

# Land South of Glebe Road Loughor



December 2020 | P18-0751\_47B



## Design and Access Statement





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Prepared on behalf of **Barratt Homes**

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# 01 | Introduction

## Purpose of Statement

1.1 This Statement has been prepared by Pegasus Urban Design on behalf of Barratt Homes South Wales to accompany the full planning application of 23 two, three and four bed residential dwellings development at land south of Glebe Rd, Loughor, as part of the Chapel Fields development.

1.2 It has been written in accordance with Article 9 of the Town and Country Planning (Development Management Procedure (Wales) (Amendment) Order 2016 and Section 6 of the Technical Advice Note 12: Design Document (Welsh Government) Adopted March 2016 which requires certain applications to be accompanied by a Design and Access Statement.

1.3 It has also been written using guidance set out within the 'Design and Access Statements in Wales' document adopted in April 2017 prepared for the Welsh Government by the Design Commission for Wales.

1.4 The Design and Access Statements in Wales document states that the structure should *"broadly follow stages of the design process so, as each stage of the process is undertaken, the content of the document can be developed rather than the whole document being prepared at the end"*.

1.5 The GDMPO 2016 also states the following requirements:

**"9. (3) An application for planning permission to which this paragraph applies must be accompanied by a statement ("a design and access statement") which complies with paragraph (4):**

**(4) 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;**

**(d) explain how any specific issues which might affect access to the development have been addressed;**

**(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and**

**(e) explain how any specific issues which might affect access to the development have been addressed.**

1.6 Reference has also been made to Government policy in the form of the National Planning Policy Framework, National Design Guide and Planning Practice Guidance.

1.7 The document achieves these objectives within the following sections:

**Section 1: Introduction:** Outlines the purpose of the document.

**Section 2: Assessment:** Considers the site and its surroundings in terms of the physical, social and planning context as part of Article 9(4)(b) and 9(4)(c) GDMPO 2016 requirements.

**Section 3: Opportunities & Constraints:** Summarises the significant findings of the assessment section above in the form of a plan.

**Section 4: Design Principles:** Presentation of the design principles that have been derived from a combination of Government Policy, site assessment, public consultation and design evolution as referred to within Article 9(4)(d) GDMPO 2016.

**Section 5: Involvement and Evolution:** Outlines the stakeholder participation and consultation undertaken as well as its key findings.

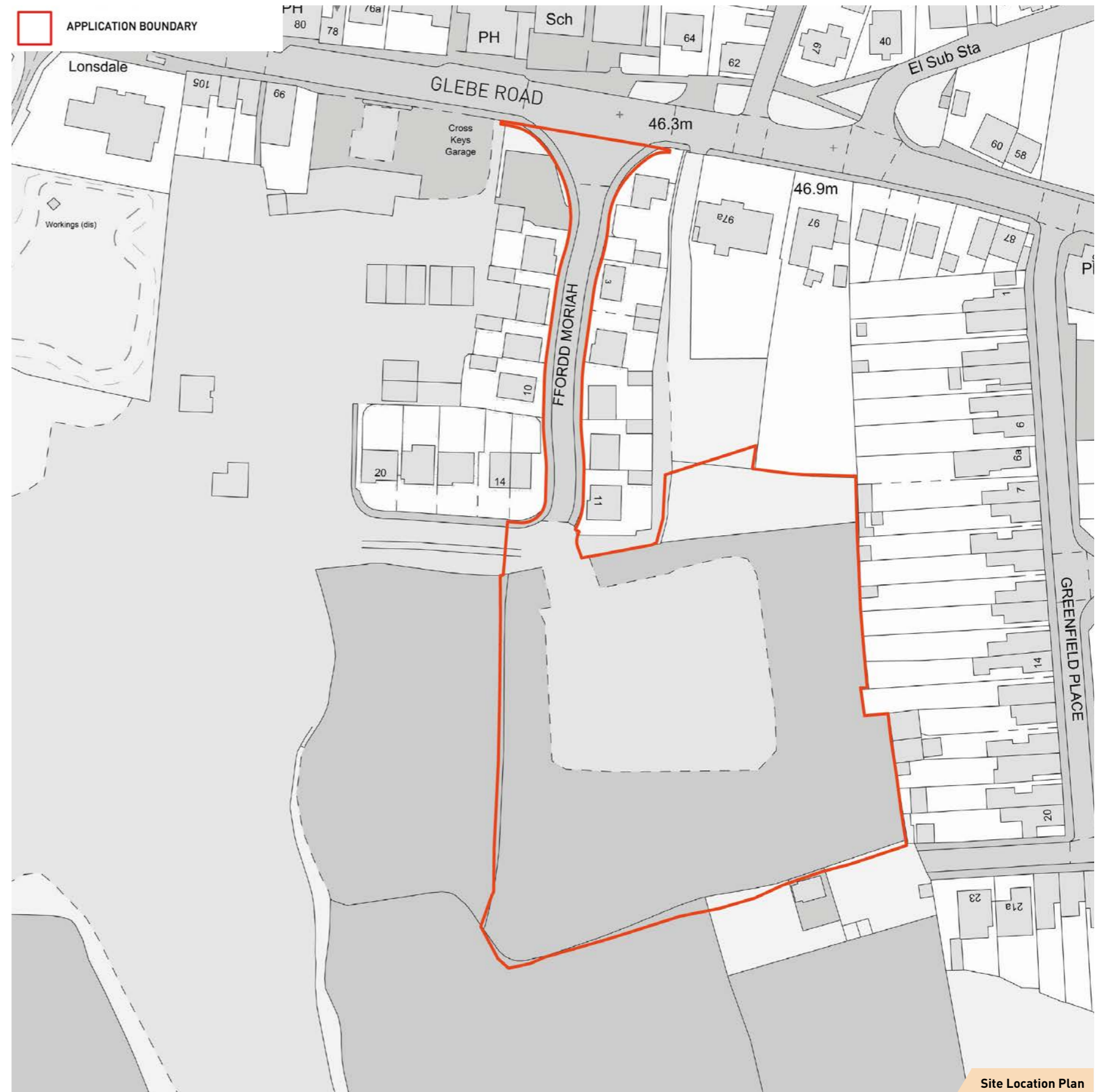
**Section 6: Design Proposals:** Presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance, as required within Article 9(4)(a) & (4)(c) GDMPO 2016.

**Section 7: Summary**

This statement should be read in conjunction with the Full Planning Application and its accompanying documents including the Planning Statement, Transport Statement, Preliminary Ecology Assessment, and recommended surveys for reptile and bats; Tree Survey and Arboricultural Impact Assessment; Green Infrastructure Plan and Landscape Masterplan; Drainage Strategy and Flood Consequences Assessment; Desktop Archaeological Assessment; Welsh Language Action Plan.

## Vision

- Creation of a connected, multi-functional Green Infrastructure network within the site, linking to the wider area;
- Retention of existing mature trees and vegetation and additional soft landscaping to maintain and enhance biodiversity and landscape setting;
- Creation of an ecological buffer zone to south, which also functions as open space, and will provide a green edge to the development and the adjacent fields;
- Sustainable Urban Drainage System, comprising a network of dry swales, rain gardens, permeable paving and attenuation basin;
- Provision of a Local Area of Play;
- Well-defined, welcoming, safe and inclusive streets and spaces;
- Provision of a range and choice of housing (open market and affordable);
- Continuation of visual character with adjacent Phase I – consistency in terms of scale, appearance and materials throughout the two schemes;
- Use of focal, dual aspect buildings at site entrance to create interest; and
- Safe and accessible pedestrian footways to enhance permeability and create links to wider development and Glebe Road beyond, enhancing accessibility to services and facilities.



Site Location Plan

# 02 | Assessment

*“...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.”*

*(Planning Policy Wales, Edition 10, December 2018 Para 3.3)*

**2.1** In order to assist in the successful integration of the proposal with its context, this section provides a summary of the assessment of the site and its surroundings.

## The Site

- 2.2** The site is located south of Glebe Road, centrally in the village of Loughor to the west of Swansea.
- 2.3** Mature trees and hedges enclose most of the site bar the eastern boundary where it adjoins rear gardens of existing houses.
- 2.4** To the western boundary beyond the existing vegetation is the 92-unit residential development currently under construction which is part of the wider Chapel Fields development.
- 2.5** The dense vegetation provides a robust green buffer to the adjacent development and Glebe Road.
- 2.6** The site gently slopes from north to south of approximately 1:15 gradient.



View south to the compound 



View from southern boundary 

## Landscape & Ecological Context

**2.7** The site comprises a single agricultural field that is enclosed by mature hedgerows, trees and dense scrub. Currently the northern portion of the site is cleared and contains the construction site compound for Phase 1 of the development.

**2.8** As described within the Preliminary Ecological Assessment (PEA), the dense scrub, semi-improved grassland and bracken habitats within the site have been assessed as being of site ecological value of which should be retained where possible.

