



Land at Elba Crescent Crymlyn Burrows **Design & Access Statement**

October 2024



Project Team:

Planning

Masterplanning

Landscape & Arboriculture

Flood Risk, Hydrology & Drainage

Geo-Environmental

Ecology

Transport

Noise

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Vision

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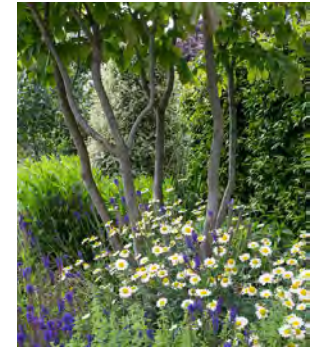
Vision

The application site offers the opportunity to transform a currently under-utilised brownfield landscape into an extension to an existing residential area in order to create a new, sustainable neighbourhood for the area of Crymlyn Burrows at Elba Crescent.

This would deliver a mix of new homes to suit a range of needs as well as new, high quality green spaces for people to enjoy. New pedestrian and cycle links will help integrate the site into the surrounding active travel network providing direct links to both Swansea, Port Talbot and beyond.

The development of the site would embrace good design and placemaking principles to create an accessible, sustainable, high-quality place where people want to live.

Developing the site would benefit the wider local community through the provision of a variety of house types and tenures, new recreational green spaces to promote health and wellbeing and the creation of local job opportunities during the construction phase.



“.....opportunity to transform a currently under-utilised brownfield landscape into an extension to an existing residential area in order to create a new, sustainable neighbourhood for the area of Crymlyn Burrows at Elba Crescent.....”

A.
**Understanding
the Site**

A photograph of a gravel path leading through a field of green bushes and trees under a cloudy sky. The path is made of dark gravel and is partially covered with patches of green moss. The surrounding area is filled with dense green vegetation, including bushes and trees. In the background, some buildings are visible through the trees. The sky is overcast with grey clouds.

Chapter A of this Design and Access Statement identifies the site characteristics and features and reviews the surrounding context, explaining how this has informed the design approach taken.

This chapter contains the following sections:

- A1: Introduction
- A2: Site Context
- A3: Baseline Conditions
- A4: Opportunities & Constraints

A1. Introduction

Overview

This Design and Access Statement (DAS) has been prepared on behalf of Hawkland Estates Ltd, the Applicant, to support an Outline Planning Application for a new sustainable neighbourhood extension on Land at Elba Crescent, Crymlyn Burrows, Swansea. The site is currently allocated within the Neath Port Talbot County Borough Council Local Development Plan (LDP) under reference H1/LB/3 for approximately 50 dwellings, however the Plan is currently subject to a review.

The application seeks outline planning permission comprising the following:

“Outline planning application (with all matters reserved) for the regeneration and re-use of derelict brownfield land for residential comprising 152 dwellings (including a mix of dwelling types); road and footpaths; landscaping and ancillary works.”

This Statement should be read in conjunction with the application plans and supporting documents, including technical reports.

Purpose of this Document

This document intends to inform and demonstrate the design principles behind the proposals, and establish the parameters for development to help inform any future reserved matters planning applications.

Current national guidance explains that:

‘DASs were introduced to help ensure that both design quality and inclusive access are given sufficient consideration in the planning process. The DAS itself does not ‘create’ good design, rather it should demonstrate and clearly communicate the logical design process. The requirements of a DAS reflect the objectives of good design as set out in Planning Policy Wales (PPW) and Technical Advice Note 12: Design (TAN 12).’

A DAS communicates what is proposed and demonstrates the design process that has been undertaken to reach the final proposal.



Format of this Document

This DAS comprises of the following sections:

Section A - Understanding the Site provides an overview and purpose of the document including its format and the vision for the site. This section also sets the baseline and context for the site providing a comprehensive review of the constraints and opportunities.

Section B - Outline Design sets out the design approach taken following the site analysis work and provides a series of framework parameter plans in which detailed proposals at the reserved matters stage should be in accordance with. This section also includes a number of masterplanning design principles to address the site constraints and maximise its opportunities.

Section C - Summary provides a brief summary and conclusion of the outline proposals.

This DAS sets out the context within which design details will come forward as part of future reserved matters applications to Neath Port Talbot County Borough Council in accordance with the outline elements of the development.



A2. Context



Planning Policy Review

Future Wales – The National Plan (FW), Planning Policy Wales 12 (PPW) and Technical Advice Note 12

This sets out the Welsh Government's objectives for sustainable development and good design and placemaking. FW and PPW in particular are focussed on achieving the objectives of the Well-being of Future Generations (Wales) Act (WBFGA) 2015.

FW confirms that the Act seeks to influence the way we plan for new development; it demands that development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales and, accordingly, the commitment to delivering sustainable development and maximising the contribution to each of the well-being goals within the Act.

Policy 2 of FW relates to 'Shaping Urban Growth and Regeneration – Strategic Placemaking'. It states that the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure.

Urban growth and regeneration should be based on the following strategic placemaking principles:

- creating a rich mix of uses;
- providing a variety of housing types and tenures;
- building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;
- increasing population density, with development built at urban densities that can support public transport and local facilities;
- establishing a permeable network of streets, with a hierarchy that informs the nature of development;
- promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and
- integrating green infrastructure.

Similarly, PPW has a focus on placemaking to achieve the WBFGA goals and objectives. Paragraph 2.3 of PPW states:

'The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.'

PPW goes on to define placemaking as being an 'holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and well being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings. This will be true for major developments creating new places as well as small developments created within a wider place.'

PPW confirms that good design is fundamental to placemaking and creating sustainable places where people want to live, work and socialise. Paragraph 3.3 of PPW indicates that design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places.

To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area.

Neath Port Talbot Local Development Plan (2011- 2026) Adopted January 2016

The application site falls within the Local Authority area of Neath Port Talbot County Borough Council (CBC). The Development Plan is the Neath Port Talbot Local Development Plan (LDP) which was adopted in January 2016 and covers the period 2011 to 2026.

Site Allocation

The application site is shown as being located within the settlement limit under Policy SC1 and allocated for housing under Policy H1/LB/3 on the adopted LDP Proposals Map.

Policy SC1 advises that development within settlement limits that is proportionate in scale and form to the role and function of the settlement will be acceptable in principle. The supporting text to this policy explains that settlement limits are an important tool for managing the shape and extent of the urban area. They define the areas within which development which accords with the role and function of the settlement will be permitted in principle; they allow for development which would contribute towards the creation and maintenance of sustainable communities in accordance with the strategy; they prevent the coalescence of settlements, ribbon development and fragmented development and also prevent inappropriate development in the countryside (para. 3.0.13).

Policy H1 sets out a list of locations where land has been identified for residential development. Under reference H1/LB/3 the application is identified as being suitable for housing with an estimated number of units given as 50. The LDP provides likely phasing for development of the site to be implemented between 2020-2023.

Other relevant policies are set out below.

Policy TR2 (Design and Access of New Development) advises that development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

The supporting text explains that new development will be required to demonstrate that it will have no adverse effect on the existing highway network and traffic or congestion will not be increased to unacceptable levels. The LDP goes on to advise in the interests of creating more sustainable communities new development proposals should be accessible by a variety of means, not just the private car. Walking, cycling and public transport play an important role in reducing the number of shorter journeys taken by car and contribute towards the Plan's aim to provide a sustainable and more integrated transport network. Where appropriate, new developments will be required to demonstrate how they connect to existing, adjacent settlements.

Policy BE1 (Design) requires that all development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. The Policy further advises that proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment;

2. It respects the context of the site and its place within the local landscape, including its impact on the important arterial gateways into the County Borough, its effects on townscape and the local historic and cultural heritage and it takes account of the site topography and prominent skylines or ridges;

3. It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate;

4. It would not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the community;

5. Important local features (including buildings, amenity areas, green spaces and green infrastructure, biodiversity and ecological connectivity) are retained and enhanced as far as possible;

6. It achieves and creates attractive, safe places and public spaces, taking account of 'Secured by Design' principles (including where appropriate natural surveillance, visibility, well lit environments and areas of public movement);

