



DESIGN & ACCESS STATEMENT

**LAND TO THE NORTH OF LEWIS SQUARE,
ABERCANAID, MERTHYR TYDFIL**

**PROPOSED CAMP SITE WITH 8 NO. GLAMPING PODS,
SHEPHERDS HUTS, 14 TOURING PITCHES AND SPACE
FOR 8 TENTS. TOILET / WELFARE BLOCK**



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1 INTRODUCTION

- 1.1 The application seeks planning consent for the proposed construction of proposed camp site with 8 no. glamping pods, shepherds huts, 14 touring pitches and space for 8 tents. toilet / welfare block on land to the north of Lewis Square, Abercanaid, Merthyr Tydfil.

Character

- 1.2 The application site is an existing residential use and camping site, under the 28 day rule, measuring approximately 4709 sq.m.
- 1.3 The site is a raised plateau surrounded by steep embankments. The site is partly enclosed by a 2m high timber fence. To the west is a bank of trees / vegetation adjacent to the A470 carriageway.
- 1.4 The site lies to the north and west of Abercanaid and is predominantly surrounded to the south by residential properties, to the east by industrial uses and by open countryside to the north.
- 1.5 The site has an existing network of roads accessible directly from Lewis Square.



- 1.6 The site is well defined by existing established boundaries.

Planning Policy

- 1.7 **The Wales Spatial Plan People, Places, Futures** sets a strategic framework to guide future development and policy interventions. It integrates the spatial aspects of National strategies for



social inclusion and economic development, health, transport and environment, translating the Assembly Government's sustainable development duty into practice.

- 1.8 **Planning Policy Wales (PPW Edition 10) December 2018** sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters.
- 1.9 Section 3 states *'Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales.'*
- 1.10 Section 4 states *'The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:*
- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
 - *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
 - *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*
- 1.11 Section 5 encourages tourism which contributes to economic development, rural diversification, conservation, urban regeneration and the need of visitor and the local communities. It is recognised that most of existing tourism provision and accommodation occurs in urban locations.
- 1.12 The need to consider the scale and distribution of existing and proposed tourist attractions and enable complementary developments, such as accommodation, should be provided ensuring limited negative environmental impacts, whilst considering opportunities to enhance biodiversity.



- 1.13 **Planning Policy Wales Technical Advice Note 12: Design**, sets out the Welsh Assembly Government's detailed advice on how to achieve good design in all development at every scale throughout Wales.
- 1.14 The guidance sets out the Assembly's objectives for good design, namely
- Access – ensuring ease of access for all.
 - Character – sustaining or enhancing local character. Promoting legible development. Promoting a successful relationship between public and private space. Promoting quality, choice and variety. Promoting innovative design.
 - Community safety – ensuring attractive, safe public spaces. Security through natural surveillance.
 - Environmental sustainability – achieving efficient use and protection of natural resources. Enhancing biodiversity. Designing for change.
 - Movement – promoting sustainable means of travel
- 1.15 **TAN 13 – Tourism, TAN 18 - Transport and TAN 22 –Sustainable buildings** are considered relevant to the site.

Local Planning Policy

- 1.16 The current development plan comprises the Adopted Merthyr Tydfil Local Development Plan (2006 - 2021). The Plan sets out the vision, objectives, strategy and policies for managing development in Merthyr Tydfil up to 2021.
- 1.17 The relevant policies contained in the LDP are:

BW1 – Development Strategy – Primary Growth Area

BW4 – Settlement Boundaries / Locational Constraints

BW5 – Natural Heritage

BW7 – Sustainable Design and Placemaking

BW12 – Development Proposals and Transport

AS4 – Historic Landscape

TB11 – Access, Parking and Accessibility of Local Facilities

Planning History



- 1.18 P/18/0349 - Proposed camp site comprising of 8 glamping pods, 2 shepherds huts, 12 touring pitches and space for 8 tents. toilet / welfare block and bike store – Refused 01.08.2019.

'The applicant has failed to provide sufficient information to demonstrate that the existing highway (Lewis Square) serving the site can adequately accommodate the additional traffic generated by the development without creating traffic hazards to the detriment of highway and pedestrian safety. As such, the proposed development is contrary to Policy BW12 of the Merthyr Tydfil Local Development Plan.

