

1457:PL:DAS

Rev 1

Design & Access Statement

for

Proposed Commercial/Residential Development

At

Julian Terrace, Port Talbot

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1.0 Vision & Introduction

Our Client, Mr Thavarajah Shanthakumaran, owns a site in Julian Terrace, Port Talbot and wishes to develop the site to provide a ground floor retail unit along 2 number one-bedroom apartments at First Floor.

A previous submission for pre application advice was made in 2016 (reference Q2016/0083) and initial comments on the proposed development were provided by the Local Planning Authority. The scheme was not progressed at that time. However, our client has now resurrected the project with a new team.

Kennedy James Griffiths (KJG) have been retained to develop a design for the redevelopment of the site, working to a brief and specifications provided by the Client.

The scheme has been prepared following detailed consultation with the Client and seeks to meet all relevant planning policy and good practice for housing:

- Providing a high-quality housing mixed use development, utilising good quality robust materials that will still look good in 50 years' time. It should be a sustainable development, appropriately dense, which makes the best use of the available land.
- The scheme should provide good environmental performance to help tackle fuel poverty making use of a fabric first approach.

Application Description

A scheme has been prepared and a Full Planning Application is being submitted. This document has been prepared in support of the application as required by the Town & Country Planning (Development Management Procedure) Order 2009.

This document is set out in accordance with guidance from TAN 12: Design (appendix A1), Design Commission for Wales guidance 'Design and Access Statements in Wales: Why, What and How' and Neath Port Talbot Council's published guidance documents. It describes the Proposal and sets out the design process that has resulted in the proposed development.

The document is also intended to act as an Access Statement for the proposed development along with a Sustainability and Transport Statement in relation to the proposed parking provision for the site.

The application submitted is a Full Planning Application for the construction of a Ground Floor Retail unit and 2 first floor apartments with associated parking and external amenity areas.

The nature and scope of the Proposal is clearly set out on the following drawings which have been included in the application:

Drawing Title	Drawing reference
1457:PL1:01	Location Plan (A3)
1457: PL1:02	Context Plan (A3)
1457: PL1:03	Existing Site Plan (A3)
1457: PL1:04	Proposed Site Plan (A3)
1457: PL1:05	Block Plans SF (A3)
1457: PL1:06	Elevations (A3)
1457: PL1:07	Constraints Plan (A3)
1457: PL1:08	Street Elevation (A3)

In addition, the following documents and reports have also been submitted in support of the application:

Document	Prepared by
1457:PL1:DAS Design and Access Statement	Kennedy James Griffiths
10332_500_01 Drainage Plan	Vale Associates
10332_501_01 Drainage Details	Vale Associates
12603 SI Report - March 2020	Integral Geotechnique
88440-JulianTerrace_V1_271118 FCA	Unda
Drainage information	Welsh Water

More detailed descriptions of the proposed design and layout are provided in Section 3: Design Analysis, of this document.

Existing Use

The site, Land East adjacent to 1a Julian Terrace is currently vacant. It is understood that the site was formerly used as an informal car park, but it has now been fenced off and is vacant. For further details see Section 2: Site and Context Analysis.

Previous Planning History

Neath Port Talbot Council's website was consulted to establish any previous planning applications for the site. There are no previous planning applications for the site.

2.0 Site and Context Analysis

A full understanding of a development site is a crucial part of the design process. This Section appraises the physical features and opportunities offered by the site.

The historical, social and economic context of the site is dealt with in the following Section: Context Analysis.

Site Analysis

Site Location

The site location is shown on the drawing 1457:PL1:01 and the following aerial photograph and map and lies in Port Talbot, approximately 800m to the North East of the Town Centre.

The full site address is:

Land adjacent to
1a Julian Terrace
Port Talbot
SA12 6UE



Left:
Aerial view
of the site
(marked in
red).

Right:
Location
map
showing the
site in red,
the M4
(yellow) is to
the North.

The site is located extremely close to a number of local amenities including Schools, Healthcare facilities and shops (see Section 5: Access Statement for further details).



The site is well connected to local transport infrastructure and is with a 2km drive of the M4 motorway which lies to the North and East of the site.

There are a number of cycle routes within a reasonable distance of the site which connect to the wider cycle network in and around Port Talbot. The site is classed as a sustainable location.

The site area is approx.406 (0.046Ha).

Access Points

The site is currently accessible directly from Julian Terrace, which connects via Corporation Road to Water Street, one of the main arterial roads connecting to Port Talbot Town Centre.

A footpath runs along Julian Terrace providing easy pedestrian access to the site and to local amenities including the bus stops located on Water Street.

Boundaries

The existing site boundaries are shown on the submitted site plan (1457-PL1-03):

The site is totally enclosed with a 1.8m high close boarded fence which is set slightly inside the legal and physical boundaries as can be seen on the photograph opposite.

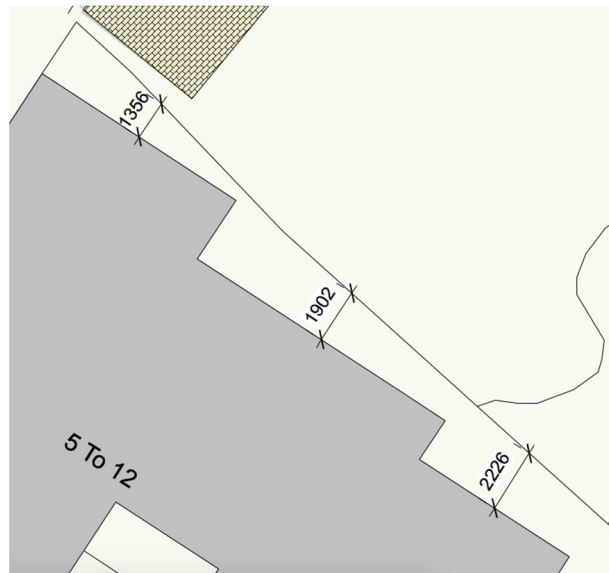
Outside the fence the boundaries and surrounding features are:

To the North East the fence abuts the existing adopted pavement. This is a narrow pavement that runs along Julian Terrace past the adjacent shop and takeaway units before turning into Angel Street where it widens.

