



DESIGN & ACCESS STATEMENT

**Construction of 42no. Dwellinghouses,
With Formation of Estate Road & Associated Infrastructure
At Land at part of Wern Fraith Farm,
Porthyrhyd, Carmarthen SA32 8PT**

**On Behalf of
Jones Bros. (Henllan) Limited & Pobl Group**



Our Ref: 1023.c

Date: February 2023

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1.0 INTRODUCTION

- 1.1 Evans Banks Planning has been instructed by Jones Bros. (Henllan) Limited & Pobl Group in preparing an application for Full Planning Permission for the “*Construction of 42no. Dwellinghouses, with formation of Estate Road and associated infrastructure*” At Land part of Wern Fraith Farm, Porthyrhyd, Carmarthen.
- 1.2 This Design & Access Statement has been compiled under the provisions of Technical Advice Note (TAN) 12 “Design” (2014) and the Town & Country Planning (GDPO) (Amendment) (Wales) Order 2009, No. 1024: Design and Access Statements: Wales. It has been prepared as part of the planning application and its contents should be read in conjunction with the submitted plans. It has been prepared on the basis of the nature and type of the above proposal, and the proposed scheme has been assessed against the following key areas, as well as the site’s context:
- Character
 - Local Development Plan Policies
 - Environmental Sustainability
 - Movement to, from and within the development
- 1.3 This Design and Access Statement has been prepared following the guidance set out in *Planning Policy Wales (11th Edition) (February 2021)* and *Technical Advice Note 12: Design (2014)*.

2.0 SITE ANALYSIS AND CONTEXT

2.1 SITE ANALYSIS

- 2.1.1 The application site comprises the significant part of a large undulating to gently sloping grazing field enclosure, which is some 1.54 hectares (circa 4 acres) in size. The entire field lies immediately off the northern flank of a minor road classified as the C2068, which junctions off the B4310 near the centre of the village of Porthyrhyd. The enclosure is actively farmed, cultivated with a silage crop, and is well maintained. The Wern Fraith farmhouse and associated outbuildings are set off the western perimeter of the field enclosure, with mix of boundary mature trees and established hedgerow.
- 2.1.2 The carriageway of C2068 Road has a relatively straight alignment from its wide junction off the B4310 main road. A detached dwelling known as “Rhydyfro” separates the south-eastern corner of the application site from the main road junction, with the road frontage of the actual subject field extending westwards for a length of some 90 metres. The roadside frontage is marked by a post and wire fence, which has become overgrown with unmaintained hedgerow and scrub vegetation. A drainage ditch separates the fence line from a wide grassed highway verge, and the tarmac public carriageway.
- 2.1.3 Two detached dwellings are to be found off the northern flank of the road at this point, clustered near the farmyard. “Bwthyn-y-Dryw” is a bungalow, with detached garage to its side curtilage, and Wern Fraith Lodge is an established two-storey dwelling adjacent to the farm entrance. Both properties have rear garden perimeters shared with the application site. Modern detached bungalows and dormer bungalows are to be found directly opposite the site frontage, set back in generous curtilages, with detached garaging.
The eastern perimeter of the site is formed by a linear stone wall, rising to some 1.8 metres in height and forming the boundary of a Chapel with compacted graveyard. That chapel and graveyard front on to the B4310, with further semi-detached, two-storey properties extending north along that main road frontage.
- 2.1.4 The agricultural field extends further north running parallel with the rear garden boundaries of frontage properties on the B road, to a northern-most field hedgerow. Further agricultural fields are to be found adjoining to the north-west and west of the northern part of the site.
- 2.1.5 This application proposals focus upon the southern half of this agricultural field, which is proposed to be acquired by the Applicants, for the purposes of developing a mix of open market and affordable housing for an identified housing need in the settlement and surrounding environs. The northern part of the agricultural field will be retained by the current landowners as continued grazing or silage crop.

2.1.6 Figure 1 illustrates a wider OS Map of the village to highlight the position of Wern Fraith in relation to the village centre, whilst Figure 2 provides a “Google Earth” image of the site, with the above features identified. Figure 3 below depicts an Ordnance Survey map extract with the application site edged in red.

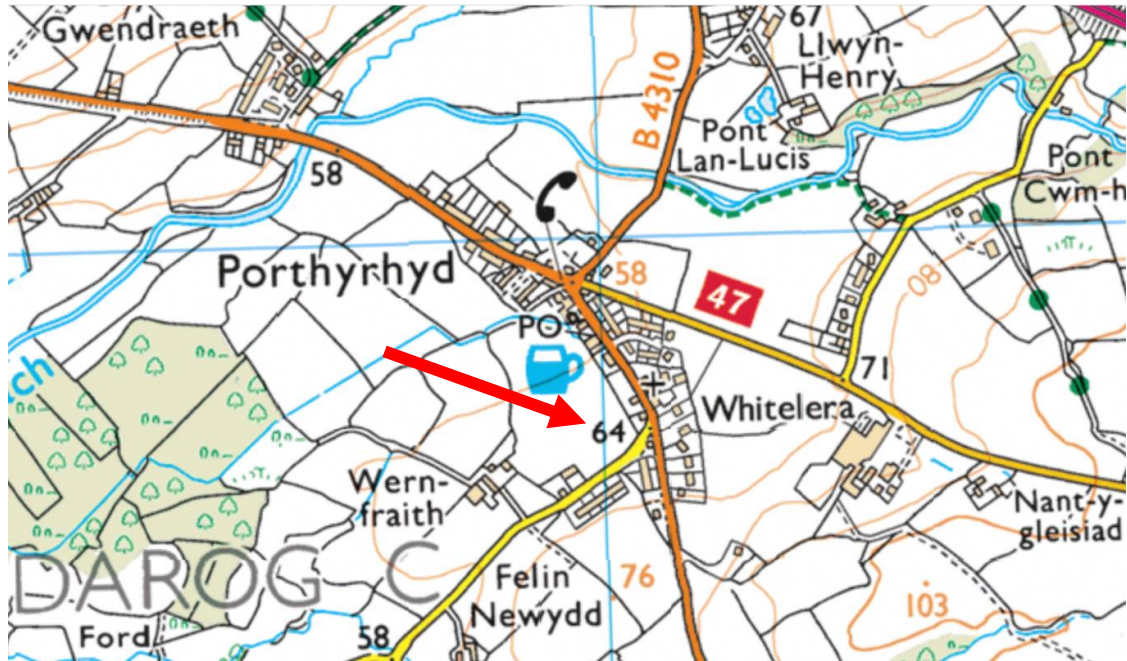


Figure 1 – OS Explorer Map with Application Site identified



Figure 2 – Google Earth image – April 2021

illustrate the wide expanse of open field enclosure and definitive stone wall perimeter of the adjoining graveyard and chapel. The streetscene of modern bungalow properties located directly opposite is also shown.



