

LAND AT STATION CLOSE, PORTHCAWL

FULL APPLICATION FOR AN AFFORDABLE HOUSING SCHEME INCLUDING OFF STREET PARKING, LANDSCAPING, AND ASSOCIATED WORKS



PLANNING, DESIGN AND ACCESS STATEMENT

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1.0 Introduction

Background

Wales & West Housing have prepared this Planning, Design and Access Statement in support of an application for full planning permission for residential development comprising 10 affordable housing units, car parking, access, open space and associated works, on land at Station Close, Porthcawl, Bridgend.

The proposed development will provide affordable high-quality housing units, comprising 10 'walk up' flats for over 55's. The proposed development is in essence an expansion of the existing over 55's properties within Station Close.

Application Submission

The application submission comprises the following documents:

- Planning, Design and Access Statement
- Drawings (Tony King Architects):
 - A001 - Site location plan
 - A002 - Site layout
 - A003 - Ground floor plan
 - A004 - First floor plan
 - A005 - Elevations sheet 1
 - A006 - Elevations sheet 2
 - A007 - 3D Views

This Planning, Design and Access Statement presents the case for the proposed residential development in regards to the constraints of the site and its surroundings, the planning history and policy context. It considers the key issues relative to the site's proposed development and refers to other detailed supporting reports as required. The Statement is structured as follows:

Section 2: provides a description of the site, its surroundings, and the site's relevant planning history (including pre-application guidance).

Section 3: provides an outline of the relevant planning policy context.

Section 4: sets out the key principal / material considerations associated with the proposed development.

Section 5: provides the Design and Access requirements, as prescribed in Planning Policy Wales (Edition 9) (2016), and Technical Advice Note (TAN) 12: Design (2016).

Section 6: summarises the Statement and outlines our conclusions.

Figure 1 - Site Location Plan
Drawing by Tony King Architects



2.0 Site & Surroundings

The site is located to the west of the entrance of Station Close, Porthcawl. The site comprises a total area of 0.4ha, and is owned by Wales & West Housing Association.

The site currently comprises a dilapidated old building that once was in use as a motor garage, but has been vacant for a number of years. The remainder of Station Close is occupied by an existing Wales & West Scheme containing 'walk up' flats for the over 55's.

The site can be considered brownfield given its historic use and its current condition and appearance is run-down, the site in its current format has the potential to attract antisocial behaviour.

The site's boundaries are as follows:

- North: the site is bound to the north by Station Close and residential properties on the opposite side.
- East: the site is bound to the east by Station Close and the rear of some residential properties.
- South: the site is bound to the south by Old Station Road and the parking area for some commercial properties beyond.
- West: the site is bound to the west by an existing MOT Garage.

Site / Planning History

We have reviewed the local authority's planning records – in terms of recent applications of relevance to the proposed development, the site has limited planning history. Planning Permission was granted in 1999 for the erection of the existing 11 affordable units also developed and managed by Wales & West Housing.

A resolution to grant planning permission has been approved on the adjacent garage site (P13/732/FUL) for the erection of 11 apartments in a large 5 storey building. This application was subsequently withdrawn without the s.106 having been signed.

No further planning applications have been submitted in relation to the site.

3.0 Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.

A review of the planning policy context associated with the site and proposed development (at the national and local level) is provided within this section of the Statement.

The key planning policies of relevance to the determination of the application are outlined below. A detailed assessment of the accordance of the proposed development with these policies is provided in Section 4 (Material Considerations) of this Statement.

