

# Design & Access Statement

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**Former Llantarnam  
Community Primary School,  
Cwmbran**

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**November 2016**

# Summary

**Proposal**

Construction of 78 residential units and associated works

**Location**

Former Llantarnam Community Primary School, Cwmbran

**Date**

November 2016

**Project Reference**

16.522

**Client**

Lovell

**Product of**

Asbri Planning Limited  
Unit 9 Oak Tree Court  
Mulberry Drive  
Cardiff Gate Business Park  
Cardiff  
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The conclusions resulting from this study and contained in this report are not necessarily indicative of future conditions or operating practices at or adjacent to the Site. Much of the information presented in this report is based on information provided by others. That information has neither been checked nor verified by Asbri Planning Ltd.



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# 1. Introduction

## Synopsis

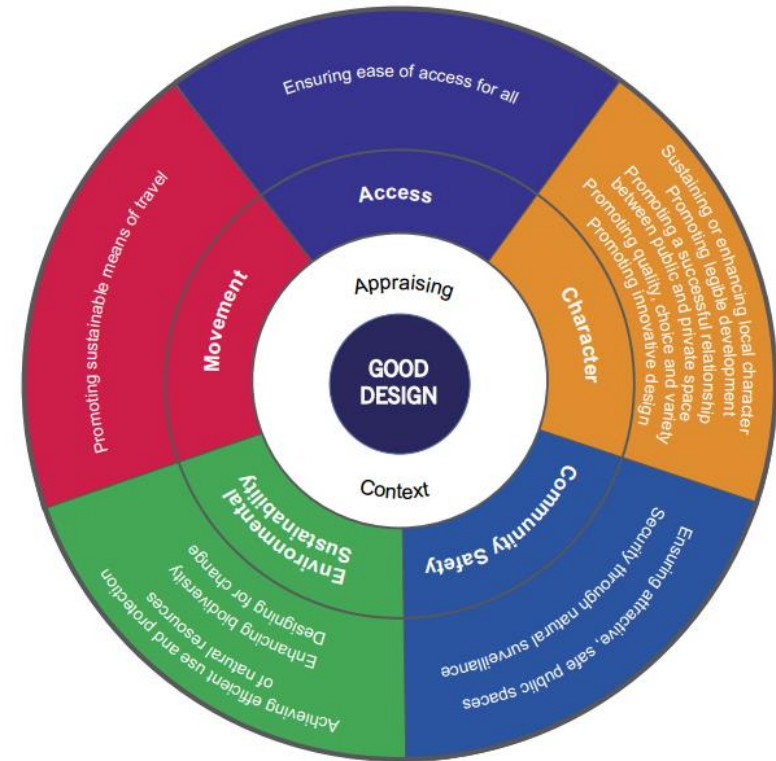
1.1 The purpose of a Design & Access Statement (DAS) is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to outline planning policy relevant to the proposal. It also presents the details of a planning application in a way that can be read both by professionals and the public.

1.2 The diagram below, extracted from the Welsh Government guidance on preparing a DAS, illustrates the various considerations that need to be taken into account. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

1.3 In this respect, the statement is subdivided into seven sections, commencing with a brief overview of the proposal in this section. Section 2 outlines the site context whilst Section 3 provides a site context analysis. Section 4 identifies the relevant national and local planning policies which provide the framework for appraising the application. Following this, Section 5 provides an explanation of the relevant design and access facets associated with the application, addressing the requirements of each of the 5 objectives of good design. A planning appraisal is provided at Section 6 before drawing to a conclusion at Section 7.

## Proposal

1.4 Asbri Planning Limited have been instructed by Lovell to produce a Design and Access Statement to support a planning application the construction



of 78 residential units and associated work at former Llantarnam Primary School, Cwmbran.

1.5 The site is unallocated 'white land' in the Local Development Plan within the settlement boundary identified for Llantarnam. It is therefore considered that the principle of the residential development of this brownfield site is acceptable subject to standard development management considerations.



## 2. Site Context

### Local Context

- 2.1 The site is located in the centre of Oakfield village which is 1.72 km to the south of Cwmbran Centre. The site is in a sustainable location with very good access to local amenities and neighbouring villages and cities. To the south of the site (6.31km) is Newport City centre which has extensive shopping opportunities.
- 2.2 The area has good access to food stores, with a mix of large supermarkets such as ASDA and Morrisons in Cwmbran, and a Co-operative Food store within 600m of the site. Locally, there is a newsagents and Chinese takeaway which are approx. 20m from the boundary. There is also a hairdresser, beautician, dog grooming and public house easily accessible from the site. Cwmbran Stadium is within 500m of the site which provides access to sporting facilities which will promote healthy lifestyles. Access to affordable food and sporting facilities are important aspects of the new Wellbeing of Future Generations Act.
- 2.3 The site is in a sustainable location, close to local amenities in Cwmbran Town Centre and has good public transport connections both locally and regionally.

### Vehicular access

- 2.4 The site is currently accessed off Croeswen Road which is off Greenwillows Road and Oakfield Road. There is also an alternative access via Llantarnam road and Brangwyn Avenue which can be utilised from an easterly direction. An internal road runs northwards from the existing access to the site to a car park which is located to the rear of the school.