To the North West the pavement runs along the edge of the side widening further as it nears the recently constructed Green Meadow Court apartment block.

Beyond the South Western boundary lies the NE façade of Green Meadow Court. This building is very close to the boundary of the application site and has a number of windows that overlook the application site.

The layout of Green Meadow Court does not comply with any of the guidance within the adopted Design SPG in relation to overlooking distances or distances from boundaries (refer to sections B1.2.3 to .9 of that document). It is difficult to understand how planning was granted for the Green Meadow scheme given the



impact on the application site as can be seen from the submitted constraints plan and the extract below.

The South Eastern boundary beyond the fence is formed by the side wall of the existing takeaway unit and the rear garden walls of 31 and 33 Marsh Street.

The garden walls are a combination of timber fencing and blockwork with gates to both gardens.

The gates are accesses via a 1m wide 'alley' that runs from Julian Terrace to the boundary of Green Meadow Court and which is outside the application site boundary.



Site Photos Clockwise from top left: The SW boundary showing the close proximity of Green Meadow Court, The lane running between the site and the takeaway providing access to rear gardens of adjacent houses, The corner of Green Meadow Court showing the boundary fence and the boundary fence along Julian Terrace.

Topography

The site itself is generally flat in all directions with a very slight rise towards the SW boundary.

Site Features/Existing Building

The site is generally surfaced with old tarmac with evidence of trial pits. There are no discerning features on the site (see photos below).

Existing site landscaping

There is no landscaping over the majority of the site as it was formerly a car park. There are small areas of weeds but no significant landscape or ecological features.

No ecological survey has been carried out due to limited site features.



Photos showing the site topography and landscaping

Flooding

A review of TAN 15 Development Advice Maps (see later) shows the site as being located in Zone C1, which means the site is at potential risk of flooding. As such a Flood Consequence Assessment has been submitted as part of the Planning Application as set out in the Planning Policy and Consultation sections later in this document.

Context Analysis

This section sets out the character and historical, social and economic context of the site. This will help to inform the design process to ensure that the final proposals are an appropriate response to the opportunities offered by the site and the requirements of the local area.

Character Appraisal – Overall Area

The area is generally designated as a residential area within the Local Plan and most of Julian Terrace comprises 2 storey residential properties, predominantly terraced to the North West on Julian Terrace itself and semi-detached as the road progresses South Eastwards towards Corporation Road.

The site is directly bounded to the South East by a two-storey converted garage, currently a takeaway outlet, with a 2 storey convenience store beyond on the corner of Marsh Street. To the North West and on the opposite side of an unnamed road is children's' nursery which is part single and part 2 storey (see submitted street elevation drawing (1457: PL1:08).

To the rear of the site is a relatively new 2 storey apartment development which has been built very close to the application site boundary with first floor windows overlooking the site. This development has a frontage on the unnamed road running SW from Julian Terrace.

Immediately opposite the site on Julian Terrace is the gable end and rear wall of an end of terrace house on Dunraven Street.

The surrounding façades consist of a combination of red brick and render for the majority, however as seen in the accompanying photos, the residential context is not limited, with alternative designs and materials, including various render finishes to dwellings in the immediate and wider streetscape.



Clockwise from Top left: View to the NW along Julian Terrace showing the existing convenience store and houses opposite, View SE showing the children's nursery, further view SE showing the houses on Corporation Road, View of the adjacent apartment block on the unnamed road.

There are no designated Special Area of Conservation (SAC's), Site of Specific Scientific Interest (SSSI's) or any Conservation Areas situated in close proximity to the site. Similarly, there are no listed buildings within view or close to the site.

Parking in the area is generally on street although there are a few examples of off street parking in front of houses to the NW.

Character Appraisal – Development Site/Building

The existing site has very little character itself and adds very little to the overall streetscape or character of the area. The current fence is unsightly and detracts from the area generally.

Local Facilities/Public Transport

The site is situated in a generally sustainable location by virtue of its position close to Port Talbot Town Centre and Water Street. There are a number of local amenities within reasonable walking distance.

There are a number of schools within acceptable walking distance (see section 5: Access Statement), these include:

- Sandfields Primary School
- St Joseph's RC Primary School
- St Joseph's RC Secondary School

Each of these schools is easily accessible from the site either by walking or vehicular travel and is within 400m walking distance, which is desirable as defined by The Chartered Institute of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot'

There are a number of Bus Stops within 300m of the site providing connections to the Town Centre and a number of other destinations. There is also a main line train station within 500m (as the crow flies) of the site.

Detailed information on the site's accessibility by various modes of transport is provided in Section 5: Access Statement of this document.

Ecological Assessment

Given that the site does not have any vegetation which could provide habitat for fauna, an ecological assessment has not been carried out.

No Ecological issues were identified in the Pre-Application advice (ref Q2016/0083) nor did the advice require an Ecological Survey to be submitted with any future application.

Acoustic Environment

Given the existing residential location and the fact that Julian Terrace is not a through road or major route there are no acoustic implications related to the site.

It is not considered that the site will suffer from, or generate, any significant acoustic issues.

No Acoustic issues were identified in the Pre-Application advice (ref Q2016/0083) nor did the advice require an Acoustic Survey to be submitted with any future application.

Air Quality

Given the suburban location of the site and the distance from the nearest major road, air quality and light pollution is not considered to be a material consideration in the design process.

No Air Quality issues were identified in the Pre-Application advice (ref Q2016/0083) nor did the advice require an Air Quality Assessment Survey to be submitted with any future application.

Contamination

The pre application advice suggested that a Contaminated Land Study was included in any future application.