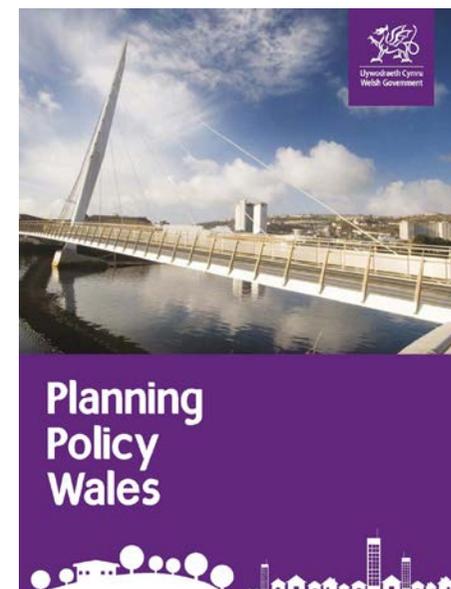
National Planning Policy

The following policy / guidance documents prepared at the national (Welsh Government) level are of relevance to the determination of the application.

Planning Policy Wales (Edition 9, 2016)

Sustainability

Sustainable development forms a key consideration central to all policies contained within Planning Policy Wales (PPW). Paragraph 4.4.3 of PPW sets out a series of objectives which development proposals should seek to achieve in terms of promoting sustainable development (and contributing to the goals of the 'Well-being of Future Generations Act 2015' accordingly). Those objectives of key relevance to the application include the following:



Edition 9
November 2016

- “Promote resource-efficient and climate change resilient settlement patterns that minimise land-take and urban sprawl”.
- “Locate developments so as to minimise the demand for travel, especially by private car”.
- “Play an appropriate role to facilitate sustainable building standards (including zero carbon) that seek to minimise the sustainability and environmental impacts of buildings”.
- “Ensure that all local communities have sufficient good quality housing for their needs, including affordable housing for local needs”.

Affordable Housing

Chapter 9 of PPW sets out that a community’s need for affordable housing is a material planning consideration. Paragraph 9.2.15 states that affordable housing can “make an essential contribution to community regeneration and social inclusion”. It is recognised that the sensitive infilling of small gaps within small groups of houses, or minor extensions to groups, in particular for affordable housing to meet local need, is important.

Good Design

It is set out within PPW that “Good design can protect and enhance environmental quality, consider the impact of climate change on generations to come, help to attract business and investment, promote social inclusion and improve the quality of life. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales” (Paragraph 4.11.2).

PPW defines climate responsive developments as “those that tackle the causes of climate change and adapt to the current and future effects of climate change through the incorporation of effective mitigation and adaptation measures”.

Paragraph 4.12.2 of PWW advises that “Development proposals should mitigate the causes of climate change by minimising carbon and other greenhouse gas emissions associated with their design, construction, use and eventual demolition. The overall aspiration is to secure zero carbon buildings while continuing to promote a range of low and zero carbon (LZC) technologies as a means to achieve this”.

Further detail regarding the objectives of good design is set out within Technical Advice Note (TAN) 12: Design (2016) – as detailed below.

Technical Advice Note (TAN) 12 – Design (2016)

Detailed guidance on the objectives of good design is provided within TAN 12. The objectives of good design are set out as follows:

Character

- Sustaining or enhancing local character
- Promoting legible development
- Promoting a successful relationship between public and private space
- Promoting quality, choice and variety
- Promoting innovative design

Community Safety

- Ensuring attractive, safe public spaces
- Security through natural surveillance

Movement

- Promoting sustainable means of travel

Environmental Sustainability

- Achieving efficient use and protection of natural resources
- Enhancing biodiversity
- Designing for change

Consideration has also been given to the content and advice contained within the following Technical Advice Notes in the preparation of this application:

- Technical Advice Note (TAN) 5 – Nature Conservation and Planning (2009)
- Technical Advice Note (TAN) 15 – Development and Flood Risk (2004)
- Technical Advice Note (TAN) 18 – Transport (2007)

Local Planning Policy

Bridgend Local Development Plan (2006-2021)