- 2.5 Wider access is available off the A4051 to the west and the A4042 to the East. These roads provide access to and from the M4 and Newport. Further details on access to the site can be found in the Transport Statement.

### Bus

- 2.6 There are multiple bus stops within close proximity of the site. These are easily accessible by foot as is detailed in the Transport Statement.

Service	Destination	Frequency
15	Newport	Bihourly
X3	Cardiff	Bihourly
X24	Blaenavon – Newport	Every 20 mins
801	Llanyrafon	Hourly
5	Cwmbran	Every 20 mins
6	Cwmbran	Every 20 mins
7	Cwmbran	Every 20 mins
80B	Hollybush	Hourly

### Train

- 2.7 Cwmbran railway station is 1.96 kilometres from the site and provides access to destinations such as Barry Island, Penarth and Cardiff Central and Manchester Piccadilly.

### Cycle Routes

- 2.8 The roads immediately surrounding the site do not have specific cycling infrastructure or form part of designated routes. However to the west of the site, accessed via Oakfield Road there is a designated off-road route which links directly to Cwmbran Town Centre as well as areas to the south of the site. This also links to other cycling routes around Cwmbran in all directions. This route forms part of the National Cycle Network (Route 49) and generally runs adjacent to the Afon Lwyd.



1 SITE AND LOCAL CONTEXT



2



3



4

1 and 2. PROPOSED ACCESS OFF GREEN WILLOWS  
 3. THE OAKFIELD PUBLIC HOUSE  
 4. CURRENT SCHOOL ACCESS  
 5. SCHOOL FIELD  
 6. DWELLINGS OFF OAKFIELD ROAD  
 7. DWELLINGS OFF CROESWERN, OPPOSITE TO THE SCHOOL  
 8. DWELLINGS ON GREEN WILLOWS TO THE WEST OF THE SITE



5



6



7



8 ACCESS PHOTOGRAPHS

## **The Site**

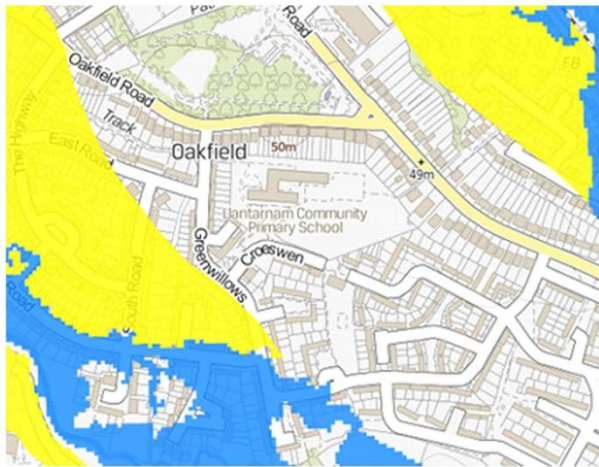
- 2.9 The school was constructed in the 1960s and is located in a residential area. It is a two storey framed building clad in aluminium which incorporates aluminium framed and glazed panels. The school has a mixture of pitched and flat roofs covered in aluminium/roofing felt respectively. It is set on a large site laid to grass with 2 tarmac play areas. The aluminium frame and external cladding is lined internally with Asbestos Containing Materials (ACMs) boards covered in plywood. The building is considered unsuitable and a Health & Safety risk which is currently being actively managed. Welsh Government has assessed the condition of the buildings as grade D. The school is to be relocated as part of the Welsh Governments 21<sup>st</sup> Century Schools Programme.
- 2.10 The existing school buildings are generally in poor condition having reached the end of their serviceable life. These buildings are proposed to be demolished as they are no longer fit for purpose, hence the closure of the school.
- 2.11 The site measures 2.2 hectares. The existing ground topography generally slopes from north to south. There is an open space to the east of the site which comprised the school playing fields.
- 2.12 The site is not located in a flood risk area as per the TAN 15 flood risk map attached below.
- 2.13 The site is accessed off Crosswen Road at the south end of the site along the service road to a main car parking area to the north,
- 2.14 There is a mix of age ranges amongst the trees although the most noticeable occur along the southwest boundary with several dominant specimens situated near the current access.
- 2.15 There are three category A trees, and a cluster of category B trees near the entrance to the site which provides screening to soften the pending development. Please refer to the
- 2.16 Tree survey, categorisation and constraints plan submitted with the application (for further details).
- 2.17 There are no public rights of way which affect the site as per the attached map below.

## **Planning History**

- 2.18 There is no planning history relevant to the site. The plan below shows the planning applications which have been submitted within close proximity of the site. None of these applications directly relate with this application.



