on the safety of the school children.

Title	Design & Access Statement	Author	David Darkin	Approved	David Darkin
Date	08.06.2019	Reference	0301	Version	10
				Page	7 of 9

7. Environmental Sustainability

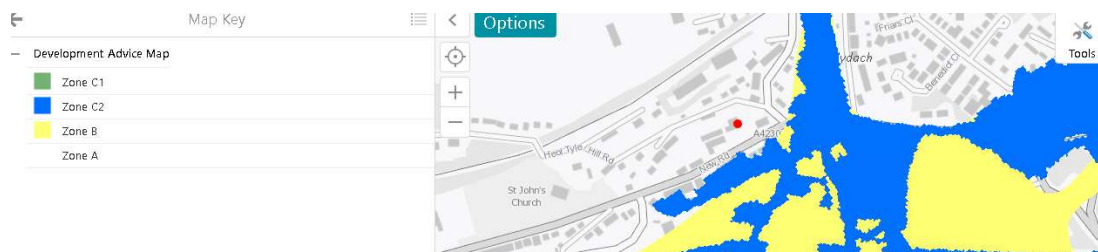


MATERIALS

- 7.1. Waste materials produced during construction to be minimised.
- 7.2. Waste materials produced during construction to be sorted, recycled where practical and responsibly disposed of where not
- 7.3. Materials to be responsibly sourced
- 7.4. Materials with a low embodied energy to be used where practical

FLOOD RISK

- 7.5. As indicated in the Flood Map below this site is not at risk of flooding



ECOLOGY / BIODIVERSITY

- 7.6. The proposed landscaping scheme will maintain the biodiversity and local environment

8. Movement

- 8.1. Primary pedestrian movement into the site is provided via the fronting road
- 8.2. Vehicular movement into the site is provided via the fronting road
- 8.3. Sustainable means of travel will be promoted

9. Policy Context

- 9.1. Local Development Plan (LDP) Policy GP1 "*Sustainability & High Quality Design*" encourages environmentally sustainable proposals which utilise vacant, underused or previously developed land.

Title	Design & Access Statement	Author	David Darkin	Approved	David Darkin
Date	08.06.2019	Reference	0301	Version	10
					Page 8 of 9

- 9.2. Policy GP2 "*Development Limits*" encourages good quality design which ". . . *achieves the aims of the development and ensures its fitness for purpose.*" Ten strategic objectives are listed which include requirements that proposals will sustain or enhance the local environment in terms of mass and scale, and will be of a suitable design appropriate to its location and utilising materials appropriate to the character of the area.

10. Conclusion

- 10.1. The proposed parking space is essential for the client. Due to her disability, the client isn't able to get to her house from the existing parking at the rear of her property.
- 10.2. The existing rear parking area is inaccessible to the client due to the number of steep steps and lack of lighting, making it impossible for her to get to and from the car. It would not be accurate to suggest the client has appropriate parking.
- 10.3. The site utilises an underused area of land, improving the natural surveillance of the area
- 10.4. In conclusion it is considered that the proposed development represents a high-quality design solution
- 10.5. It is respectfully requested, therefore, that both Officers and Members of the County Council look favourably on this proposal and grant planning permission

11. Bibliography

- Maps taken from <http://www.openstreetmap.org> © OpenStreetMap contributors, CC-BY-SA
- (2014) *Planning Policy Wales*
- (2014) *Technical Advice Note 12: Design* Published by Feliden Fowles, retrieved from wales.gov.uk
- (2010) *The Equality Act*
- (2014) *Building Regulations Approved Document Part L*
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www.cartoplus.co.uk

Title	Design & Access Statement	Author	David Darkin	Approved	David Darkin
Date	08.06.2019	Reference	0301	Version	10
				Page	9 of 9