



DESIGN & ACCESS STATEMENT

**PROPOSED RESIDENTIAL DEVELOPMENT AT
LAND OFF STATION ROAD, LETTERSTON, PEMBROKE**

ateb

FOR: ATEB

REF: 1840/GP - C

DATE: SEPTEMBER 2018

1. **INTRODUCTION:**

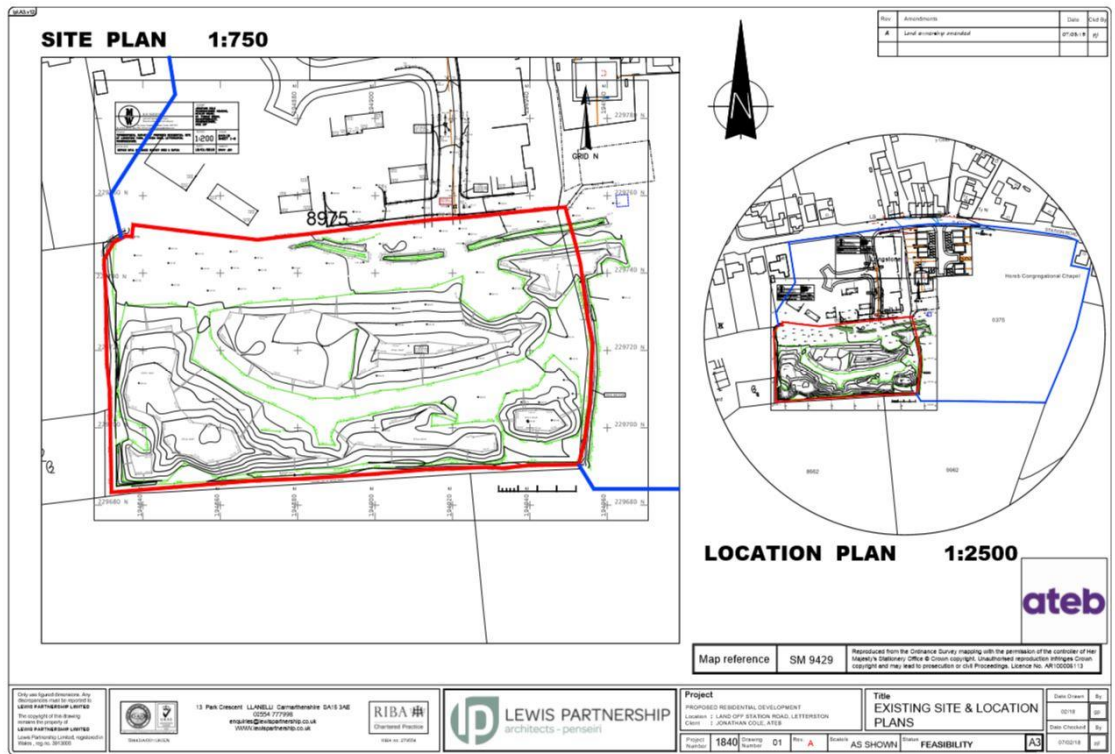
This Design and Access Statement has been prepared on behalf of Ateb to support a planning application for the proposed residential development site at land off Station Road, Letterston for a mixture of social housing houses and flats. Ateb group was founded in 1982 as Pembrokeshire Housing Association and have recently re-branded as Ateb group. Formed to address the need for good quality, low cost housing in Wales. Since then they have grown into a well-established provider of housing and care services throughout Wales.

Ateb group, is seeking to develop a mixed residential site to the rear of an existing cul-de-sac as an extension to the existing phase 1 site. The site is a mixture of 26 units flats, houses and bungalows. The proposals is looking to increase unit numbers in an area which is in need of further housing.