This has been carried out and the detailed report is included with this application.

Whilst some evidence of low level contamination was found on site it is not felt to be a risk to the development and a suitable mitigation strategy has been included in the report prepared by Integral Geotechnique.

Opportunities and Constraints

Following a detailed analysis of the site the following points were seen as important in the development of the building design and site layout.

The application site's location presents an excellent opportunity to provide a development of high quality dwellings with additional retail space. The site is currently unused with poorly maintained grounds that offer no ecological or environmental benefit to the area.

The site has no significant ecological value, nor is it located within or adjacent to any site of historic or natural interest, therefore the constraints are limited primarily to how it corresponds with the adjoining built context.

The residential nature of the area necessitates the scheme to be designed in a sympathetic manner with no detrimental impact to current occupiers and neighbours. The scheme will need to ensure that it assimilates into the built context and the relationship does not cause any overbearing, overshadowing or overlooking.

Opportunities

Residential context – the site is bounded by residential and commercial/Retail properties. Accordingly, the proposed mixed use of the application site is an opportunity to provide additional facilities and housing for the local community.

Sustainable location – the site is within walking distance of an array of services and facilities which enhance the site's sustainable credentials. The site lies close to bus stops which provide services to Port Talbot Town Centre and beyond.

Constraints

Boundaries to neighbouring properties – The site is bounded to the SW by existing residential apartments. All other aspects are boundaries are to the street frontage or existing retail/commercial premises.

Overlooking distances to neighbouring residential properties will need to be considered in the design, although the location of the apartments to the SW make this difficult as the apartments encroach on the usually permitted overlooking distances to adjacent sites.

Building Mass – The building size and massing should be appropriate for the site location and the street scene in general.

Design Brief:

The brief is to:

- Provide accessible retail accommodation to serve the local community,
- Provide high quality accommodation in a sustainable location,
- Ensure that safe access for all is provided to the proposed building.
- Provide a development that is sustainable in its construction and ongoing use.
- Provide a development that is sensitive to its wider environment and does not adversely affect neighbouring occupiers.

3.0 Design Analysis

The final design for the Proposal, shown on the submitted plans, has been developed following the detailed appraisal of the site set out above. The evolution of the design, and a description of how it relates to the character and context of its surroundings, is set out below.

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 separately in turn below. The Welsh Governments 'Design and Access Statements in Wales' (June 2017) has been carefully considered in this section.

Design Development/Evaluation

The design of the buildings and the site layout have been arrived at following careful consideration of the Client's housing and management brief, the constraints and opportunities offered by the site analysis and the results of the consultations undertaken.

The relationship between the dwellings and the external areas together with the need to ensure that wherever possible a level access is provided has determined the overall site layout.

The following design principles have been established to inform and guide the design process:

- Respond to the context and Character of the site,
- To provide modern, efficient, well insulated accommodation,
- To provide a quality design that enhances the character of the area,
- To provide a site layout that is safe, secure and improves the environment for all,
- Ensure that noise from external sources is not an issue,
- Provide accommodation that meets the requirements of Building Regulations Part E, internal passage of Sound, to ensure the amenities of future residents,

The following sections give more detail on how the proposed design has developed and meet the 5 Objectives of Good Design referred to in TAN 12: Design:

Access

Refer to section 5: Access Statement of this document and the site and building layout sections below.

Movement

Refer to section 5: Access Statement of this document for details of movement to and from the site/building.

Character

Use

The proposal is to provide a Ground floor retail unit facing onto Julian Terrace together with 2 one-bedroom (2 person) apartments at first floor level and is set out on the submitted drawings.

The site is in a residential area and has not been used for other purposes and as such there is no material change of use for the site. The site is in the ownership of the applicant.

A previous pre application submission (Q2016/0083) has established that the proposed use is acceptable in planning terms.

The proposed site plan is shown below and is included in the application as drawing 1457:PL1:04.

Amount

The scheme provides for a retail unit with a Gross External Area (GEA) of 200.00m² and a Gross Internal Area (GIA) of 182.00m² together with 2 apartments with a GIA of 56.25 m².

The overall area of the site is 406m² (0.04Ha). This gives an overall site density of 50units per hectare. This above the minimum density required by the adopted Design Guide SPG (30 per Ha). The SPG confirms that higher densities are acceptable as long as it does not result in a cramped living environment.

The living environment within and outside the proposed apartments is not cramped and as such the proposed development meets the requirements of the SPG (see later for Planning Policy issues).

In terms of amount, the number of dwellings and extent of retail accommodation proposed across the site is largely compatible with the surrounding area and the scheme sits comfortably within its residential context. Consequently, it would not have a negative impact on the existing built form.