**2.9** However, the PEA confirms that no parts of the site are considered to be of international, national, regional or district value for wildlife.

**2.10** The defunct species-rich hedgerows with trees at the periphery of the site qualify as 'Hedgerows', the majority of which are proposed for retention, with the exception of a small section in the north-eastern corner of the site. There is considered to be good scope to ensure the long-term viability and enhancement of the hedgerows and trees.

**2.11** The PEA also confirms that whilst the majority of the rank semi-improved grassland at the site will be permanently lost to the development, this loss is unlikely to have consequences outside of the footprint of the site, however it would be desirable to retain portions of this habitat if possible.

**2.12** The southern boundary of the site and the area surrounding the attenuation pond and pumping station was identified as a suitable location and this recommendation has been taken forward in the design of the proposal and an ecological buffer zone has been created to the south of the site which will be enhanced by the sowing of species-rich seed mixes to boost floristic diversity (as indicated on the submitted Landscape Masterplan (ref. P18-0751\_35 REV: B). In addition, full details of enhancement planting of the proposed SuDS features for biodiversity gain, and to aid ecosystem resilience, is indicated on the Landscape Masterplan and the GI Strategy Plan.

**2.13** The recommended additional reptile and bat surveys were undertaken at the site by Acer Ecology throughout August, September and October 2020. These documents also accompany this planning application. In summary, no reptiles were detected throughout the duration of the survey, indicating a likely absence of reptile populations on the site. In terms of great crested newts, the HSI assessment of the pond around 400m south of the site showed that it was unsuitable for supporting breeding great crested newts. In terms of bat activity, surveys comprised two transect surveys and activity levels were low throughout the surveys. A further survey is recommended and will be undertaken in Spring 2021.

**2.14** Bird nesting opportunities within the site will be compensated for and enhanced by the incorporation of bird boxes on suitable retained features within the site, and on the fabric of the new built properties. This internal incorporation will ensure the long-term viability of these enhancement measures. In order to enhance the site for use by roosting bats, two bat bricks will be installed upon the external elevations of the residential properties at the perimeter of the site.

**2.15** Within the tree survey report there are a number of TPOs, a majority of which are located within the western hedgerow which are to be retained. Some can also be found in the north eastern portion of the site although these are made up of diseased, Category U trees which are to be removed. The tree report confirms this and states that the tree loss is negligible and focuses only on the clearance of Category 'U' trees that are unsafe/unsuitable for retention, irrespective of the planning layout.

**2.16** The tree report also sets out appropriate Root Protection Areas (RPAs) for the retained trees within the peripheral hedgerows have been incorporated into the design proposals.

**2.17** Further detail can be found within Preliminary Ecology Assessment by Acer Ecology, Arboricultural Impact Assessment and Tree Survey by Treescene, and Landscape Strategy by Pegasus.

## Landscape and Visual Appraisal

**2.18** The site is located within the National Landscape Character Area (NCLA) '38: Swansea Bay'.

**2.19** It is also located within a County/Local Landscape Character (LANDMAP Aspect Areas) which contains sub-categories such as:

- Visual and Sensory Landscape Aspect Area: Gorseinon (SWNSVS726);
- Cultural Landscape Aspect area: Gorseinon, Grovesend, Loughor (SWNSCLS086);
- Geological Landscape Aspect Area: Loughor (SWNSGL032);
- Landscape Habitat Aspect Area: Between Gorseinon & Gowerton (SWNSLH779);
- Historic Landscape Aspect Area: H22 Lower Loughor and Lliw Valleys (SWNSHL571).

**2.20** The Landscape and Visual Appraisal document concludes through the evaluation of the site's significance to the various landscape character areas as generally having negligible adverse effect. It also states that an indirect effect on the adjacent areas within the wider 5km study area is adjudged to be no greater than neutral.

**2.21** Further detail can be found within the Landscape and Visual Appraisal submitted in support of this application.

## Drainage

**2.22** As stated in the Drainage Strategy and Flood Consequences Assessment, the proposed development is entirely located within the Zone A on Natural Resources Wales (NRW) flood maps and hence it is at low risk of fluvial or tidal flooding.

**2.23** Rainfall is currently discharged to the existing ditch that runs along the southern boundary to the west via the natural slope of the land.

**2.24** A sustainable drainage system is proposed in the new development. An attenuation pond is proposed to be located within the southern portion and lowest point of the site. This proposed attenuation pond will be a key feature in the development, not only to aid in attenuating excess surface/storm water but will also benefit in terms of landscape and ecological value to the site. The attenuation pond will be planted with appropriate plant species to withstand the variable conditions.

**2.25** Further detail can be found within the Drainage Strategy and Flood Consequences Assessment submitted in support of this application.

**2.26** As well as the attenuation pond, various other means of sustainable drainage is proposed within the site. This will be in the form of rain gardens, dry swales and bio-retention areas, which will also provide aesthetic cohesion to the overall appearance of the development by contributing the overall soft landscaping to the site.

**2.27** Further detail can be found within the Drainage Strategy and Flood Consequences Assessment submitted in support of this application.

## Connections and Public Transport

**2.28** Main access to the site will be through Phase 1 of the development connecting the site to Glebe Road and the wider road network.

**2.29** Public transport is accessible from Glebe Road in the form of bus services connecting with Swansea and neighbouring towns such as Llanelli.

**2.30** The site is located within 1km of educational, employment and leisure facilities easily accessible via safe pedestrian routes.

**2.31** Further detail can be found within the Transport Assessment submitted in support of this application.



## Facilities and Services

2.32 The site sits within the preferred maximum walking distance to local facilities, as set out in the Chartered Institute of Highways and Transportation (CIHT) guidance: Providing for Journeys on Foot (2000).










2.33 As illustrated on the facilities plan there are some local amenities and facilities immediate to the site in the form of a petrol station, a pub, a takeaway, and church.

2.34 Within 1km there are further amenities such as a primary school, college, social club, and a rugby and football club.

2.35 The site is also well-linked to Swansea, being only 11km away, and bus stops on Glebe Road provide direct bus links to the city which will further offer a wider range of facilities.

2.36 For further information please refer to the Transport Assessment (TA) submitted as part of this application.

### KEY: FACILITIES PLAN

-  APPLICATION BOUNDARY
-  RUGBY/FOOTBALL CLUB
-  PARK AND GARDEN
-  PETROL STATION
-  BUS STOP
-  FOOD RETAIL STORE
-  POST OFFICE
-  VILLAGE/COMMUNITY HALL
-  CHURCH
-  DOCTORS SURGERY
-  RESTAURANTS/TAKEAWAYS
-  HAIRDRESSERS
-  PRIMARY SCHOOL
-  COLLEGE
-  SOCIAL CLUB



Facilities Plan

## Surrounding Character Analysis

*“The local context comprises the characteristics and setting of an area in which a development is located. This includes the area’s natural and human history, the forms of settlements, buildings and spaces; its ecology and archaeology; its location and the routes and waterways that pass through it. Understanding the site and its immediate and wider context is the basis for a meaningful and sustainable design response...”*

[para. 4.3, page 13 ‘Technical Advice Note 12 Design’; Adopted March 2016]

**2.37** The ‘Technical Advice Note 12’ (TAN 12); Adopted March 2016 (page 19) outlines that to successfully respond to objectives for good design, new development should be influenced by responding to:

- Landscapes and townscapes, culture and biodiversity;
- Locally distinctive patterns and forms of development;
- Existing buildings, infrastructure, urban/rural landscape and public art;
- Clear boundaries and established building lines;
- Appropriateness of uses and the mix of uses and densities;
- Easily recognisable and understood features and landmarks.

**2.38** In order to inform the design quality of this scheme, the characteristics identified in the TAN 12 have been used as a basis for our character analysis which is set out below.

**2.39** Loughor has a mixture of building typologies. In regard to the most distinctive in close proximity to the site is Moriah Chapel on Glebe Road. Moriah Chapel dates back to 1842 and features building elements of its time. However, predominantly, Loughor is made up of mid to late 20th century houses.

**2.40** Loughor is for the most part suburban with the built form pattern typical to that of the mid to late 20th centuries characterised by being of low density and featuring a network of wide curving streets.

**2.41** In the following pages we will analyse the different distinctive architectural characters that can be found within Loughor.