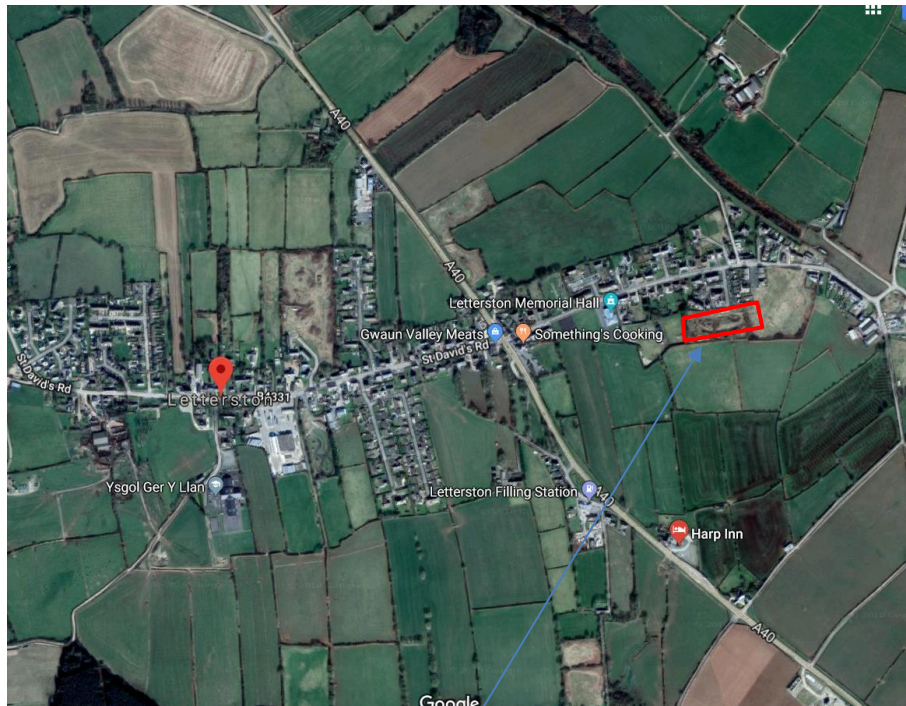
A home is more than just a house; it's a safe, stable, secure environment from which people can live their lives. Not everyone can achieve this without help, we will create a variety of solutions to help and support people and communities to make more homes.

This means that we must find creative ways of;
Responding to housing need, helping people to maintain their tenancy, support communities to build capacity and be self-sufficient, regenerate communities through social, economic, environmental and physical programmes. Help older and vulnerable people to stay in their homes and communities where their lifestyles change.

The Application Site has been edged in Red as shown on Plan below.



Site location



The site

Site locality (courtesy of Google Earth)

The site is located to the rear of Longstone Farm & accessed through the phase 1 development in Letterston which lies immediately adjacent and to the south of Station Road though the existing phase 1 development.

The site is ideally positioned for access to public transport bus links located on the A40 (0.3 miles) to nearby Fishguard (5.5 miles) and Haverfordwest (9 miles) and sits 15 Minute walk (0.8 mile) from Ysgol Ger y Llan (Primary School).

2.0 SITE ANALYSIS:

2.1 Access:

The site lies through the existing phase 1 development and has adequate access to allow for the continuation of the road & paths to continue into the development site.

Public Transport

The site currently benefits from excellent connectivity to the nearby bus stop. The proposed site will allow for further residential units adjacent to the existing phase 1 site. The nearest bus stop is currently located approximately 500m from the site and provides access into to both Fishguard & Haverfordwest.

Walking and Cycling

There are footways on both sides of the existing residential cul-de-sac and along the Station Road that runs to A40. These are typically 2 metres wide. The cycle routes run between Fishguard & Haverfordwest, approximately 500m from the site.

2.2 Boundary:

The boundary to the South East and west is mostly of hedgerow`s, to the north abutting the existing development is an existing close boarded fence line.

2.3 Site Features:

A review of the character of the site and surroundings was undertaken to enable an appreciation of the materials and style of buildings in the vicinity. There is a residential characteristic to Station Road, terraced houses, detached bungalows & semidetached cul-de-sac housing.

- The characteristic of the existing site is as a result of the phase 1 development. Prior to the development of phase 1 the site was previously one large agricultural field, with the development of phase 1 the proposed site had been utilised as a site works area and currently sits vacant with a number of slag heaps as a result of the phase 1 works.