Photo 1 – extent of gently sloping field at south-western perimeter



Photo 2 – south-eastern corner adjoining junction neighbouring property



Photo 3 – view from close to road junction looking west to subject field



Photo 4 – view along minor road looking east

2.2.4 The site at Wern Fraith lies within a 5-minute walking distance of Porthyrhyd's two public houses, The Abadam Arms and Prince of Wales, together with the Spar convenience store, post office and "Y Neuadd Fach" community hall, equipped with children's playground and sports field. All lie within the village centre at the junction with the Porthyrhyd to Nantgaredig Road. That road continues north to underpass the A48 trunk road en-route to the National Botanic Garden for Wales at Middleton Hall.

This section of B4310 Road lies upon a primary public bus route, with **Services 129 and 166** running to Drefach, Tumble and Llanelli. Foelgastell, Cefneithin & Cross Hands to the east, and Llanddarog and Carmarthen to the north-west.

Ysgol Gyfen Maes-y-Gwendraeth is located a short road distance from Porthyrhyd via public and school transport.

National Cycle Route 47 – Llanelli to National Botanic Gardens – includes the section of the B road which passes the C road junction in Porthyrhyd.

2.2.5 Nearby Cross Hands provides a whole range of large food supermarkets, comparison shops and industrial estates, whilst Carmarthen town centre some 8 miles to the west provides a greater range of retail, employment and administrative facilities.

3.0 PLANNING POLICY

3.1 LOCAL PLANNING POLICY

3.1.1 The development plan in form for the purposes of Section 38(6) of the Planning & Compensation Act 2004 is the Carmarthenshire Local Development Plan, which was adopted in December 2014.

3.1.2 The application site is located within the defined settlement limits of Porthyrhyd. The site is specifically allocated for a residential land use, being **Site SC33/h3**, which is indicated within the Plan as being capable of indicatively accommodating 27 units. The LDP Proposals Map is reproduced in extract as Figure 4 and shows the residential allocation extending over the southern half of the field enclosure. It should be noted that the allocation extends further west to wrap up alongside the existing farm outbuildings and includes a small copse of trees adjoining those outbuildings.

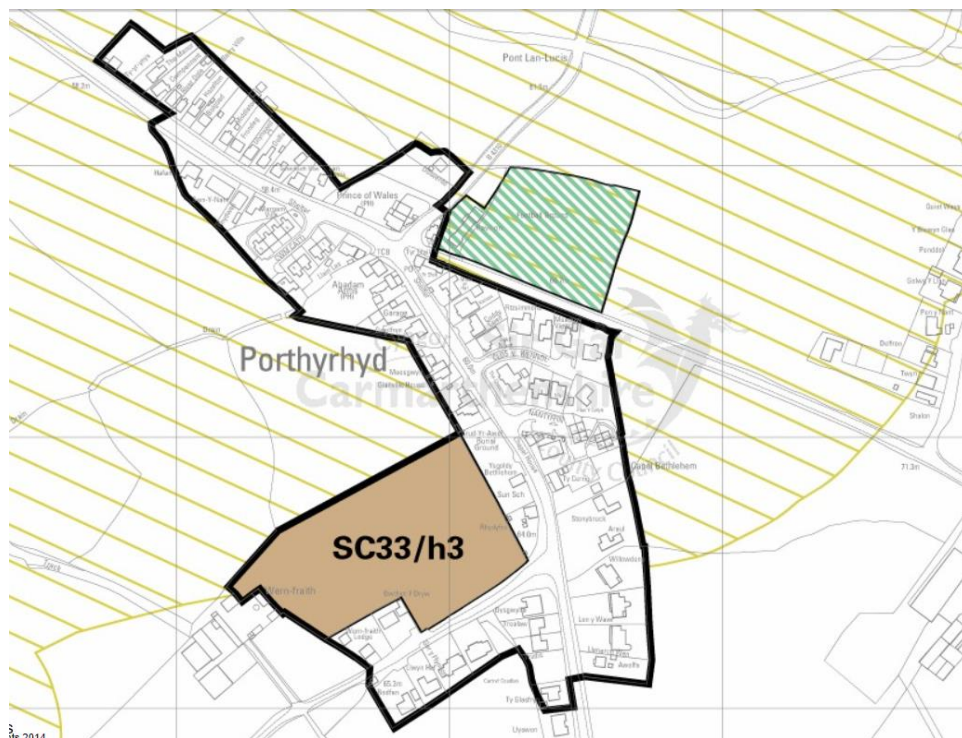


Figure 4 – LDP Proposals Map extract – Wern Fraith, Porthyrhyd

3.1.3 The site as shown allocated has a northern perimeter extending along a contour line from a mature tree line to the west to the end of the graveyard perimeter wall. Policy H1 “Housing Allocations” indicates that: “Proposals for the residential development of allocated housing sites submitted in the form of a Full Planning application or as a Reserved Matters application should be accompanied by a layout of the proposal in its entirety to ensure the site is developed to its full potential. (self-emphasis)

3.1.4 The supporting text to the above policy does indicate at paragraph 6.2.13 that *“Development densities have been calculated based upon an initial standard of 30 per ha within the growth areas, 25 per ha for the service centres and local service centres, with 20 per ha utilised within the sustainable communities. Their application on a site-by-site basis has however, been informed by the form of a settlement in terms of whether it is predominantly urban or more rural in context. It also takes into account settlement and the site characteristics and site development factors.”*

Paragraph 6.2.14 goes further to indicate that *“These nominal densities have, where appropriate, been amended to reflect local and site circumstances such as topography and physical constraints and are intended to be indicative. It is anticipated that they will be subject to further consideration at application stage.”*

3.1.5 Policy GP1 of the LDP promotes development proposals which should be compatible with their surroundings in terms of scale, height, massing, and the general topography of the locality. Proposals must not adversely affect local amenity in terms of visual impact, loss of light or privacy, disturbance and traffic movement.

