



PLANNING, DESIGN AND ACCESS STATEMENT
PROPOSED RESIDENTIAL DEVELOPMENT (12 UNITS) AT LAND
ADJOINING SCHOOL CAR PARK, LLANGADOG,
CARMARTHENSHIRE

on behalf of

Cartrefi Croeso Ltd

Our Ref: 1171.a
Date: February 2021
Prepared by: JDE

1.0	INTRODUCTION	3
2.0	SITE DESCRIPTION	4
2.1	THE SITE	4
2.2	THE SURROUNDING AREA	5
3.0	THE PROPOSED DEVELOPMENT	7
4.0	LOCAL PLANNING POLICY	9
5.0	ACCESSIBILITY.....	13
5.1	ACCESSIBILITY	13
5.2	MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT.....	14
6.0	CHARACTER	15
7.0	COMMUNITY SAFETY.....	17
8.0	ENVIRONMENTAL SUSTAINABILITY.....	18
9.0	CONCLUSION	20

1.0 INTRODUCTION

1.1 Evans Banks Planning Ltd have been instructed Cartrefi Croeso Ltd to prepare an outline planning permission for residential development (12 units) at an area of land adjoining the School Car Park, Llangadog, Carmarthenshire. The proposal relates to a mix of social rented, Low Cost and Open Market housing.

1.2 This Planning, Design and Access Statement therefore forms part of the application submission to be considered by the Authority, and in compliance with the requirements of TAN12 provides information on the following points:-

- A brief description of the site and surrounding area
- A description of the proposed development
- Consideration of relevant planning policy
- Accessibility
- Character
- Community Safety
- Environmental Sustainability
- Movement to, from and within the development

1.3 In addition to the above, the application is accompanied by a Tree Survey, Ecological Appraisal Report and surface water drainage details, all of which should be read in conjunction with this statement.

2.0 SITE DESCRIPTION

2.1 THE SITE

2.1.1 The application site predominantly consists of an area of land to the north of a recently constructed car park built to serve the County Primary school to the south, as illustrated in the plan below.



Plan A

2.1.2 The application site itself is largely undeveloped (Photograph 1), although an element of it is currently being used as a temporary construction compound associated with the refurbishment works being undertaken at the aforementioned school.



Photograph 2



Photograph 3

2.1.3 The application site has a gentle slope running downward in a south to north direction, with all of its boundaries being well defined by a mix of trees and hedgerows. Access to the site is then gained via the adjoining constructed car park site at the application site's south eastern corner, which then leads on to the adopted highway (High Street) to the south.

2.1.4 The application site also includes a small strip of land to the north of the area discussed above, but this is only to allow connection to the existing public sewer system.

2.2 THE SURROUNDING AREA

2.2.1 In the immediate sense, the application site is adjoined by existing residential development to its east and a new development for 19 affordable dwellings currently under construction to its west. The land to the south is then used for agricultural (grazing) purposes, whilst to the north, as detailed above, the land forms a car park for the nearby County Primary school.

2.2.2 In the wider sense then, the application site lies on the western edge of the settlement of Llangadog. The village contains a range of community facilities and local services, including a shop, public houses, doctors surgery, butcher's, Post Office and the aforementioned school – all of which are within walking distance of the application site. The settlement also contains a range of house types of varying scales and designs, resulting in there being no set built-form character within village.

2.2.3 Geographically, Llangadog is situated in the Tywi Valley, approximately 8.7 kilometres north-east of Llandeilo and 8 kilometres south-west of Llandovery, which provides a wider range of additional facilities and services, including supermarkets, banks, library and recreation facilities, and secondary schools.

2.2.4 There are also regular bus services and bus stops are within a convenient walking distance of the application site. The bus routes linking Llangadog with nearby settlements include:-

280 & 281 Llandovery to Carmarthen
283 Llangadog to Carmarthen

2.2.5 Llangadog also benefits from a railway station on the Heart of Wales line, linking the settlement with Shrewsbury to the north and the larger towns of Llanelli and Swansea to the south. Llangadog is also in close proximity to the main A40 trunk road linking West Wales with Brecon, Abergavenny and further afield.

2.3 PROJECT DESIGN PARAMETERS AND PRINCIPLES

2.3.1 In light of the above, the following design principles and parameters have influenced the design subject of this planning application:-

- **Design** – To be fit for purpose, but respectful of its position within the local setting through the use of sympathetic materials and finishes.
- **Scale** – To be sufficient in size so as to provide the required level of residential accommodation to recognised standards.
- **Access** – To ensure that the safe vehicular and pedestrian movement is incorporated within the overall scheme.
- **Drainage** – To be addressed by a highly sustainable system, including SuDS, which will help retain the hydrological balance.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The proposal is for the construction of 12 no. dwellings and is presented in the outline planning application format at this stage. The following information should therefore be read in conjunction with the accompanying reports.