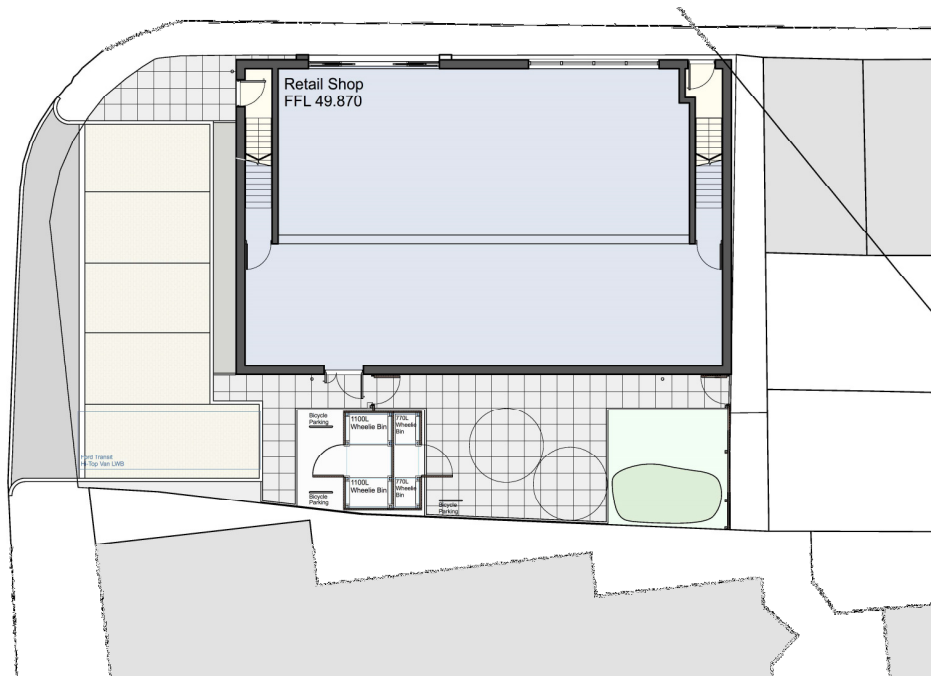
Site Layout

The shape and configuration of the site place limitations on site layout flexibility. The requirement to provide a direct access from Julian Terrace to the Retail Unit limits the point of access to the site.

The siting and layout of the building reflects the wider streetscape with development up to the back of pavement as per adjacent retail units and the terraces houses generally.

Overlooking distances have been generally adhered to, with the SW facing first floor windows between 9.5 and 10.5m from the SW boundary in accordance with the Design SPG (see submitted Constraints Plan 1457:PL1:07). The minimum distance (21m) to the windows of the adjacent building cannot be achieved as the adjacent building was constructed within 1.3 to 2.5m from the site boundary, contrary to Planning Policy.

However, the first floor apartment windows do not serve habitable rooms and are therefore acceptable in Policy terms.



The proposed building is located further from the SW boundary than the adjacent apartment block and will not significantly impact on residents. The existing 2m high boundary fence, which is generally within 2m of existing habitable room windows has far more impact on amenity of ground floor residents than the proposed building.

Access to the Retail Unit is directly from Julian Terrace with a sliding automatic door all in accordance with the requirements of the Design SPG (Commercial Buildings). Existing Pavement width is maintained across the frontage.

The apartments are accessed with individual private front doors (walk ups) which gives a greater sense of security and personal space. One is directly off Julian Terrace and the second is around the corner off the adjacent unnamed road.

The Retail unit also has a rear access door accessible from the unnamed road. There is an enlarged commercial vehicle parking space immediately adjacent to this service entrance.

To the rear of the building a private courtyard is formed which provides 62m² of amenity space for the residents, which is approx. 15m² per resident. There are no specific areas for amenity space within the LDP or Supplementary Guidance documents, but the area provided is in line with guidance obtainable from other Local Authorities in Wales. The space is an addition to separate bin stores for the apartments and the retail unit and also includes external drying areas for the apartments.

The amenity area is a combination of hard paving and a Bio retention rain garden, which is part of the drainage strategy for the site (see later).

The Amenity space is accessible from the existing lane that runs between the application site and the takeaway, which currently provides access to the rear gardens of houses on Marsh Street. There is a secondary entrance adjacent to the bin stores.

5 parking spaces are provided off the adjacent unnamed road in line with the previous pre application advice. However, the number of spaces actually required to meet the requirements of the adopted Parking SPG is less when the sustainable location of the site is taken into consideration, see Section 5: Access for further details and Sustainability calculations.

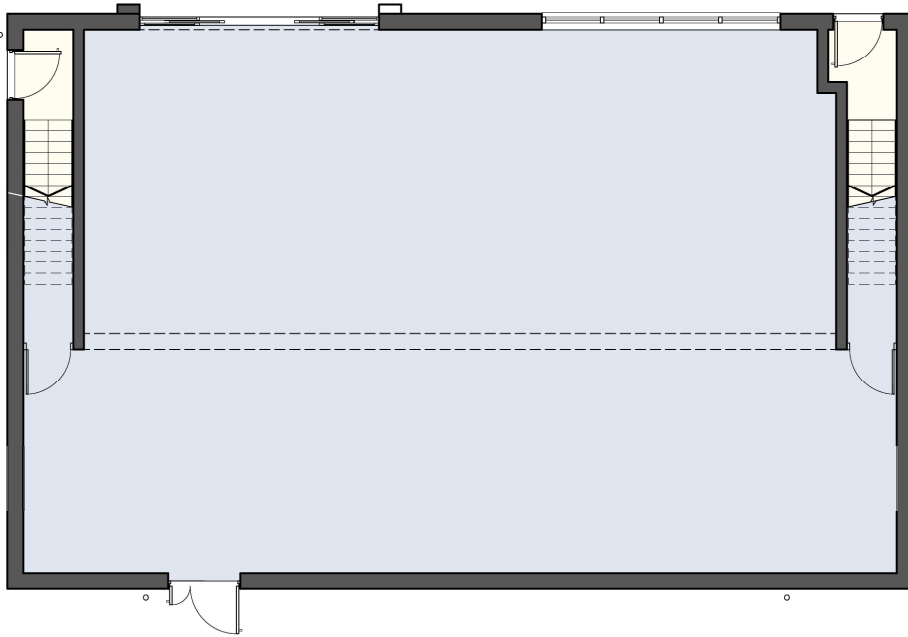
Each space is 4.8m x 2.6m in accordance with the Parking Requirements guidelines and suitable visibility is available in both directions. An extended crossover is proposed along with an effective widening of the available pavement as can be seen on the submitted site plan. An enlarged commercial vehicle space is provided to service the retail unit.

The customer parking for the retail unit also serves as a potential parking area for deliveries. However, in line with existing retail premises on Julian Terrace it is likely that deliveries will be via the front door of the unit.

On street parking is also available for customers across the Julian Road frontage of the site.