The Policy requires the siting of new proposals for development to have regard to the physical character and topography of the site and surroundings. Particularly being seen to integrate with the landscape, conserve and utilise existing boundary features, and having full regard to adjoining developments. This Policy also in particular advocates that proposals must not adversely affect local amenity in terms of visual impact, loss of light or privacy, disturbance and traffic movement.

3.2 **HIGHWAY CHARACTERISTICS IN RELATION TO ACCESS & PARKING STANDARDS**

3.2.1 LDP Policy TR3 requires all new development to have regard to allowing access and facilities for all; provide satisfactory car parking, and; be accessible to cyclists, pedestrians and users of public transport. The subject site has a long continuous frontage with the C2068 road, only some 20 metres from the minor road’s junction with the B4310. Vehicular access from any point along this site frontage can achieve excellent horizontal visibility in both directions for emerging vehicles, and for westbound vehicles turning right into a new residential site.

3.2.2 The carriageway of the minor road is noted that it has a width averaging some 4.5 metres, with no dedicated footways off either flank. However, the open nature of the application site is such that the entire carriageway can be widened by absorbing the field frontage and a new pavement created along the entire length. Existing properties to the west and directly opposite are all afforded with generous off-road car parking and turning facilities, and the road section is also well lit with modern lamp standards.

3.2.3 National Planning Policy on highway considerations to be found in “Manual for Streets” advocates the introduction of residential scheme single junctions to cater for schemes

which could range up to 150 dwellinghouses, and therefore these application proposals, although only containing 42 units, have been designed to fall within the threshold of that national requirement.

- 3.2.4 Carmarthenshire County Council advocate the guidance within the “CCS Wales – Wales Parking Standards (2018)”. The guidance stipulates car parking ratios for new developments dependant on the site’s location in relation to urban form and its sustainable attributes, particularly the availability of public transport and proximity to public services, retail, education and community facilities.
- 3.2.5 Given that the site is located within the Porthyrhyd settlement limits, as defined within the LDP, the Authority should categorise the site as a Zone 5 location, meaning rural settlement, with **the Guidance requiring a ratio of one car parking space per bedroom within individual houses**. However, an allowance can be made in sustainable locations, and a scoring system has been developed. Points can be achieved if a site is within 200 metres, 400 metres and 800 metres respectively of shops, schools and community facilities. More than 2 facilities in the same distance zone (200 / 400 / 800 metres) will double the number of points achieved. Similar proximities to public bus routes can also add scoring points, as does proximity to cycle routes. If a score of 7 or more points is achieved, one car parking space per unit can be deducted. If 10 or more points are achieved, two car parking spaces per unit can be omitted, providing it does not result in less than one space per unit.
- 3.2.6 The site at Wern Fraith lies within a 5-minute walking distance of Porthyrhyd’s two public houses, The Abadam Arms and Prince of Wales, together with the Spar convenience store, post office and “Y Neuadd Fach” community hall, equipped with children’s playground and sports field. All lie within the village centre at the road junction with the Porthyrhyd to Nantgaredig Road. That road continues north to underpass the A48 trunk road en-route to the National Botanic Garden for Wales and is part of **NCN 47 Cycle Route**. This section of the B4310 Road lies upon a primary public bus route, with **services 129 and 166** running to Llanelli to the south-east, Cross Hands to the east, and Carmarthen to the north-west.

The locality is accordingly highly sustainable where a level of on-plot car parking can be reduced to account for the availability of walking, cycling and public bus services in the locality.

3.3 Community Contributions

3.3.1 Policy AH1 requires for residential proposals of over 5 units to make on-site provision for Affordable Housing. Within the Carmarthen Sub-Market Area, the target for affordable housing is set at 30%. This application proposes **more than double that target percentage, with 69% affordable housing** to meet identified affordable housing demand. Such a high social demand has been recognised and endorsed by the Local Housing Authority within the Applicants pre-application meetings with Officers.

3.3.2 The Local Development Plan, at Policy REC2, requires development proposals more than five dwellinghouses to make contributions to Play and Open Space, if not within a proportion of dedicated land within the site, but commonly in the form of off-site financial contributions. The current rate per dwellinghouse is £2463 per unit.

3.3.3 The Council has adopted Supplementary Planning Guidance (SPG) in relation to Planning Obligations, from which the above figure is derived. The SPG also requires financial contributions towards education improvements, and even in circumstances where the relevant primary and/or secondary schools have spare capacity to receive additional pupils. A ratio of child places per dwellinghouse has been calculated and stands at a total of 0.64 children per house. Consideration will be given to excluding apartments from making such contributions, given that such properties are unlikely to accommodate small families with children.

4.0 DEVELOPMENT PROPOSALS

4.1 DESIGN CONCEPT

4.1.1 The application site has been surveyed and the prevailing ground contours recorded to inform the future development levels. Figure 5 below provides an extract of that part of the site and the recorded levels of the B4310 road junction and minor road carriageway. The allocated field is shown gradually, yet gently ascending in contour level to its “settlement limit” northern perimeter.