## TAN 15 FLOOD RISK



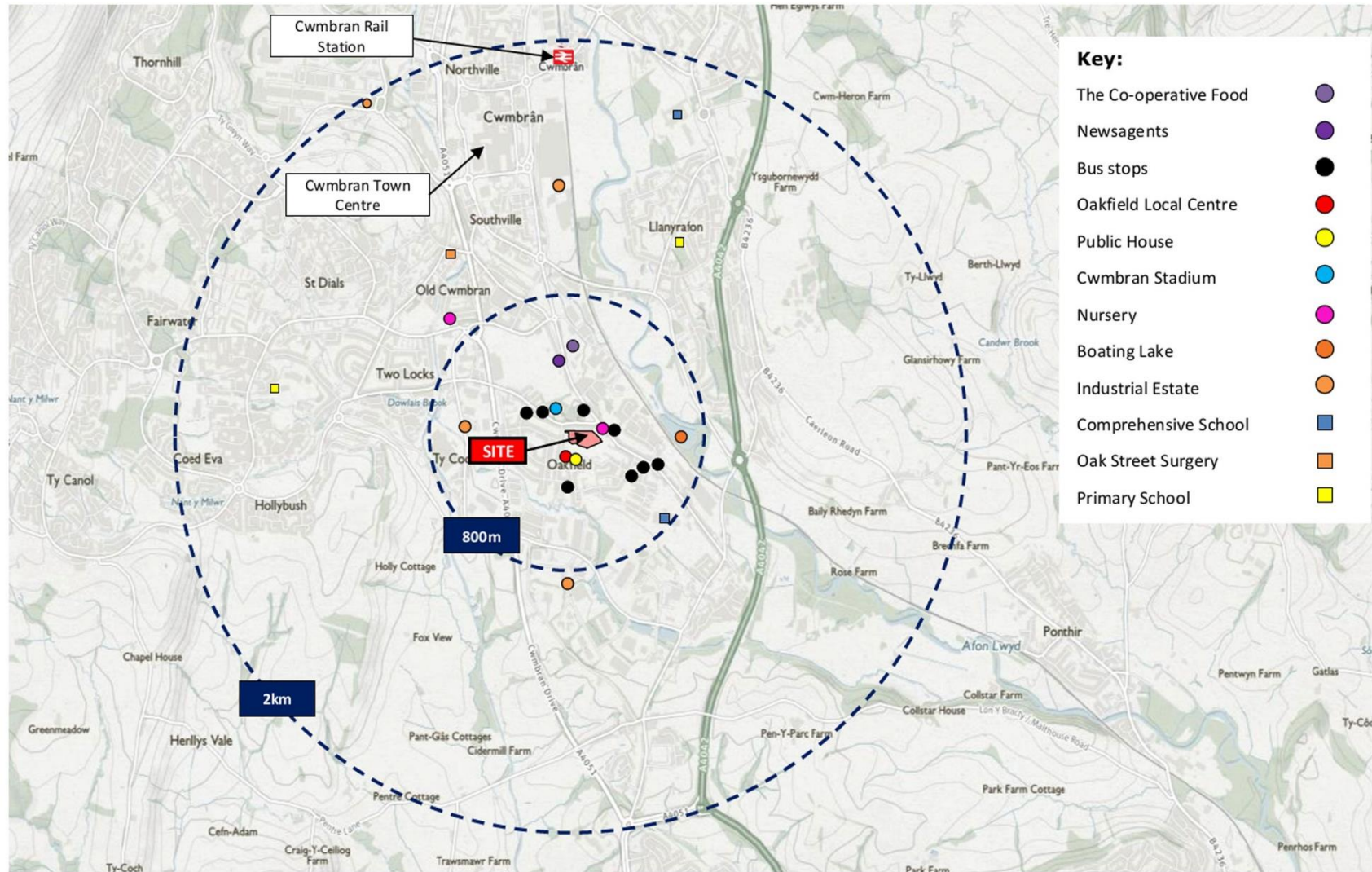
## PUBLIC RIGHT OF WAY



## PLANNING HISTORY



# LOCAL AMENITIES



### 3. Site Context Analysis

#### Residential Context

- 3.1 Llantarnam is a suburb of Cwmbran and is a community and electoral ward in the county borough of Torfaen. Oakfield is a village within the Llantarnam ward. Cwmbran has a vibrant town centre with a number of shops and amenities. There is a variety of residential development throughout the town including, large detached properties, bungalows, a large amount of terraced style housing as well as semi-detached housing.
- 3.2 More specifically to the site there is a variety of residential housing which can be found adjacent to the site. Oakfield Road to the north of the site has two storey semi-detached dwellings to the east, however the dwellings to the west near the proposed access are detached bungalows. There are bungalows which have a mix of light render and brick, PVC style windows and a mix of slate and concrete roof tiles.
- 3.3 To the south of the site on Croeswen Terrace the dwellings are predominantly made up of terraced housing these consist of a mix of light and darker coloured render, with both slate and concrete roofing and a PVC finish on windows.
- 3.4 To the East of the site along Cemetary Road is terraced housing with render or stone finish, with interlocking concrete roofing and PVC windows.
- 3.5 The predominant materials used on housing in the area is light coloured render with a small amount of brick and stone. PVC windows can be found on the majority of housing and there is no definitive style of roofing varying between slate and concrete. There is no conclusive style or character of housing this can be seen in the photos provided on page 8.

#### Local Land Uses

- 3.6 A variety of shops and services can be found in Cwmbran centre ranging from multiple retailers, banks, restaurants, pubs, supermarkets and facilities. Cwmbran is also able to provide a number of essential services in areas of health, education and public services.
- 3.7 Cardiff to the South, Swansea to the South West and Newport to the South East are each within a 20 minute drive via car or are easily accessible via public transport including train with a direct stop in Cwmbran.