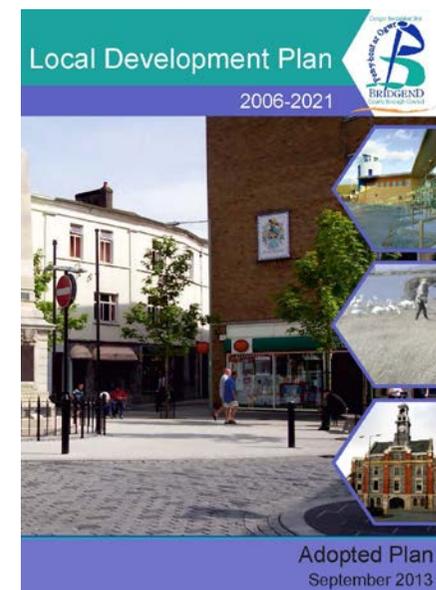
The statutory development plan for Bridgend County Borough Council (BCBC) forms the Bridgend Local Development Plan (2006-2021) (LDP) adopted September 2013.

In terms of site designations in respect of the LDP, to summarise, the site is:

- Located within the settlement of Bridgend, as defined by Policy PLA1 of the LDP.

In terms of key policies contained within the LDP of relevance to the proposed development, these are set out as follows:

- Strategic Policy SP2: Design and Sustainable Place Making – sets out that all development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.
- Policy COM3: Residential Re-Use of a Building or Land – sets out that residential development within settlement boundaries on windfall sites, or the re-use of vacant or under-utilised land will be permitted where no other LDP policy protects the land for an existing use.



- Policy COM5: Affordable Housing – sets out that where a local need is demonstrated, the Council will expect an appropriate element of ‘affordable housing’ to be provided on sites capable of accommodating 5 or more dwellings or exceeding 0.15 hectares in size (20% affordable housing target in Bridgend).
- Policy PLA11: Parking Standards – sets out that all development will be required to provide appropriate levels of parking, in accordance with adopted parking standards.

Supplementary Planning Guidance

Consideration has also been given to the content and guidance set out within the following Supplementary Planning Guidance (SPG) adopted by BCBC:

- SPG 2 – Householder Development (adopted 12th December 2008)
- SPG 8 – Residential Development (adopted 10th January 2008)
- SPG13 – Affordable Housing (adopted 8th October 2015)
- SPG 17 – Parking Standards (adopted 21st September 2011)

Material Considerations

Overview

The key planning considerations associated with the proposed development are considered to be as follows:

- Sustainability
- Affordable Housing
- Highways and Access

These issues are discussed in further detail below.

Sustainability

The site represents a significantly under-utilised parcel of land located within a highly sustainable location. The site is highly accessible, being located within easy and convenient walking distance of Porthcawl Town Centre and Beach as well as public transport facilities.

In light of the site's sustainable and accessible location, the occupiers of the proposed residential development will not be required to rely on the car for travel, in accordance with planning policy at the national and local level which promotes resource-efficient and climate change resilient settlement patterns and the location of developments so as to minimise the demand for travel, especially by private car.

The proposed development, in light of its highly sustainable location and sustainable design, accords with LDP Strategic Policy SP2 (Design and Sustainable Place Making) in that the proposed development will contribute to creating a high quality, attractive, sustainable place which enhances the community in which it is located, and in particular, the development will "make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change".

Affordable Housing

A community's need for affordable housing is a material planning consideration, and the pressing requirement to deliver new affordable housing within the County Borough of Bridgend (including Porthcawl) is a significant material consideration in the determination of the application.

The proposed development comprises of 100% affordable housing for people over the age of 55 (and an appropriate Planning Condition / Section 106 Agreement will be prepared in due course to secure this), significantly exceeding the affordable housing target set out in LDP Policy COM5 (Affordable Housing).

The proposal will redevelop a brownfield site which is currently under-used and readily available for development, located in a highly sustainable location for a beneficial use, and will assist in combating the clear shortfall in affordable housing in BCBC, which will be of significant benefit to the local community.

Highways and Access

In regards to site access, vehicular access will be provided directly off Station Close, with appropriate vision splays to be provided as required.