7. It plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community;

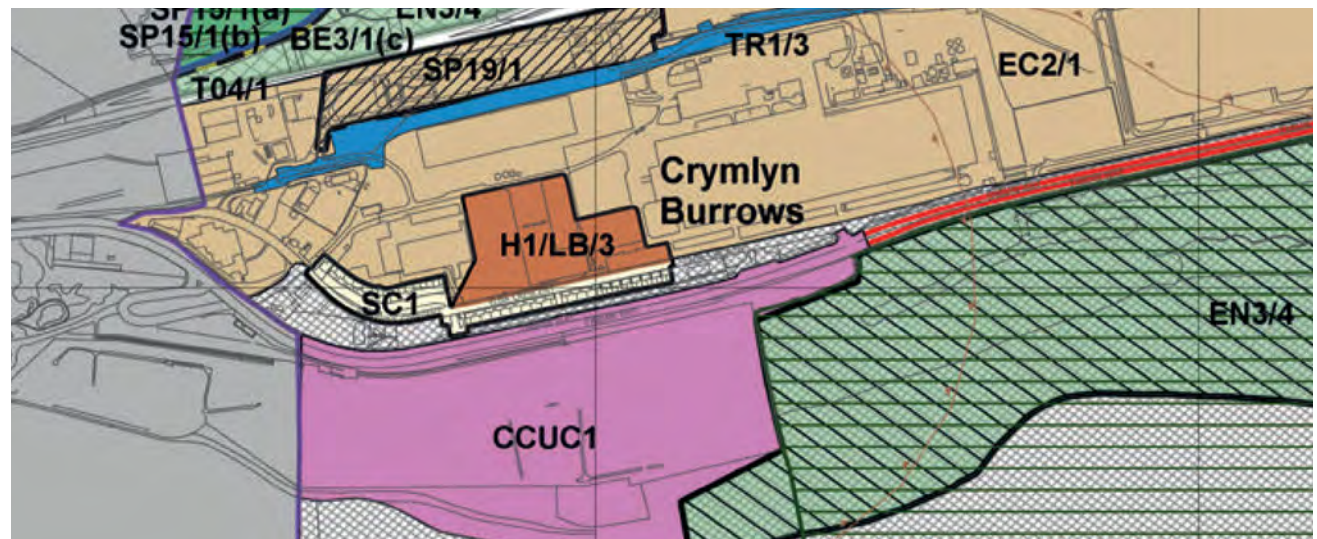
8. It uses resources, including land and energy, as efficiently as possible through:

- a. Making the best and most efficient use of the land available through being of appropriate density taking into account the character and appearance of the area, normally a minimum of 35 dwellings per hectare in the Coastal Corridor Strategy Area or a minimum of 30 dwellings per hectare in the Valleys Strategy Area;
- b. The layout and form of the development does not preclude the reasonable use of other adjacent land;
- c. Developing brownfield land in preference to greenfield land where possible;
- d. Minimising building exposure while maximising solar gain.

9. Its drainage systems are designed to limit surface water run-of and flood risk and prevent pollution;

10. The layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities.

Policy SP3 (Sustainable Communities) states that the delivery of "sustainable, healthy and cohesive communities and the conservation of the countryside" will be promoted by "the identification of a settlement hierarchy that reflects the role and function of settlements". New development will therefore be steered towards the more sustainable locations of the county.



Neath Port Talbot County Borough Council Local Development Plan Proposals Map Extract

Site Location

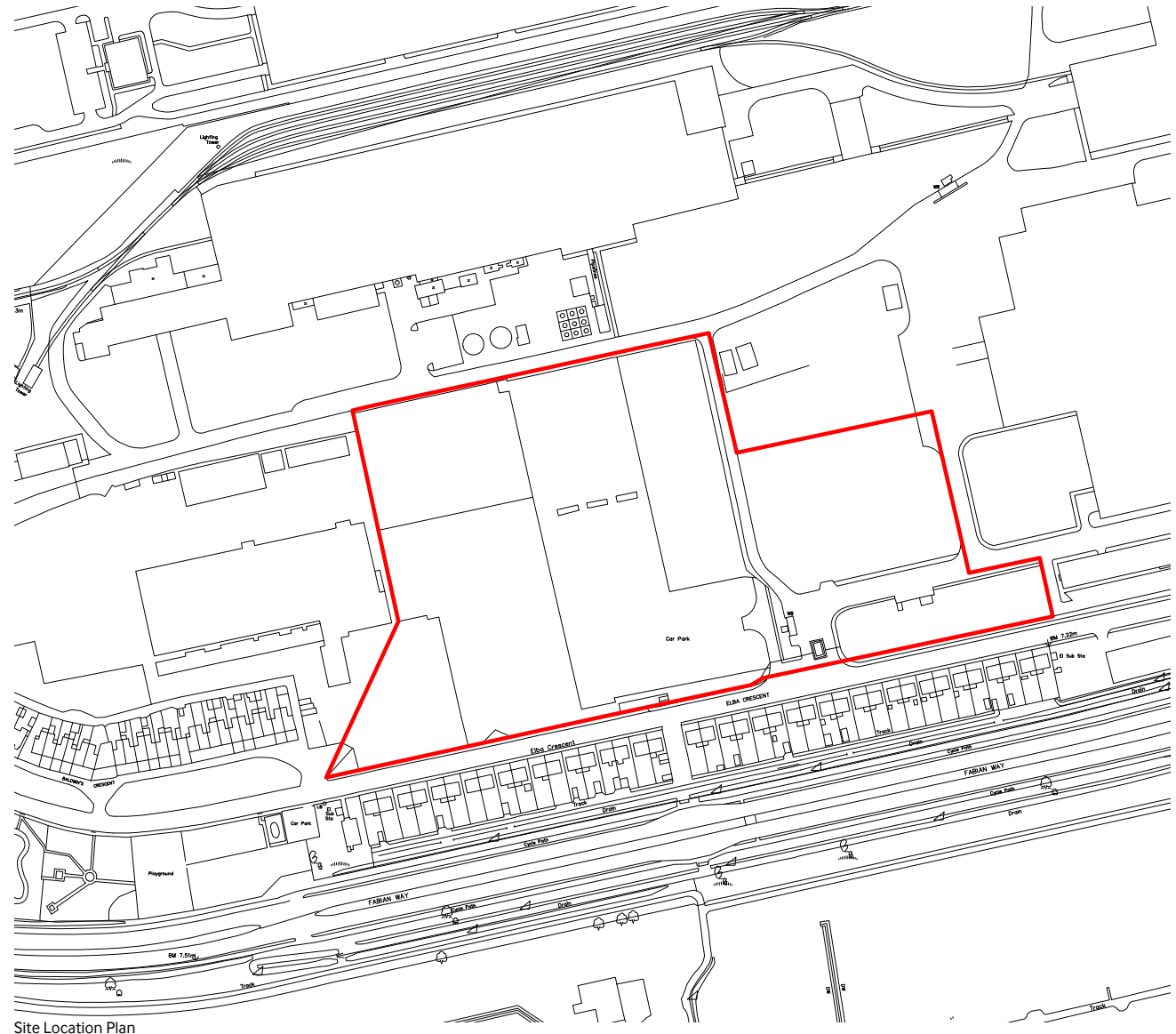
The application site is located approximately 4km to the east of Swansea and is situated on the northern side of Elba Crescent, which is set back from, and runs parallel to, Fabian Way (A483), one of the main arterial routes into Swansea City Centre. Swansea University Bay Campus is located to the south of the site across Fabian Way.

Located close to the boundary of the City and County of Swansea, the site lies in the administrative area of Neath Port Talbot County Borough Council.

The site is approximately 4.61ha in size and is roughly rectangular in shape. The site currently comprises a disused car park and associated access roads for the previous industrial uses as well as areas of scrub vegetation including a number of mature trees.

A single guard house is located near to the southern boundary of the site and represents the only building or structure within the application boundary.

Residential dwellings are located immediately south of the site along Elba Crescent while further industrial uses can also be found to the north, east and west of the site.



Site Location Plan

Surrounding Context

The southern boundary of the site fronts onto Elba Crescent, with additional existing dwellings located adjacent to the site to the west. Further residential development lies on the southern side of Elba Crescent which provides direct vehicular access into the site and both pedestrian and vehicular access onto Fabian Way to the south.

To the north and east, the site bounds the Visteon industrial area. An existing play area and recreational space is located to the west of the site which includes play facilities for children.

The application site and much of the surrounding area is flat and therefore easily accessible for both pedestrians and cyclists. The street benefits from footways on both sides of the carriageway, which extends from its junction with Fabian Way. This link with other residential areas and lead into Swansea.

The site benefits from excellent cycle access, with a shared cycle / pedestrian footpath running along both sides of Fabian Way. This cycle route forms part of the National Cycle Network and provides links to Swansea, Port Talbot and Neath.

The site is well served by public transport. There are three bus stops on Elba Crescent, two westbound towards Swansea and one for eastbound passengers.

The site is well linked therefore to Swansea, Neath, Port Talbot, Jersey Marine, Briton Ferry and Skewen. The frequency of services also indicates the viability of bus travel, with approximately 105 services operating throughout a typical weekday. Swansea Railway Station is located approximately 4 miles to the northwest of the site from which all major national destinations can be reached.

Vehicular access is provided from onto Fabian Way, which is a dual carriageway and provides excellent linkages to the surrounding highway network, including the M4, 3 miles to the east.



Pedestrian and Cycle Link to Fabian Way



Existing Bus Stop on Elba Crescent



Existing Childrens Play Area to the west

Site History

The plans opposite show how the site and the surrounding area has developed and grown over the past century.