Dense scrub east of the site →



Grassland southern end of the site ↑



Site entrance ↑

PHASE 1 CHAPEL FIELDS	
Element of Local Character	Findings
<b>Built Form &amp; Influences</b>	Phase 1 of the Chapel Fields development features a new housing development still in construction. The houses here include detached, semi-detached and terraced housing positioned and designed with the existing Loughor vernacular in mind.
<b>Buildings</b>	<p><b>Scale:</b> All houses to be 2 storey in height.</p> <p><b>Rhythms:</b> Primary frontages share a rhythm in the detailing they include. Generally, the houses are equally set back through primary streets.</p> <p><b>Detailing:</b> Brick window surrounds and banding to frontage are a prevalent feature. White UPVC windows with multiple glazing bars.</p> <p><b>Materials:</b> Smooth Red brick to houses and cream render to garages.</p> <p><b>Materials Roof:</b> Slate grey roof tiles. Roof forms are hipped, multi-gabled and up-and-over formations to mirror the forms prevalent in the existing local vernacular.</p>
<b>Streets and Spaces</b>	To larger detached houses along the primary highway, houses are set equally back from the street which gives a sense separation between public and private. Houses set within private drives generally front a public open space. Private frontage spaces are generally open but on occasion an enclosure to the space tends to be in the form of low hedges.
<b>Green Infrastructure</b>	The new development is proposed to feature widespread soft-landscaping with a number of public open spaces and new tree planting. Each house is to include planting to its frontage to complement built form and existing hedgerows.
<b>Parking</b>	Parking through Phase 1 is generally provided on-plot through garages and/or hard standing. On occasion on-plot frontage parking is allocated to terraces or units with integral garages. There is no formal visitor and on street parking proposed.



STREET SCENE A-A



STREET SCENE B-B



STREET SCENE C-C



GLEBE/LOUGHOR ROAD	
Element of Local Character	Findings
<b>Built Form &amp; Influences</b>	Glebe Road and Loughor Road features the older more historical buildings. These tend to be semi detached houses or terraces of no more than 3, with instances of historical community buildings such as churches and pubs.
<b>Buildings</b>	<p><b>Scale:</b> Majority are 2 storey dwellings</p> <p><b>Rhythms:</b> Where stretches of terraces align Glebe Road and Loughor Road, there is a consistency in the vertical rhythms displayed by these buildings. The common details tend to be window and door surrounds and how the window and doors are arranged in elevation.</p> <p><b>Detailing:</b> Stone or brick window/door surrounds. Stone or brick quoins.</p> <p><b>Materials:</b> Range of materials, however the vast majority are rendered or pebble dashed properties. Stone fronted and brick properties are also prevalent.</p> <p><b>Materials Roof:</b> Predominantly red or brown clay pantiles in a traditional cross gabled configuration on terraces and semis. The larger community buildings and pubs feature gabled roofs and/or dormers.</p>
<b>Streets and Spaces</b>	The older houses are set closer to the public realm and have none to limited private courtyard space to the front of the property. Those which do are usually enclosed with short stone or brick walls with a metal gate for access to separate from the public realm.
<b>Green Infrastructure</b>	There is limited soft landscaping to the private frontages of the older houses. However, on the slightly larger semi-detached properties small landscaped front gardens can be identified albeit space permitting. Generally green infrastructure is limited to back gardens and highway verges.
<b>Parking</b>	Parking is generally is provided via rear garages accessed through shared rear lanes at the backs of properties. On street parking is limited.



Series of Older Buildings Lining Glebe Road and Loughor Road →

SUBURBAN	
Element of Local Character	Findings
<b>Built Form &amp; Influences</b>	Mid to late 20th century housing occupies much of Loughor. These are generally semi detached or detached properties arranged around cul-de-sacs, typical of the built era.
<b>Buildings</b>	<p><b>Typology:</b> Houses are semi detached or detached.</p> <p><b>Scale:</b> Majority are 2 storey dwellings with instances of bungalows in certain areas.</p> <p><b>Rhythms:</b> Houses are set further back from the road and follow a generally regular built frontage. The set back allows for reasonably large front gardens and/or driveways.</p> <p><b>Detailing:</b> Window headers and cills in brick or stone are prevalent. Also brick or stone quoins to the corner features.</p> <p><b>Materials:</b> Range of materials used in the area. Predominantly red multi brick, rendered, pebbledash, or a mixture of two.</p> <p><b>Materials Roof:</b> Predominantly red or brown clay pantiles in up and over formations or cross gabled in larger properties. Hipped roofs also feature in clusters within certain areas.</p>
<b>Streets and Spaces</b>	The suburban arrangement means houses are set back from the road enclosed along larger, busier roads and open through quieter internal roads. These create a more spacious feel to this part of the village.
<b>Green Infrastructure</b>	Soft landscaping is limited to front gardens and highway verges. These are in the form of short hedges and/or kept lawns.
<b>Parking</b>	Parking is generally provided by on plot driveway or garages. Occasionally parking occurs informally on-street.



Series of Suburban Houses in Loughor →

## Design-Relevant Planning Policy & Guidance

2.42 Planning Policy Wales outlines the need for a national development framework for Wales. Recently a draft was produced which has been subject to consultation the period of which ended on the 15th November. This framework intends to set out the Welsh Government’s strategy for addressing its national priorities through the planning system. Development proposals will be formulated having due regard to the policies that make up the national development framework albeit in draft form, the relevant supplementary design guides and local planning policies.

### National Planning Policy & Guidance

2.43 Government policy in the form of the Planning Policy Wales states that there is a presumption in favour of sustainable development and a core principle in support of this is:

*“The planning system must work in an integrated way to maximise its contribution well-being. It can achieve this by creating well-designed places and cohesive rural and urban communities which can be sustained by ensuring the appropriate balance of uses and density and making places where people want to be and interact with others.”*

[page 18, PPW Edition 10, December 2018]

2.44 The PPW highlights the importance of good design as a key part of sustainable development. Design is defined in the PPW as:

*“the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings.”*

[section 3 para. 3.3 PPW 2018].

2.45 The figure adjacent sets out the key areas that make up good design. These include:

- Appraising Context;
- Access and Inclusivity;
- Environmental Sustainability;
- Character;
- Community Safety;
- Movement.



↑ (Page 28, PPW Edition 10, December 2018)

**2.46** The PPW is accompanied by the supplementary guide 'Technical Advice Note 12 (March 2016)' This feature more in depth advice on 'Design' and further describes the 6 key areas that make up for good design. The objective of these 6 principles are:

- Ease of access;
- 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;
- Ensuring attractive, safe public space;
- Security through natural surveillance;
- Achieving efficient use and protection of natural resources;
- Enhancing biodiversity;
- Designing for change;
- Promoting sustainable means of travel.

**2.47** A response to these key principles and objectives is set out within the conclusion of this Statement in Section 7 below.

**2.48** In addition, within section 2 of PPW, it stresses the importance of placemaking to the planning and design of development and spaces. Placemaking is described as:

*“Placemaking” is a 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. Placemaking should not add additional cost to a development, but will require smart, multi-dimensional and innovative thinking to implement and should be considered at the earliest possible stage. Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions.”*

(Page 16, PPW Edition 10, December 2018)

**2.49** The key planning principles to adopt when designing a space are:

- **Growing our economy in a sustainable manner:** Fosters economic activity, enables easy communication, generates its own renewable energy, vibrant and dynamic, adaptive to change, embraces smart and innovative technology.
- **Making best use of resources:** Makes best use of natural resources, prevents waste, prioritises the use of previously developed land and existing buildings, unlocks potential and regenerates, high quality and built to last.
- **Facilitating accessible and healthy environments:** Accessible and high quality green space, accessible by means of active travel and public transport, not car dependent, minimised the need to travel, provides equality of access, feels safe and inclusive, supports a diverse population, good connections, convenient access to goods and services, promotes physical and mental health and well-being.
- **Creating and sustaining communities:** Enables the Welsh language to thrive, appropriate development densities, homes and jobs to meet society’s needs, a mix of uses, offers cultural experiences, community based facilities and services.
- **Maximising environmental protection and limiting environmental impact:** Resilient biodiversity and ecosystems, distinctive and special landscapes, integrated green infrastructure, appropriate soundscapes, reduces environmental risks, manages water resource naturally, clean air, reduces overall pollution, resilient to climate change, distinctive and special historic environments.

**2.50** In section 6 of the PPW, 'Distinctive and Natural Places' which covers the environmental and cultural components of placemaking, is another key element to consider in the proposed development going forward. The PPW states:

*"The characteristics and environmental qualities of places varies across Wales, creating distinctive or unique features associated with their particular natural or cultural heritage and these should be recognised and valued, in and of, themselves and should be protected and enhanced. Priorities for rural and urban areas will reflect how these characteristics and qualities contribute to the attractiveness, liveability, resilience, functioning, economic prosperity and ultimately the health, amenity and wellbeing of people and places."*

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[Page 122, PPW Edition 10, December 2018]

**2.51** Within the 'Distinctive and Natural Places' section, the importance of green infrastructure is stressed. Section 6.2 green infrastructure is described as:

*"the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. Component elements of green infrastructure can function at different scales. At the landscape scale green infrastructure can comprise entire ecosystems such as wetlands, waterways and mountain ranges. At a local scale, it might comprise parks, fields, public rights of way, allotments, cemeteries and gardens. At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks."*

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**2.52** Within section 6.4.9 of the PPW it states the broad framework for implementing the Section 6 Duty and building resilience through the planning system includes addressing:

- **Diversity:** To ensure mechanisms are in place to minimise further loss and where circumstances allow for species' populations to expand and recolonise their natural range (former range) or adapt to future change
- **Extent:** To ensure mechanisms allow for the identification of potential habitat, the maintenance of existing assets and networks and promote the restoration of damaged, modified or potential habitat and the creation of new habitat.
- **Condition:** Ecosystems need to be in a healthy condition to function effectively, to deliver a range of important ecosystem services.
- **Connectivity:** To take opportunities to develop functional habitat and ecological networks within and between ecosystems and across landscapes, building on existing connectivity and quality and encouraging habitat creation, restoration and appropriate management.
- **Adaptability to change:** Primarily in the form of climate change, for both species (diversity) and ecosystems requires action to protect the extent, condition and connectivity of habitats, features and ecological networks.