Project Rationale

- 3.2 The proposal represents the development of the final element of an existing and proposed housing allocation of the Authority's local development plan. This current proposal will therefore see development fulfilling the objectives of the current adopted local development plan, as well as those of the Applicant and Authority in terms of tenure and housing mix.

General Siting and Layout

- 3.2 The accompanying site plan, has taken full consideration of existing site attributes and existing and proposed adjoining land uses. As a result, the proposed site layout is based around a single access road, with plots positioned to take full account of mature boundary features, as well as separation distances from existing and approved residential units.

Housing Mix

- 3.3 As detailed above, the housing mix has been steered through discussions with the appropriate Officers in the local authority. The mix is therefore fully representative of the local need and will provide a mix of unit type as follows, with specific tenure to be confirmed, but will include a mix of social rent, low cost home ownership and open market units:

4 Four Bed Houses

4 Three Bed Semi-Detached Houses

4 Two Bed Semi-Detached Houses

Access and Parking

- 3.5 A new estate road will lead from the existing road running alongside the recently constructed car park to serve the nearby school. All proposed units will then gain access either directly off this, or via a new private shared drive. All units will then be served by an appropriate level of car parking, taking into account the sustainable attributes of its location.

Boundary Treatments

- 3.7 All existing site boundaries will be retained. It is anticipated that internal boundaries separating the respective new residential properties will be defined by solid timber fencing.

Drainage

- 3.9 All foul water will be disposed of via the public sewer network via a new connection, as illustrated on the accompanying drawing.
- 3.10 Surface water will be disposed of via a SUDS located at the north western corner of the site.

4.0 LOCAL PLANNING POLICY

4.1 In terms of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the adopted development plan for the area within which the application site is situated is the *Carmarthenshire Local Development Plan* (LDP). It is therefore the policies of this document that have been referred to in the preparation of the proposal subject of the planning application in question, including the following:-

- SP1 – Sustainable Places and Spaces
- SP3 – Sustainable Distribution – Settlement Framework
- GP1 – Sustainability and High Quality Design
- GP2 – Development Limits
- H1 – Housing Allocations
- AH1 – Affordable Housing
- TR3 – Highways in Developments – Design Considerations
- EQ4 - Biodiversity
- EP3 – Sustainable Drainage

4.2 The proposed development reflects the sustainable development and design principles promoted by Strategic Policy SP1.

4.3 Strategic Policy SP3 categorises Llangadog as a ‘Local Service Centre’ acknowledging its sustainable credentials in being within close proximity of sustainable transport corridors (both road and rail) and providing services and facilities with a community focus, including healthcare, education, employment opportunities and local retail outlets. Llangadog also plays an important role in terms of serving a wide rural hinterland.

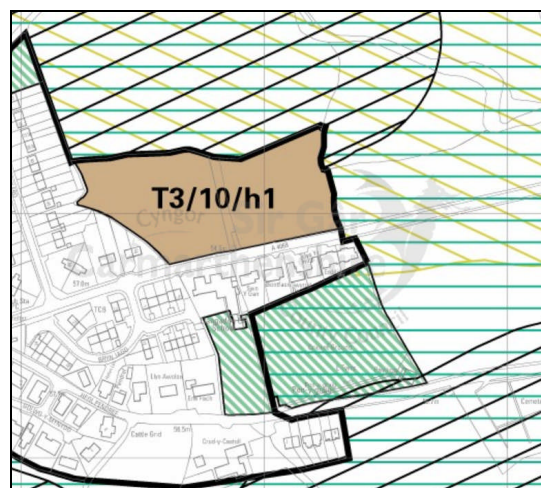
Policy GP1 - Sustainability and High Quality Design

4.4 Policy GP1 is an overarching, comprehensive policy against which all development proposals are assessed. The policy confirms those factors to be taken into account in making planning decisions and which are in fact relevant to the regulation of most

development and use of land in the public interest, towards the goal of sustainability. The proposed scheme comprises an acceptable form of development, appropriate to the character and appearance of the locality. Furthermore, the proposal will not generate unacceptable levels of traffic or be detrimental to highway safety, and nor will it give rise to any amenity issues. The proposal also provides for the satisfactory treatment and disposal of both surface and foul water, incorporating both a foul pumping station and designated areas for SUDS. All relevant elements of Policy GP1 are therefore satisfied.

GP2 – Development Limits

- 4.5 Policy GP2 is a generic policy which seeks to control unnecessary development in the open countryside. Its rationale is to direct development towards sustainable settlements. Llangadog’s ability to accommodate further residential development is acknowledged by its ‘Local Service Centre’ status in the LDP (T3/10).