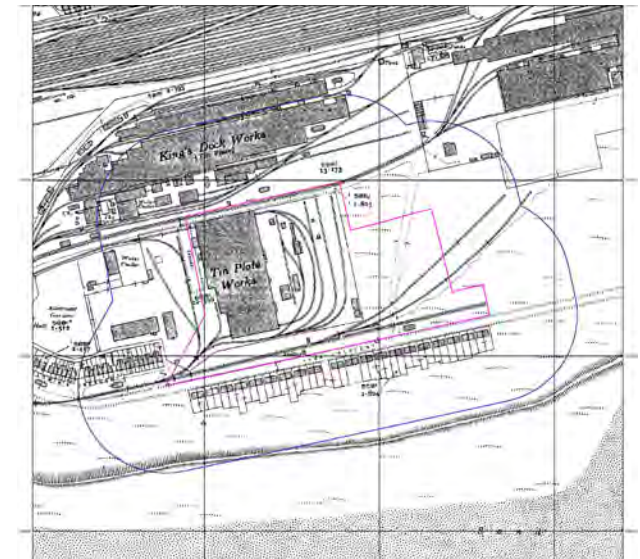
The application site has been subject to a number of applications over the years. The principle of residential development on the site was first established in June 2005 when outline planning permission (Ref: P2004/1554) was approved for a linear residential development on the frontage part of the site.

Outline planning permission for a mixed-use development of the site comprising business (B1, B2 and B8) and residential (C3) was subsequently granted on the 30th September 2011 (Ref: P2008/0514). The approved scheme shows the application site divided into two distinct sections; with the southern section proposed for residential development accessed off Elba Crescent and the northern section proposed for B1, B2 and B8 employment uses and served off the existing access in the north-western corner of the site.

Subsequent to this, consent was granted in November 2014 (Ref: P2012/581) to vary condition 31 which related to the proposed landscaping buffer area. This consent was varied further in 2018 to extend the period of approval for reserved matters (Ref: P2017/0800). This consent expired on the 27th May 2019.



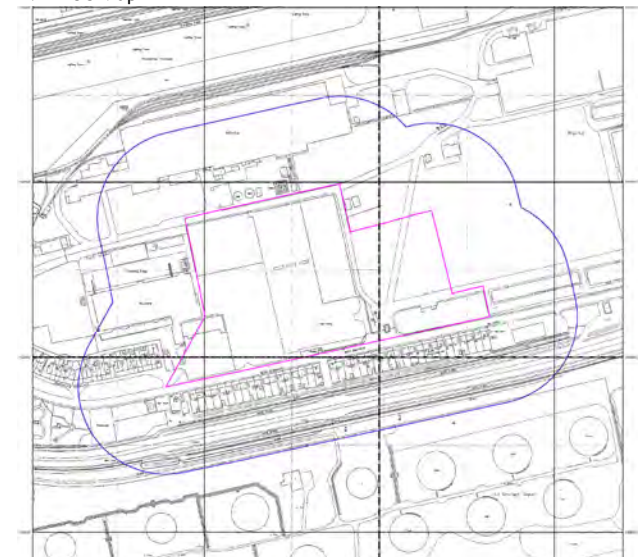
1917 OS Map



1941 OS Map



1971 OS Map



1992 OS Map

Townscape Analysis

The local character largely consists of warehouses and industrial buildings. Due to these uses generally being of a larger building footprint around the site to the north, east and west, there is limited opportunity for new access points. Therefore, site access will be restricted to Elba Crescent to the south.

There are a number of residential dwellings along Elba Crescent which are typically semi-detached or terraced houses along the street, forming a residential core.

There is a general lack of communal space within the area therefore opportunities to create new green open space will contribute to creating a sense of place for both existing and new residents.

The local authority has developed an education zone by creating an innovation corridor between the city centre and the new Swansea University Bay Campus adjacent to the site. The proposed residential development will support the objectives of this by providing new housing within this area.

There is minimal historic reference in the architectural style or character of the surrounding area. This provides an opportunity to create an attractive modern development on the site.



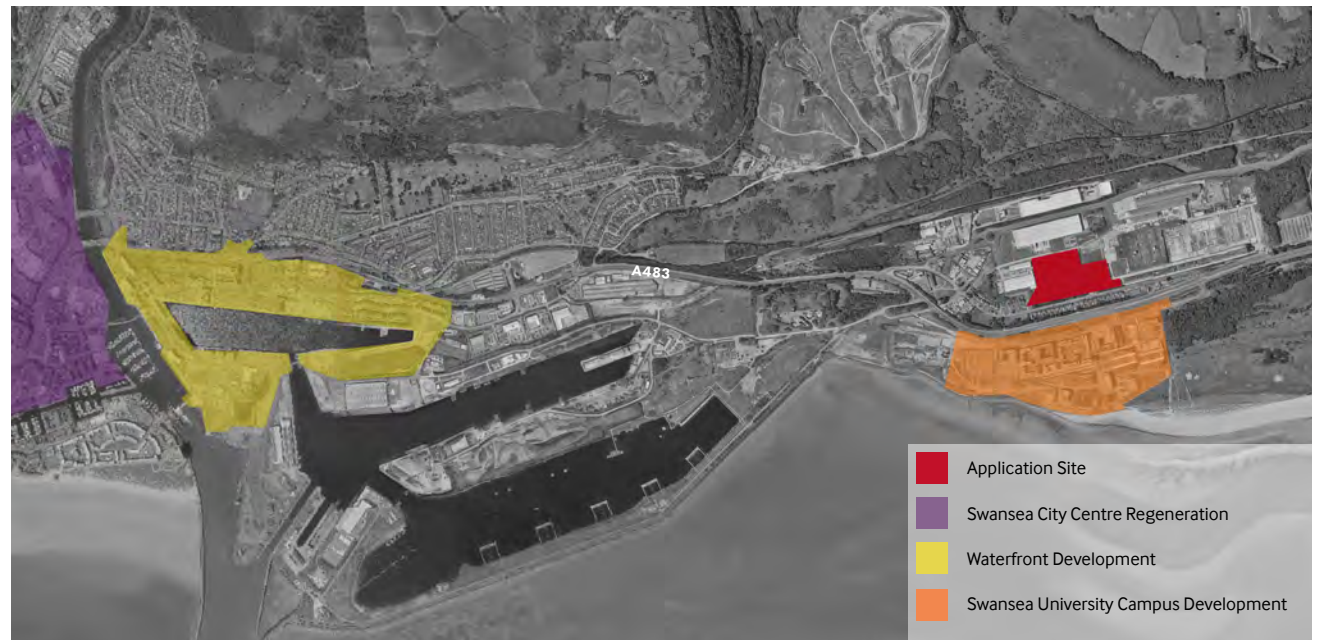
Residential Character of Elba Crescent



Neighbouring Industrial Uses



Swansea University Bay Campus



A3. Baseline Conditions

Transport

The site is well served by public transport. There are three bus stops on Elba Crescent, two westbound towards Swansea and one for eastbound passengers. A further three stops are provided at Baldwins Crescent and an additional two bus stops are provided on Fabian Way directly opposite the site, with all stops being within an acceptable walking distance. The frequency of services also indicates the viability of bus travel, with approximately 105 services operating throughout a typical weekday.

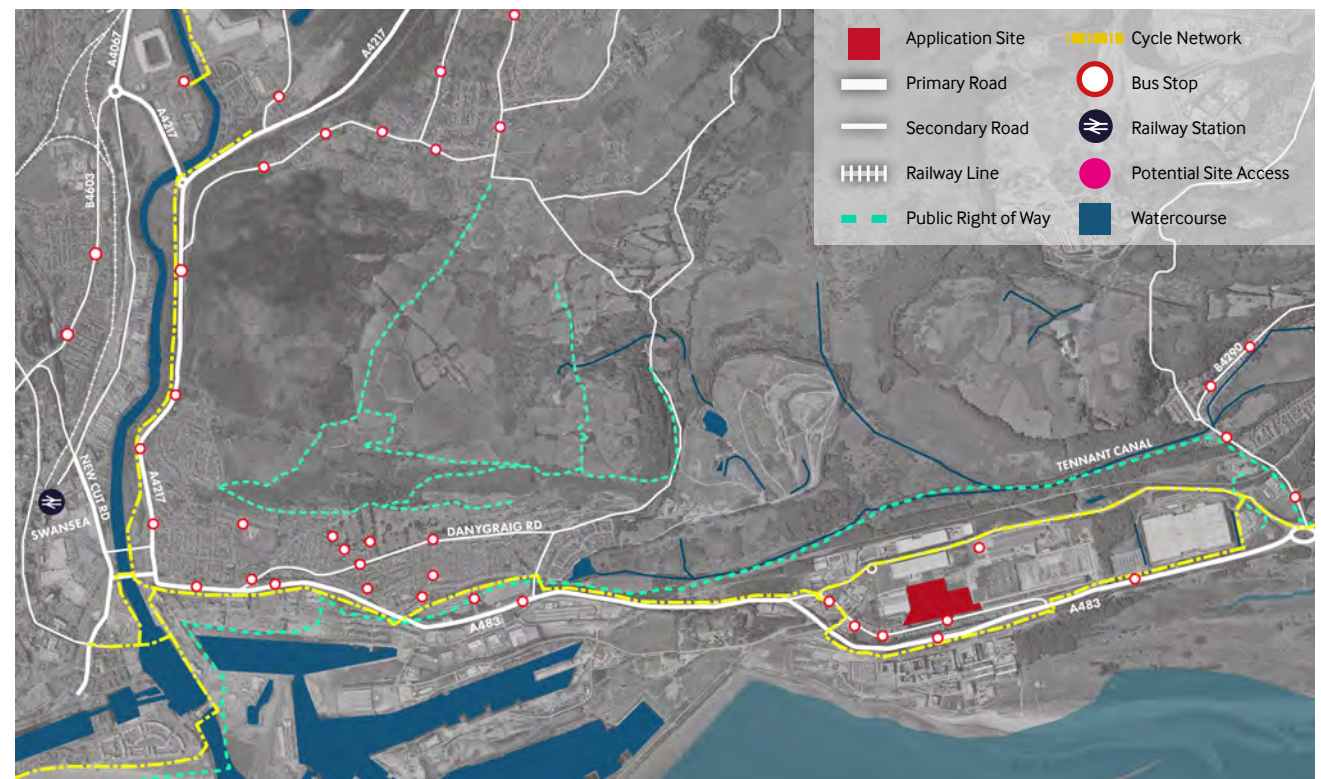
Swansea Railway Station is located approximately 4 miles to the north-west of the proposed development from which all major national destinations can be reached.

