

# DESIGN AND ACCESS STATEMENT

## PROPOSED RESIDENTIAL DEVELOPMENT COMPRISING 84 DWELLINGS AND 1 RETAIL UNIT WITH MANAGERS ACCOMMODATION

LAND AT GWELLYN AVENUE  
KINMEL BAY, CONWY

Ref. No: P.1533 / DAS

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Prepared by Planscape Architectural Design Consultants

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## **1.0 INTRODUCTION:**

### **1.1 BACKGROUND**

#### 1.1.1

Having regard to Conwy County Borough Councils development plans and the provisions of the General Development Order, being read in conjunction with TAN 12 where appendix A3.2 recognises the need for the '*Design and Access Statement*' to have proportionality with the scheme that is being proposed.

#### 1.2.2

The Design & Access Statement should be read in conjunction with the planning application and associated submitted material to gain a full understanding of the proposed redevelopment of the site and its impact on the local environment.

## **2.0 DESCRIPTION OF THE APPLICATION SITE:**

### **2.1 LOCATION**

#### 2.1.1

The application site within the red line boundary measures 3.53 hectares and is located off St Asaph Avenue and Gwellyn Avenue and is totally within the settlement boundary of Kinmel Bay as shown within the adopted Local Development Plan.

#### 2.1.2

Kinmel Bay and Towyn is a community located at the eastern boundary of the Conwy County Borough. The town is predominately accessed from the Foryd Road which runs east to west and connects the towns of Rhyl and Abergele. The town has a population of 8,460 according to the 2011 Census.

#### 2.1.3

The Kinmel Bay and Towyn area are situated within a Flood Zone 3.

#### 2.1.4

The site is located within an area of mixed development with residential properties bounding the north and west boundaries and a holiday park to the east of the site. The western boundary of the site follows the limit of the settlement boundary of Kinmel Bay.

#### 2.1.5

The existing use of the site can be split into two parts. The eastern part of the site comprises of seven large broiler houses which are now redundant due to the business being closed down a number of years ago. The remaining and largest part of the site is used for open and covered storage and comprises a number of buildings and metal storage units.

#### 2.1.6

The site is predominately level and is surfaced with gravel and impermeable material.

## **3.0 DESIGN AND DEVELOPMENT CONSIDERATIONS:**

### **3.1 INTRODUCTION**

#### **3.1.1**

It is understood that the purpose of a Design & Access Statement is to explain the design concepts and principles applied to the proposed development in relation to the following;

- Access
- Character (including layout, scale, appearance and landscaping).
- Community Safety
- Environmental Sustainability; and
- Movement to, from and within the development.

#### **3.1.2**

A Design & Access Statement should demonstrate the steps taken to appraise the, physical, social, economic and policy context of the proposed development and explain how the design of the development takes that context into account in relation to its proposed use and each of the aspects specified above.

### **3.2 DEVELOPMENT CONTEXT**

#### **Physical**

#### **3.2.1**

The existing site comprise of redundant broiler houses and other single storey buildings used for covered storage. The remaining land provides provision for open storage.

#### **3.2.2**

The site lies wholly within the development boundary of Kinmel Bay. To the north and west of the application boundary lie residential dwellings typically one and two storey in height with a mix of wall and roof materials.

#### **3.2.3**

To the east of the application site there are mobile homes and a holiday park comprising of static caravans.

#### **3.2.4**

Part of the western boundary of the site fronts onto St Asaph Avenue, a road which provides a vital link to the area from the south and services the large employment park and garden centre which are located opposite the application site.

#### **Social**

#### **3.2.5**

The proposed development will provide a number of affordable units on site and will make a positive contribution to local housing needs in the area.

#### **3.2.6**

The site is an appropriate location for new housing development as it lies within the settlement boundary of Kinmel Bay and there is existing residential development surrounding the site.

### 3.2.7

The site is sustainably located with excellent access to public transport providing access to nearby town and villages. There are bus stops close to the application site which link to regular bus routes.

### 3.2.8

More locally, the site also has good links to local shops, services and employment opportunities, which are within an acceptable walking and cycling distance or a short bus journey away.

## **Economic**

### 3.2.9

In terms of the economic benefits that will arise from the development, in the short term the proposal will offer employment opportunities for those contracted to develop and build the scheme.