- The adjacent sites characteristic is of rendered dwellings with brickwork plinths.
The roofs are of concrete roof tiles, roofscapes are characteristically gable/hipped
- Red brick and painted render features extensively on the residential terraces the residential properties on Station Road.
- The existing cul-de-sac road layout includes paving to both sides of the carriageway. mark the corners of streets adjoining Station Road.
- There are two new residential bungalows which include a mixture of velux & dormer windows with a variation in stone, render & brickwork.

The Site is illustrated in the photographs below. The site is currently characteristic of a that was utilised during phase 1, the existing appearance is as a direct result of works during this phase and materials and debris are offcuts and unutilised materials from this work.



View of 23 Station Road facing South West into Phase 1



View of access road looking South East, existing Phase 1 development



Phase 1 Cul-de-sac



Approach to site from Phase 1



View looking onto site, evidence of previous drainage components from Phase 1



View looking South West across site.



View looking North to adjacent phase 1 from Site

- 2.3.1** It is the intention that the proposed development will take influence from the neighbouring properties with regards to design features and material pallet, in an effort to reduce the impact of the development and complement the existing architecture.

2.4 Topography:

The Site is relatively level, and the existing variations to a level site are as a result of excavation from Phase 1, slag heaps & drainage excavations channels.

3.0 ECONOMIC, SOCIAL & PHYSICAL CONTEXT ANALYSIS

The site is located on Station Road directly off the A40 though the existing phase 1 development. The site is not directly visible from Station Road entrance, it lies through the existing phase 1 site and will utilise the existing access, the additional traffic effect on the remaining existing site is minimal .

The site is 8.024ha in footprint, the current site is vacant and was used in the phase 1 development as site refuse area for storage of materials. The existing boundary line on both South West and South East edges are predominantly hedge lines. To the north and serving the boundary between phase 1 and the current site is a close boarded fence line. The buildings in the immediate vicinity are primarily terraced & semidetached housing which is mimicked in phase 1 modest in scale and character.

4.0 POLICY CONTEXT:

- 4.1** The Adopted Local Development Plan (Letterston) shows the site within the settlement boundary of the town (Policy SP 13)
- 4.2** Policy SP1 – Sustainable Development
- 4.3** Policy SP 7 – Housing Requirements
- 4.4** Policy SP8 – Affordable Housing Target
- 4.5** Policy SP13 – Settlement Boundaries
- 4.6** Policy SP14 – Hub Towns
- 4.7** Policy GN1 – General Development
- 4.8** Policy GN2 – Sustainable Design
- 4.9** Policy GN3 – Infrastructure and New Development
- 4.10** Policy GN28 – Local Needs Affordable Housing
- 4.11** Policy GN35 – Protection of Open Spaces with Amenity Value
- 4.12** Policy GN37 – Protection and Enhancement of Biodiversity