[Section 6.4.9, Page 136 PPW Edition 10, December 2018]



## Local Planning Policy & Guidance

**2.53** The development proposals have been formulated having due regard to local design-relevant policy and guidance such as:

- Parking Standards (Adopted March 2012);
- Planning Obligations (Adopted March 2010);
- Planning for Community Safety (Adopted December 2012);
- The Protection of Trees on Development Sites (October 2016);
- Places to Live – Residential Design Guide (Adopted January 2014).

**2.54** This document sets out the council’s expectation towards the design approach to new developments. Its aims to inspire, encourage and support the creation of more sustainable communities.

**2.55** Below are 12 key areas of guidance taken from the ‘Places to Live’ residential guide and its objective to consider:

- **A – USE (NEIGHBOURHOODS)**  
To create and reinforce neighbourhoods that integrate with the local context, offer a choice of accommodation and provide good access by sustainable travel means to new and existing community facilities.
- **B – USE (DENSITY AND MIXED USE)**  
To create vitality, with appropriate development densities supporting a range of services, mixed uses and public transport.
- **C – STRUCTURE (NATURAL HERITAGE)**  
To retain existing landscape features, habitats and important species and maximise opportunities for habitat enhancement, creation and management.
- **D – STRUCTURE (MAKING CONNECTIONS)**  
To create connected layouts that provide choice, and easy access to facilities public transport, neighbours and nearby communities.
- **E – STRUCTURE (PUBLIC SPACES)**  
To provide a varied network of attractive, usable and safe public spaces as part of a hierarchy of places.
- **F – STRUCTURE (STREETS AS PLACES)**  
To create people-friendly streets that allow for necessary vehicular access without giving preference to motor vehicles.
- **G- STRUCTURE (INCLUSIVE PLACES)**  
To create inclusive residential environments and homes which maximise mobility and foster a sense of independence for all people.
- **H – FORM (BUILDINGS)**  
To create buildings that are of human scale, which respond to the context and which form a high quality townscape.
- **I – FORM (COMMUNITY SAFETY)**  
To create safe and secure places with effective natural surveillance.
- **J – FORM (PRIVACY AND AMENITY)**  
To provide well designed private and semi-private open space for all dwellings, appropriate to the design character of the area.
- **K – FORM (ACCOMMODATING PARKING)**  
to provide appropriate parking at discreet but safe locations within the development.
- **L – DETAIL (QUALITY AND CHARACTER)**  
To create high quality building design with a distinctive sense of place.



← National Planning Policy Documents

**2.56** To highlight, the objective set within guidance J 'Privacy and amenity' brings to light the protection of residential amenity. The SPG states:

*“Residential amenity should be considered in terms of overlooking, overshadowing and overbearing. These factors have a strong bearing on the quality of life of residents which is a central premise of sustainable development.”*

[Section 15.9 Places to Live, Residential Design Guide, Adopted January 2014]

**2.57** It is summarised that adherence to separation distances between properties should be taken as a starting point for assessing relationships that will then be subject to other factors for consideration.

**2.58** Guidance is set out as follows:

- **The importance of gardens:** As an absolute minimum, garden sizes should be the same size as the footprint of the house which they serve (provided that these also meet the below standards). In addition to providing adequate space, it is important to ensure that outdoor amenity provision is usable.
- **'Back to back' relationships:** A 21m back-to-back separation distance should be provided between windows to habitable rooms for 2 storey dwellings in order to provide adequate privacy within the home.
- **'Back to garden' relationships:** Elevations with windows to habitable rooms at first floor level should be set back by 10m from the common boundary. This is to avoid overlooking of adjacent garden/ amenity space.

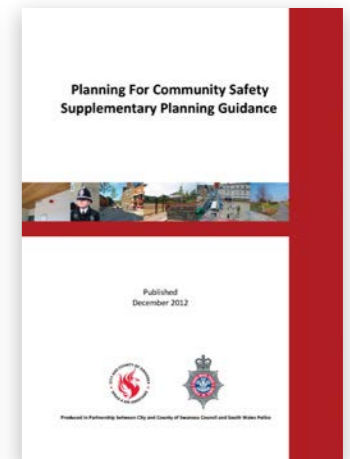
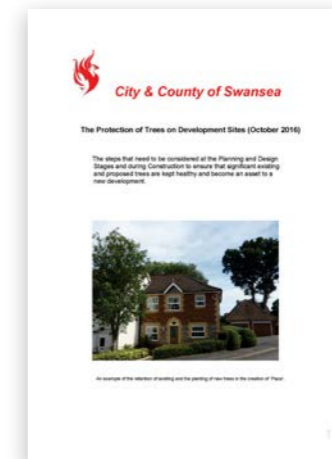
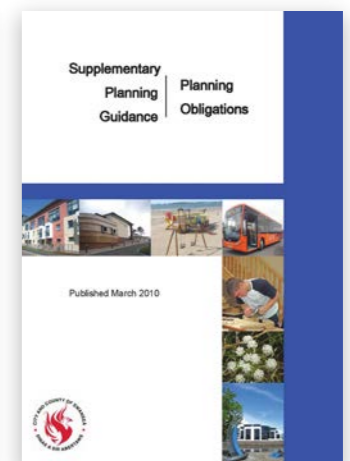
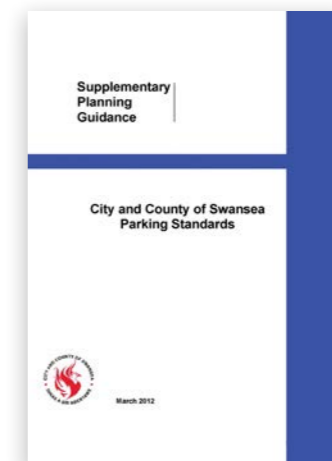
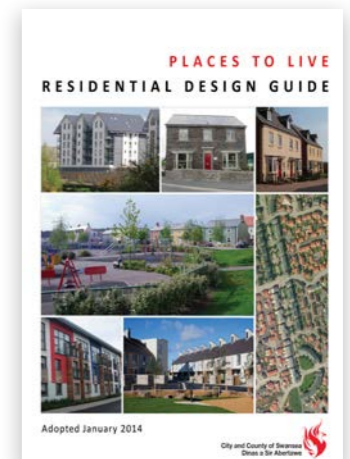
- **'Back to side' relationships:** To avoid an overbearing impact on habitable rooms and gardens, a 15m minimum distance should be achieved between existing windowed elevations and opposing proposed windowless walls. Where this relationship exists between two proposed dwellings then the separation can be reduced to 12m. Where a design-led solution is utilised to avoid issues of overlooking, considerations of overbearing and overshadowing are still relevant. Therefore regard should be given to the BRE standards which relate to rights to light.
- **Relationships at different levels:** as a starting point, the basic separation distances set out in sections (15.13, 15.15 and 15.16) should be increased by 2m for every 1m difference in level. Where the distances are increased, this should include a longer garden for the lower home to compensate for any slopes or retaining structures. If the increased distances cannot be met then planting or a design solution may be required. In many instances, the best way to assess the relationship is by means of a drawn section.

### Adopted Local Swansea Development Policies

2.59 A number of planning policies are relevant to this proposal as stated below.

- **Policy PS 1 – Sustainable Places:** In order to deliver sustainable places and strategically manage the spatial growth of the County, the delivery of new homes, jobs, infrastructure and community facilities must comply with the Plan’s sustainable settlement strategy, which requires that development is directed to the most sustainable locations within the defined settlement boundaries of the urban area and Key Villages and inappropriate development in the countryside is resisted.
- **Policy PS 2 – Placemaking and Place Management:** Development should enhance the quality of places and spaces and respond positively to aspects of local context and character that contribute towards a sense of place. The design, layout and orientation of proposed buildings, and the spaces between them, should provide for an attractive, legible, healthy, accessible and safe environment. All proposals should ensure that no significant adverse impacts would be caused to people’s amenity.
- **Policy PS 3 – Sustainable Housing Strategy:** The Plan provides for the development of up to 15,600 homes to promote the creation and enhancement of sustainable communities.
- **Policy IO 1 – Supporting Infrastructure:** Development must be supported by appropriate infrastructure, facilities and other requirements considered necessary as part of the proposal. Where necessary, Planning Obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable, which will include addressing any identified deficiencies in provision or capacity directly related to the proposal.

