



DESIGN & ACCESS STATEMENT

LAND AT PINE VALLEY, CWMAFAN, PORT TALBOT

PROPOSED RESIDENTIAL DEVELOPMENT OF 19 DWELLINGS, ACCESS AND PARKING

DRAFT



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1.0 INTRODUCTION

- 1.1 This statement has been prepared to support our Client's planning application for the proposed residential development of 19 detached and semi detached dwellings with access and parking on land at Pine Valley, Cwmafan, Port Talbot.
- 1.2 This statement explains the concept and principles of the development in relation to accessibility, character, community safety, environmental sustainability, movement and assesses the proposal against the relevant Planning Policy framework. The statement demonstrates the proposal accords with relevant National and Local Planning Policy and other material planning policy considerations.

2.0 PLANNING POLICY CONTEXT

Planning History

- 2.1 The following planning applications relate to the application site.

P2006/0107

Land at The Rear of Pine Valley Cwmafan Port Talbot

Residential development

Application withdrawn – Disposal under Article 29

National Planning policy



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- 2.2 **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.
- 2.3 **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.
- 2.4 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.'*
- 2.5 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.*
- 2.6 With regard to housing, section 4 continues *'New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the*





development of sustainable and cohesive communities. Maximising the use of suitable previously developed and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites.'

2.7 **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.

2.8 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.

2.9 **TAN 18: Transport** is also considered relevant to the site.

LOCAL PLANNING POLICY

2.10 The Neath Port Talbot County Borough Council Local Development Plan (LDP) is the adopted Development Plan for the area. Policies which are 'material considerations' to the determination of this planning application are:

Policy SC 1 Settlement Limits



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Development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy will be acceptable in principle. Outside settlement limits, development will only be permitted under the following circumstances:

1. It constitutes a sustainable small scale employment use adjacent to a settlement limit; or
2. It constitutes live-work unit(s) immediately adjacent to a settlement limit in the Valleys Strategy Area only; or
3. It constitutes the small-scale expansion of an existing business or the suitable conversion of an existing building; or
4. It constitutes the appropriate replacement of an existing dwelling; or
5. It is an affordable housing exception site; or
6. It is an appropriate rural enterprise dwelling; or
7. It is an appropriate 'One Planet Development'; or
8. It is a sustainable tourism or farm diversification proposal that is suitable in a countryside location; or
9. It is associated with the provision of public utilities, infrastructure and waste management facilities that cannot reasonably be located elsewhere; or
10. It is associated with either agriculture, forestry, minerals or energy generation; or
11. It relates to the appropriate provision of accommodation for Gypsies / Travellers; or
12. It constitutes the provision of open space and small scale ancillary facilities adjoining the settlement limit.

Where development is permitted outside settlement limits, any new buildings must be located adjacent to existing buildings or settlements wherever possible and be of an appropriate scale and form.

Policy SP 7 Housing Requirement

In order to deliver the 7,800 new dwellings required to meet the economic-led growth strategy, provision will be made for the development of 8,760 additional dwellings between 2011-2026 including a 12.31% flexibility allowance.

Policy SP 8 Affordable

Housing Provision will be made to deliver 1,200 affordable housing units within Neath Port Talbot over the Plan period (2011-2026) through the following measures:

1. Setting thresholds and targets requiring housing developments to contribute to affordable housing provision; and
2. Providing a framework for determining affordable housing exception sites.

Policy AH 1 Affordable

Housing All new housing developments, including conversions, on sites accommodating 3 or more units will be required to contribute to affordable housing provision. Affordable Housing Percentage Targets will be sought in the following spatial areas.



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Coastal Corridor:

- Neath - 25%
- Port Talbot - 25% Valleys:
- Pontardawe - 10%

The exact affordable housing contribution to be provided will depend on the circumstances of each proposal and the viability of the scheme. The provision of affordable housing will be implemented through the use of planning conditions, obligations and/or legal agreements between the Council, Developers and Registered Social Landlords.