### 3.2.10

In addition, and in the long term, the proposed development will ensure that local services and facilities are sustained including the local schools and local facilities such as shops, library, community centre, public houses and churches.

## **Environmental**

### 3.2.11

The application site is within Flood Zone 3 which is considered to have a high risk of fluvial and coastal / tidal flooding as per NRW's Development Advice Map.

### 3.2.12

There are no landscape, environmental or heritage designations affecting the application site.

## **3.3 CHARACTER OF PROPOSED DEVELOPMENT**

### **Amount**

#### 3.3.1

The proposed development consists of the erection of 84 residential properties, made up of a mix of detached, semi-detached, terraced and apartment blocks. The development also includes for the provision of a small retail shop with managers accommodation and associated parking.

#### 3.3.2

The proposed layout plan submitted with the application demonstrates that the proposed dwellings can be adequately provided within the site, whilst respecting required standards, including private amenity space. The proposed layout also provides for 'open space' area and Locally Equipped Area for Play (LEAP).

#### 3.3.3

Careful consideration has been given to the proposed site infrastructure and car parking provision, together with an assessment of the impact on the operations of the Gwellyn Avenue / St Asaph Avenue junction. A supporting Transport Assessment, prepared by Hydrock Consultants Limited, forms part of the submitted application.

## **Scale**

### 3.3.4

The scale of the proposed development can be seen on the individual house type elevations, together with street scene elevations. Selected house types have been chosen for certain plots to minimise any impact on the amenity of existing residential properties.

## **Appearance**

### 3.3.5

Elevational treatment is proposed to include facing brick and rendered walls beneath a roof of red tile. Windows will be white uPVC. Exact details of external materials will be controlled via the imposition of a 'materials condition'.

## **Landscaping**

### 3.3.6

The proposed development allows for public open space together with a LEAP.

### 3.3.7

Due to the proposed elevated nature of the site as a whole, careful consideration has been given to the proposed landscaping. A scheme prepared by Above Zero Landscape Architects Ltd provides for extensive landscaping within the site and specifically for the embankment which will be created as part of the development.

## **3.4 ENVIRONMENTAL SUSTAINABILITY**

### **Landscape setting**

#### 3.4.1

The site does not lie within any statutory or non-statutory registered landscape designation.

### **Biodiversity and the Local Environment**

#### 3.4.2

The planning application is supported by a Protected Species Survey undertaken by BEK Enviro.

### **Heritage**

#### 3.4.3

There are no designated heritage assets on the application site.

### **Efficiency of Operation**

#### 3.4.4

In considering the principles of the Energy Hierarchy, reducing energy demand and maximising energy efficiency, a reduction in carbon emissions that are required by Building Regulations shall be achieved by the proposed dwellings.

#### 3.4.5

More specifically in terms of siting, the dwellings have been positioned to maximise natural daylight to minimise energy demand.

### **Suitable Materials**

#### 3.4.6

The proposed development will utilise robust materials which are likely to have a long operational life. This will help to reduce the need for subsequent maintenance and repair works, resulting in 'whole life' sustainable benefits.

### **3.5 MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT**

#### 3.5.1

The vehicular access to the proposed development is to be taken off Gwellyn Avenue. A further access will be provided off St Asaph Avenue, however this access will be restricted to vehicles using the proposed retail shop and to emergency vehicles which will be able to access the whole development via a suitably design access barrier. This access will also provide a link from the proposed footpath infrastructure of the development to the existing cycle path network.

#### 3.5.2

Pedestrian access to the proposed development is to be taken off Gwellyn Avenue and St Asaph Avenue.

#### 3.5.3

The proposed development includes the provision of a total of 190 resident parking spaces, 15 visitor spaces, 3 disabled parking spaces and 15 cycle spaces. Car parking spaces each measure 2.6m by 4.8m.

#### 3.5.4

The layout shows that the proposed development will allow for adequate parking and manoeuvring space within the development, including for all service and emergency vehicles. The internal road layout has been designed and assessed using up to date 'swept path' modelling software.

### **3.6 COMMUNITY SAFETY**

#### 3.6.1

The proposed development will be designed with safety and well-being of future users being a key consideration as well as the need to protect and enhance the safety of the surrounding community. The proposed buildings have been designed to allow for natural surveillance whilst promoting a sense of ownership and responsibility.