- **Policy SI 6 – Provision of New Open Space:** Open space provision will be sought for all residential development proposals in accordance with the policy principles, and in accordance with relevant criteria relating to design and landscaping principles. The quantity, quality and location of the open space contribution required will be determined against the most recent Open Space Assessment and Open Space Strategy.
- **Policy SI 8 – Community Safety:** Development must be designed to promote safe and secure communities and minimise the opportunity for crime.
- **Policy T 6 – Parking:** Proposals must be served by appropriate parking provision, in accordance with maximum parking standards, and consider the requirements for cycles, cars, motorcycles and service vehicles.
- **Policy ER 2 – Strategic Green Infrastructure Network:** Green infrastructure will be provided through the protection and enhancement of existing green spaces that afford valuable ecosystem services. Development that compromises the integrity of such green spaces, and therefore that of the overall green infrastructure network, will not be permitted. Development will be required to take opportunities to maintain and enhance the extent, quality and connectivity of the County’s multifunctional green infrastructure network, and where appropriate: create new interconnected areas of green infrastructure between the proposed site and the existing strategic network; fill gaps in the existing network to improve connectivity; and/or in instances where loss of green infrastructure is unavoidable, provide mitigation and compensation for the lost assets.
- **Policy T2 – Active Travel:** Development must take opportunities to enhance walking and cycling access by incorporating within the site, and/or making financial contributions towards the delivery off-site. Developments must not have a significant adverse impact on Public Rights of Way or existing routes identified by the Active Travel (Wales) Act (2013)’s Swansea Integrated Network Map.



Local Planning Guidance Documents →

# 03 | Constraints and Opportunities

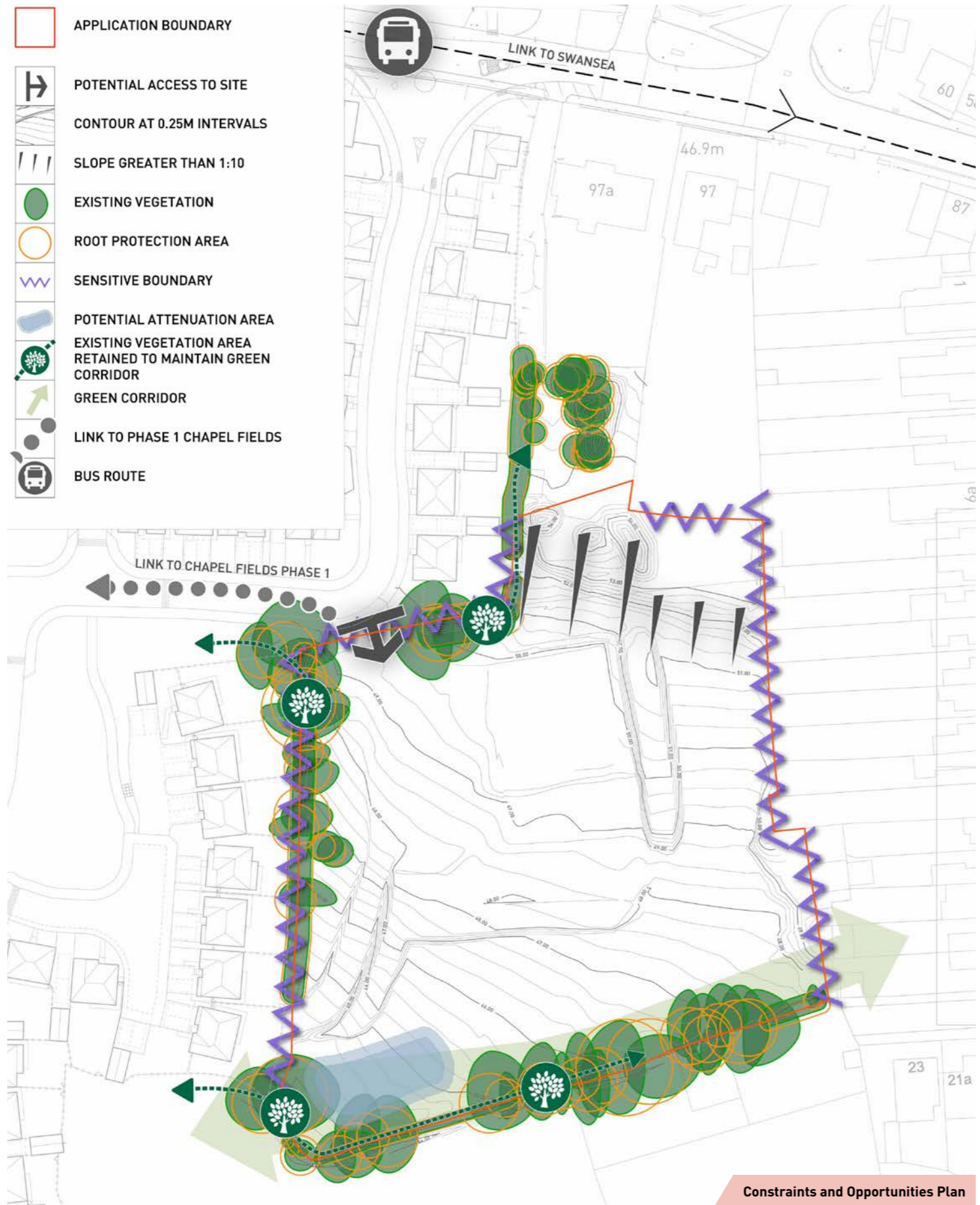
**3.1** Evaluation of the findings set out above has established a number of opportunities and constraints with the potential to influence the design of this scheme. These are outlined below and illustrated, where appropriate, on the Constraints and Opportunities plan shown opposite.

## Constraints

- Existing trees/vegetation with TPO orders will need to be allowed for;
- The need for drainage attenuation;
- Sensitive boundaries to existing perimeter of dwellings;
- The need to consider the residential amenity of existing residents east and west of the site in terms of potential overlooking;
- Steeply sloping ground to the north of the site;

## Opportunities

- To enhance and retain biodiversity through considered approach to landscape design within the site;
- Natural fall of land will be beneficial to accommodate an attenuation feature;
- To deliver a significant quantity of housing to the benefit of local services and those looking to buy;
- Opportunity to deliver high quality and lifelong homes to the area;
- Good linkage to Phase 1;
- Opportunity to utilise existing links to Loughor and Swansea through sustainable modes of transport by providing safe and accessible highway network within the proposal;
- Access achieved through Phase 1 of the development;
- Located within the settlement boundary, and allocated in non-strategic site for residential development;
- Low flood risk.



# 04 | Design Principles

**4.1** Based on objectives contained within Section 3 of Planning Policy Wales (PPW) (Edition 10), a set of good design objectives have been devised in order to promote the quality of the proposed development. The PPW objectives and our design principles in response are set out:

## Access and Inclusivity

*“Good design is inclusive design. Development proposals should place people at the heart of the design process, acknowledge diversity and difference, offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.”*

[PPW Edition 10 para.3.5]

**4.2** New development at south of Glebe Road, Loughor will be designed to deliver the proposed residential use with its high quality homes and well-considered spaces and will represent value for money in terms of lifetime costs.

## Environmental Sustainability

*“Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution. An integrated and flexible approach to design, including early decisions regarding location, density, layout, built form, the choice of materials, the adaptability of buildings and site treatment will be an appropriate way of contributing to resilient development.”*

[PPW Edition 10 para.3.7]

**4.3** New development at south of Glebe Road, Loughor will ensure that during all stages of development to future use methods are undertaken for the future resilience of the development.

**4.4** It will be well-connected and easily accessible via more environmentally friendly methods such as public transport.

**4.5** Long-lasting, resilient materials will be used to minimise future issues.

**4.6** Sustainable urban drainage is proposed which will further benefit and enhance biodiversity and reduce the need for engineered drainage solutions.

## Character

*“The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations. A clear rationale behind the design decisions made, based on site and context analysis, a strong vision, performance requirements and design principles.”*

[PPW Edition 10 para.3.9]

**4.7** Seek to reflect the pattern of streets and blocks found locally in the scheme’s layout.

**4.8** Seek to reflect the form of built development found within South of Glebe Road, Loughor locally, particularly in relation to scale, height and massing.

**4.9** Consider the use of elements of the distinctive local vernacular into the architecture of the proposed development.