- 1.19 P/14/0269 Erection of Park Home (detached bungalow style home) with associated access road and drainage works – Granted 05.01.2015

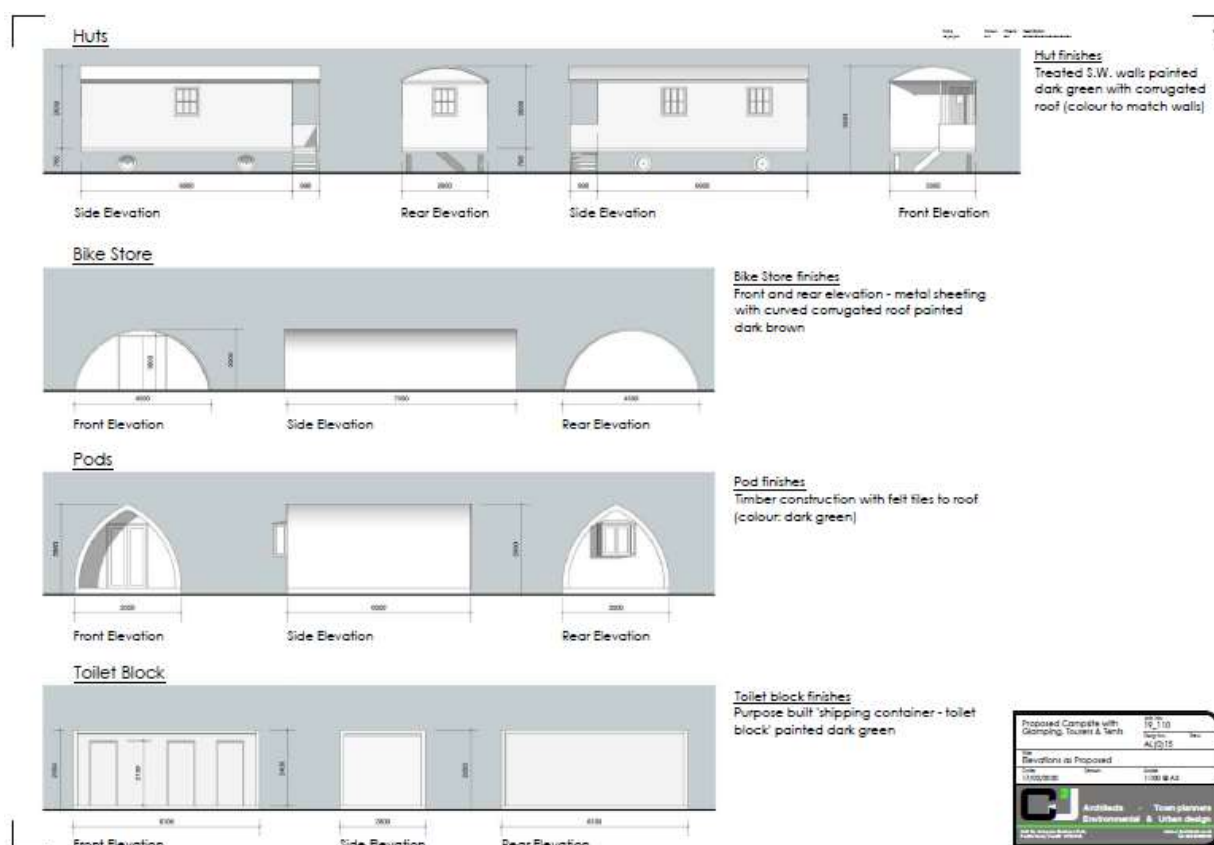
Proposal

- 1.20 The application is a resubmission of the recently refused application P/18/0349 dated 1st August 2019.
- 1.21 The proposal envisages the construction of a camp site with 8 no. glamping pods, shepherds huts, 14 touring pitches and space for 8 tents. toilet / welfare block on land to the north of Lewis Square, Abercanaid, Merthyr Tydfil.



- 1.22 The existing access to the site extends around the central area which will accommodate the huts and pods, whilst the pitches will be positioned around the perimeter, with a dedicated tent area and associated parking to the northern boundary of the site.