5.0 **INVOLVEMENT:**

5.1 **Statements of Consultations:**

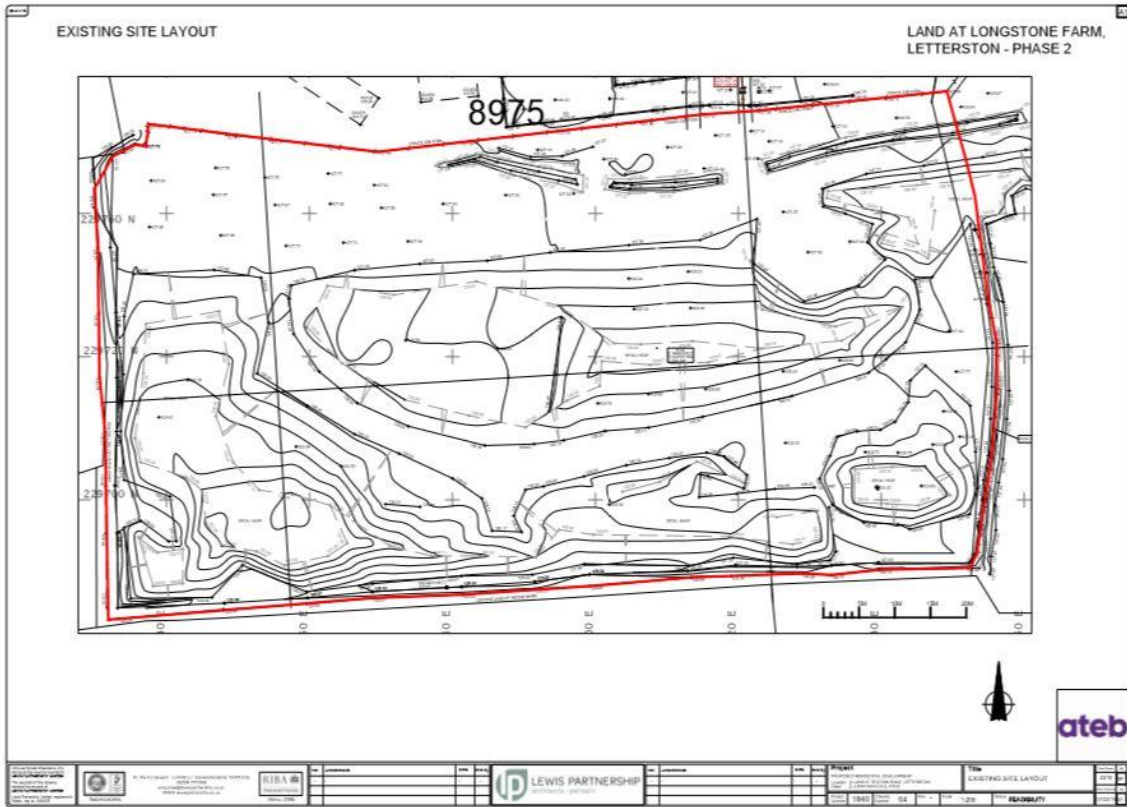
- a. Electricity:
 - There are existing supplies to the site from Phase 1
- b. Water:
 - There are existing supplies to the site from Phase 1
- c. Gas:
 - There are existing supplies to the site from Phase 1
- d. Telecom:
 - There are existing supplies to the site from Phase 1
- e. Drainage:
 - There are existing drainage connections for both foul and surface to the site from Phase 1

Prior to this application, we are aware that the site has previously obtained outline approval **07/1287/PA** in Jun-2009 as part of the phase 1 development which gained planning approval **09/0542/PA** Jan-2010 as well as obtaining planning permission **12/0093/PA** Sep-2012.