## Community Safety

*“Crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions. The aim should be to produce safe environments that do not compromise on design quality in accordance with the cohesive communities well-being goal.”*

*(PPW Edition 10 para.3.11)*

- 4.10** Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces.
- 4.11** Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor.
- 4.12** Control of access to private areas, particularly rear gardens and parking courts.
- 4.13** A development which allows ease of movement for all types of users and provides employment, social, community, leisure and retail activity opportunities for all.
- 4.14** Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

## Movement

*“avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links...”*

*(PPW Edition 10 para.3.12)*

- 4.15** Identify how convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities will be provided.
- 4.16** Consider the potential for a variety of uses to be included within the development.
- 4.17** Integration of the development South of Glebe Road, Loughor into the existing network of footpaths, cycleways, bus routes and vehicular routes.

## Local Development Policies

**4.18** As previously mentioned within Section 2, a number of local planning policies are found within the Swansea Local Development Plan. Below is our response to these policies:

**Policy PS 1 – Sustainable Places:** The proposal is located within non-strategic land allocated for the delivery of new homes (H1.32). Hence it is suitably located to provide new homes and associated infrastructure.

**Policy PS2 – Placemaking and Place Management:** New development at south of Glebe Road, Loughor will take into consideration the local vernacular for inspiration to ensure cohesion within the area. The design of the layout will above all take guidance from the ‘Places to Live’ residential design guide to ensure it accords with the number of elements that makes for a good design.

**Policy PS 3 – Sustainable Housing:** A number of affordable houses will be provided in line with the requirements as set out within the Local Development Plan. These houses will be designed with the same attention to detail as the rest of the development and be well-integrated into the development.

**Policy IO 1 – Supporting Infrastructure:** The proposal will incorporate well-designed infrastructure such as Highways, Sustainable Drainage and Green Infrastructure. The infrastructure is necessary to ensure a sustainable development is achieved.

**Policy SI 6 – Provision of New Open Space:** Appropriate area will be identified to best serve users and in designed accordance with relevant criteria relating to design and landscaping principles.

**Policy SI 8 – Community Safety:** Houses will be arranged and positioned so that natural surveillance is maximised to reduce any opportunity for crime.

**Policy T 6 – Parking:** Adequate parking provisions will be proposed to best accord with national guidance and the precedent set in the adjacent phase.

**Policy ER 2 – Strategic Green infrastructure Network:** Green infrastructure will be provided by enhancing existing green spaces, trees and hedgerows. The Sustainable Urban Drainage System will be designed to limit any removal of TPOs and appropriate resilient planting species utilised. A local area of play will also be proposed for the site. The three elements will work together towards a comprehensive Green Infrastructure network to provide ecological and biodiversity benefits as well as to provide an attractive setting for users.

# 05 | Involvement & Evolution

## Pre-application

**5.1** A pre-application submission was made in preparation for the full application and comments received from the Swansea Council were received on the 4th October 2020.

**5.2** The Placemaking and Heritage Officer identified a number of issues with the initial proposed layout. The officer stated that it fails to provide a good placemaking approach and is not supported in design terms.

Below were the issues:

- The number of frontage parking on the principal highway through the site on opposite sides of each other gives a reduction in street enclosure and provides poor and car dominated impression of the scheme on arrival;
- The location of the pumping station being located at the end of the principal highway and “would have a significant and detrimental impact on the character and appearance of the site”. And suggestion of relocation and implementation of boundary planting and other appropriate screening methods were given;
- The POS are to the entrance of the site was described as “small left-over space with limited functionality” and should be developed as part of the layout changes;
- The proposed SuDS strategy appears to be minimal and very fragmented with a few random swales and rain gardens (and one attenuation pond) dotted across the site;
- Separation distances were not adequate in certain areas;
- Some retained trees and hedgerows are shown within private gardens and “likely or at greater risk of being lost as a result” especially to the boundary at plot 1 and the rear garden of plot 24.

## Pre-application Engagement with LPA

**5.3** A pre-application submission was made in preparation for the full application. Comments from the Swansea Council were received on the 4th October 2020 in response.

**5.4** At the outset the LPA confirmed that the principle of residential development was acceptable on this site as evidenced by one of the comments below:

*“through the LDP process that the principle of residential use on the site is appropriate and deliverable within the Plan period. This proposal forms the second phase of development proposed on the allocated site, H1.32. Appropriate development of the site will provide a welcome opportunity to deliver new open market dwellings and an appropriate number of affordable homes in-line with the affordable housing policy target in this SHPZ”.*

**5.5** However, whilst acknowledging the acceptability in principle of residential development on the site, the LPA had a number of design related concerns as set out below:

**5.6** The Placemaking and Heritage Officer identified a number of issues with the initial proposed layout. The officer stated that it fails to provide a good placemaking approach and is not supported in design terms.

**5.7** Below were the issues:

- The number of frontage parking on the principal highway through the site on opposite sides of each other gives a reduction in street enclosure and provides poor and car dominated impression of the scheme on arrival;
- The location of the pumping station being located at the end of the principal highway and “would have a significant and detrimental impact on the character and appearance of the site”. And suggestion of relocation and implementation of boundary planting and other appropriate screening methods were given;
- The POS are to the entrance of the site was described as “small left-over space with limited functionality” and should be developed as part of the layout changes;
- The proposed SuDS strategy appears to be minimal and very fragmented with a few random swales and rain gardens (and one attenuation pond) dotted across the site;
- Separation distances were not adequate in certain areas;
- Some retained trees and hedgerows are shown within private gardens and “likely or at greater risk of being lost as a result” especially to the boundary at plot 1 and the rear garden of plot 24.

**5.8** In conclusion, at this stage, the proposal has not been recommended for approval due to placemaking terms and will need to be reconsidered from first principles in order to provide a well-thought out approach which benefits future residents.

**5.9** A meeting took place the following day on the 5th October where the comments were discussed. The current proposal is now considered to have dealt with the above comments.





Pre-Application Site Layout

## Design Evolution

**5.10** To respond to the place making issues we have updated the design elements of the proposed development to ensure all points have been responded to as below:

- Frontage parking will be limited on the principal highway to provide a better enclosure to the street;
- The pumping station needs to be located in this part of the site because it is the lowest part of the site. It will be screened with appropriate landscaping as shown on the Landscape Masterplan (Pegasus). The proposed SuDS strategy has been discussed and agreed in principle with the Drainage Authority. The RPAs of the retained trees and hedgerows are respected by the revised layout.
- The POS will be converted to a LAP which will provide moderately sized area for the use of residents, and provide an attractive entrance way for the development;
- The proposed SuDs strategy to be refined and cohesive;
- Gardens and separation distances increased up to standards;
- Retained trees and hedgerows will benefit from increased separation distances and larger gardens.

**5.11** The next section in the Design and Access Statement will go into further detail how we have responded to the initial pre-application comments.

# 06 | Design Proposals

## Use & Amount of Development

### Residential – up to 23 dwellings (Class C3)

**6.1** The development achieves an average net density of 23 dwellings per hectare (dph). This density is appropriate and represents a lower density than that of Phase 1 due to the constraints on the site, namely drainage infrastructure, GI requirements and the retention of TPOs. Overall, the density represents efficient use of the site whilst at the same being appropriate to the local area. This will help assimilate the development into the surrounding areas.

**6.2** The density still allows for a range of dwelling sizes and tenures to cater for varying household sizes with the advantage of the enhanced green infrastructure within the site.

**6.3** A breakdown of the open market accommodation proposed is as follows:

- 9no 3 bed houses (45% overall).
- 11no 4 bed houses (55% overall).

**6.4** Three affordable units will be provided and located within the easily accessible centre of the development. Details of the precise tenure arrangements will be confirmed within the Section 106 agreement.

## Access & Movement

**6.5** The development proposals have been influenced by 'Places to Live – Residential Design Guide' which encourages designers to move away from standardised prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.

**6.6** The site entrance has been designed to easily connect the proposed development to the wider Phase 1 Chapel Fields development. The site access leads directly from the spine road through the Chapel Fields development from the new roundabout junction in Glebe Road. This access provides both pedestrian and vehicular access.

**6.7** The turning head at the end of the principal highway within the development has been specifically designed to ensure emergency vehicles and refuse vehicles can easily manoeuvre in and out of the site.

ACCOMMODATION SCHEDULE				
UNITS	BEDS	SIZE	STOREY	NO.
RADLEIGH DETACHED	4B	1317	2	4
ALDERNEY DETACHED	4B	1225	2	1
HEMSWORTH DETACHED	4B	1152	2	2
CHESTER DETACHED	4B	1032	2	4
ANDOVER DETACHED	3B	998	2	1
MORESBY SEMI	3B	855	2	2
MAIDSTONE SEMI	3B	830	2	6
				20
BEECH LINK	3B	980	2	1
OLIVE LINK	2B	870	2	2
				3
			TOTAL UNITS	23



Site Layout

## Layout

**6.8** The proposed layout has been designed with site, ecological and the surrounding built environment in mind. As this proposal is Phase 2 of the wider Chapel Fields development careful positioning of the houses have been adopted to ensure cohesion between the two sites.