- 1.23 The 3 m high glamping pods are rectangular structures with a curved roof, measuring 3.5 m x 6 m and constructed in timber.
- 1.24 The shepherd huts are set on wheels, measuring 2.8 m x 7.8 m. They are 3.4 m in height and similarly constructed in timber with a curved corrugated roof.
- 1.25 The proposed welfare / toilet block will be a purpose made shipping container, measuring 2.8 m x 6.1 m and will be 2.55 m in height.



- 1.26 Each unit / pitch will have dedicated adjacent car parking and the site will be landscaped.
- 1.27 The Officer's Report in respect of application P/18/0349 considered that the proposed camping facilities alongside the existing residential use on the site are compatible and within close proximity to Bike Park Wales, which has contributed to the rise in demand of camping / tourism facilities across the County Borough.
- 1.28 Whilst the elevated nature of the site may make the site visible in the immediate vicinity, the existing trees along the A470 and fencing around the site help to screen the majority of the development within the local context.

- 1.29 The permanent structures (pods, huts, toilet facilities) were considered to be well contained within the site and of an appropriate scale, design and appearance, complying with Policy BW7 of the LDP.

Access & Movement

- 1.30 The application site is an established residential use and caravan and camping park (under the 28 day rule), with all necessary roadways in place.



- 1.31 Taking into consideration the reason for refusal attached to P18/0349, Lime Transport have prepared a Transport Statement addressing the highway issues, which concludes:

6.1.4 Based on the survey data, the vehicle flows Lewis Square/Glyndyrus Close junction are very low, with 14 vehicles using the junction in the AM peak and 10 vehicles using the junction in the PM peak. The nature of the road, with a sharp bend to the east of Glyndyrus Close, will result in low vehicle traffic speed and visibility is considered sufficient.

6.1.5 Based on the above, it is considered that the proposed development will generate a very low volume of traffic and will, therefore, have a negligible impact on the local highway network.

- 1.32 The site is flat with level access to the adjacent public footpaths. Accordingly, the site is not considered to provide any potential barriers to accessibility. Pedestrian access points to the site are clearly illustrated on the submitted application drawings. Level threshold access will be provided to all pedestrian access points.



- 1.33 The design approach adopted by the applicant is 'to provide a barrier free environment for all'.
- 1.34 Access will be interpreted to include access into and within buildings, the curtilage of the application site and access to all facilities, services and information.
- 1.35 This statement is intended to provide a broad indication of design philosophy in respect of the scheme at planning stage.
- 1.36 The detailed design proposals have been developed following a full assessment of the site and surrounding areas including the physical, social and economic context.
- 1.37 As the proposal drawings illustrate, pedestrian access to the site is achieved via the existing footpath network.



Circulation routes – motor vehicles/cyclists/pedestrians

The scheme is accessible to motor vehicles, pedestrians and cyclists. Parking for vehicles will be available adjacent to each hut / cabin / pitch.

Visibility of entrances and access to buildings



The principal entrances to the site have dedicated lighting.

Emergency vehicles

The scheme has been designed to provide access for emergency vehicles to all parts of the development.

Community Safety

- 1.38 The main entrances to the buildings are well positioned within a defined secure defensible space and lit to ensure a strong sense of personal safety.
- 1.39 The location of the site within an established residential / camping park where pedestrian movement is maximised creates a vibrant, safe and welcoming environment for this sustainable development.
- 1.40 The position of the site within an established area affords the opportunity for natural surveillance of the building entrances. The established nature of the area creates a sense of community and 'ownership' discouraging anti-social behaviour.

Conclusion

- 1.41 The proposal would utilise a brownfield site, alleviating the current pressure placed on greenfield sites, in accord with the objective of Planning Policy Wales.
- 1.42 The proposal provides much needed tourism related accommodation in the County Borough, ideally located close to Bike Park Wales.
- 1.43 The Applicant is willing to accept a condition requiring the submission of a landscaping scheme including native hedgerows and trees in accord with the LPA's Landscape Architect's recommendations.
- 1.44 The application is supported by a transport statement prepared by Lime Transport.
- 1.45 The proposed application adheres to National and Local policies and guidelines and does not adversely affect the highway safety or neighbouring amenities of the area to warrant a refusal.