Building Layout

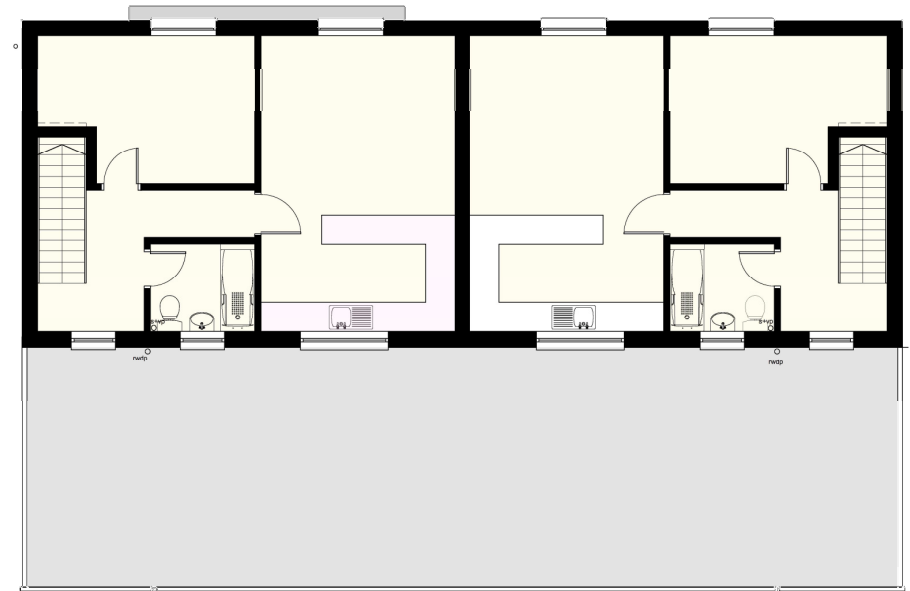
Detailed layouts are shown below and on the submitted floor plans and the images below:



The Ground floor retail is a shell only at Planning stage with no internal fit out shown as this will be dependent on the eventual occupier.

The entrance is via sliding doors directly off the pavement as per other retail units on Julian Terrace. There is a second shopfront, which could be converted to door should the unit be split into 2 retail spaces, subject to a suitable planning application.

There are 2 staircases providing access to the first floor apartments with storage cupboards for the retail unit below.



The First floor apartments are 56.25m² and are accessed via a staircase directly from street level. The stair leads to a landing with a window to the rear. The landing provides access to the Bathroom, Bedroom, and lounge/kitchen.

The bathroom and kitchen are located on the rear, facing the apartments to the SW, to prevent overlooking as these are not classed as habitable rooms.

The bedroom and lounge have windows facing NE over Julian Terrace

Scale

The scheme represents an efficient use of land and the development, as proposed, is designed to be proportionate to the scale of existing developments in the surrounding area.

The roof height is generally lower than adjacent houses due to the shallow depth of the first floor accommodation. The roof height is generally equivalent to the 2 storey element of the nursey building to the NW.

The building is of a smaller scale and massing than the Green Meadow apartments to the SW of the site.

As the streetscape elevations show the building sits comfortably in the streetscape and is an appropriate scale for the site and location generally.

Appearance

The surrounding dwellings in this area are not of any great architectural merit; they are of their time and many are well maintained but do not represent a particular vernacular or character that might be drawn upon. Whilst pebble dash render is the predominant finish there is a wide mix of materials in evidence including brickwork, stone and smooth render.

Painted smooth render has been selected for the wall finish which provides a robust and durable finish that is generally in keeping with the area.

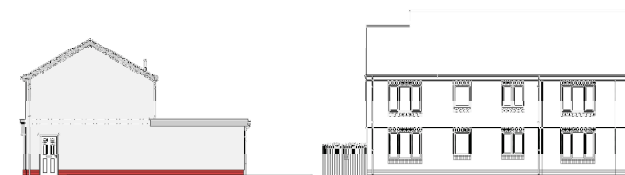
The roof is fibre cement slates and the windows, doors and shopfronts are charcoal grey powder coated aluminium.

The flat roof to the extended ground floor retail unit is finished in a grey single ply membrane.

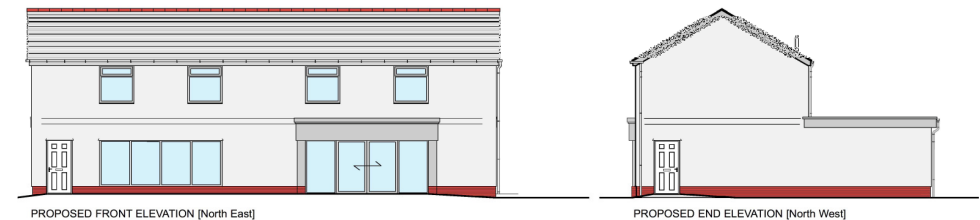
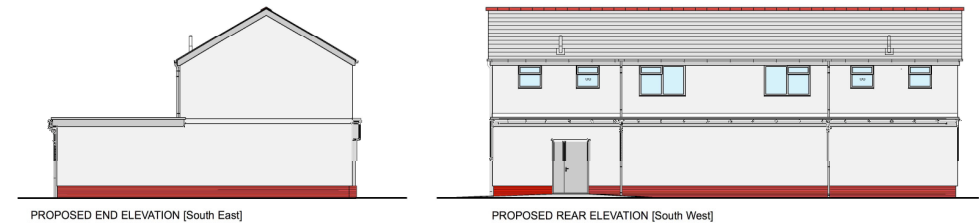
Full details of all the materials are included on the submitted elevation drawings 1457:PL1:06, an extract of which is included opposite.:



PROPOSED STREET ELEVATION TO JULIAN TERRACE



PROPOSED STREET ELEVATION TO MARSH STREET



Landscaping/Ecology

The opportunity for landscaping is limited given the urban nature of the design. This is in keeping with the street scene generally, where there are very few landscaped areas.

A 'Bio Retention Area' is included in the rear courtyard which, as well as providing landscaping is an integral part of the Sustainable Drainage system.