**6.9** The proposed layout comprises an arrangement of houses fronting all roads which will present a strong frontage to the public realm; whilst simultaneously 'sealing-off' rear gardens. This continuity of frontage helps to define the public realm, encourages vitality and encloses streets that feel safe and are richer in visual interest.

**6.10** As previously mentioned, careful considerations have been applied to facilitate the need for sustainable drainage systems and the retention of existing trees and hedges. The proposal has been influenced by these needs significantly and has achieved an attractive and well-designed development as a result, which will positively contribute to the local area and existing green infrastructure.

**6.11** A focus on maximising separation distances between units has been applied which responds to comments made in the pre-application process and generally accords with section J of the Places to Live Swansea residential guide.

## Scale

**6.12** All dwellings will be 2 storey in height, in-keeping with the local vernacular and with that of the first phase of the Chapel development. Due to the site's position on the southern edge of the settlement, it was considered that proposed dwellings should reach no higher than two storeys.

**6.13** Whilst building heights will be consistent across the development, variation in the width of the dwellings and in the height of their ridge lines will add variety nonetheless.



Building Heights Plan



## Appearance & Character

- 6.14** The proposed development is Phase 2 and hence an extension of the Chapel Fields development so the appearance of this development will be compatible with that of Phase 1.
- 6.15** Phase 2 will adopt the same material palette as Phase 1 of the development, which has already taken into consideration of the surrounding built context. This is primarily red brick with rendered garages.
- 6.16** The approach to roof forms will be hipped to positively reflect the local vernacular and that adopted in Phase 1.
- 6.17** Although it is a relatively small site, difference in character can be distinguished. Through the principal highway the building line is closer to the highway which gives a sense of enclosure; whereas the houses accessed through the private drives are more open as they generally front open space.
- 6.18** The sustainable drainage infrastructure adopted in the form of rain gardens within front gardens and grass verges, will be a positive attribute to the appearance and character of the site. This will create more natural and soft landscaped features to complement built form.
- 6.19** The proposed LAP adjacent to the site entrance can be a key point of interest for the site and highlighted by implementing strong landscaped features.



## Architectural Details

**6.20** Examples of the type of materials and architectural details extracted from the character analysis in section 2 and showcased adjacent, influence this proposal. Below we set out our approach:

### Materials Palette

Red multi brick and render is shown to be widely used in the local vernacular. It is proposed that these materials will be used in the final development proposal. Houses will be red multi brick with garages in render.

### Exterior Finish

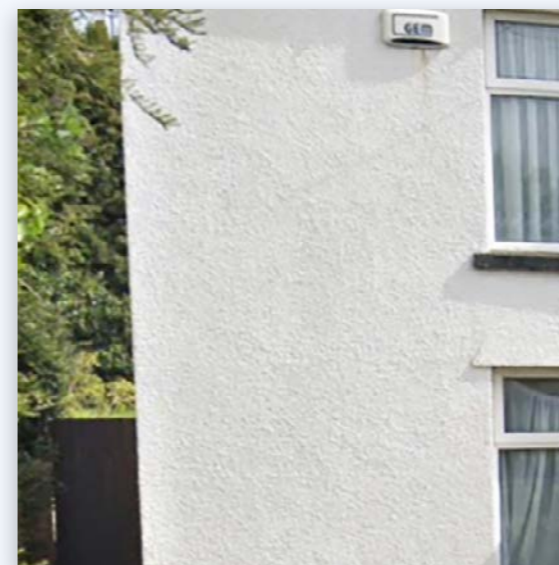
As concluded from the character analysis there are certain exterior details such as the presence of door canopies or lack-there-of, and an element of window detailing. To reflect this, the proposal will include brick window surrounds and banding to complement the materials palette. Flat roof and lean-to canopies will be used also.

### Roofing

Roof forms will be hipped or up-and-over to positively reflect the surrounding character. Roof materials are to be darker coloured pantiles.

### Boundary Treatments

Boundary walls, where appropriate, will match the predominant facing material.



Materials Palette →



## Parking

6.21 According to the transport statement, Phase 2 parking is in line with that agreed for Phase 1 and generally accords with adopted standards.

6.22 Each dwelling has a minimum of 2 allocated spaces and the required sizes and dimensions, which both comply with the parking standards for the Swansea local authority.

6.23 The majority of allocated parking is provided on-plot and generally located to the side of dwellings with individual parking and/or garage set just back from the building line to allow ease of access to dwellings.

6.24 The use of landscaping to soften the streetscape is also incorporated. Parking is convenient to the user to encourage its use. These areas will be overlooked by properties in order to increase perceived and actual safety.



Parking Strategy Plan



## Landscape Strategy

**6.25** The landscape strategy to phase 2 of this development has been designed to ensure a design unity with Phase 1 of the Chapel Fields development.

**6.26** It has been proposed to retain as much of the existing tree and under storey vegetation as possible along the boundaries of the site as this retains landscape features rich in ecological value and habitat. It is proposed to reinforce this existing boundary vegetation with native mix hedgerow planting. This will be planted in double staggered rows of BR stock with species to tie in with the existing species on the site whilst further enhancing opportunities for ecological biodiversity.

**6.27** Tree planting has been proposed where NHBC Guidelines permit. Species chosen reflects species proposed for Phase 1 of the development to ensure palette continuity. Due to the lack of available opportunities along the street frontage for structural tree planting, small, native fruiting species has also been proposed to selective back gardens. Not only do these go towards the total number of trees proposed to mitigate against existing trees removed to facilitate the development, but furthermore, continues a wider distribution of canopy cover across the site. Providing native fruiting species to the back gardens again enhances ecological biodiversity by encouraging foraging birds and wildlife.

**6.28** The entrance nodal point of this extended development will be enhanced and an identity created through planting palette and structure planting. This theme of character identity through planting choice will be continued throughout the design to provide identity to each cul-de-sac.

**6.29** Sustainable drainage proposals has played a key role in the design of the landscape layout providing a variety of landscape features which will also contribute to providing character areas and identity.

**6.30** Dry swales seeded with wetland tolerant wildflower meadow mix is proposed along the main spur into the site. The dry swales provide an aesthetic, organic landscape feature into the site which also enhances biodiversity and ecological habitat opportunities. Largely dry, these have been designed to temporarily hold water in times of flash flooding allowing the water to quickly dissipate.

**6.31** Rain gardens have been proposed to building facades. Another temporary holding solution for rainwater, these areas are also designed to allow ornamental and herbaceous species to be planted. Wildlife rich species have been proposed to these areas that not only withstand prolonged periods of wet and dry weather patterns, but maintain an aesthetic backdrop to properties whilst encouraging wildlife such as bees and butterflies to further enhance the ecological value and amenity of the site.



Indicative section through attenuation basin



Indicative section through dry swale



Indicative section through rain garden



Rain garden planting



Proposed informal play area (LAP) to complement Phase 1 play area



Dry swale with wildflower grassland to separate footpath from road



- Planting Proposals**
- Rain Gardens**  
(Container grown stock 3L, 5L, 9L)
- Carex sp.
  - Rubus sp.
  - Panicum affinis 'Darjeeling Red'
  - Cornus kousa
  - Cornus alba sibirica
  - Berlinium 'Johnson's Blue'
  - Berlinium macrobotryum
  - Miscanthus 'Zetrisus'
  - Iris sp.
  - Bergenia cordifolia
  - Drosera 'Lucifer'
  - Aster sp.
- Amenity Shrub & Groundcover**  
(Container grown stock 3L, 5L, 10L)
- Cornus sp.
  - Rubus sp.
  - Bergenia cordifolia
  - Silene tenuisoma
  - Cistus x pulverulentus 'Sonset'
  - Loiseleuria nidula 'Margum'
  - Sambucus 'Black Lace'
  - Pithecolobium 'Tom Thumb'
  - Spiraea 'Anthony Waterer'
  - Veronica borisiana
  - Philadelphus 'Manteau d'Hermine'
  - Rosa 'The Fairy'
- Proposed Native Hedgerow Planting**  
(60-80cm Transplants)
- 20% Acer campestre
  - 20% Corylus avellana
  - 20% Crataegus monogyna
  - 10% Ilex aquifolium
  - 5% Lonicera periclymenum
  - 10% Prunus spinosa
  - 5% Rosa canina
  - 10% Viburnum opulus
- Tree Planting**
- Feature Trees - Prunus avium 'Plena'**
- Structure Trees - Prunus cerasifera 'Chanticleer', Crataegus monogyna 'Pauls Scarlet', Sorbus aria 'Maestica'**
- Fruit trees in Gardens - Malus 'Everest', Prunus domestica, Malus domestica 'Cox's Orange'**