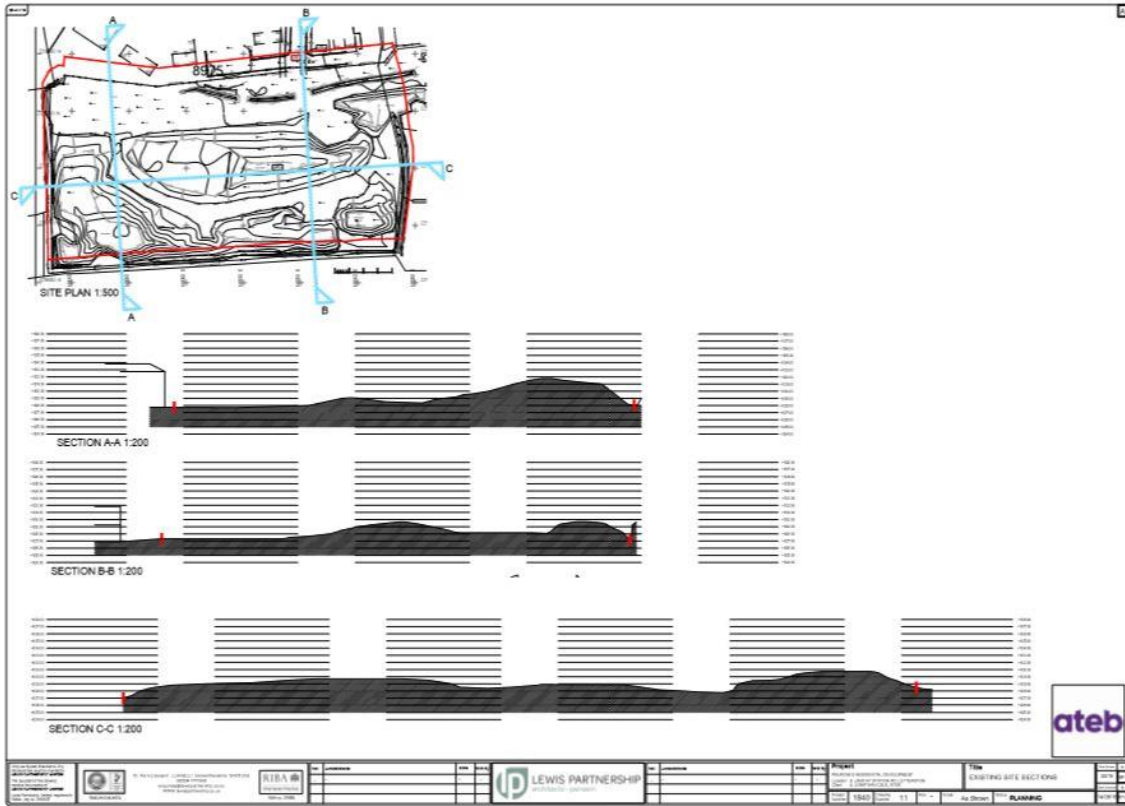
6.0 **DESIGN:**

6.1 **Introduction:**

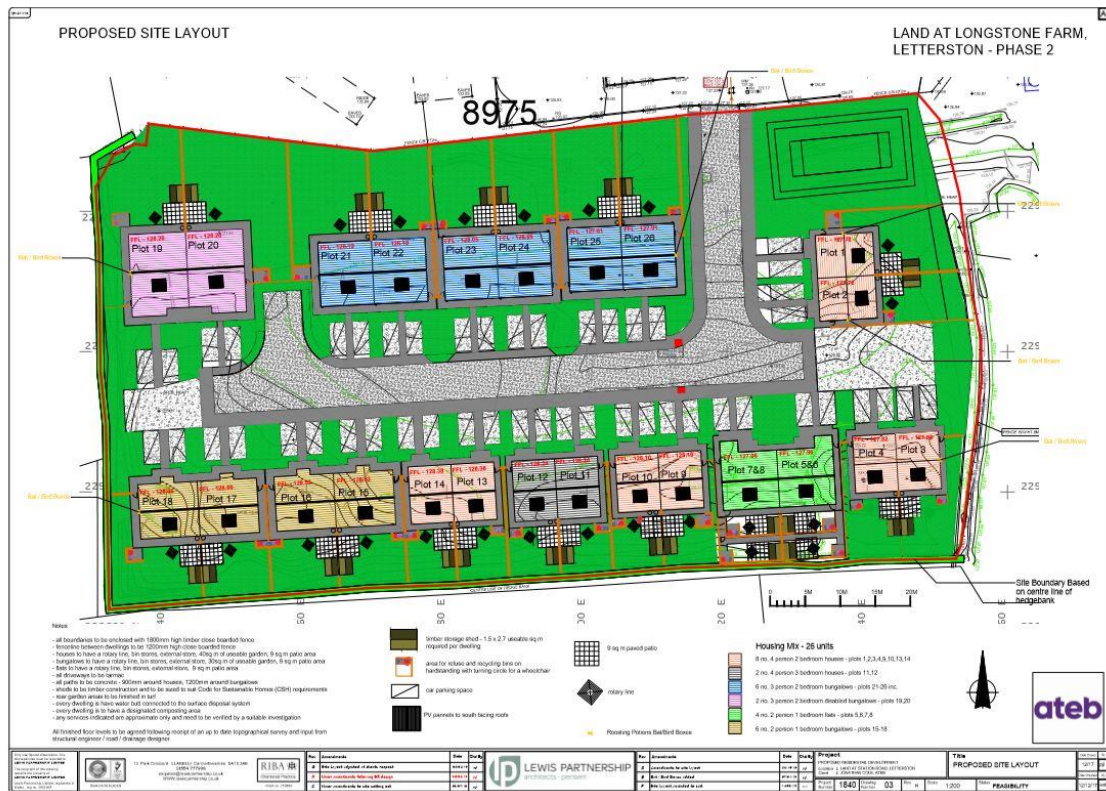
The proposals is for an additional 26 mixed residential units on the site, the proposal takes influences from phase 1 in appearance character and layout.