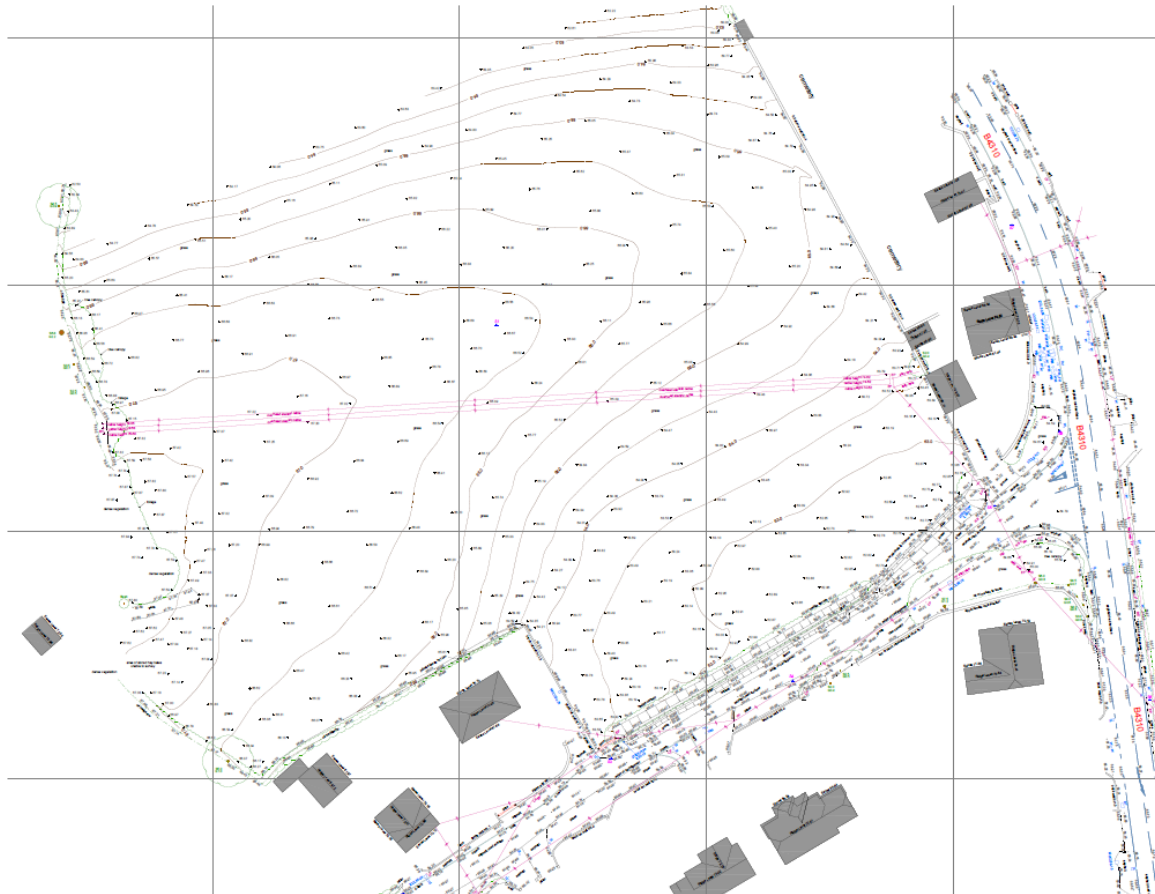


Figure 5 – Topographic Survey of site

4.1.2 The topographic survey reveals that as the midpoint of the public highway along the site frontage has an ordnance datum level of 63.5 metres, which rise to 66.5 – 67.0 metres AOD to the northern part of the allocated field. The site therefore only rises gently by some 3.5 metres from road level to reach the northern perimeter, but that rise in levels takes place over some 125 metres, with the widest changes in levels taking place over the northern portion of the field enclosure.

4.2 Layout

- 4.2.1 The proposals have sought to utilise the gentle contours of the site to form a series of cul-de-sac formations over of the field enclosure. A single point of access is proposed some 100 metres west of the B4310 road junction. The new junction will be designed with 6.0 metres wide radii set back off a widened C2068 road carriageway, which will also be proposed to be provided with a new 2.0 metres wide footway across the entire northern flank of the minor road, linking to the existing pavement about the B road junction. The C Road will be widened to 5.5 metres, with the new site junction equipped with visibility splays in excess of National Standards, enabling motorists to have full sight of vehicles over 100 metres distance away at the road junction, and looking west past the Wern Fraith farmyard.
- 4.2.2 The lower part of the field, parallel with the roadside fence and hedge line is shown with the Natural Resources Wales' Development Advice Map as susceptible to surface water flooding. Figure 6 below provides an extract from the DAM map and the area of water pooling is shown. Investigations at the site have revealed that excess water from the roadside drainage ditch is overbanking during inclement weather causing it to flow onto the agricultural field. When groundwaters recede the excess surface water returns to the ditch and flows away. The ditch is also connected to the road drainage system off the B410 road junction, which culverts into the ditch close to the adjoining property at Rhydyfro. The culvert has not been subject to regular maintenance, and thus causes the overtopping of the drainage ditch into the adjoining field.



Figure 6 – Extract from Development Advice Map

4.2.3 The proposed site layout as shown below at Figure 7 has been formulated with this area of surface water flooding in consideration, and also taken on board the statutory need to seek compliance and adoption of all new surface water drainage measures as part of SAB legislation. The site layout illustrates a new attenuation basin to be formed within the foreground of the site acting to retain excess surface water, not only from the development site but also a formal measure to control any excess run-off from the existing road drainage ditch system. It is appreciated that engineering works will have to be carried out to improve the existing ditch system which will be reformed as part of carriageway improvements, and improved culverting as that drainage is linked to the B4310 junction arrangements.



Figure 7 – proposed Site Layout Plan

4.2.4 The proposals illustrate for a mix of two-storey dwellinghouses, being detached and semi-detached in scale, all equipped with off-road car parking in the form of side or front driveways, and traditional rear garden space. A single, two-storey apartment block is proposed to accommodate 4 apartments, each 2-bed in floorspace. Single storey detached bungalows are also proposed across the site frontage to the minor road.

4.2.5 The proposals illustrate new dwellings respectful of neighbouring residential properties, and in particular the three existing detached dwellings which share a rear garden boundary with the application site. New dwellings are shown rear facing the rear elevations of those existing properties, but with healthy rear garden space upon each,

which equally complements the extent of rear gardens at those neighbouring properties. The proposals ensure that the existing privacy standards of those neighbouring occupants will be safeguarded through careful boundary treatment in the form of high perimeter fencing.

Existing properties located directly opposite the site are set at a higher ground level than the application field and are set back into their respective plots. Nevertheless, the aforementioned attenuation basin will have the effect of setting new dwellings back further into the application site, creating a pleasant open landscaped buffer between the widened public carriageway and those residents living opposite the site. Figure 8 below provides an artist's impression of the extent of such a setback formation.