Plan A

- 4.6 In addition to the above, the application site lies within Llangadog’s development limits and also forms part of a larger LDP housing allocation site - T3/10/h1, as shown in Plan A above. This allocation in its totality is expected to deliver a minimum of 27 dwellings, although it is also the policy of the adopted LDP to maximise the use of greenfield sites where possible. As a result, the proposal – in conjunction with the

adjoining site – will satisfy the requirements of Policy H1 through the provision of a minimum of 27 residential units.

Policy AH1 – Affordable Housing

4.7 Under the provisions of Policy AH1, all housing allocations (Policy H1) are expected to deliver a certain percentage of affordable units as part of the overall scheme. The percentage required is dependent on the geographical position of a site within the County. In the case of the application site, the percentage is 30%.

4.8 Taking into account the above, the total number of units to be provided by Allocation T3/10/h1 will be 30, with the required level of affordable housing under the provisions of Policy AH1 expected then to be 9. However, the combination of the existing development to the east and that combined by this current application proposal will secure the delivery of 93.3% of affordable units on the Allocation. As a result, the requirements of Policy AH1 are fully satisfied.

TR3 – Highways in Developments – Design Considerations

4.9 The proposed scheme incorporates an appropriate access that links up with an existing and approved adoptable road with an appropriate level of visibility at the junction with the public highway. In addition, all proposed units are served by an acceptable level of off-street parking provision in-line with the Authority's adopted standards and taking into account the application site's sustainable location. In addition, traffic generation will not adversely affect highway safety or residential amenity, ensuring that all aspects of Policy TR3 are fully satisfied.

EQ4 - Biodiversity

4.10 In terms of Policy EQ4, a Phase I Habitat Survey report accompanies this application. As can be seen, the site holds little ecological value, but that which it does will be mitigated for as per the information set out by the application submissions, or through future submissions by virtue of the discharge of appropriately worded conditions attached to any approval issued.

- 4.11 In addition to the above, a full tree survey for the site and its boundary features has been undertaken and the results accompany this application. As can be seen from the accompanying submissions, the boundaries – particularly the northern boundary - contain a significant number of mature trees. As a result, the proposed layout for the development has given full consideration to these features and the associated mitigating measures. All requirements of Policy EQ4 have therefore been met in full.

Policy EP3 – Sustainable Drainage

- 4.12 In line with the requirements of Policy EP3 and recently introduced regulations, the application includes a Surface Water SUDS Drainage Strategy to serve all elements of the proposal.

5.0 ACCESSIBILITY

5.1 ACCESSIBILITY

- 5.1.1 All inclusive design issues identified have been addressed wholly in compliance with the requirements of the Disability Rights Commission Code of Practice “Rights of Access: Services and Premises” and Part M of the Building Regulations, where applicable. Thereafter full compliance will be maintained in perpetuity.
- 5.1.2 The proposed development is sited over level to gently sloping ground, with no discernible differences in ground level from the proposed residential plots to the proposed public highway. Vehicular driveways and estate road footways will be significantly wide and reasonably level to allow use by all users regardless of mobility.
- 5.1.3 The development proposal will ensure, wherever possible, that the maximum gradient of driveways and footways to building entrances will be as level as possible, but certainly no more than 1:20, and compliant with Part M of the Building Regulations. The development will be provided with non-slip pathways and laid to a minimum width of 1000mm. In addition, the following will be applied:
- (a) Car parking spaces to all dwelling driveways will be surfaced firm and level, free from loose stones. Every effort will be made to ensure proposed parking facilities are well lit for all users.
 - (b) Hard and soft landscaping of garden and amenity areas will be wheelchair friendly and capable of access for all.
- 5.1.4 The dwellings will be a mix of single and two storeys in nature and the following where relevant will apply to all types:
- (a) If individually required, access to an external doorway will be made available via a short, shallow ramp. It is unlikely due to the site topography that handrails will be

required as accompanying features on the above ramps. Ramps will be flush with door openings and surrounding ground level wherever possible.

(b) Both external doorways will be in compliance with Part M of the Buildings Regulations. The entrances shall be clearly identifiable to all users.

(c) All internal doors will be a minimum of 800mm, with corridors to comply with Part M of the Building Regulations.

(d) Entrance doors will avoid the use of large glass facades, and doors thresholds will be flush. Door handles will be easy to grip in accordance with Part M of the Building Regulations, and similarly door closures will require a minimum use of force.

(e) There will be sufficiently a sized turning circle, within ground floor hallways, being a minimum 1200mm diameter allowing for wheelchair manoeuvrability.