Existing Site Plan



Existing Sections



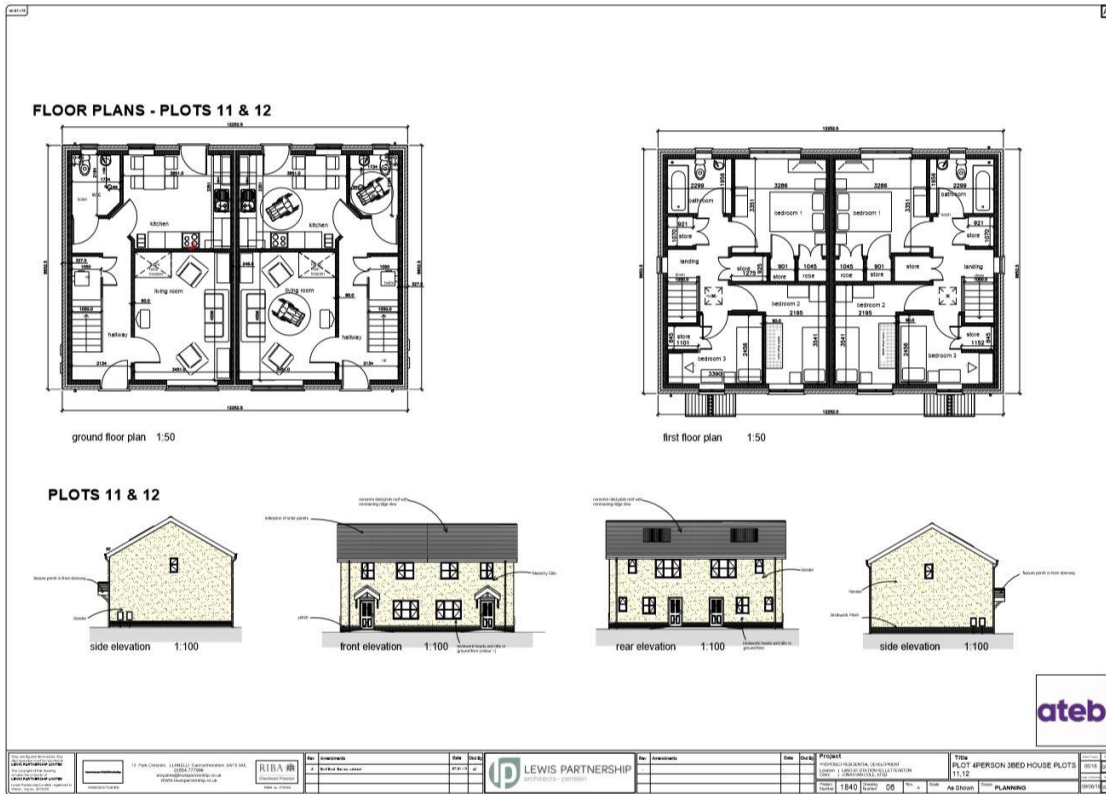
Proposed Site Plan



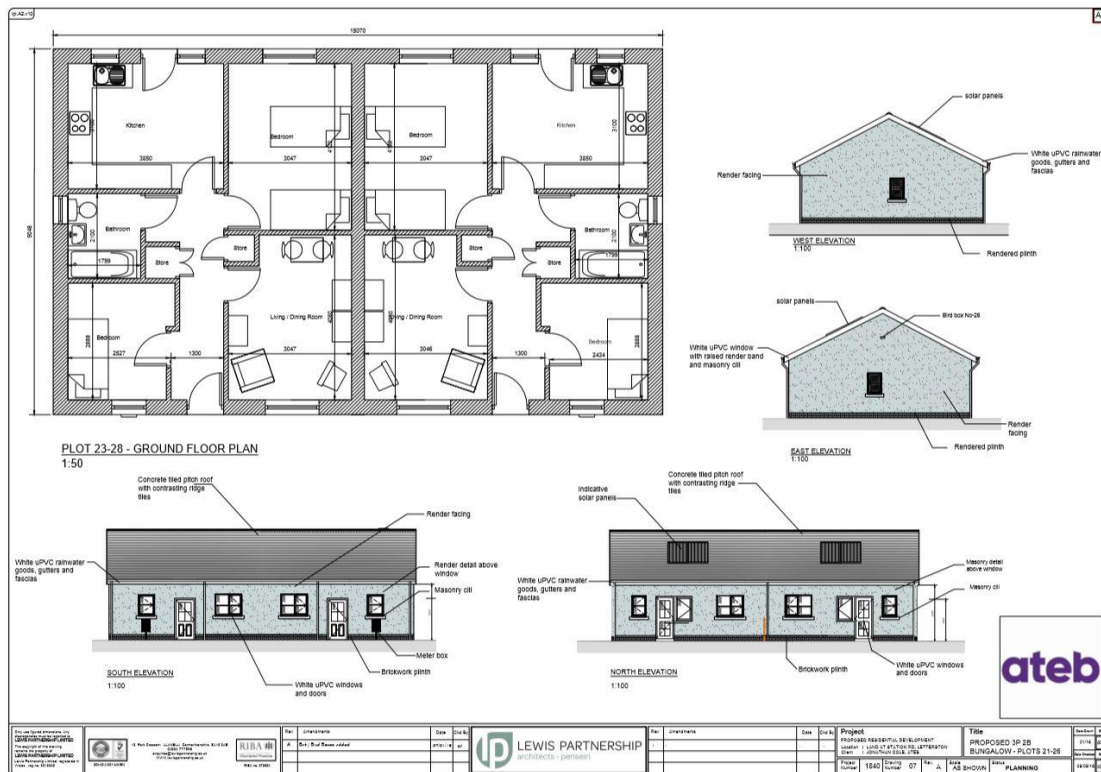
Proposed Site Sections



Proposed 4 Person 2 Bed Houses



Proposed 4 Person 3 Bed Houses



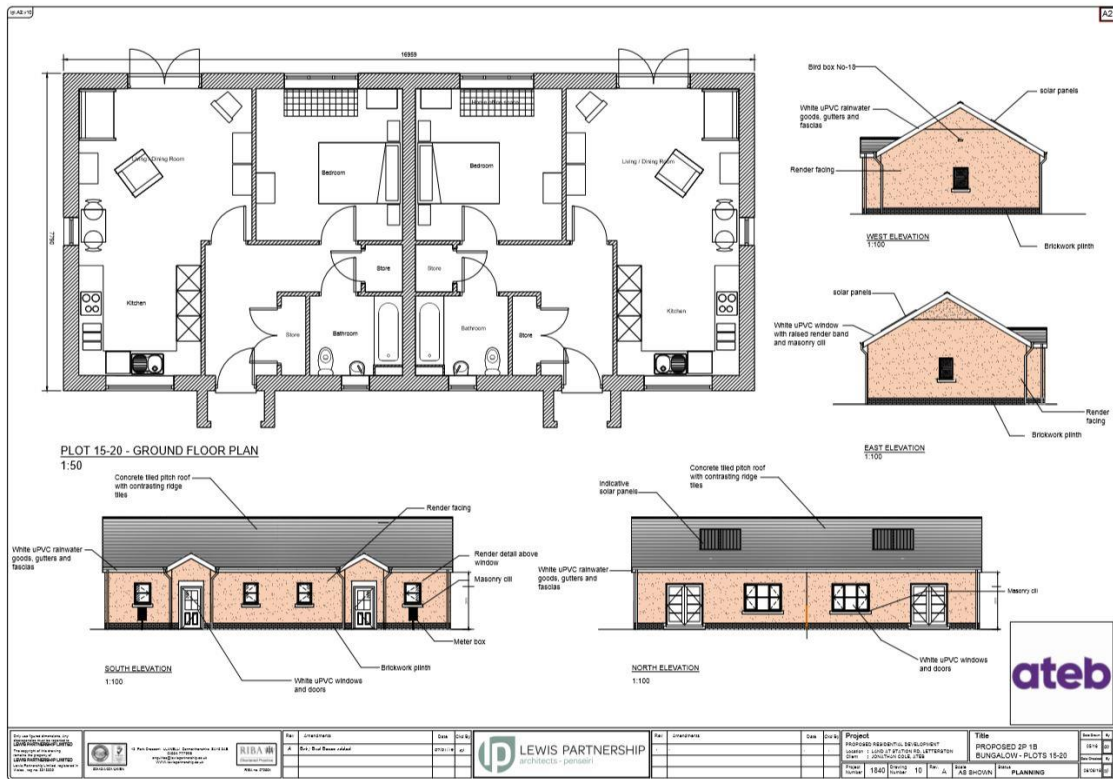
Proposed 3 Person 2 Bed Bungalow



Proposed 3 Person 2 Bed Elderly Bungalow



Proposed 2 Person 1 Bed Flats



Proposed 2 Person 1 Bed Bungalows

6.2 Access:

This application seeks to place people at the heart of the design process, acknowledge diversity and difference, to wherever possible offer a choice of design solutions whilst providing flexibility in use and an end development which is convenient for use by all.

Features of Inclusive Design

Outside the Building

- (a) The development proposal will ensure that non-slip pathways will be utilised.
- (b) Minimum DQR requirements will be utilised in terms of external hardstanding patio areas, green space and parking allocations
- (c) Green landscaped highway verge areas will be included

Building Structure

The proposed site layout is new and follows on from phase 1 development.

- (a) The external doorways to the veranda will be level access to provide fully compliant facilities for wheelchair users.
- (b) All internal doors will be a minimum clear width of 825mm to comply with Part M of the Building Regulations.