Figure 8 – streetscene image of extent of setback position of frontage bungalows within southern foreground of site

4.2.6 New dwellings off the existing western and eastern boundaries of the site utilise the respective existing boundary features as rear perimeters, being the graveyard stone wall to the east, and mature tree line to the west. The new northern perimeter will be formed with private shared driveway encircling new dwellings which will overlook the undeveloped northern part of the former agricultural field. Figure 9 provides an illustration of how the new dwellings would appear from land to the north, but it must be remembered that such open pasture remains private land without any public right of way or access.



Figure 9 – impression of rear streetscene when viewed from northern adjoining field

4.2.7 **Development Density** is based on 39 residential units (buildings), with the block of four apartments taken as one unit, and thus equates to a development density over the 1.54 hectares being 25 units per hectare. Such a density is considered much lower than typical estate developments taking place and with planning permission across the County, where densities of 35 per hectare are encouraged to maximise allocated sites and ensure they meet a full potential as required by LDP Policy H1.

Such a density at Wern Fraith falls well when considered against nearby modern estate schemes such as “Parc-y-Gelli” in the neighbouring village of Foelgastell. That site of 41 units has been completed recently over 1.12 hectares of LDP allocated site. That equates to a density of 36.6 per hectare.

Hendy is a similar settlement to Porthyrhyd located adjoining a main trunk road, and the recently completed development at “Heol Bryn Bedw” shows 91 units set over 2.16 hectares, equating to a density of 42 per hectare.

At Cefneithin, the Clos Treventy site occupies an area of 2.4 hectares, with a total of 70 units equating to 29 units per hectare, and thus greater to that proposed at Porthyrhyd.

The Applicants submit that the proposed density at Wern Fraith is actually less than similarly sized and modern LDP allocations within a 5-10 minutes’ drive of Porthyrhyd.

4.3 SCALE

- 4.3.1 The submitted site layout provides details primarily of a range of house types across the site. The proposed units are set over differing footprints but are accommodated within respective plot dimensions and have informed the site layout. This is coupled with ensuring respect is paid to the Council's general spatial layout standards relating to serviced dwellinghouses and habitable distances, particularly the inter-relationship between new properties within the site itself.
- 4.3.2 Figures 10, 11, 12 and 13 below illustrate four of the nine different house types, being two semi-detached and two detached types. Saddle roofs predominate, respectful of modest roof pitches and with grey tiles finishes. House types offer a semi-rural theme, with use of render to generate a pastel, light finish, although neighbouring established properties off the minor road are known to display extensive concentrations of face brick, which therefore does not appear out of character as an external finish in this village environment and setting. Dwelling heights are modest with no roof rooms or roof windows, which would otherwise accentuate overall height and massing.
- 4.3.3 House types are modest in respective widths and depths with footprints for two-bed houses ranging from 32 to 41 square metres, and three beds from 40 to 46 square metres for semi-detached, and detached units will footprints of 45 to 54 square metres.
- 4.3.4 A range of detached bungalows are proposed to the frontage of the site, positioned to overlook and act as a backdrop to the attenuation basins. **The positioning of bungalows at this "frontage" setting to the south of the site will act to complement the existing bungalow properties set directly opposite off the southern flank of the C road.** Figure 14 illustrates a bungalow type, whereas Figure 15 provides a Schedule of Accommodation, indicating a range of units of varying scales and tenures proposed across the development site.

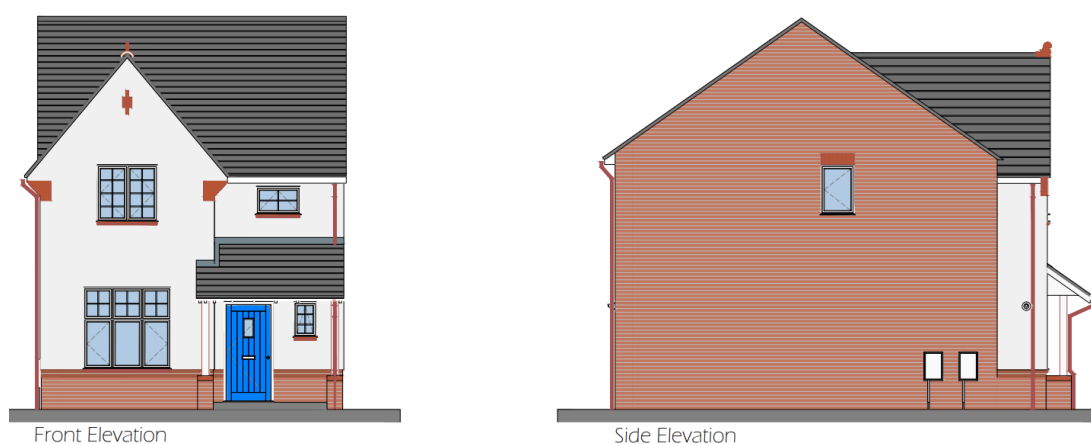


Figure 10 – proposed three-bed detached house “Morris”



Figure 11 – proposed four-bed detached house type “Hampstead”



Figure 12 – proposed two-bed Affordable semi-detached house type “Rhiwbina”

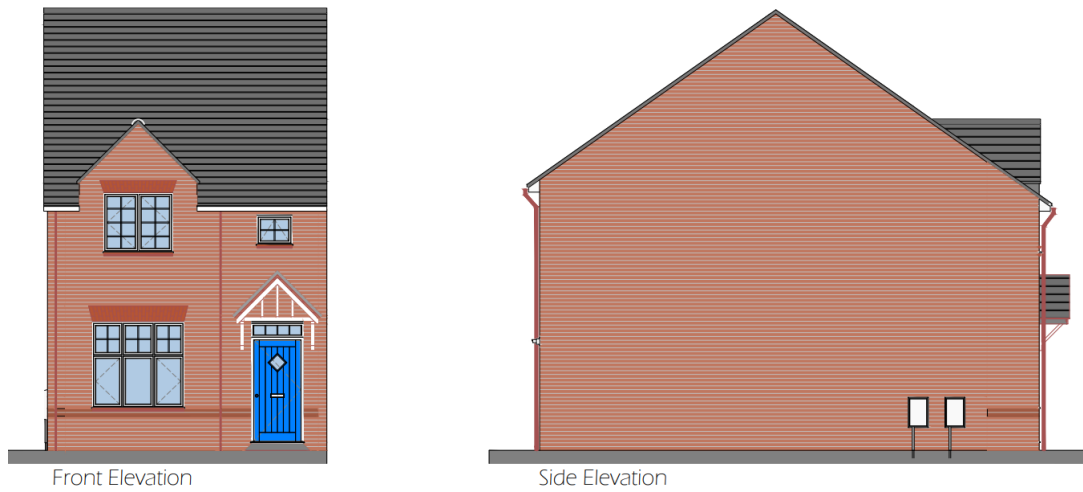


Figure 13 – proposed Affordable semi-detached three-bed house type “531”