A total of 10 car parking spaces are to be provided as part of the proposed development. LDP Policy PLA11 (and SPG 17 Parking Standards) requires the provision of 1 space per bedroom (with a maximum requirement of 3 spaces) – the level of car parking provided on site complies with the policy requirement. It is acknowledged that in the case for affordable housing parking levels or normally less than on open market housing developments as lower levels of car ownership are generally expected.

On this basis, the 10 proposed parking spaces are considered acceptable for the development.

In terms of the Active Travel Act and linkages to the wider area, the site benefits from footways along station close and a subway under the dual carriageway that provides access to the town centre and public transport connections.

Part 2

4.0 Design & Access Statement

Overview

This section of the Statement satisfies the statutory requirements set out in the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, and the advisory requirements outlined within Welsh Government (March, 2016) Technical Advice Note 12: Design, with regards to the provisions of a Design and Access Statement (DAS).

A DAS is a document which explains how the objectives of good design (as set out within TAN 12: Design) have been considered from the outset of the development process.

Specifically, those matters that must be addressed by a DAS are set out in the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 within Paragraph 9(4) as follows:

A design and access statement must -

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy or approach adopted as to access, and how policies relating to access in the development plan have been taken into account; and
- (d) explain how any specific issues which might affect access to the development have been addressed.

The application is accompanied by the plans and drawings set out at Paragraph 1.1.2 of this Statement, which should be referred to.

Context Analysis

The design of any new development at the application site will need to appreciate, respect, and respond to the local context and character of the site. As such, the characteristics of the local area have influenced the detailed design of the proposed development.

A series of site photographs are set out below.



In assessing the character of the surrounding area, a range and mix of building uses and types surround the application site. The surrounding area is a mix of residential and commercial and therefore is categorised by a variety of buildings types and architecture styles, as demonstrated within Photographs provided below.





The existing residential development within the vicinity of the site is primarily comprised of walk up flats that have the appearance of semi-detached dwellings or terraced dwellings as illustrated above. The properties are two storeys in height. Properties are generally set back from the highway with gardens / driveways laid to the front.

No particular or distinctive architectural style dominates the surrounding area. As such, it is considered that the proposed development, will be appropriate to the surroundings.

It is considered that the proposed use of the site for residential is in-keeping with the surrounding land use context – which is primarily residential. The well-designed, high-quality residential scheme proposed for the site will ensure that the development has no adverse impact.

Character

The overarching design aims for the application site, which have influenced the character of the scheme, are as follows:

- Provide modern, comfortable and affordable living for over 55's;
- Demonstrate energy efficient in buildings that enhances the community, individuals and families wellbeing and economic wealth;
- Embody a sense of place by engaging with the landscape potential of the site.