- (c) Door handles will be easy to grip in accordance with Part M of Building Regulations and, similarly, door closures will require a minimum use of force.
- (d) 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.

The proposals therefore ensure ease of access for all where applicable and not constrained by site topography.

6.3 Character:

Amount of development

The scheme is for the development of a mixture of 26 plots comprising of 10 house types, 14 bungalows and 4 flats.

Scale

The scale of the proposals is dictated by the surrounding residential dwellings and the character of phase 1 development.

Appearance

The elevation of the street and feel of the area will mimic the material used, style of and residential feel of the cul-de-sac.

Layout

The site layout has been dictated by the access road from phase 1 and orientation of plots have been dictated by minimum planning restrictions in terms of adjacent developments, internal floor layouts of dwelling have been done to allow for living standards and also to ensure that ambulant disabled & disabled residents requirements are met.

Landscaping

The rear of each property will include 9m² patio area, refuse point and allow for the minimum 40m² garden space to dwellings.

Community Safety

The proposal continues to provide a safe and secure facility for residents, allowing them to enjoy external amenities within the confines of the development via the internal courtyard at first floor level.

Environmental Sustainability

PV panels will be located on all dwellings to ensure that there is a renewable source on energy.

Movement

The proposals will continue to allow for users, be that of resident or visitor, to freely access all available parts of the dwellings. The proposals will be designed to illustrate for change, whilst ensuring that all movement outside and within the building is free from obstruction or hindrance.

7.0 CONCLUSION:

The proposed development will have no detrimental effect on the appearance of the existing street scene. Design features of the existing development will be repeated to ensure that the character of the area is not adversely affected.

The accessibility of the site meets the criteria of the development plan policies.

The development will not have an adverse effect on highway safety and parking provision in the surrounding area. Pedestrian flows will be unaffected.

This statement has illustrated that the proposals meet the “objectives of good design” as listed within Section 4 of Technical Advice Note (TAN) 4, together with the underlying policies of the Development Plan.

Throughout, the focus is upon ensuring that the proposal is a legible development, well designed to integrate comfortably into its surroundings and is freely accessible to others.