Policy SP 20 Transport Network

The transport system and infrastructure will be developed in a safe, efficient and sustainable manner through the following measures:

1. Implementing key transport projects and supporting schemes identified in the Joint Transport Plan;
2. Promoting connectivity and access to public transport through improving bus and rail facilities;
3. Supporting enhancements to the walking and cycling network;
4. Promoting park and share schemes along key highway routes;
5. Promoting efficient use and links to the transport network through the identification of a road hierarchy;
6. Restricting development which would have an unacceptable impact on highway safety;
7. Requiring development proposals to be designed to provide safe and efficient access and promote sustainable transport;
8. Requiring appropriate parking provision;
9. Facilitating movement of freight by means other than road.

Supplementary Planning Guidance

- 2.11 Supplementary Planning Guidance adopted by the Council which supplement Development Plan policies are also 'material considerations' to the determination of planning applications.
- 2.12 Relevance guidance in respect of affordable housing for sites of less or more than 5 units is provided in SPG Affordable Housing (2016). Guidance on Development & the Welsh Language, Planning Obligations, Parking standards and Design are also considered relevant.



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Statutory Pre-application consultation

- 2.13 In August 2017 a statutory pre-application consultation was made to the Local Authority seeking advice on the proposed construction of new dwellings, access and parking at the site. The response from the Local Authority as received in September 2017.
- 2.14 It was recognised that the site is located within the Coal Authority's – High Risk Area and part of the site has trees protected by a Tree preservation order T169/A2.
- 2.15 The land is within the settlement limits and subject to development being proportionate in scale and form to the role and function of the settlement is generally acceptable in principle. The indicative layout submitted proposes a density of approximately 29.4 dwelling per hectare, which would be considered acceptable in this case due to the topography and the protected trees, subject to compliance with other requirements and policies.

3.0 SITE & SURROUNDINGS

- 3.1 The application site comprises a parcel of land to the south east of 57 – 64 Pine Valley, Cwmafan, Port Talbot. The site is undeveloped and covered in vegetation. The site has trees protected by a Tree preservation order T169/A2 and is located within the Coal Authority's – High Risk Area. The site slopes from north / north west to south / south east by approximately 5 - 7 m.





3.2 Cwmafan village is located within the Afan Valley and surrounded by hills. The River Afan runs through the village.

3.3 The application site is surrounded by residential development, along Pine Valley / Ffordd Afan to the north and west, Coed Parc to the east and Cwmavon Road to the south.





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- 3.4 Properties along Ffordd Afan / Pine Valley to the north are primarily detached bungalows on the southern side of the road with detached 2 storey dwellings on the northern side of the road set back from the highway by private gardens and driveways. Properties along Pine Valley to the west of the site are semi detached 2 storey dwellings, again set back from the highway by private gardens and driveways.



- 3.5 Properties to the east, along Coed Parc are traditional 2 storey semi detached dwellings set back from the road, following the sloping topography of the road which slopes from north to south.
- 3.6 To the south, properties within the Coed Parc estate off Cwmavon Road are large detached dwellings set within extensive curtilages served by shared private driveways.



- 3.7 Facilities within Cwmafan can all be readily accessed by foot, including Cwmafan Library Rugby Football Club, various religious establishments, Post Office, convenience stores and food and drink outlets.
- 3.8 Ysgol Gynradd Cwmafan Primary School is located to the east of the site
- 3.9 Public transport is readily accessible from the site, with regular (every 30 minutes) buses running along Cwmclais Road to the north of the site to and from Port Talbot, and to the south along Cwmavon Road, every half hour to Port Talbot / Glynccorwg / Blaengwynfi.

4.0 PROPOSAL

- 4.1 The application proposal envisages the residential development of nineteen detached and semi detached dwellings, comprising 2 and 3 storey 3 and 4 bed properties. The proposal includes a mix of four house types.