Amount

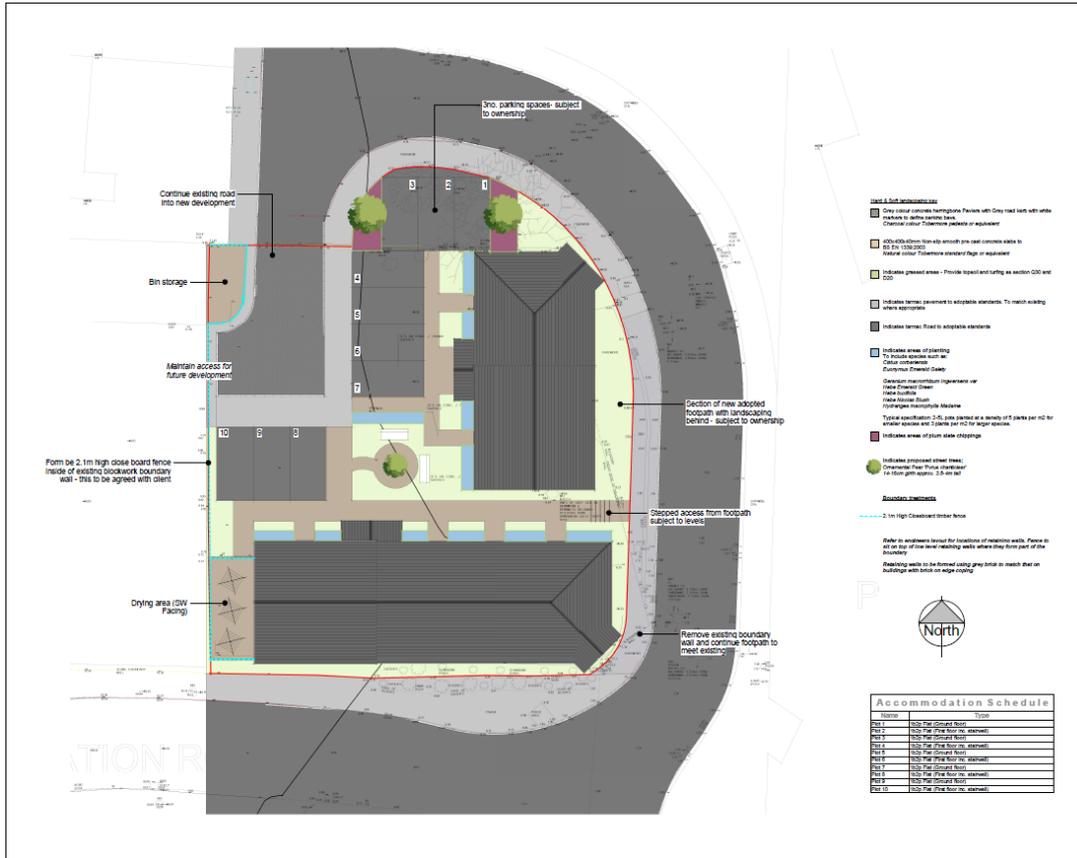
Through the iteration of a number of scheme options, it has been established that 10 units would be an optimum number of residential units for the site. This is provided through the provision of 10no. 2P1B units for the over 55's.

Layout

A number of site layouts have been produced for the site through the evolution of the design development. The final proposed site layout contains the necessary space required for:

- Residential units;
- Car park spaces;
- Access road;
- Communal areas; and
- Waste facilities.

Figure 2 - Proposed Site Layout
 Drawing by Tony King Architects



In terms of internal layout, the residential development will be affordable social housing. Therefore, all the dwellings will meet Welsh Housing Quality Standard (WHQS), Development Quality Requirements (DQR) and Lifetime Homes Standard (LHS). This means all dwellings will be appropriate for people with disabilities, for example having space for wheelchairs to turn and accessible shower rooms.

The layout of the houses will be optimised considering the activity of each room, the internal gains from users and appliances, the hours of use and the daylight requirements. Therefore, habitable rooms (where possible) are to be located in the south to take benefit of solar radiation during the day.

Within a design framework and within the site constraints and building principles identified, the strategy for the site is to:

- Provide an efficient and aesthetically pleasing development, in keeping with the existing buildings in Station Close;
- Maintain privacy to adjoining owners and increase site capacity potential;
- Capture views where possible;
- Design to a scale appropriate to the site and to the surrounding area; and
- Use local building materials.

Appearance - Key urban design

The key urban design principles that underpin the vision, and on which the design of the development framework and the layout of the site have been based, are as follows:

- engage the existing urban form to create a scheme appropriate to its context;
- create a simple and legible layout that connect well to Station Close;
- develop a suitable design response to the proximity of the surrounding residential dwellings
- promote contemporary architecture with a restrained and coherent palette of materials complementary to those used in the locality.

Design - Layout/use/amount

The proposed layout comprises two blocks positioned in an L shape form to create an active frontage on both sides of the site facing the road. Within the central area of the site will be the majority of the on-site car parking provision creating a central courtyard. Additional spaces will be provided at the perimeter of the site providing a total of 10 spaces.