## 4. Planning Policy Framework

4.1 The planning policy framework for the determination of this application is provided by the content and scope of National Planning Policy which is contained within the Wales Spatial Plan, Planning Policy Wales (PPW) and its associated Technical Advice Notes (TANs), together with the Local Planning Policy. The Local Planning Policy is contained within the Torfaen County Borough Council Local Development Plan (LDP) and associated Supplementary Planning Guidance.

### Planning Policy Wales (January 2016)

4.2 PPW – Edition 8 (January 2016) is the principal document of the Welsh Government which sets out the context for sustainable land use planning policy. The relevant chapters from this document are:

- Chapter 4 - Planning for Sustainability
- Chapter 8 – Transport
- Chapter 9 – Housing

### Technical Advice Notes

4.3 PPW is supplemented by a series of 21 topic based Technical Advice Notes (TANs) which provide practical guidance relating to various forms of development and the role of the planning system in dealing with the determination of planning applications. The relevant TANs for this application are:

- TAN 1 – Joint Housing Land Availability Studies
- TAN 2 – Planning and Affordable Housing
- TAN 5 – Nature Conservation and Planning

- TAN 12 – Design
- TAN 18 – Transport

### Development Plan

4.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The statutory development plan for this site is provided in the Torfaen County Borough Council Local Development Plan which was adopted 3rd December 2013.

### Local Development Plan

4.5 The following are the policies of the adopted Torfaen County Borough Council Local Development Plan which are relevant to this proposal:

#### *Strategic Policies*

Policy S1	Urban Boundaries
Policy S2	Sustainable Development
Policy S4	Place Making
Policy S8	Planning Obligations

#### *Borough Wide Policies*

Policy BW1	General Policy – Development Proposals
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#### *Topic Based Policies – Housing*

Policy H4	Housing
Policy H5	Provision for recreation, open space, leisure facilities and allotments
Policy CF4	Community Facilities
Policy CF5	Protection of Allotments and Recreation & Amenity Open Space

### *Strategic Policies*

- 4.6 **Policy S1** (Urban Boundaries) - Defines the Urban Boundaries to promote the full and effective use of urban land, to allow for development to contribute to the creation of sustainable communities and define the urban area within which there is a presumption in favour of development. The site is located within the Urban Boundary.
- 4.7 **Policy S2** (Sustainable Development) - Gives a set of Sustainable development considerations that should be taken into account in the design of development proposals.
- 4.8 **Policy S4** (Place Making) - Seeks that new development must have full regard to the context of the local natural and built environment and its special features including promoting local distinctiveness by sympathetic design, material selection and layout including public art.
- 4.9 **Policy S8** (Planning Obligations) - Outlines the planning obligations will be required on development proposals to address impacts of development and to make the proposal acceptable in land use planning terms. This outlines that obligations will be specifically targeted to achieve key priorities which includes Open Space, Children's Play spaces and formal outdoor recreation facilities

### *Borough Wide Policies*

- 4.10 **Policy BW1** (General Policy - Development Proposals) - Outlines a set of criteria which, in conjunction with related policies of the Local Development Plan, should be satisfied where relevant for permission to be granted. These include criteria relating to Amenity and Design, Natural Environment, Built Environment, Utilities Provision and Design and Transport.

### *Topic Based Policies – Housing*

- 4.11 **Policy H4** (Affordable Housing) - The policy seeks to negotiate on all sites of 3 or more dwellings or over 0.1ha the provision of affordable housing, with up to

30% affordable housing being sought in the Cwmbran Housing Sub Market area.

- 4.12 **Policy H5** (Provision for Recreation, Open Space, Leisure Facilities and Allotments) – This Policy is aimed at securing the provision of recreational open space and other outdoor recreation, children's play areas and leisure facilities in conjunction with new residential development of 3 dwellings or more.
- 4.13 **Policy CF3** (Community Facilities) stated that proposals resulting in improvements to the quality and accessibility of the Council's community facilities will be favourably considered subject to other relevant policies. Development proposals that would result in the loss of or be detriment to a community and/or leisure facility will not be permitted except where:
- a) A comparable replacement facility can be provided either on or off site and within easy and convenient access by walking or cycling; or
  - b) it can be demonstrated that the community facility is no longer required by the community it serves; or
  - c) the community facility is no longer economically viable; or
  - d) It can be demonstrated that the premises, if non operational, has been vacant for over a year and the premises has been actively marketed for that use, wither for lease or sale over a similar period of time, at a reasonable rental or purchase price; or
  - e) a reorganisation plan has been approved by the respective responsible body.
- 4.14 **Policy CF5** states that Development will be permitted on allotments, areas of formal and informal recreation space, children's play areas and amenity open space subject to the following:
- a) It would not cause or exacerbate a deficiency of such space taking account of the Councils Adopted Standards;
  - b) the space does not have significant amenity value or quality; or
  - c) the loss is not significant to the overall integrity of the space;

- d) it is an appropriate use, which relates to the function of the space; or
- e) the need for the development outweighs the need to protect the space  
; or
- f) The developer makes satisfactory compensatory which is of equal  
community benefit,  
value and quality.