Amenity Space

Private amenity space, in the form of a rear courtyard have been provided as stated in the site layout section.

The amenity space is private and provides safe space for the residents of the apartments.

Community Safety

TAN 12 suggests that 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.

The proposed scheme has been designed to meet Secured by Design standards and a formal application will be submitted.

The development has been designed to protect property and ensure the community's and individual's safety by allowing for natural surveillance of all parts of the site. The nature of the proposed development will ensure activity on site throughout the day which is a natural deterrent to crime and anti-social behaviour.

The design ensures that there are no hidden areas that could promote antisocial behaviour and all car parking spaces are located within secure areas that are overlooked by at least adjacent properties.

There are no adjacent properties adversely affected by the proposed development.

It is not anticipated that the proposed development will have any impact on Community Safety.

Environmental Sustainability

As identified within Technical Advice Note 12, Developers are required to achieve efficient use of and protection of natural resources, to enhance biodiversity and to design for change.

The site is situated in an inherently sustainable location by virtue of its position within Port Talbot and its close proximity to public transport routes and local facilities (as described in the following Access Statement), thus minimising the use of the personal car.

The site will be developed to accord with the latest Building Regulations standards. The overall sustainability principles of the development therefore are considered to be high.

The Proposal has been designed with its impact on the environment a key factor. The sustainability of the buildings in construction and use has been considered.

Materials

The proposed materials for the Proposal have been sourced with sustainability in mind. The walls, floors and internal finishes all achieve an A or A+ rating in the Green Guide to Specification (published by BRE).

Wherever possible, recycled aggregates will be used in the construction of the floor slab make up and sub base.

Energy Efficiency

The proposal will seek to contribute to energy efficiency and carbon reduction by:

- U values in excess of Building Regulations will be employed to improve the energy efficiency of the dwellings and they will be constructed to ensure minimum air leakage to further improve efficiency.
- Modern heating systems will be employed within individual apartments to provide efficient and economical solutions for residents.
- The specification of the glazing includes low e glass to reduce heat loss in winter and solar controlled glass to reduce heat gain in summer.
- Energy efficient lighting will be utilised throughout the development.
- Devices that limit water usage will be used in the apartments.

- The proposal will seek to contribute to energy efficiency and carbon reduction by utilising appropriate plant and building materials
- Solar panels will be provided to generate electricity on site or to provide hot water to meet the requirement to achieve an A rating.

Transport

The Access Statement below confirms that the location is well served by public transport and this will have an impact on the sustainability of the development as a whole.

Waste

A dedicated recycling storage space area is provided to each apartment kitchen in addition to the dedicated waste and recycling stores in the rear courtyard which serve the apartments and the retail unit.

Waste Minimisation Strategy

It is key that we ensure finite resources are used responsibly by minimising waste, maximising recycling opportunities and by promoting the use of materials with less environmental impact.

Waste minimisation will be considered in all stages of the development, from demolition through to construction. Some of the measures at all stages have been listed below.

- Use of materials that could be re-cycled in the future including masonry, brick and aluminium,
- Standard components and opening sizes used where possible to minimise off-cuts and wastage.
- High quality robust materials used to minimise need for future replacement and future waste,
- Promote responsibly sourced, low embodied energy and local sourced components where possible to minimize environmental impact and wasted energy use in manufacture and transport,
- Investigate using materials with a higher recycled content, such as aggregates, bricks, blocks, mortar etc.
- On site minimization of site waste and promote recycling on site during construction,
- Promote recycling ethos for building users by providing large, well located, bin store areas with easy access for residents and collection services.

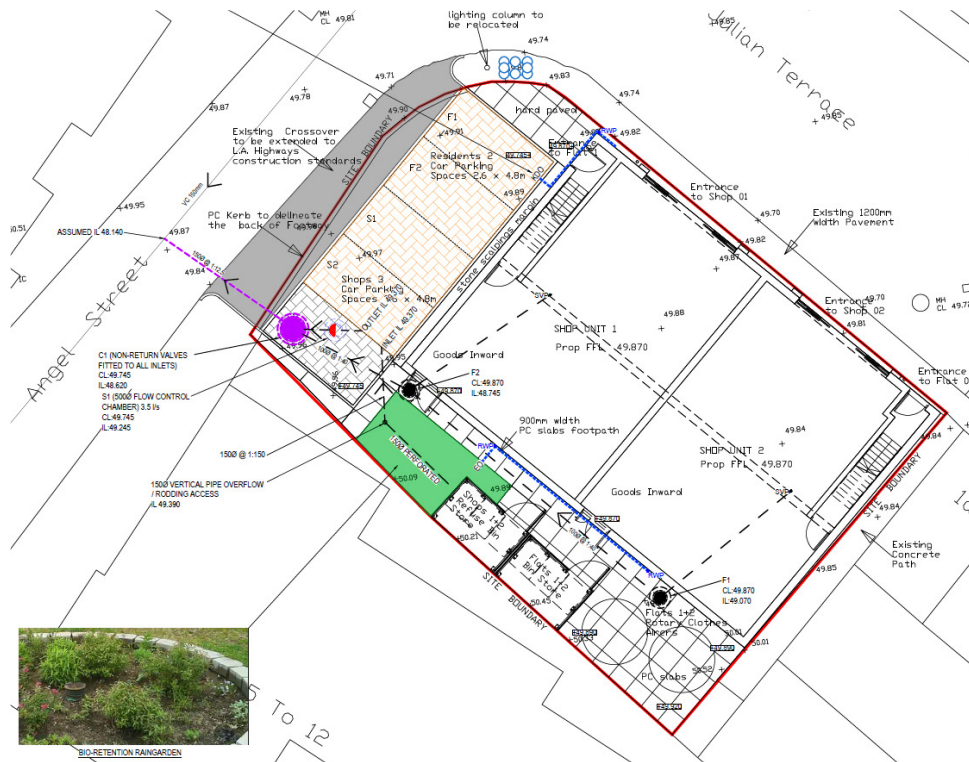
Drainage

A detailed sustainable drainage scheme has been prepared by engineers and is being submitted to the appropriate SAB board in parallel with the planning application.