Figure 14 – typical three-bed detached Affordable bungalow “532”

Schedule of Accommodation

Private

Ref	Description	Sqft	M ²	No.
Morris	3 Bed	957	89	7 No.
Hampstead	4 Bed	1163	108	1 No.
Hampstead(S)	4 Bed	1163	108	5 No.
Total				13 No.

Affordable

LCHO

Ref	Description	Sqft	M ²	No.
Rhiwbina	2 Bed	684	64	1 No.
Osbourne	3 Bed	847	79	4 No.
Letchworth	3 Bed	874	81	3 No.
Letchworth(S)	3 Bed	874	81	2 No.
Total				10 No.

Social Rented

Ref	Description	Sqft	M ²	No.
211	1 Bed Flat	544	51	4 No.
421	2 Bed	882	82	2 No.
531	3 Bed	989	92	7 No.
532	3 Bed Bungalow	936	87	5 No.
641	4 Bed	1211	121	1 No.
Total				19 No.
Total Units				42 No.

Figure 15 – Schedule of Accommodation

4.4 APPEARANCE

4.4.1 Proposed dwellings at the application site can maintain a mix of house types, but generally will be equipped with symmetrically proportioned windows in brown or white upvc, together with matching front entrance doors. The use of porches or canopies is introduced to aid to break up front facades, and variation in roof eaves, gable-fronted types and front protruding gables will assist in providing variety across the site.

Figure 16 below provides an illustration of the external finishes palette that is intended to be deployed throughout the development site. Red face brick detailing to a dominance of painted render with grey roof tiles are proposed.



Figure 16 – proposed materials palette to be deployed at the proposed site

4.4.2 Drawing a comparison or seeking a compatible architectural theme amongst existing properties at Porthyrhyd is difficult, given the broad range of bungalow and two-storey house types evident both along both flanks of the B4310 and modern side, cul-de-sacs off the northern flank at “Clos-y-Wennol” and “Nantyffin”. Photographs 5 to 9 below illustrate the wide variety of dwelling forms, with all manners of material finishes displayed from render to face brick and reconstituted stone.



Photo 5 – detached, modern bungalow adjoining site frontage



Photo 6 – modern detached bungalows of varying roofscapes, brick and render directly opposite site on minor road



Photo 7 – mix of stone and brick upon very individually designed detached houses on B4310 southern flank



Photo 8 – use of render and stone detailing to Maes-y-Wennol properties



Photo 9 – use of face brick upon bungalows fronting the B road west of the Square and public houses

- 4.4.3 The above photographs display the **vast range and differing forms of house building on show at Porthyrhyd**. Individuality is paramount throughout with no established pattern or style of development being carried forward to any subsequent development. It is therefore submitted that the proposals submitted at Wern Fraith, will at least bring a sense of uniformity and conformity within the site itself, with all nine house types provides a continuation with others on the same site. Material finishes will flow collectively within the site with contrasts only being a variety of finishes to define each house type, but which are broadly adopting a consistent theme.

4.5 LANDSCAPE DESIGN

- 4.5.1 It is considered that the proposals offer a moderately-sized greenfield development which pay regard to the precise landscape features of this part of Porthyrhyd. In this regard, specific attention will be paid to ensuring that the development will exhibit a complementary frontage of detached bungalows form of development to the C minor Road **yet set back or recessed behind an open and landscaped drainage attenuation feature**. Within the site interior, houses are proposed to be set back from the estate road carriageway edge to allow for modest front garden space, thus adding appropriate landscaping in the form of short, grassed lawns and planting. Figure 17 below provides an illustration of the importance of a frontage “green” to the development, off setting the built form back from edge of public highway to accommodate a landscape SUDS area.
- 4.5.2 The proposals will provide for a retention of perimeter trees and hedgerows to the north-western corner of the site, together with the eastern perimeter’s stone wall to the adjoining graveyard. New close boarded fencing between new development plots will be deployed, as is commonplace throughout the adjoining modern developments.



**Figure 17 – illustration of site frontage and extent of landscape foreground
“green” and attenuation features**

- 4.5.3 The density of development therefore seeks to maximise the resource and extent of land available, whilst providing the basic essentials of a fully serviced site; and degrees of openness and standards of occupant privacy and amenities found throughout the settlement.
- 4.5.4 The site is currently inconspicuous in the landscape, because of the proximity of the adjoining residential dwellings and perimeter trees to the north-west, together with the tall stone boundary walls to the graveyard screening the site from views from the east from the B road. The application site is set at a gentle gradient up from the corresponding minor road level. It also benefits from being set adjoining open pasture which continues to ascend gently to the north, and consequently views from the north at the village square are obscured by this intervening breath of open farmland. From higher land to the north, that being on descent from Llanddarog, the public will view a development set against the backdrop of two-storey houses off the B road, formed at a higher ground level.

5.0 ACCESSIBILITY

- 5.1 All-inclusive design issues identified have been addressed wholly in compliance with the requirements of the Disability Rights Commission Code of Practice “Rights of Access: Services and Premises” and Part M of the Building Regulations, where applicable. Thereafter full compliance will be maintained in perpetuity.
- 5.2 The proposed house and bungalow development is sited over level to gently undulating ground, with no discernible differences in ground level from the proposed residential plots to the public highway. Vehicular driveways and estate road footways can be significantly wide and level to allow use by all users regardless of mobility.
- 5.3 The development proposal will ensure, wherever possible, that the maximum gradient of driveways and footways to building entrances will be as level as possible, but certainly no more than 1:20, and compliant with Part M of the Building Regulations. The development will be provided with non-slip pathways and laid to a minimum width of 1000mm.
- (a) Car parking spaces to all dwelling driveways will be surfaced firm and level, free from loose stones. Every effort will be made to ensure proposed parking facilities are well lit for all users.
 - (b) Hard and soft landscaping of garden and amenity areas will be wheelchair friendly and capable of access for all.