4.15 **Supplementary Planning Guidance:**

Planning Obligations (June 2011) — Planning obligations are an established and valuable tool within the development control process. They provide a means to enable a proposed development to proceed and to meet the needs of the local community associated with the new development by securing developer contributions towards the provision of infrastructure, services and other public benefits. They are commonly used to bring development proposals in line with the objectives of sustainable development as set out in local and national policy. The SPG sets typical criteria and thresholds for contributions towards: Affordable Housing; Highways and Transport; Educational Facilities; Community Facilities and Regeneration; Ecology and Biodiversity and Recreation and Public Open Space.

## 5. Response to objectives of good design

5.1 The five objectives of good design are a set of principle considerations, as outlined in Technical Advice Note 12, to ensure developments effectively respond to local context so that they assimilate into the locality and are functional for their intended user. The Five Objectives of Good Design are Access, Movement, Character, Environmental Sustainability and Community Safety – each of which will be dealt with in turn below.

### Access & Movement

#### *Vehicle Access*

5.2 Vehicular access into the proposed development will be obtained via a new road off Greenwillows Road. The current school access was deemed 'not suitable' to serve the proposed development by the highways department. The new access is proposed to run eastward adjacent to Oakfield Road until it is approximately a third of the way in to the site, before turning southwards to service the proposed loop road. This road will be used to serve plots 1-18 and 61-78. The other units will be served via a road which will continue off the loop road, and will terminate with a turning head.

5.3 With this particular layout, the most efficient and creative way of developing the site was to create a spine road serving all proposed parcels. The road will form a loop in the south section of the site in accordance with the Local Authority requirements and best design practices. The majority of the internal road will be tarmacadam, but the section to the south west of the site is proposed to be block paved.

#### *Pedestrian access*

5.4 The road layout seeks to provide pedestrians with a direct route through the development, whilst at the same time aiming to slow vehicles down. This will help to ensure safety for pedestrians which will be especially important for some

users e.g. children and disabled persons. Suitable provision is made for disabled access and parking. Appropriate tactile paving and pavement dimensions will be provided (where required) to ensure that pedestrians, wheelchair users and those with mobility requirements can access the site safely. A raised kerb is proposed to run from the main entrance to each section of the development.

5.5 The site will utilise the existing Public Right of Way to the North East of the site (between the clinic and plot 202 on Oakfield Road) which is proposed to run between plots 28 and 29 of the new development. This will enable access for residents of Oakfield Road to have more direct access the local amenities such as the newsagents, without having to walk around the proposed development. The development also proposes a new footpath to the south of the site which will utilise the existing access road which currently serves the school. These two footpaths will provide good access to the existing shops to the south east of the site.

5.6 A section to the south west of the internal road is proposed to be block paved to provide an attractive section to complement the POS in this section of the site. Space is available for emergency vehicles and refuse collection vehicle to access the site and turn before exiting the site in forward gear.

#### *Bus services*

5.7 The site is well served by public transport, with the closest bus stops located directly opposite the development off Oakfield road. This stop is easily accessible via the footpath between the clinic and house 202. There are also bus tops on Plas Ty-coch,, South Road, East Road And Flower Gardens. These bus stops provide north and south bound services, including the following services:

Service	Destination	Frequency
15	Newport	Bihourly
X3	Cardiff	Bihourly
801	Llanyrafon	Hourly
5	Cwmbran	Every 20 mins

6	Cwmbran	Every 20 mins
7	Cwmbran	Every 20 mins
80B	Hollybush	Hourly

5.8 The closest rail facility is Cwmbran Railway station, which is approx. 1.96 kilometres to the north of the site and provides access to destinations such as Cardiff Central, Holyhead, Tenby, Maesteg, Milford Haven and Manchester Piccadilly. Passenger services are provided by Aviva Trains Wales.

*Parking*

5.9 With regard to parking, a total of 201 car park spaces will be provided by way of this application, which exceeds the requirement of 197 spaces. This is more than sufficient considering the SPG maximum parking guidelines for development as indicated on the table below:

Type of Development	Residents	Visitors
<b>General Purpose Houses and Apartments</b>		
Houses	0.5 to 1 space per unit	Nil
Apartments	0.5 to 1 space per unit	1 space per 5 units
House conversions to bedsits, or self-contained apartments	0.5 to 1 space per unit	Nil

5.10 Based on the car ownership analysis it is considered that the proposed car parking provision is appropriate to accommodate the likely demand and ensure the proposals would not have an overspill parking impact on the local highway network. Further details regarding the parking can be found in the Transport Statement (Page 19).

5.11 Cycle parking will be provided within the curtilage of the individual dwellings for households. Where provided, garages have been designed with a 3 x 6

metre dimension to allow for the accommodation of bicycles. Two communal cycle parking stands will be provided for the apartments which will be in a secure and covered storage area in accordance with the Parking Standards SPG.