#### 3.6.2

It is not considered that the proposed development will have any detrimental effect on community safety or on the amenity of the residents of the surrounding residential properties.

### **3.7 DEVELOPMENT PLAN POLICY**

#### **3.7.1**

The application site is located within the settlement boundary of Kinmel Bay and is therefore, considered to be a windfall site with a general presumption in support of residential development subject to assessment against other relevant development management policies within the LDP. Kinmel Bay is classified as an Urban Development Strategy Area as per Policy HOU/1 of the LDP.

#### **3.7.2**

The Conwy County Borough Council's LDP is now effectively time expired and the latest information from the replacement LDP indicates that, overall, the LDP did not deliver the desired amount of residential units. It is therefore sensible to assume that a residential scheme within the development boundary of an Urban Development Strategy Area should be supported subject to its acceptability to other LDP policies.

#### **3.7.3**

Policy HOU/2 requires 10% of the dwellings to be affordable for any residential proposals for Kinmel Bay. The proposed scheme would go some way to address the amount of shortfall of housing land within Conwy and would provide much needed affordable homes.

#### **3.7.4**

Sustainable development is defined in Planning Policy Wales as having three dimensions; economic, social and environmental. The proposal would clearly have economic benefits, through the provisions of jobs during the construction phase and the provision of new housing close to existing employment opportunities. In social terms, the scheme would provide affordable housing provision in an area where there is clearly an identified shortfall. In environmental terms, the scheme would not give rise to any adverse impact on the natural, built and historic environment. As such the development of the site for housing constitutes sustainable development under PPW.

## **4 ACCESS**

### **4.1 PUBLIC ACCESS**

#### **4.1.1**

The site is sustainably located with excellent access to public transport providing access to nearby towns and villages. There are bus stops adjacent to the application site which links to regular bus routes. The site is within walking distance of Kinmel Bay and Towyn.

#### **4.1.2**

More locally, the site also has good links to local shops, services and employment opportunities, which are within an acceptable walking and cycling distance or a short bus journey away.

#### **4.1.3**

Pedestrian access to the proposed development is available from either Gwellyn Avenue or St Asaph Avenue.



#### 4.1.4

The proposed development will be sustainably located and will relate well to its surroundings, encouraging walking, cycling and the use of public transport. Easy to access footpaths are envisaged which will provide a safe and attractive environment for cyclists and pedestrians.

### **4.2 VEHICULAR ACCESS**

#### 4.2.1

Vehicular access to the proposed development is to be taken off Gwellyn Avenue. A further vehicular access will be created off St Asaph Avenue, however, this access will be limited to vehicles using the proposed retail shop and to emergency vehicles, which will be able to access the overall development via a controlled barrier.

### **4.3 VEHICLE PARKING**

#### 4.3.1

The proposed development includes the provision of 190 resident car parking spaces, 15 visitor spaces, 3 disabled parking spaces and 15 cycle parking spaces. Car parking spaces each measure 2.6m by 4.8m.

### **4.4 DISABLED ACCESS**

#### 4.4.1

The proposed house type design and design of the retail unit will incorporate and comply with the requirements of Approved Document M of the Building Regulation. The internal road layout of the development will also be designed to incorporate designated road crossing points with tactile paving.

### **4.5 THE DEVELOPMENT PLAN**

#### 4.5.1

It is considered that the proposed development accords with LDP policies STR/2 and STR/3 which aims to increase accessibility to public transport whilst reducing the environmental impact of development together with promoting the most sustainable and environmentally accessible modes of transport.

#### 4.5.2

The proposed development will provide safe and appropriate provision for access and egress of pedestrians, cyclists, public transport users and the private car. As such the proposal accords with LDP Policy DP/4 which supports the safeguarding and improvement of pedestrian and cyclist facilities within new developments.

### **5.0 CONCLUSION**

#### 5.0.1

This Design & Access Statement has been provided in support of a planning application to develop the land off Gwellyn Avenue, Kinmel Bay, for the erection of 84 residential dwellings, a retail shop with managers accommodation, with associated infrastructure, parking and landscaping.

### 5.0.2

The application site is situated in a sustainable location within the settlement boundary. The development will provide an appropriate mix of much needed market and affordable housing for those in local housing need. It is considered that the proposed development complies with adopted statutory local planning policy and with guidance from government.

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