Vehicular access to Fabian Way for residents off Baldwins Terrace and Elba Crescent is provided via a signal controlled junction to the east of the site. A Toucan crossing is installed across Elba Crescent providing a controlled crossing that links both ends of the cycle path along the northern side of Fabian Way, allowing safe passage for both pedestrians and cyclists. Fabian Way is a dual carriageway and provides excellent linkages to the surrounding highway network, including the M4. At the western extremity of the existing residential area, a bus gate has been installed that prevents access to Elba Crescent for vehicles from the west. The bus gate only permits service bus passage into the residential area to prevent 'rat running'.

The site benefits from excellent cycle access, with a shared cycle / pedestrian footpath running along both sides of Fabian Way. This cycle route forms part of the National Cycle Network and links the site to Swansea, Port Talbot, Neath and other on route villages such as Skewen and Jersey Marine. To the north of the site, an additional traffic free cycle path is provided, running alongside the Tennant Canal linking to the Fabian Way path to the west of the site.



Bus Stop on Elba Crescent



Local Facilities

The nearest local facilities adjacent to the site include the Swansea University Bay campus located to the south on the A483 and Swansea Dock which provides a number of retail units, leisure facilities and health services.

There are a number of schools close to the site, Crymlyn Primary School located approximately 2.2 km from the site, Danygraig Primary School 2.9 km and St. Thomas Community Primary School 3.8 km respectively.

As the surrounding area has been established as a business park, there are a number of independent businesses which include warehouses and logistic facilities situated to the north and east of the site.

Additionally, the Towers Hotel & Spa is located 1.5 km to the east of the site and there are also a number of hotels between Swansea city centre and the Swansea Bay Golf course.

The adjacent community facilities plan identifies the location of these facilities. The site is well-connected by road, with access onto the A483 to Swansea, Neath and Port Talbot where more facilities are provided including an NHS General Practice, NHS hospitals, larger supermarkets and various choices of retail and leisure facilities.



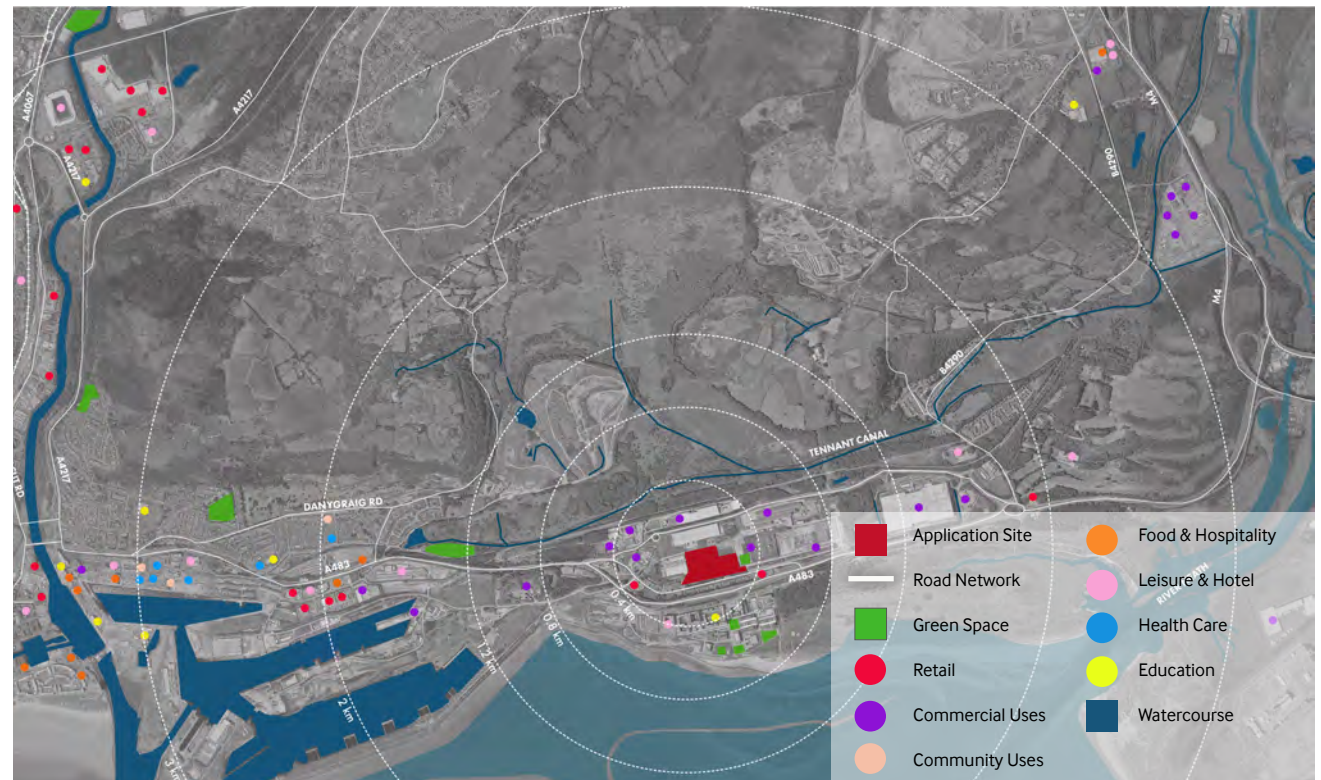
Swansea Waterfront



NHS Facilities



Adjacent Employment Uses



Planning Designations

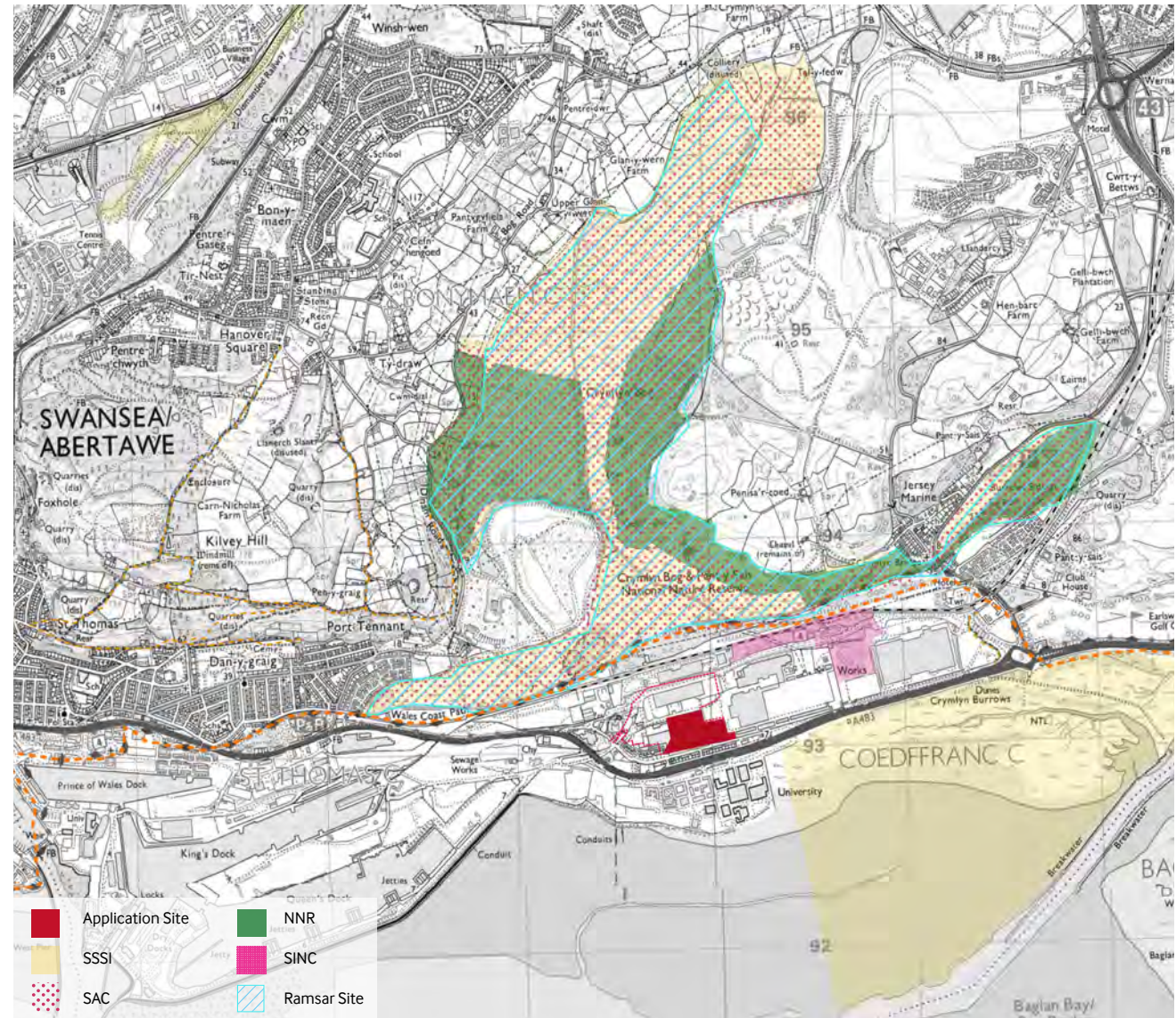
Within the hierarchy of planning policy, there are several international, European, national or regional designations that are located within a 1 km radius of the site:

- Crymlyn Bog Ramsar site
- Crymlyn Bog and the Crymlyn Burrows Site of Special Scientific Interest (SSSI)
- Crymlyn Bog Special Area of Conservation (SAC)
- Crymlyn Bog National Nature Reserve (NNR)
- Three Sites of Importance Nature Conservation (SINC)

The Crymlyn Burrows SSSI lies approximately 0.6 km to the south of the site within the Swansea Bay area. To the north, the Crymlyn Bog SSSI is located, approximately 0.8km away, which is also designated as a Ramsar Site, SAC and a NNR.



The Crymlyn Bog



Landscape

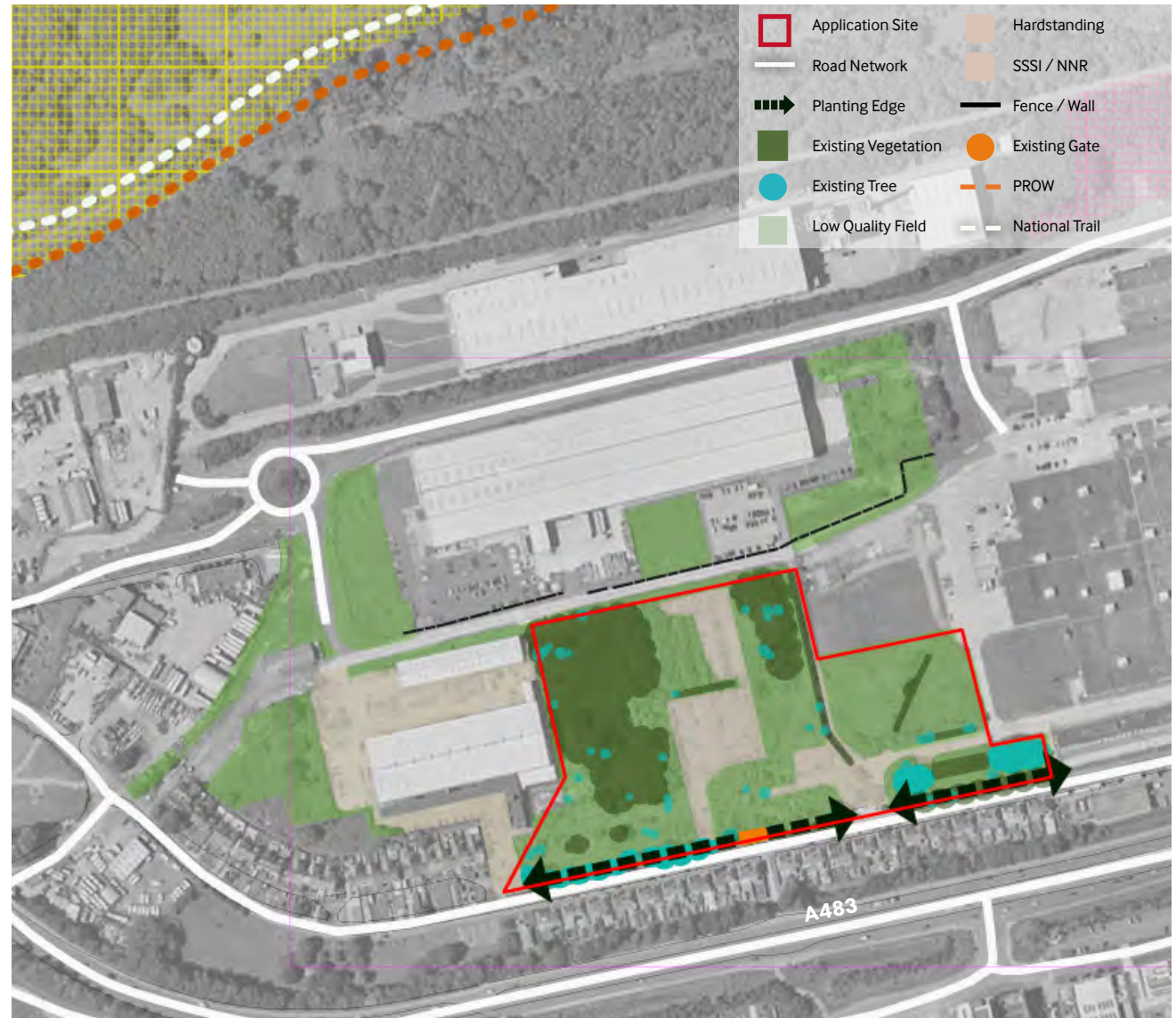
The site is bounded by and surrounded by existing industrial use buildings. The site generally falls from north to south, lying at between 8.03m and 6.6m Above Ordnance Datum (AOD).

The site comprises a broken asphalt surface with boundary vegetation comprising a 2-3m high shrub and hedgerow zone along Elba Crescent on the southern and eastern boundaries.

A line of firs on the southwestern corner of the site, mature Lawson Cypress trees and mature Scots Pine trees at the site's southern boundary and an outgrown Butterfly-bush, Bramble and young Goat Willow trees at the site's north-eastern boundaries.



Fir Trees located at the southwestern corner of the site



Arboriculture

A tree survey was undertaken in November 2021 and an Arboricultural Impact Assessment (AIA) has been prepared. The tree survey was carried out to assess the trees on site for their quality and benefits within the context of proposed development. It was also to assess and quantify the arboricultural impact of the proposed development within the survey area, based on the proposed development site.

The survey recorded a total of 87 trees, 70 no. individual trees, 12 no. tree groups and 5 no. hedges. Age varied between young and mature. There are some variation in species, with Lawson Cypress, Scots Pine and Silver Birch being abundant. The eastern boundary is bordered by a number of conifers, forming a tree belt. Collectively, these trees provide much landscape value.

The assessment of on site trees is as follows:

Category A ('High Quality') 4 No.
Category B ('Moderate Quality') 26 No.
Category C ('Low Quality') – 57 No.

Trees of 'A' and 'B' category should be considered as constraints to development and every attempt should be made to incorporate them into any proposed development design. 'C' Category trees will not usually be retained where they would impose a significant constraint to development but should be retained where there is no reason for their removal.

The survey identified that there are a number of individual trees of good quality on the site. Those which are of good quality are located on the boundaries, mainly the eastern boundary and the southern boundary, along Elba Crescent.

'A' and 'B' category trees should be incorporated as part of the development proposals where possible, retaining the significance on the boundaries which have landscape value as screening, whilst removing the lower quality trees, dead specimens and clearing the scrubland, which are mostly found on the existing hardstanding areas.



Existing hardstanding area containing scrubland



Ecology

The site mostly consists of existing hardstanding with areas of grassland, scrub and other colonising vegetation present. A single guard house found near the southern site boundary represents the only building or structure within the site.

The adjacent plan identifies the findings of an ecological study and Habitat survey undertaken in October 2021. Although the desktop study found a list of priority invertebrate species under Section 7 of the Environmental Act (Wales) 2016, no species were considered relevant to the proposed site.

The Habitat Survey revealed a range of habitat types, most of which are typically associated with recently colonised brownfield land. Large parts of the site are covered by existing hardstanding, with parcels of dense scrub, grassland, bracken and early colonising vegetation also present.

Stage 2 bat activity surveys revealed the site is used by very few commuting/foraging bats with species limited to Common Pipistrelle, Soprano Pipistrelle and Noctule, all of which are known to be relatively tolerant to artificial light. The majority of bat activity at the site was associated with a treeline marking the southern boundary. This treeline is already subject to artificial light from existing lighting columns along Elba Crescent Road, and so any additional lighting required at the site is unlikely to result in a negative effect on locally foraging/commuting bat populations.

A dusk emergence survey found no evidence to suggest that the derelict guard house was currently or had been recently used by roosting bats and so no licence would be required prior to any works taking place to this building.