The scheme is also included as part of this planning application.

Infiltration test have been carried out along with a detailed Site Investigation, which is included as part of the Planning Application.

Soakaways were not deemed suitable and the drainage strategy is to use on site attenuation prior to connection to the public drainage system in the unnamed Road to the NW of the site.



4.0 Planning Policy/Consultation

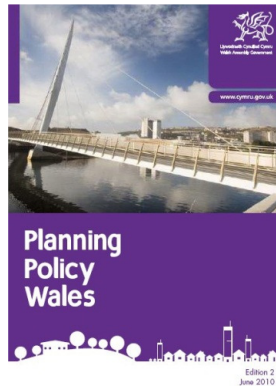
This Section identifies the National and Local Planning Policies that apply to the proposed development and briefly states how the proposals meet these Planning Requirements.

National Planning Policy

National Planning Policy is set out in Planning Policy Wales (Edition 9, November 2016), Ministerial Interim Planning Policy Statements (MIPPS) and 21 Technical Advice Notes (TANs).

The following TANs are believed to apply to the proposal and have been considered during the design process:

- TAN 1: Joint Housing Land
- TAN 5: Nature Conservation and Planning
- TAN 11: Noise,
- TAN 12: Design
- TAN 15: Development and Flood Risk,
- Tan 16: Sport Recreation and Open Space
- TAN 18: Transport,
- TAN22: Planning for Sustainable Buildings.



Planning Policy Wales

Planning Policy Wales – Edition 9 (November 2016) is the principal document, which sets out the land use policy context of the Welsh Government, for the consideration and evaluation of all types of development.

Paragraph 4.1.2 refers to The Well-being of Future Generations (Wales) Act 2015 which places a duty on public bodies (including Welsh Ministers) to carry out sustainable development. In carrying out this duty, actions which public bodies must take include:

- setting and publishing objectives (“well-being objectives”) that are designed to maximise its contribution to achieving each of the well-being goals; and,
- taking all reasonable steps (in exercising its functions) to meet those objectives.

The Act puts in place seven well-being goals to help ensure that public bodies are all working towards the same vision of a sustainable Wales. These include the need for cohesive communities which are attractive, viable, safe and well-connected.

“Sustainable development” in Wales is defined as the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.

This chapter recognises the important function of urban areas where priority is to ‘secure environmentally sound and socially inclusive regeneration to those urban areas which require it, so that they become more desirable places to live and work’ (Para 4.6.1).

Subsection 4.9 states the Welsh Government’s preference for the re-use of land. It mentions that brownfield sites in built-up areas will ordinarily be considered suitable for development, as they accord with sustainability objectives.

Chapter 8 deals with Transport and places emphasis on locating development to minimise the need to travel, particularly by private motor vehicle.

Paragraph 8.1.5 lists a series of transport objectives that the Welsh Government wishes to achieve through development planning, of which the most relevant to this application reads as follows:

- reducing the need to travel, especially by private car by locating development where there is good access by public transport, walking and cycling;
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- improving accessibility by walking, cycling and public transport;
- ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- promoting walking and cycling.”

Paragraph 9.2.3 states that local planning authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing.

PPW clearly identifies the need to deliver well designed and sustainable development within settlement boundaries and preferably on previously developed or brownfield land.

This proposal meets those aspirations and further requirements included with the various advice notes that support PPW

Technical Advice Notes:

Technical Advice Note 1 (2015): Joint Housing Land Availability Studies, highlights the importance of joint studies, with emphasis on a plan-led system which requires adopted LDPs to be in place. The TAN sets out guidance on JHLA preparation and continues to emphasise the need for local authorities to maintain a 5-year land supply

TAN 12: Design, sets out 12 objectives of good design and it is contended that this proposal meets all of these requirements, which are:

- Ensuring ease of access for all
- 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
- Ensuring attractive, safe public spaces
- Security through natural surveillance
- Achieving efficient use and protection of natural resources
- Enhancing biodiversity
- Promoting sustainable means of travel.



TAN 15 – Development and Flood Risk (2004) provides guidance on development within identified flood zones as defined on the regularly updated Development Advice Map published by Natural Resources Wales. As the proposed site falls within an identified C1 flood zone this document will be key and an appropriate Flood Consequence Assessment has been submitted with the application, (see later for details).

TAN 18 – Transport (2007) provides advice on transport related issues when planning for new development including integration between land use planning and transport, location of development, parking and design of development. Paragraph 2.1 relates to the integration between land use planning and transport, it states: “An efficient and sustainable transport system is a requirement for a modern, prosperous and inclusive society.”

Local Planning Policy

The relevant Local Planning Policy is the Neath Port Talbot Local Development Plan 2011 - 2026, adopted January 2016. The Proposal has been designed to adhere to the aims and Objectives of the Core Policies set out in the LDP generally and with specific policies where relevant.



On the LDP Proposals Map the site lies within the urban area boundary but is not allocated for any specific use purposes.