**Character**

*Amount*

5.12 The proposed development seeks consent for 78 dwellings comprising 23 affordable units and 55 market units.

The market units take the form of:

- 9 no. 2 bedroom detached dwellings;
- 35 no. 3 bedroom detached dwellings;
- 11 no. 4 bedroom detached dwellings

The affordable housing comprises the following dwelling mix:

Affordable – social rent

- 9 no. 1 bed apartments
- 2 no. 2 bed bungalows
- 3 no. 2 bed end/semi-detached dwellings
- 4 no. 3 bed end/semi-detached dwellings

Affordable – Intermediate

- 5 no. 2 bed end/semi-detached dwellings

*Scale,*

5.16 Development on this site will be of a similar scale to its context. The proposed units are a mix of one, two and three storeys in height which is in keeping with the scale and massing of previous development on the site, and nearby development. The majority of the school buildings to be demolished are single storey in height with a noticeably taller two storey block located adjacent the east facing the fields. These existing buildings feature taller ceiling heights and deeper floor slab constructions than required for residential units. As a result



the massing of the proposed residential units closely follows that of the existing school buildings.

#### *Housing Density*

5.14 The housing density for the development is 35.45 houses per hectare. This is therefore considered to provide an effective use of land, whilst contributing to addressing Torfaen's Housing Land Supply shortfall (which currently stands as 3.6 years (as of the latest figures 2015).

#### *Layout, Appearance and Materials*

5.15 The flats to the centre of the development will be affordable units which are of a contemporary design which will enhance the character of the area, whilst providing an alternative housing mix to what is currently available in the vicinity.

5.16 Each house is provided with a private garden whilst the flats will have access to the large POS to the south west of the site. Each unit also has a paved area to accommodate refuse, recycling and food waste. Arrangements of refuse collection will be conditioned.

#### *Boundary Treatments*

5.17 The dwellings will be enclosed by 1.8m high close board timber fence, 1.8m high Hit timber closeboard fence or 1.8m High brick screen wall as annotated on the Boundary Enclosures Layout plan. These enclosures will establish a strong sense of ownership of the land, and will provide security and privacy to future occupiers.

5.19 The layout has been formulated in light of the site analysis which has highlighted a constraints and opportunities for development. Taking into consideration the constraints, the key physical influencing factors on the proposed layout are:

- The site boundary topography
- Access location
- Site Phasing
- Drainage requirements
- Large trees along site boundary to school
- Pedestrian safety issues
- Existing adjacent private housing

5.19 In response to these constraints the proposed layout:

- Develops an exciting and vibrant living community with all dwellings fronting onto the streets and private drives with a loop road included to aid road safety
- Provides extensive on-site landscaping
- Prioritises the pedestrian
- Makes efficient use of land whilst reflecting the site contours
- Allows for ease of access around the site, and provides links to the public open spaces on site and beyond
- Designs out crime and ensures natural surveillance of public space and parking areas.

5.20 The layout and orientation of the buildings have been carefully considered. The proposed units have therefore been orientated to minimise the impact of any overshadowing and provide aspects that look towards the POS.

5.21 The success of a development is often based upon the detailed design such as materials, boundary treatments and the hard & soft landscape and so all of the areas that help contribute to create a 'quality environment' have been considered at the preliminary stage of design. This will help to ensure that the quality continues throughout the progression of the site design.

5.22 The houses are proposed to be new red multi gilt stock (Weinerberg) with a smooth red detail brick complimented by monocouche through colour rough cast render along the front facades as annotated on the external materials layout and accompanying elevations. The mortar is a natural sand colour. The rooves are to be dark grey Russel Grampain tiles. All heads and cills to front elevations are to be pre-cast concrete, with vertical soldier course to heads on side and rear elevations. Fascias and bargeboards are to be white uPVC and all rainwater goods will be white uPVC. All house types include quality materials which are utilised in such a way as to provide strong features which will enhance the character of the area.

### **Landscaping**

5.22 A detailed landscaping proposal has been prepared by Catherine Etchell Associates. The proposals include a mix of ornamental shrub beds, garden hedges, turf and wild flower seeded areas. Please refer to drawings for detailed plans.

### **Environmental Sustainability**

5.23 As identified within TAN 12, the objectives that developers need to respond to in respect of Environmental Sustainability include that of achieving efficient use and protection of natural resources, enhancing biodiversity and designing for change.

5.24 It is likely that a sustainable approach will be taken to the construction of the development, with a highly thermally efficient fabric likely to be used to ensure the sustainable construction of the building. The entire site will be developed in line with the latest Building Regulations standards, which superseded the Code for Sustainable Homes in July 2014 in terms of setting standards for sustainable buildings.

5.25 A Bat report has been prepared by Just Mammals Consultancy on behalf of Torfaen CBC to support this application. A thorough survey for bats was conducted and no evidence for a bat roost was revealed. Recommendations of that report can be found on page 7 of the report.

### **Community Safety**

5.26 TAN 12 suggests community safety can be achieved via design solutions that can aid crime prevention. These include providing natural surveillance, improving safety by reducing conflicts in uses, and promoting a sense of ownership and responsibility.

5.24 The following principles have been adopted:

- The boundaries between public and private spaces are well defined; and
- The car parking spaces within the site are well overlooked;
- Secure dwelling boundaries are proposed to the rear of the site;
- The pedestrian routes across the site are clear, legible and overlooked.