Targeted reptile surveys confirmed the likely absence of reptiles within the habitats present at the site, with no reptiles found on any of the seven survey visits. As such no particular mitigation measures for reptiles would be required as part of any future development at the site.

	Application Site		Poor Semi Grassland
	Line of Trees		Hardstanding
	Scattered Broadleaved Trees		Other Habitat
	Continuous Bracken		Existing Building
	Dense Scrub		Ecological Designated Area
	Scattered Scrub		SINC



Scrubland and materials that would require clearing



Single guard house remains



Drainage & Hydrology

The site is at little or very low risk of flooding. The site is located within Flood Zone A, which is described in TAN15 as at little or no risk of fluvial or coastal/tidal flooding. Further, the NRW Flood Risk maps shows that the site is not at risk of Rivers Map. The surface water flood map indicates as 'land having a less than 1 in 1,000 (0.1%) annual probability of flooding. There are portions of land in the north, west and along the southern boundary that are identified as having 'high' risk, whereby the annual probability greater than 1 in 30 (3.3%), 'medium' risk, corresponding with an annual probability of between 1 in 100 (1%) and 1 in 30 (3.3%), and 'low' risk of surface water flooding, associated with an annual probability between 1 in 1,000 (0.1%) and 1 in 100 (1%).

NRW mapping indicates the site is located in Zone A where land is considered to be at little or no risk of fluvial or coastal/tidal flooding. Additionally, the site is located in an area of 'very low' fluvial and tidal flood risk. No flood defences are present in the site vicinity therefore risk of breach is reduced. Additionally, the site is outside the historic flood extent.

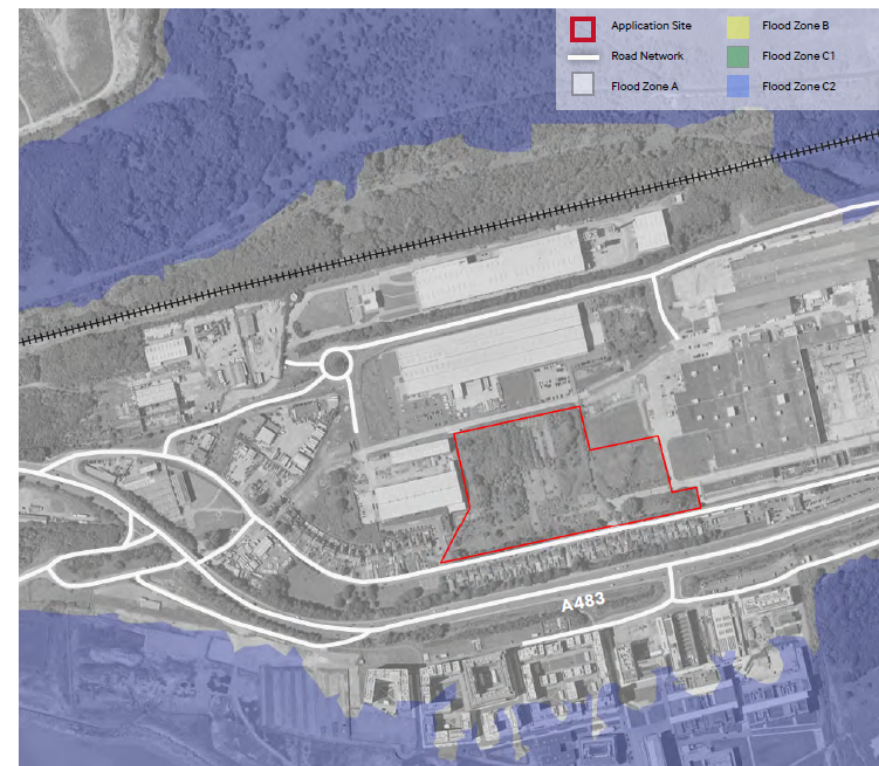
There are no specific areas of historical flooding related to groundwater flooding recorded in the borough and it is not considered to be a major source of flooding. The risk of sewer flooding is considered to be low as Welsh Water have confirmed that there have been no incidences of hydraulic overload related to incapacity of the public sewers around the site.

Archaeology

The Archaeological Desk-Based Assessment confirms there are no designated archaeological assets located within the study site and no archaeological heritage assets located outside of the study site are assessed to be sensitive to the proposed development.

The HER records that the study site was within the area of the 20th century King's Dock Tinplate Works – a non-designated heritage asset (HER reference GGAT08974w), which was demolished around 2008. A review of historic mapping and plans shows the original building and earliest phase of the works was located c.60m to the north of the study site. After the works was bought in c.1927 by construction engineers Archibald D. Dawnay and Sons Ltd, a building was constructed within the study site. The available documentary sources indicate the detached building within the study site was comparable to other 'typical' Dawnay shops and likely consisted of a standard shop floor that supported machine equipment. A GGAT assessment of the condition of survival and significance of the demolished King's Dock Tinplate Works concluded it was of poor survival and of minor significance. The Dawnay building within the study site was detached from the King's Dock Tinplate Works, was of a later construction and more likely comprised a standard industrial shop floor. Any surviving remains are assessed to be of little archaeological interest. A Bronze Age burial was encountered c.250m to the north-east of the study site. Though the study site was formerly wetland, and peat deposits form in these environments, Welsh Government data and nearby boreholes indicate no peat deposits survive within the study site. The study site is assessed to have a low potential for Bronze Age remains in the eastern area of the study site and a negligible potential for significant remains for all other periods.

The Archaeological Desk-Based Assessment has not identified any archaeological remains that are a constraint to development.



Noise

A Noise Assessment has been carried out on the site to establish the level of noise sources from the surrounding industrial uses.

Results of the assessment are consistent with those previously undertaken at the site, however there are now additional activities at the industrial units to the north and east.

Repeat noise surveys have been carried out across the site along with additional sample measurements of industrial activity, as identified on the plan opposite.

The survey indicates that daytime remains the critical period with little activity identified on recordings at night. As such, an external building fabric assessment has also been carried out which identifies that building façades facing towards the surrounding industrial uses would require additional sound insulation measures.

An assessment of external noise in private gardens has also been undertaken and shows that with boundary screening in place, gardens would likely meet the LAeq,16hr 50dB desirable garden criterion from BS 8233:2014.



A4. Opportunities & Constraints

The development of the site represents an opportunity to meet a rising housing need in Swansea.

The work undertaken as part of the sites baseline analysis has informed the development of a constraints and opportunities plan which will help guide the development of the site.

Constraints

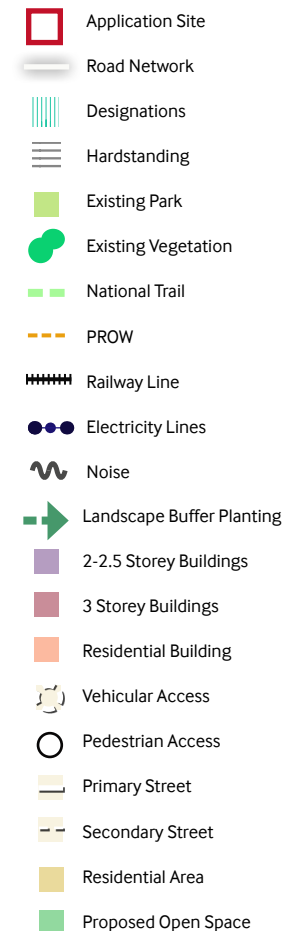
The constraints identified on the site are as follows:

- The areas surrounding the site are dominated by large scale employment, industrial and commercial uses.
- The relationship of any proposed development needs to consider the existing residential dwellings located along Elba Crescent.
- There are potential noise constraints from the surrounding employment and commercial uses therefore mitigation through the use of a landscape buffer will be required.
- There is a large amount of existing vegetation and scrub covering the site which will need to be cleared (it does however have low ecological value).
- Site access is limited to Elba Crescent and does not connect into the existing pedestrian and cycle movement network.

Opportunities

The site benefits from the following development opportunities:

- The potential to develop an underused brownfield site to create a new residential gateway development into Swansea.
- Enhance the existing residential offer within the area by creating high quality new housing to complement the existing properties along Elba Crescent.
- The retention and enhancement of existing trees and hedgerows and managing these landscape features appropriately.
- The provision of new planting along the northern, eastern and western edges of the site to create a strong green buffer to screen views of the surrounding uses and mitigate against any noise issues,
- The creation of new publicly accessible green spaces within the site for residents and visitors to enjoy.
- The opportunity to improve biodiversity across the site, through the use of new landscape areas offering a diverse range of habitats and native planting species.





Ecological
Designation Area

Commercial Use

Commercial Use

Commercial Use

Development
Site

Elba Crescent

Park

A483 FABIAN WAY

University of
Swansea Campus

B. Outline Design



A photograph of a residential street featuring a row of terraced houses. The houses have light-colored facades and dark window frames. A white car is parked on the right side of the road in the foreground. The sky is blue with scattered white clouds. The text is overlaid on the right side of the image.

Chapter B of this Design and Access Statement explains the design approach taken when developing the proposals and how they support the planning application.