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- 4.2 The proposal will be set around a private access road, with each new property benefitting from a minimum of 2 dedicated off road vehicle spaces per dwelling and secure, enclosed private garden areas. Safe pedestrian footpaths access will be provided throughout the site and onto Pine Valley.
- 4.3 A full assessment of the physical characteristics of the site and its context in relation to surrounding development was undertaken to identify opportunities and constraints presented by the site.
- 4.4 House Type A (plots 05, 07, 14 and 18) will be a semi detached property with accommodation set over 2 floors. At ground floor level, accommodation will include a living room, kitchen / diner, and WC, with 2 double bedrooms and a single bedroom and family bathroom at 1st floor level. House Type A1 (plots 02, 06, 08, 15 and 19) will be a handed version of this dwelling, whilst House Type A2 (plot 13) will be a detached version.



- 4.5 As the elevations illustrate, House Type A / A1 / A2 will comprise painted render elevations under a synthetic slate roof. Windows and doors will be grey upvc double glazed units.

- 4.6 House Type B (plots 03, 11 and 16) and B1 (plots 04, 12, 17) will replicate House Type A, save for the elevational treatment, which will be a mix of buff brown facing brickwork to the lower level with painted render above, under a synthetic slate roof to add contrast and interest to the development. Again, windows and doors will be grey upvc double glazed units.



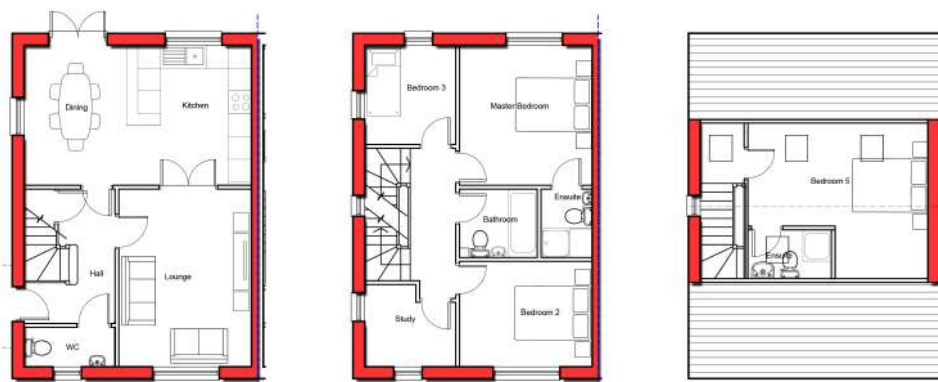
- 4.7 House Type C (plot 09) proposes a detached 4 bed 2 storey dwelling, with House Type C1 (plot 10) a handed version. Accommodation will comprise a living room, open plan kitchen / dining room, utility room and WC at ground floor, with two double (1 ensuite) and two single bedrooms and family bathroom at 1st floor level. Proposed elevations will be a mix of buff brown facing brickwork and painted render under a synthetic slate roof.



- 4.8 House Type D (plot 01) will be located at the entrance of the proposed development, having a more prominent frontage to the estate and side elevation facing 65 and 89 Pine Valley. The front elevation will be a mix of buff brown facing brickwork and painted render, whilst the side elevation will be primarily painted render with a vertical banding of facing brickwork adding interest and colour to this elevation.



- 4.9 Accommodation will comprise a living room, kitchen / dining room and WC at ground floor, with two double bedrooms (1 ensuite), a single bedroom, study and family bathroom at 1st floor and a further ensuite double bedroom within the lost space.





4.10 The proposed development will be sympathetic to the surrounding area, utilising a limited pallet of materials, comprising:

- Roof – grey synthetic slates
- Walls – painted render, red / brown facing brickwork, coloured weatherboard cladding
- Windows and doors – upvc double glazing

4.11 The application is supported by a Preliminary Ecological Appraisal and Tree Report, which recognises the protected trees to the south and within the site. The proposed development is not considered to impact upon these protected trees.

Access / Movement

4.12 The design approach adopted by the applicant is 'to provide a barrier free environment for all'. Access will be interpreted to include access into and within buildings and the curtilage of the application site.

4.13 The position of the site adjacent to Pine Valley presents no problems for pedestrians or car borne visitors. Public transport is readily accessible from the site.

4.14 Vehicular access to the site will be via an improved access road from Pine Valley providing adequate vision splays to the north east and south west.