5.26 Taking into account all of the above, it is in no doubt that the future development of the site can be designed to ensure a high level of personal and community safety.

# SITE LAYOUT





First Floor Plan



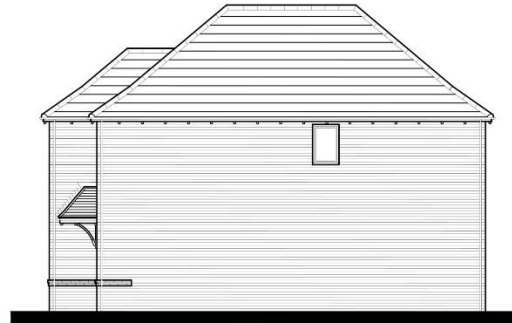
Front Elevation



Side Elevation



Ground Floor Plan



Side Elevation



Rear Elevation

Do NOT scale off this drawing. Check dimensions before using and refer to the Building file.  
 If any dimensions are shown in red, they are not to scale and should be verified.  
 Verify all dimensions against the drawings and on site before commencing work.  
 Check the contents of this drawing that they are up to date before ordering materials.  
 © Urban Illustrate Ltd.



**1300**  
 Brick  
 1300 sq/ft  
 Drawing Scale: 1:100 @ A3  
**LOVELL**  
**HOMES**  

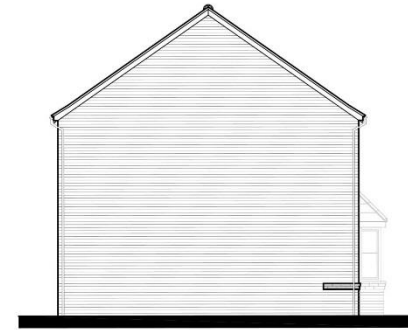
 Lovell Homes, Unit 5, Cae Drynall, Greenmeadow Business Park,  
 Tongrethorpe, Cardiff CF15 7AB. Telephone: 03300 411866



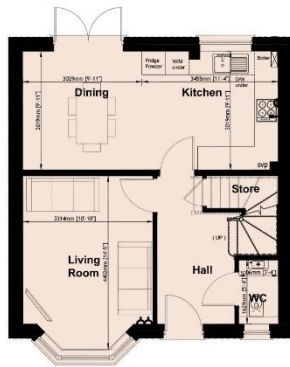
First Floor Plan



Front Elevation



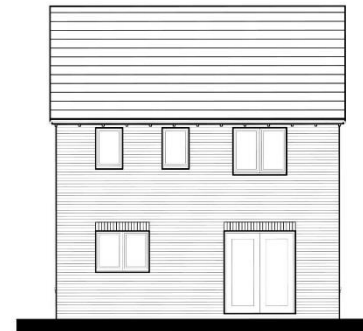
Side Elevation



Ground Floor Plan

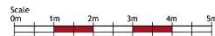


Side Elevation



Rear Elevation

Do not scale off this drawing. Check dimensions before use and verify against Building Code of any development. Construction, adaptation or alterations should be carried out in accordance with the drawings and specifications. Check the contents of this drawing and any notes for information before ordering materials.



**995**
  
 Brick
   
 995 sq/ft
   
 Drawing Scale 1:100 @ A3
   
**LOVELL**
  
**HOMES**
  

 Lovell Homes, Unit 6, Cae Stryfan, Cwmwys Business Park,
   
 Talywain, Cardiff CF15 7AD Talywain, 02920 811888



**Apartment A**  
 485 sq/ft  
**Front Elevation - A**

**Apartment B**  
 488 sq/ft



**Apartment B**  
 488 sq/ft  
**Side Elevation - B**

**Apartment A**  
 485 sq/ft



**Apartment A**  
 485 sq/ft  
**Side Elevation - C**

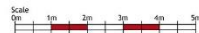
**Apartment A**  
 485 sq/ft



**Apartment A**  
 485 sq/ft  
**Front Elevation - D**

**Apartment A**  
 485 sq/ft

Do not scale off this drawing. Check dimensions before use and verify before building. Use of any drawings on site is at the user's risk. Construction, subcontractors and a number of other parties will be responsible for the accuracy of the drawings. Do not scale dimensions off this drawing. Check the contents of the drawing and any other documents before commencing work. © Urban Illustrate Ltd.



## 6. Appraisal of Proposal

6.1 This section aims to identify the main issues relevant to the determination of the application and assess the scheme against the relevant planning policy framework. These matters are considered to be as follows:

- The principle of development in terms of land use planning policy and sustainable development;
- The impact of the development on the character and appearance of the surrounding area;
- The impact of the development on the residential amenity of surrounding properties;
- Impact of the development in terms of access, movement and car parking;
- Any other material considerations.

### **The principle of development in terms of land use planning policy**

6.2 The site is unallocated land within the settlement boundary, and consequently its development is appropriate in principle subject to accordance with all relevant development management considerations. Development of this site would accord with Policy S2 (Sustainable Development) which confirms that utilising previously developed land within settlement limits would accord with the Authority's sustainable development principles. The development of the site would assist in meeting the targeted housing provision as set out in policy S5v(Housing) and H4 (Affordable Housing).