This chapter contains the following sections:

- B1: Design Development**
- B2: Site Parameter Plans**
- B3: Illustrative Masterplan**

B1. Design Evolution

Aspiration & Objectives

The development of the site at Elba Crescent is an opportunity to contribute to the regeneration of the area by providing much needed new high quality housing to complement the existing development within the area.

As such, the masterplan has been developed to address the constraints and maximise the opportunities identified within the previous section.

The aims and objectives for the development proposals are as follows:

- To provide a mix of high quality new homes where people want to live.
- To provide a safe and secure environment for users of the site with well overlooked streets and spaces and a clear legible site layout.
- To ensure good connections into and out of the site to enable ease of movement and links into the wider highway network.
- To produce a high quality environment with good public realm and amenity green spaces.
- To integrate a robust landscape framework to help screen the development from the surrounding land uses, whilst providing attractive and high quality open spaces for the enjoyment of residents and the local community.

- For the built form and architectural style to have due regard for the local character and reflect the settlement form and layout that are typical of the surrounding area.
- To use materials that reflect a commitment to quality and sustainability.
- To enhance Elba Crescent by creating a development that makes the most efficient use of this brownfield site to meet local housing needs and requirements.



Design Concept

Elba Crescent has the potential to be transformed from a derelict former industrial car park into a desirable, high quality and inspiring place to live.

The challenge in redeveloping the site is how to accommodate new development on this brownfield land, whilst improving and enhancing the setting of the area, complementing the existing properties along Elba Crescent.

The overall aim of the project is to deliver a sustainable and integrated development, set within a natural landscape framework that shields it from the neighbouring industrial uses to the north, east and west but connects to the residential area to the south.

Several key design principles have been established following the earlier analysis work completed for the site which have informed the development of a concept masterplan.

Placemaking

The design approach to the proposed development is based on the concept of placemaking:

“The creation of a distinctive sustainable residential community with an identifiable sense of place, in the context of the site’s location and character and that of its surroundings.”

Creating a sense of place is vital to the success of a new development. The character of the surrounding area should be used to create a development that is complimentary to the existing environment but also one that has its own special character.

As the design progresses, these details will be built upon with consideration being given to frontage treatments, street widths, building detailing and parking arrangements, to create a development that will have a beneficial impact on the character of Elba Crescent as a whole.

The creation of character areas and easily identifiable street types will create highly legible routes through the development. Landmark or focal buildings will be located at key nodal junctions, where views terminate and at strategic locations to ensure that the development is legible and easy to navigate.

Environment

A successful development is one that harnesses the existing environment of the site and context and utilises these features to add value to the scheme.

The existing industrial uses to the north, west and east present a constraint which could be addressed through the implementation of a strong landscape framework that could screen the site from these uses as well as providing an acoustic barrier to any unwanted noise sources.

Movement & Access

A successful development requires the creation of a well defined network of streets and spaces that provide a legible, safe, and permeable environment.

By creating streets that are well enclosed, natural surveillance can be provided as well as a welcoming environment that encourages sustainable forms of movement such as walking and cycling.

Well designed links and connections into the existing movement network will provide direct access to local services within the surrounding area.



Design Rationale

The design rationale for the site stems from a thorough understanding of the site and its context, with a particular emphasis on creating a strong landscape framework and built character within the site, in order to improve the existing environment to the benefit of future residents and users.

A number of stages have been set out which outline the steps taken in developing a concept masterplan for the site in response to the constraints mapping and site analysis work undertaken. These steps include:

Establishing the Site Constraints undertaking a comprehensive analysis of the site to identify the site constraints.

Green Infrastructure & Setting establishing a green infrastructure framework which responds to and enhances the existing site setting and context.

Character & Built Form developing a placemaking framework that establishes the built form of the site and how the development could improve the character and quality of the area.

Creating Connections assessing existing opportunities for connections to the site, to develop a movement and access framework which outlines how the scheme will integrate into the existing network within the surrounding area.



Establishing Constraints

- The site is surrounded by industrial uses to the north, east and west including large building footprints.
- Existing residential dwellings to the south and southwest boundary to consider.
- The site is exposed to the surrounding industrial uses, which needs to be considered as part of any layout proposals with regard to noise and views.
- Access into the site is restricted to Elba Crescent to the south.
- The site contains a large amount of existing vegetation which needs to be managed appropriately.



Green Infrastructure & Setting

- Retain and enhance existing landscape features including category A and B trees.
- Existing trees and hedgerows that form the site's northern western and eastern boundaries should be retained and enhanced screen the development from the neighbouring industrial uses.
- New landscape areas to be created to provide on site public open space including a new central green corridor to connect these spaces to develop a green network within the site that could link in to the wider green infrastructure.

Character and Built Form

- Reference the surrounding local character within the development proposals and respond to the local built form.
- Explore options to screen / enclose the residential development from the neighbouring existing industrial uses.
- Taller buildings including flats/apartments could be located to the northern and eastern parts of the site.
- Proposals within the southern part of the site should be designed to be sympathetic to the neighbouring residential development and existing landscape features.

Creating Connections

- Create safe access points into the site from Elba Crescent, whilst developing a new hierarchy of routes to aid legibility and create a distinct character within the development.
- Provide legible pedestrian and cycle links between new open green spaces within the site which could include both on street and off street routes.
- Ensure development is outward facing fronting on streets and spaces to provide natural surveillance and overlooking.
- Minimise speed limits within the site to ensure a safe user environment is provided.



Concept Masterplan

Utilising these key principles, a Concept Masterplan has been prepared based on legibility, permeability and connectivity, integration of existing landscape features into a greenspace network, a positive and pro-active response to the sites constraints and the creation of a new neighbourhood character to support the existing dwellings located on Elba Crescent.

The Concept Masterplan opposite provides an overview of the design approach taken in response to the site considerations and opportunities. The concept has been informed by a preliminary assessment of a number of environmental factors for the site including landscape, ecology, flood risk and drainage and site access requirements.

Having regard to this information, the concept masterplan demonstrates how the site could accommodate approximately 3 ha of residential development, which if applying an average density of 50 dwellings per hectare, could provide a mix of approximately 152 new homes.

The concept masterplan also demonstrates how new public open green space, including play and recreational facilities and a local 'corner' shop could be incorporated into the scheme as well as an appropriate Sustainable Urban Drainage solution (SuDs).



	SITE BOUNDARY		POTENTIAL FLAT LOCATION
	POTENTIAL OPEN SPACE		BUS STOP SHELTER
	RESIDENTIAL BLOCK		SITE ACCESS
	15M LANDSCAPE BUFFER		FOOTPATH CONNECTION
	TREES		SUDS
	GREEN VERGE		SWALE
	PLAY AREA		
	1 VEHICULAR ROUTE 6M / 5.5M		
	2 6M WIDE SHARED SURFACE		
	3 4.3M WIDE SHARED SURFACE		
	PAVEMENT / FOOTPATH		

EXISTING BUSINESS & COMMERCIAL BUILDING

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B2. Site Parameters

Placemaking

The placemaking framework considers how the site can deliver placemaking principles such as land use, layout, scale and form and how these can help shape the development of the site to create a strong sense of place within the site.

This includes:

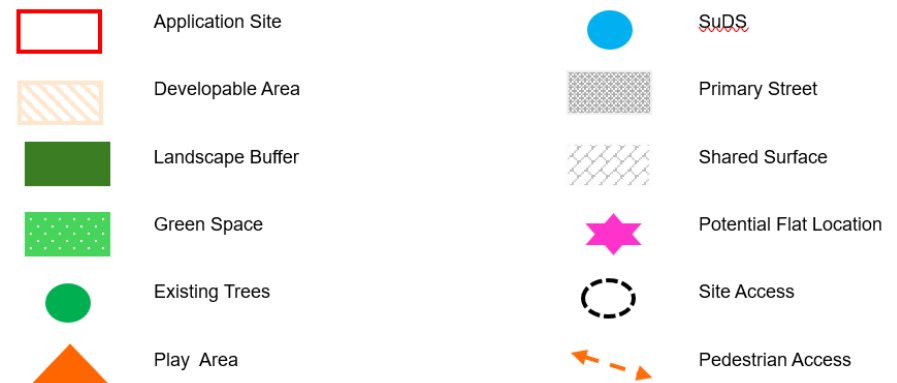
- The consideration of where to focus the residential development parcels and how they relate to the surrounding industrial uses.
- Where taller buildings providing flats should be located to add character and aid legibility.
- Considering the location of access points into the site and how they relate to the proposed development areas.
- Providing strong elevational / frontage treatment of dwellings that front onto Elba Crescent and at key entrance points into the site as well as along the primary movement network.