5.4 **Building Structures**

The dwellinghouses will be a mix of single and two-storey and the following will apply to all house types:

- (a) If individually required, access to an external doorway will be made available via a short, shallow ramp. It is unlikely due to the site topography that handrails will be required as accompanying features on the above ramps. Ramps will be flush with door openings and surrounding ground level wherever possible.
- (b) Both external doorways will be in compliance with Part M of the Buildings Regulations. The entrances shall be clearly identifiable to all users.
- (c) All internal doors will be a minimum of 800mm, with corridors to comply with Part M of the Building Regulations.
- (d) Entrance doors will avoid the use of large glass facades, and doors thresholds will be flush. Door handles will be easy to grip in accordance with Part M of the Building Regulations, and similarly door closures will require a minimum use of force.

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

5.5 The proposals therefore ensure ease of access for all.

6.0 COMMUNITY SAFETY

- 6.1 The proposals will allow the properties to be publicly viewed from the adjacent C Road and proposed-adopted estate road highway. Furthermore, the degree of separation between the built form and boundaries of the site will be retained. This ensures that a healthy degree of natural sunlight will flourish.
- 6.2 The complete lack of overbearance between neighbouring existing and proposed properties, and those new houses and bungalows within the site itself will be fully exhibited. A sense of natural surveillance will be actively promoted, as illustrated in Figure 18, being a typical streetscene within the site.



Figure 18 – typical streetscene with incentive to promote community safety through careful placement of proposed properties

7.0 ENVIRONMENTAL SUSTAINABILITY

- 7.1 The proposals will allow for residents and visitors to continue to access the site by means of transport other than the private motor car. Accessing the site by foot or cycle will still be available, following the completion of the dwellinghouses, as is the availability to travel to the site by public bus, given the site's location upon a frequent bus route, with bus stops near the site.
- 7.2 The site at lies directly upon public bus stops at Porthyrhyd with services to Carmarthen, Llanelli and Cross Hands respectively.
- 7.3 National Cycle Route 47 passes near the site being upon the B4310 road running between Drefach and the National Botanic Garden. Website "*Travel Time Map*" reveals that a mere 30 minutes' cycle ride from the site takes cyclists to Cross Hands and north to the River Towy. Figure 19 below reveals the extent of the cycling opportunities from the site.

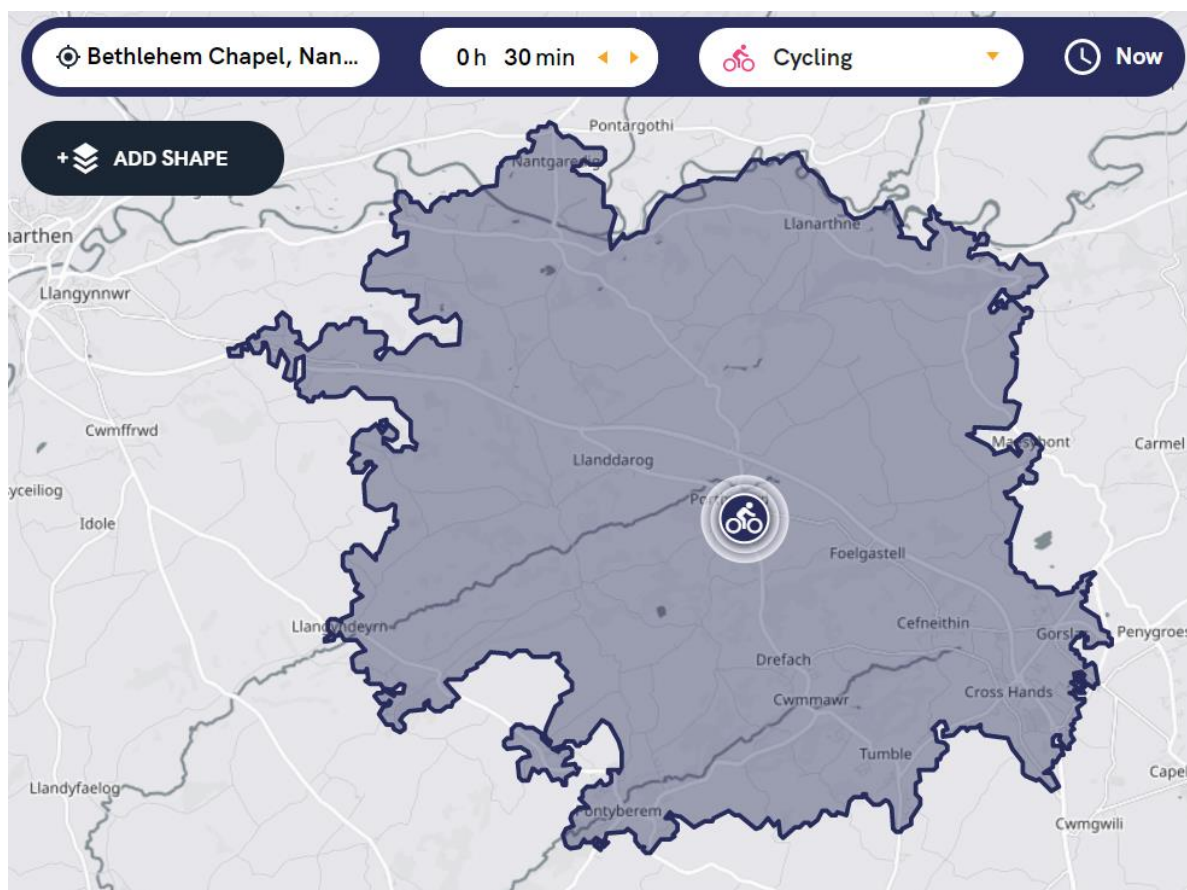


Figure 19 – 30 minutes cycle radius from application site

- 7.4 The Site lies within a three-minute walking distance of the village's shop, public houses, village hall and children's playground. Llanddarog Primary School and public houses,

together with the village of Drefach is located some 1.5 kilometres (one mile) by road from the site, and within a 30 minutes' walk, as shown in Figure 20 below.