Soft landscaping is to be provided throughout the site to break up the appearance and massing of the built form.

Building scale and massing

The residential buildings are 2 storey in height. This reflects the existing built form in the locality and the general character in the surrounding area.

Architectural appearance

The specific architectural appearance of the new homes is generally derived from the local style established in the existing properties opposite our site which is predominantly 2 colours of facing brick being a red brick 'plinth' with buff colour brick above. We have however added a slight contemporary take on this by using a grey brick 'plinth' and light grey windows / fascias.

Community Safety

The layout of the site ensures that the development positively contributes towards the creation of a safe and secure environment by providing natural surveillance of public spaces, together with an increased sense of ownership.

Within the site, dwellings will front onto all of the public spaces which ensures that there is natural surveillance throughout the site. All private amenity spaces will be separated from the public areas through appropriate boundary treatments which will ensure that these areas are safe and secure.

Boundary treatments separating the private amenity areas will be high quality and easily maintainable. This will ensure that the boundary treatments fit within the context of the site and surroundings, whilst also ensuring that they are durable and maintainable, and provide appropriate defensible boundaries.

Movement

As described above, the site is located in a highly accessible and sustainable location, being located within easy and convenient walking distance the town centre, beach and public transport facilities. Specifically, there are a number of shops located on Station Hill adjacent to the application site, as well as bus stops in close proximity that provide regular services further afield to Bridgend and the surrounding area. The site's location will therefore encourage use of sustainable transport modes.

In terms of the Active Travel Act and linkages to the wider area, the site benefits from the proximity to existing shops and the town centre.

The scheme provides for the safe storage of bicycles which will be readily available for future occupiers. Appropriate and safe access into the site for vehicles, cyclists and pedestrians can be adequately provided as part of the proposed development.

In addition, the principles of 'inclusive design' and access for all people are central to the proposals. The proposals ensure that buildings and environments will be created that are convenient and enjoyable for use by all.

Environmental Sustainability

As advised within TAN 12, the development proposals have sought to incorporate sustainability measures to reduce the environmental impact associated with the proposed buildings and minimising the demand for energy, water, and materials and creation of waste.

5.0 Summary & Conclusions

Summary

The proposals are considered to be policy compliant and both appropriate and acceptable, providing much needed affordable housing for the residents of BCBC (i.e. incorporating 100% affordable housing) and representing a highly sustainable reuse of brownfield land. In particular, it is considered that there are a number of material considerations in support of the application, which include the following:

- The site is located within settlement boundaries. As such, the principle of development is established, subject to detailed design considerations.
- The site represents the redevelopment of a brownfield site, under-utilised, and located within a highly sustainable location. The site is highly accessible, being located adjacent to a number of shops commercial properties, as well as within 100m of the town centre. The nearest bus stop is located within close proximity of the site and can be accessed via safe and well-lit footpaths. Future occupiers will not therefore be required to rely on the use of the private car.
- The proposed site currently comprises of a run-down old motor garage that has fallen into disrepair. The site has potential for antisocial behaviour with evidence of rough sleeping taking place. The site is an uninviting space for the existing residents of station close and therefore its redevelopment would be thought as a positive aspect of regeneration in this area.
- Appropriate and safe access into the site for vehicles, cyclists and pedestrians can be adequately provided as part of the proposed development.
- There will be no adverse impact upon neighbouring occupiers. The relationship of the development to exiting residential development has been carefully considered, and would help to enhance the entrance to this residential cul de sac.
- A community's need for affordable housing is a material planning consideration, and the pressing requirement to deliver new affordable housing within the County Borough of Bridgend (including Porthcawl) is a significant material consideration in the determination of the application. The proposed development comprises of 100% affordable housing (and an appropriate Section 106 Obligation will be prepared in due course to secure this).

Having regard to the above material considerations, it is considered that the proposed development represents an appropriate and policy compliant scheme, and we would respectfully request that the application is approved.