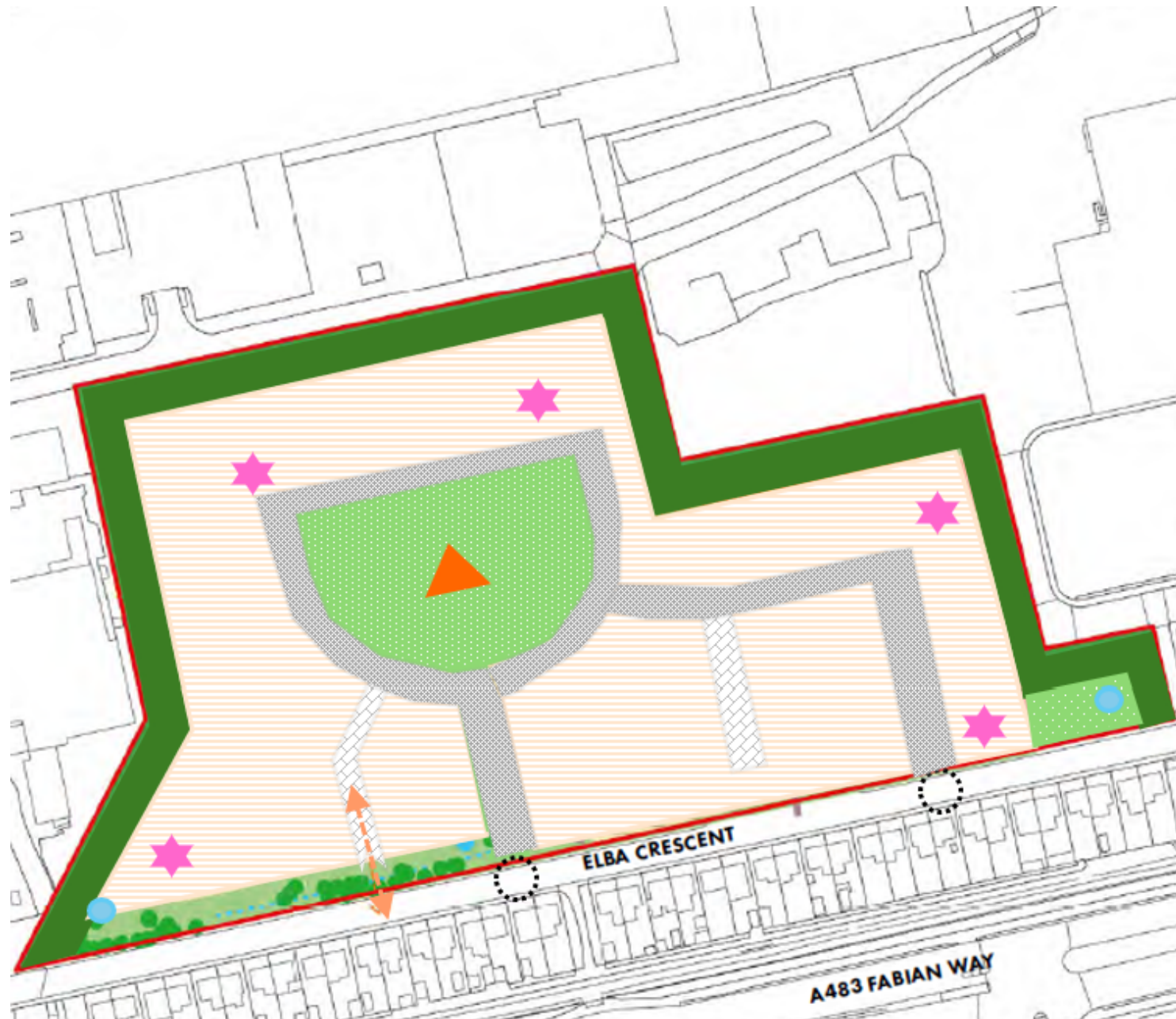
Movement & Access

The movement framework sets out the existing surrounding movement network and identifies new opportunities to integrate the site into it.

This includes:

- Identifying suitable vehicular access points onto Elba Crescent from the site.
- Considering the location of pedestrian and cycle access points which follow existing routes and desire lines.
- Promoting sustainable transport to encourage the use of greener travel options.





Green Infrastructure

The green infrastructure framework helps integrate the proposed development into its landscape setting and provides new green and blue opportunities within the site to connect the development into the wider landscape network.

This includes:

- The provision of new green spaces to serve the development and may include childrens play provision.
- Green corridors which link the green spaces within the site to create opportunities for ecological and biodiversity improvements.
- The creation of a landscape buffer screening the north, east and western boundaries of the site to provide an acoustic barrier to any noise issues from the surrounding industrial land uses.

Sustainable Design Objectives

Energy & Carbon Management

The energy strategy for the proposals will follow the energy hierarchy; that is to reduce energy demands, provide energy efficiently and incorporate renewable and low carbon technologies. Energy demand reduction measures currently available that could be incorporated subject to further design, technical and cost implications include:

- Passive solar design measures that optimise heat loss and gains and maximise natural light penetration.
- Natural ventilation, solar shading, living walls and green/brown roofs to prevent overheating and reduce cooling demand.
- Optimise new and emerging technology and façade design as well as using insulation, heat recovery and low energy systems.

Materials & Resources

The selection of materials and components should also consider performance over their design life and their environmental impact. The use of locally and ethically sourced materials should be investigated and utilised where possible. Earthworks will be explored on-site with the aim to use a cut and fill balance. All materials excavated will be reused on-site or locally where possible.

Climate Change Adaption

The proposals will be designed to adapt to future climate change including hotter dryer summers, wetter warmer winters as well as more extreme cycles of flooding and drought.

The masterplan design shall have consideration to the following, subject to further design, technical and cost implications:

- Orientation of buildings and streets to reduce excessive solar gain and catch breezes.
- The use of green infrastructure, greenspace and bluespace, developed as part of a masterplan and landscape framework, to minimise the urban heat island effect, provide shading and places of refuge and promote evaporative cooling.
- The use of shading to reduce excessive solar gain (e.g. through narrow streets, canopies of street trees, façade design and advanced glazing systems). Efforts to maximise shade in summer will need to take account of the need for light and warmth in winter.
- Flood risk management measures and drainage strategies shall take into account increased rainfall events and flooding as a result of climate change.
- Designing drainage systems and water consumption for buildings and landscape with consideration to increased drought conditions and water restrictions.

Water Resources & Flood Risk

The proposals would protect the quality and quantity of water resources and minimise water consumption. Options that could be explored at the detailed design stage include:

- Developing a sustainable water strategy for the site which includes both rainwater and greywater recycling.
- Residential dwellings to include water saving devices.
- Introduction of Sustainable Urban Drainage Systems.

The most appropriate way to manage surface water runoff is through the use of Sustainable Drainage Systems (SuDS) which aim to mimic the drainage of green field sites by:

- Reducing the quantity of runoff from the site (source control techniques).
- Slowing the velocity of runoff to allow settlement, filtering and infiltration (permeable conveyance), and
- Providing passive treatment to collect surface water before discharge into land or to a watercourse (end of pipe system).

C.
Conclusion



Chapter C of this Design and Access Statement provides a summary of the proposals and how they support the submitted planning application.

This chapter contains the following sections:

C1: Summary of the Proposals

C1. Summary of Proposals

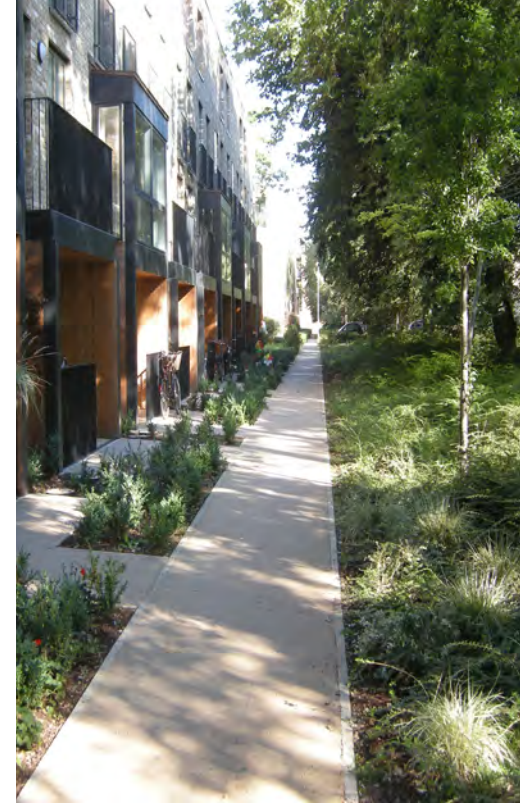
Following a comprehensive review of the site, it has shown that, based on the design, policy and technical review work completed to date, can deliver approximately **152** new dwellings to serve the local area.

The site is in single ownership, can be accessed and serviced without abnormal infrastructure requirements. It is free from key constraints and those that exist can be dealt with through design, mitigation or biodiversity enhancement.

The design and layout of the proposed development has evolved as a result of input from the applicant's professional consultant team.

Full consideration has been given to the existing nature of the site and surrounding area, the constraints identified and the opportunities to deliver a sustainable residential development that makes a positive contribution to the character and the vitality of Elba Crescent and the wider surrounding area of Crymlyn Burrows.

This Design and Access Statement demonstrates how the site can be acceptably developed for a new residential scheme providing approximately 165 new homes and new public open space in accordance with current local planning policy requirements. In summary, the site can deliver a well- connected, integrated residential development offering a range of quality housing in this area to the east of Swansea.



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