6.3 The site lies in an area of predominantly residential land uses. In accordance with paragraph 9.2.3 of PPW, the proposed development can be defined as sensitive infilling between existing housing. Furthermore the Council can

presently only demonstrate a 3.6 year supply of housing land (2015 Joint Housing Land Availability Study). The proposals would contribute to improving the housing land supply position under the provisions of TAN 1, which requires local authorities to maintain a 5 year supply.

6.4 The site is previously developed land and lies in a sustainable location given its proximity to local services, local bus services and Cwmbran Town Centre and railway station. Is it considered that the principle of redeveloping the site for residential development is acceptable, providing justification is given to the material planning considerations highlighted below.

### **The impact of the development on the character and appearance of the surrounding area**

6.5 Residential vernacular in proximity to the site comprises a mix of two storey terraced houses, large detached dwellings and bungalows. Terraced dwellings are characteristically found in valley communities, though there are examples of semi-detached and detached properties along Oakfield Road. The units proposed on the site comprise a mixture of dwellings as aforementioned. The development would be a suitable addition to the local area in both a scale and massing context.

6.6 The site would complement and enhance the existing vernacular through use of similar materials. The proposed elevations are of high quality and will complement and enhance the vernacular of the local area.

6.7 Accordingly, it is considered that the architectural approach is to be commended as an appropriate design solution for the redevelopment of the site, complementing the local vernacular. In summary, it is considered that the design solution for the site meets the aspirations of LDP policy S4 (Place Making / Good Design).

**The impact of the development on the residential amenity of surrounding properties**

- 6.8 The proposed layout has been carefully considered to ensure that the amenity of adjacent existing residents is not unduly harmed. Separation distances have been carefully considered and are compliant with planning policy.
- 6.9 The site is not currently open to the public and therefore re-development of the site will not reduce the amenity space of existing residents. There is a large POS to the south west of the site and Cwmbran stadium is within walking distance of the site to serve the recreational needs of the proposed developments.
- 6.10 The relationship between the existing infrastructure and the proposed residential unit around the periphery of the site is a key consideration. The orientation of the proposed units has ensured that habitable rooms will not overlook the existing schools.

**Impact of the development in terms of access, movement and car parking**

- 6.11 The access has been revised following extensive discussions with Torfaen Highway Officers throughout the design process. The principle of accessing the site from this location has been agreed and as such is considered acceptable.
- 6.12 Based on the car ownership analysis it is considered that the proposed car parking provision is appropriate to accommodate the likely demand and ensure the proposals would not have an overspill parking impact on the local highway network. Further details regarding the parking can be found in the Transport Statement (Page 19).
- 5.13 Cycle parking will be provided within the curtilage of the individual dwellings for households. Where provided, garages have been designed with a 3 x 6 metre dimension to allow for the accommodation of bicycles.

Two communal cycle parking stands will be provided for the apartments which will be in a secure and covered storage area in accordance with the Parking Standards SPG.

- 6.14 This application seeks consent for 78 dwellings with a mix of affordable and market units. The development will provide plentiful parking provision as detailed in the Transport Statement.

**Any other material considerations**

- 6.14 Several additional surveys have been undertaken to support the submission, including a drainage strategy, bat report, tree surveys, transport statement, site investigations. The conclusions of these reports demonstrate collectively that there are no technical grounds for withholding planning consent.



## 7. Conclusion

- 7.1 This Design and Access Statement has been prepared by Asbri Planning Ltd. on behalf of Lovell to accompany the full planning application for the construction of 78 units, and ancillary works at Former Oakfield Primary School, Llantarnam.
- 7.2 The site is located within the defined settlement boundary for Torfaen CBC but is not subject to any specific allocation in the adopted Local Development Plan. As discussed in the policy section, the proposals are in accordance with all pertinent policies for residential development. This includes specific housing policy as well as more general development and design policies.
- 7.3 The redevelopment of this site would accord with sustainable development policies by virtue of being near to public transport links and various services and facilities. The 'windfall' form of development is also compatible with local land uses in this predominantly residential part of Llantarnam. The provision of 78 dwellings, capable of being developed in the short term, will also contribute to a major housing land shortfall in the County Borough and potentially reduce pressure for developments in less sustainable locations.
- 7.4 It is considered that this proposal represents an extremely high quality response to its setting which reinforces the local character and emphasises Lovell's focus to create a new community which sits naturally in the existing local context. The design vision for this site is one that creates a quality environment which has considered of the basic design principles, such as form, density, mix, access, open space, scale, constraints, existing features, topography and site character. The design of the site seeks to ensure that privacy and amenity standards for neighbouring dwellings are safeguarded. The scale of the development is appropriate in that the two storey nature

of the proposed dwellings assimilates into the existing scale of surrounding housing, which are largely two storeys in height. The design and materials proposed seek to complement and enhance the existing vernacular.

- 7.5 Given the above information, it is considered that the development represents a positive and carefully considered proposal in the context of the site, its surroundings and character. It is for these reasons that Torfaen County Borough Council is respectfully requested to grant planning permission for the proposed development.