- Existing vegetation to the boundary to be retained and enhanced
- Proposed native/fruit trees
- Proposed on-plot planting proposals. Species used to enhance character area.
- Attenuation Pond sown with wetland tolerant wildflower grassland
- Proposed Dry Swales sown with wetland tolerant wildflower grassland
- Proposed Rain Gardens, planted with ornamental wildlife rich planting species
- Proposed filter drain
- Local Area for Play (LAP)
- FootCycle Link to Phase 1
- Existing vegetation to be retained to maintain ecological corridor
- Protective Fencing - refer to Tree Protection Plan by Treescene for details
- Road protection area - refer to Tree Protection Plan by Treescene for details



Proposed native fruit tree planting



Filter drain



Existing vegetation with reinforcement hedgerow planting



Native tree/shrub planting to top of the basin

Attenuation basin sown with wetland tolerant wildflower grassland

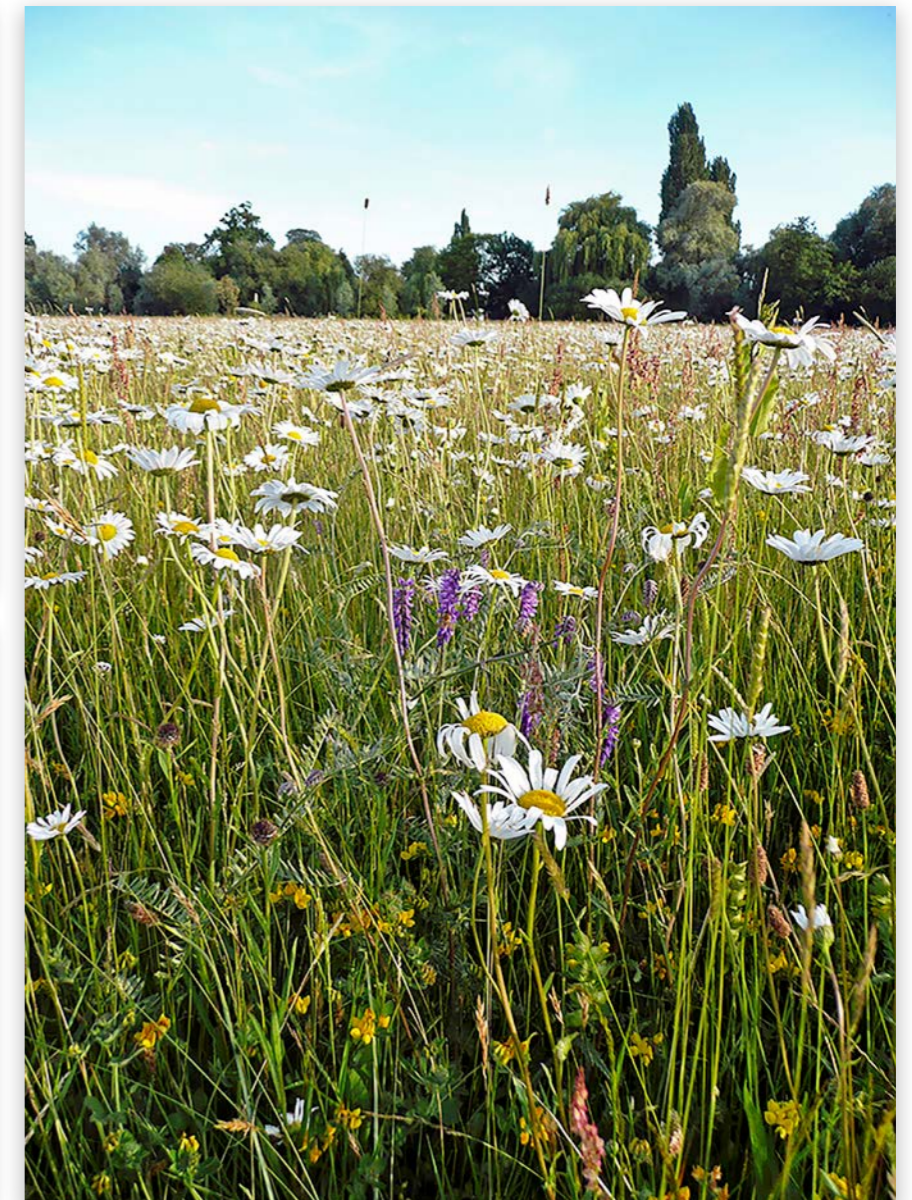
**6.32** The aesthetic appearance of the rain gardens will be further reinforced with adjacent amenity shrub and ground cover planting. Robust and low maintenance, the planting will provide all year round colour and seasonal interest.

**6.33** An attenuation basin is proposed to the south west corner of the site. This again, will be planted with a wetland tolerant wildflower meadow grass mix. Native trees and thicket planting is proposed to the edge of the basin which will also act as screening to the adjacent pump station.

**6.34** Views from the housing units towards the pump station will also be screened by native mix hedgerow planting, feature large shrubs and further reinforced with ornamental shrub and ground cover planting.

**6.35** In addition to the wildflower meadows proposed within the site, areas of more informal tussock grassland is also proposed around the boundaries beneath the canopies of existing trees providing an additional low maintenance habitat opportunity for foraging mammals and invertebrates.

**6.36** A Local Area for Play (LAP) has been proposed to the north west corner of this development providing low grassed mounding for informal play with access path, seating and a litter bin. It will be enclosed by a 600mm high rail to define the boundary and ensuring dogs are prohibited within this area. This location makes the LAP accessible from the wider development to the north as it is also situated along one of the main footpath links that connects Phase 2 with the wider Phase 1 development area.



## Environmental Sustainability

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**6.37** One of the principles of good design stated within the TAN 12 – Design document (Adopted 2016) is environmental sustainability, the objectives listed below:

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

**6.38** The Proposed Development is sustainably located and is designed such that the use of sustainable modes of travel (i.e. those other than the private car – walking, cycling & public transport) is encouraged. This is achieved through a permeable layout, which facilitates easy egress on foot or by cycle, linking the Application Site to local services and facilities on Glebe Road and beyond.

**6.39** The site layout plan highlights that an ecological buffer zone will be created to the south of the site, while the majority of existing trees and hedgerows are to be retained around the perimeter and all RPAs are unaffected by the development.

**6.40** Overall, the Proposed Development has been designed with an ambition for sustainable design and a reduction in carbon emissions. This will be achieved through the use of locally sourced materials which make the most efficient use of natural resources.

## Sustainable Building Techniques

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**6.41** The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled;
- An element of construction waste reduction or recycling.

## Building Regulations

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**6.42** The proposed development will accord with the latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.

## Materials and Waste Recycling

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**6.43** Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

## Sustainable Drainage Systems

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**6.44** Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

**6.45** The proposal has also focused greatly on ensuring Sustainable Drainage Systems have been seamlessly integrated within the design of the development and in providing a key feature to the proposal.

**6.46** The Sustainable Drainage System will be in the form of an attenuation pond, rain gardens, dry swales, and bio retention areas. As well as discharging surface water, these will include an added benefit of enhancing green infrastructure to the site.

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# 07 | Summary

*“Good design is fundamental to creating sustainable places where people want to live, work and socialise. 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 surroundings area...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.”*

(PPW Edition 10 December 2018; para.3.3 and 3.4)

**7.1** The Planning Policy Wales (PPW) has introduced the characteristics of well-designed places. These were referred to in Section 2 above and have been used to guide the design process underpinning this proposal. Below we demonstrate how this development proposal complies with each of the characteristics:

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## Appraising Context

**7.2** Consideration of linkages to the surrounding area and consultation with stakeholders at the earliest stage has optimised the likelihood of successful integration with the neighbouring community of Loughor. The proposal is soundly based upon the principles of high-quality design and best practice and will be characterised by varied townscape that possesses its own identity yet is sensitive to context.

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## Access and Inclusivity

**7.3** The scheme at the south of Glebe Road has been designed for the living the needs of its users and will be legible, safe and comfortable to use. The proposal has taken careful consideration for the ease of access for all.

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## Environmental Sustainability

**7.4** The proposal will achieve environmental sustainability through its focus on natural drainage systems, modern construction and design techniques alongside the use of long-lasting, durable materials. This will ensure more environmentally friendly, energy efficient homes built to last, to reduce our impact to the growing effects of climate change.

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## Character

**7.5** The local vernacular surrounding the site has been fully considered in informing the character of the proposal. The proposal ensures that not only will be cohesive to local vernacular, but it will also enhance through application of high quality and innovative design solutions.

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## Community Safety

**7.6** As previously mentioned within Section 6 of the Design and Access statement, the scheme has been designed to ensure overlooking of all areas of public realm to reduce the opportunity for crime. Natural surveillance methods will be implemented and ensuring high quality, well-designed, and attractive homes are constructed will further reduce any anti-social behaviour.

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## Movement

**7.7** The scheme has been designed so that it will feel safe and be well connected, readily understood and easily navigated for all users, irrespective of mobility or mode of transport.







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DESIGN



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