(f) Wherever possible, wheelchair access to a bathroom and kitchen will be encouraged. The placement of window cills and electrical sockets will have regard to the need for use by all users, and be in compliance with the Building Regulations.

5.1.5 The proposals therefore ensure ease of access for all.

5.2 MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

5.2.1 The application site is located on the edge of an existing settlement that contains a range of community facilities and local services, all of which are located within walking distance of the application site.

5.2.2 In addition to the above, the application site is within walking distance of a number of Bus Stops served by a regular bus service providing access to nearby settlements and other areas of the County. As a result, the application site will be able to promote the use of public transport and will to some extent be able to discourage the use of the private motor car.

6.0 CHARACTER

Landscape Design

6.1.1 The application site currently consists of a single enclosure that has significant disturbance as a result of the adjoining area of land being developed for the purposes of a car park. However, the site currently include strong and well defined boundary features.

6.1.2 Taking into consideration the existing landscape setting and edge of settlement location of the application site, the proposed layout has sought to secure a balance between the two contrasting landscape settings. As a result, all of the existing boundary features will be retained, while the development itself will include further planting and large lawned areas where possible.

Scale

6.1.3 The proposal relates to 12 dwellings. In response to advice received from the Local Authority, the proposal will provide a mix of housing both in terms of height and accommodation provision.

Number

6.1.4 The proposal relates to 12 dwellings.

Layout of Development

6.1.5 The alignment of the proposal continues to strike a balance between creating degrees of 'openness' akin to the land to its east and south east through the use of landscaping and large garden areas, while also delivering a scale of development that makes an efficient use of a largely greenfield site.

6.1.6 The use of a central access road has also been utilised to maximise the use of available developable land, without creating a density that would be inappropriate for its edge of settlement location.

Appearance

- 6.1.7 It is envisaged that the proposal will draw from the existing materials palette of the local area with regards to external finishes. This then combined with the aforementioned approach to both density and landscaping ensures that the proposal is harmonious with all adjoining land uses from an appearance perspective.

7.0 COMMUNITY SAFETY

- 7.1 All proposed units will face the central access road, maximising levels of natural surveillance. In addition, all units will be provided with sufficient off-street parking provision, reducing the conflict with other road users and maximising the level of highway safety for pedestrians, particularly children when crossing the road (i.e. parked cars will not obscure them from view).

8.0 ENVIRONMENTAL SUSTAINABILITY

Landscaping/Townscape Setting

- 8.1 As detailed above, the sensitive design of each of the elements of the application proposal has ensured that the immediate and wider setting of the surrounding land uses are not harmed in any way.

Biodiversity and Local Environment

- 8.2 As detailed on the accompanying landscaping drawing, all additional planting used in the landscaping of the proposed development will draw from the indigenous species of the area.

Energy Efficiency/Carbon Reduction

- 8.3 The following measures will be undertaken where possible to maximise energy efficiency and carbon reduction of the dwellings themselves and during their construction:

- Maximise use of daylight in key rooms through fenestration
- Use of local suppliers and labour wherever possible
- Use local recycled products wherever possible e.g. reclaimed slate
- The dwellings will be insulated to current targets
- All fenestration will be insulated to current targets.
- Energy efficient internal and external lighting units will be installed.

Sustainable Materials

- 8.4 We understand that recycled or reclaimed products will be used in the construction of the proposal wherever possible

Water

- 8.5 We understand that a mains supply will be utilised. In line with this, we would propose that the domestic water and heating system of the dwellings be designed to reduce

domestic water wastage, through a range of measures including low water consuming fittings in the bathroom and kitchen.

Waste Management

- 8.6 We understand that the dwellings have access to domestic recycling facilities.
- 8.7 We understand that a connection will be made to the public sewer for the disposal of foul waste.

9.0 CONCLUSION

- 9.1 The proposal is for the construction of 12 semi-detached and detached affordable bungalows and houses, with an associated surface water drainage system.
- 9.2 The application proposal has come about through instruction of the land owner – Carmarthenshire County Council – seeking to secure much needed low cost and affordable housing in the Community of Llangadog. They have identified surplus land in their ownership following the refurbishment of the Primary School that is capable of securing this objective, which has then brought about this current application.
- 9.3 Although in outline format, the proposed site layout has been the subject of considerable scrutiny, giving full consideration to topography, relationship with adjoining land uses and key on-site attributes, particularly trees. The result therefore is a scheme that will not only provide much needed housing, but in a manner that will not result in any detriment to amenity, landscape, surface water, biodiversity or highway related interests.
- 9.4 In conclusion therefore, the proposal represents an appropriate and sustainable mixed tenure housing development that adheres to all relevant current planning policy.