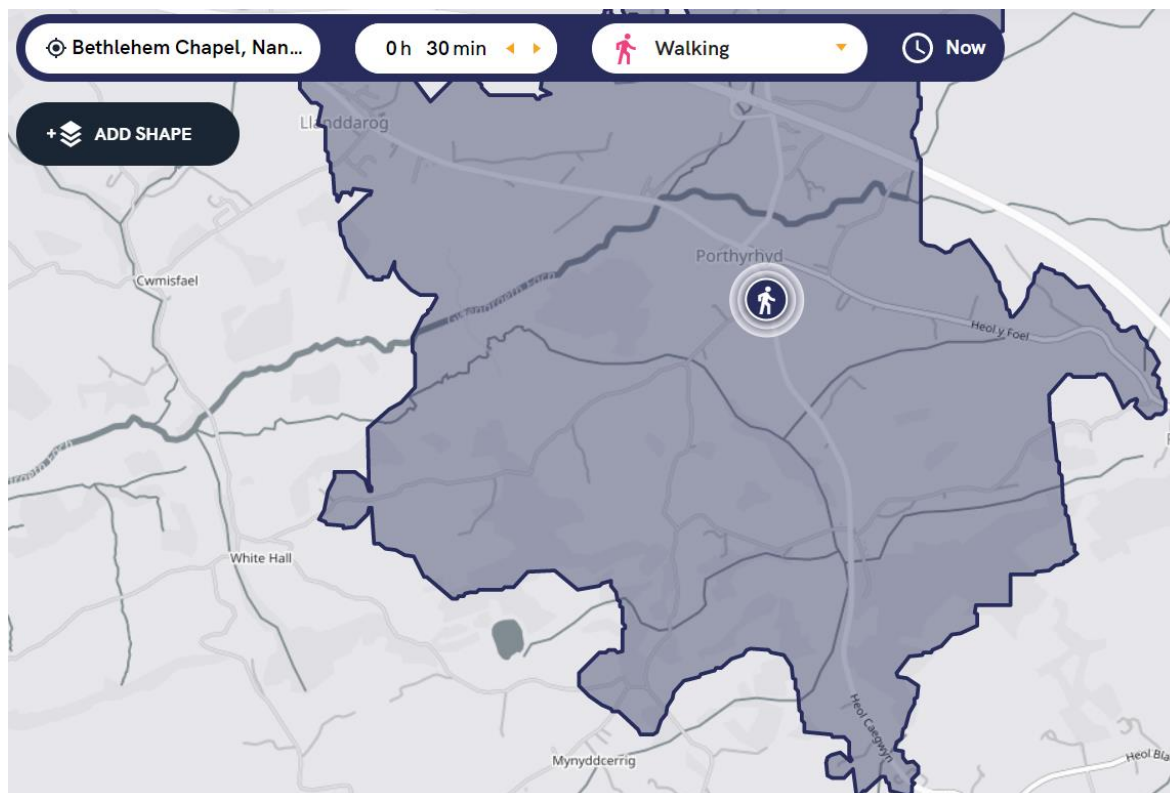


Figure 20 – 30 minutes' walking distance from application site

7.5 Cross Hands and Carmarthen are both located only 10 minutes by road, and provide a whole range of large food supermarkets, comparison shops, offices, bus station, industrial estates, library and leisure / recreation facilities.

8.0 MOVEMENT

8.1 The proposals will allow for uses, be that residents, delivery operatives or general visitors to freely access all available parts of the development, with each house being fully incorporated into the internal mechanics of the site. The development proposed has been designed to illustrate for change, whilst ensuring that all movement outside and within the buildings are free from obstruction or hindrance.

8.2 The submitted proposals illustrate for a safe and effective vehicular access off the C class minor road, which itself has a good, safe junction with the B4310 road at Porthyrhyd. This stretch of B road has satisfactory forward alignment, offering appropriate forward visibility to all motorists. The internal estate road layout will also

provide residents and visitors with a complete adoptable carriageway and footways, allowing for safe vehicle passage and complete pedestrian segregation.

- 8.3 The level of car parking at the site will ensure that there is sufficient off-street parking for residents within the curtilage of each house. The applicants' focus will also be to ensure that a proportion of parking is retained at corresponding levels with that of each respective property, thereby providing easy passage for all users regardless of mobility.

9.0 CONCLUSION

- 9.1 This Statement has sought to examine the attributes of this residential allocated site in relation to Local Planning Policy and also its proximity to existing, neighbouring residential development and the ground contours of the site. Existing physical conditions will have an effect upon the development of the site, and the placement of residential development.
- 9.2 The proposed site layout seeks to promote and enhance the development as a complimentary reflection of the modern, yet much smaller, residential estate located at Porthyrhyd, and which respects the scale parameters of the streetscene. The resultant site layout allows for complementary standards of development footprints and levels of amenity space within each house plot, whilst ensuring a satisfactory level of privacy and lack of overbearance on neighbouring residents and those new occupants within the scheme.
- 9.3 The scheme proposes **69% Affordable Housing** over a scheme of 42 units, offering a broad range of house types, and with tenures balanced in favour of social rented units, together with low-cost home ownership. The number of open market unit are therefore very much in the minority. The density of development at 25 units per hectare is less than complementary housing schemes in nearby villages of Foelgastell, Cefneithin and Hendy, which higher densities are displayed. Moreover, this scheme offers **over twice the number of Affordable Homes than sought under LDP policy**, which should be given significant weight in the determination of this application, in addressing social housing needs at Porthyrhyd and the surrounding community.
- 9.4 This Statement has illustrated that the proposals meet the "objectives of good design" as listed within Technical Advice Note (TAN) 12, together with the underlying policies of the Carmarthenshire Local Development Plan. Throughout, the focus is made upon ensuring that the proposal is a legible development, well designed to integrate comfortably into its surroundings, and; is freely accessible to all users.