4.15 This statement is intended to provide a broad indication of design philosophy in respect of the scheme at planning stage which will be augmented and amended as the detailed design progress to Building Regulation approval stage in accord with the requirements of Part 'M' of the 1990 Building Act.





4.16 Pedestrian access points to the building are clearly illustrated on the submitted application drawings.

Parking provision/setting down points

A minimum of 3 dedicated residents parking spaces are provided immediately adjacent to each property.

It is considered that visitor parking can adequately be achieved on the 5.5 m width site access road without prejudicing access to proposed drives or highway safety.

Circulation routes – motor vehicles/cyclists/pedestrians

The scheme is accessible to motor vehicles, pedestrians and cyclists.

Visibility of entrances and access to buildings

The principal entrances to the site will have dedicated lighting.

Emergency vehicles

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

External lighting

Adequate external lighting is provided to assist pedestrian access from outside the site and on-site

COMMUNITY SAFETY



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- 4.17 The scheme has been designed with habitable windows positioned to afford natural surveillance of the building entrances and private parking areas.
- 4.18 The established nature of the area creates a sense of community and 'ownership' discouraging anti-social behaviour.
- 4.19 The presence of habitable room windows to the new highway elevations should act as a deterrent to casual on-street car related crimes.
- 4.20 The application site is within close distance from extensive local facilities.

Windows and Doors

- 4.21 All ground floor windows to be BS 7950:1997 Specification for enhanced security performance of casement and tilt and turn windows for domestic applications. Accredited with (UKAS) accredited test facilities.

Perimeter wall

- 4.22 The proposed development will be defined by enhanced site boundaries, details to be subsequently agreed with the Local Authority.

Lighting

- 4.23 The site will be lit to BS5489 and be positioned to ensure an even spread of light over the pedestrian accesses.

5.0 ENVIRONMENTAL SUSTAINABILITY



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- 5.1 The scheme was developed in response to a detailed assessment of the character and appearance of the site and surrounding area, as set out in this statement.
- 5.2 The scheme makes efficient use of the site and is located with good access to local facilities by public transport. Local public transport is readily accessible, with bus routes from the B4459.
- 5.3 The scheme will explore the viability and where appropriate, seek to encompass renewable energy technologies and design, such as:

Design

- Passive design in particular 'natural ventilation', 'natural daylighting and 'orientation'
- Whilst detailed assessment of potential renewable energy technologies will be undertaken prior to the commencement of work on site, it is recognised that certain technologies may impact on the external appearance of the buildings.
- Solar panels are considered to be most likely alternative technology which might prove to be a viable and practical energy source to be incorporated in this development.

Fabric

- Encourage the use of materials with lower environmental impact over their life cycle.
- Encourage the specification of responsible and where practical locally sourced materials for the basic building and finishing elements including re-use of materials, recycled materials, legally sourced timber and supply chain (ems).
- High levels of insulation exceeding current Building Regulation standards

Services: Mechanical/Heating

- Ground source heat pumps.
- Air source heat pumps
- Heat recovery systems
- Geothermal water heating systems
- Thermally efficient boilers



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Services: Electrical

- Solar water heating and photovoltaics electricity generation
- Low energy lighting fixtures
- Energy metering
- Dual flush WC to reduce water consumption

Services: Drainage

- Sustainable drainage system (suds)
- Water conservation including water collection (water butts) and 'grey water' collection.

Waste

- Panned waste recycling
- Composting
- Adequate provision for domestic waste and recycling

Alternative energy sources

- Low or zero carbon energy sources

6.0 CONCLUSION

- 6.1 The proposal seeks consent for the proposed residential development of 19 detached and semi detached dwellings with access and parking on land at PineValley, Cwmafan, Port Talbot.
- 6.2 The proposed scheme will take maximum advantage of the site's position within this established residential area to create an attractive and high-quality sustainable development. The site is within a sustainable location within easy distance of local facilities and public transport network.



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- 6.3 The proposed application adheres to National and Local policies and guidelines and does not adversely affect the highway safety of neighbouring amenities of the area to warrant a refusal.

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