Key Policies

The following Objectives and Strategic Policies set out in the LDP are deemed to apply to the Proposal and have been adhered to. The appropriate section of this document is referenced in blue in the following table:

Ref	Title	Summary
Neath Port Talbot LDP 2011-2026, adopted January 2016		
Strategic Policies		
SP1	Climate Change	Policy setting out required response to Climate Change and how development can reduce its impact. Refer to: The principal of Development, Sustainable Design and Access Statement
SP2	Health	Policy setting out how development can assist in addressing long term health issues with Neath Port Talbot including encouraging Healthier more active lifestyles. The principal of Development and Access Statement
SP3	Sustainable Communities	Policy to deliver sustainable, healthy and cohesive communities and the conservation of the countryside. Refer to: The principal of Development, and Sustainable Design
SP4	Infrastructure	In addition to infrastructure improvements necessary to make a development acceptable in health, safety and amenity terms, additional works or funding may be required to ensure that, where appropriate, the impact of new development is mitigated. Refer to Sustainable Design & Services Infrastructure
SP5	Development in the Coastal Corridor Strategy Area	In the Coastal Corridor Strategy Area, sustainable growth and development will be promoted to benefit the County Borough as a whole, while protecting and enhancing the area's character and environment. Refer to Principle of Development
SP10	Open Space	Policy including measures to ensure that all residents have access to adequate open space. Refer to Planning Obligations
SP12	Retail	Policy to protect and enhance the vitality, viability and attractiveness of Neath Port Talbot's retail centres through a series of identified measure. Refer to Principle of Development

Ref	Title	Summary
SP16	Environmental Protection	Policy including measures to ensure that Air, water and ground quality and the environment generally will be protected and where feasible improved. Refer to Sustainable Design & Design Considerations
SP20	Transport Network	Policy including measures to ensure the transport system and infrastructure will be developed in a safe, efficient and sustainable manner. Refer to: Transport
SP21	Built Environment and Historic Heritage	Policy including measures to ensure the built environment and historic heritage will, where appropriate, be conserved and enhanced Refer to: Design Considerations
Detailed Policies		
SC1	Settlement Limits	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. Refer to: Principle of Development
I1	Infrastructure Requirements	In addition to infrastructure improvements necessary to make a development acceptable in health, safety and amenity terms, additional works or funding may be required to ensure that, where appropriate, the impact of new development is mitigated Refer to Services Capacity
R3	Out of Centre Retail Proposals	Policy to control proposals for new retail development or additional retail floorspace within settlement limits but outside the defined retail centres or retail allocations. Refer to: Principle of Development
EN8	Pollution and Land Stability	Proposals which would be likely to have an unacceptable adverse effect on health, biodiversity and/or local amenity or would expose people to unacceptable risk due to the following will not be permitted: Air pollution, Noise pollution, Light pollution, Contamination, Land instability, Water (including groundwater) pollution. Refer to: Communal Safety
W3	Waste Management in New Development	Proposals for new built development will need to demonstrate that provision is made for the design, layout, storage and management of the waste generated by the development both during the construction phase and occupation. Refer to: Sustainable Design

Ref	Title	Summary
TR2	Design and Access of New Development	Development proposals will only be permitted where: 1. The development does not compromise the safe, effective and efficient use of the highway network.....; 2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use; 3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes. Refer to: Transport and Sustainable Design
BE1	Design	All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. Refer to: Design Considerations

Supplementary Planning Guidance

The following Supplementary Planning Guidance Documents are deemed to apply to the development generally and have been adhered to in the design of the building as referred to elsewhere in this document, particularly Section 3: Design Analysis:

Ref	Title	Summary
Supplementary Planning Guidance documents		
SPG	Planning Obligations (2016)	Sets out guidelines for any Planning Obligations required as part of the Planning process: Refer to Planning Obligations
SPG	Affordable Housing (2016)	Sets out guidelines affordable housing contributions either on or off site for developments of more than 3 new dwellings: Refer to Planning Obligations
SPG	Pollution (2016)	This Supplementary Planning Guidance (SPG) gives information about pollution issues in Neath Port Talbot and sets out the relevant matters that will need to be taken into consideration. Refer to Community Safety
SPG	Parking Standards (2016)	This document sets out the standards and level of parking for vehicles and cycles required for developments. It is based on the Welsh Parking Standards 2010. Refer to Transport
SPG	Design (2017)	This document provides guidance on all aspects of good design including layout, materials and amenity standards Refer to Design Considerations

Planning Appraisal

The previous chapter identifies the relevant planning policies that should be taken into account in developing the design and assessing the Planning Application. Accordingly, this chapter provides an appraisal of the proposed development against this planning policy framework and other material considerations to demonstrate the acceptability of the proposals in Planning terms.

The key issues have been identified as:

- Principle of Development
- Planning Obligations
- Design considerations
- Sustainable design
- Transport
- Services Capacity
- Flood Risk
- Communal safety
- Landscape, Nature Conservation and Ecology

The Principle of Development

The proposal is to provide a small scale mixed-use development of a retail unit and 2 one bed apartments within an existing Residential settlement within the Coastal Corridor Strategy Area.

The site lies within the settlement limit defined by the Neath Port Talbot LDP, where development proportionate in scale and form to the role and function of the settlement is generally acceptable.

The general principle of development has been accepted by the Planning Department in the Pre-Application Advice (Q2016.0083) given in 2016, which *stated "There is no objection in principle to the development of the site...."*

The site lies in an urban area, close to local amenities and public transport. These include a range of community and retail facilities located within easy walking distance of the site all in accordance with Policies SP1, SP21, SP3, SC1, I1, TR2 and BE1 and GP4.

PPW presumes in favour of sustainable development and the proposed development would satisfy PPW's objectives of achieving sustainable development by ensuring that local communities have sufficient housing for their needs and promoting access to employment, shopping and other facilities.

The redevelopment of brownfield sites within sustainable locations is supported by both national and local policies. The site lies within the urban boundary as defined on

the Local Development Plan Proposals Map and the proposed development housing is compatible with LDP Policies SC1, TR2, BE1 and R3.

The retail unit is small in scale and is appropriate for the location without being detrimental to the established and identified Retail Areas. The Pre Application Advice did not request any further information in support of the proposed Retail Unit as part of any future application. It is assumed that the proposal is deemed acceptable.

Planning Obligations

The small scale of the residential accommodation, less than 3 units, ensures that the Affordable Housing policies (SP8, AH1) and Open Space (SP10, OS1) policies do not apply.

The overall size of the development is less than 1,000m², which is below the trigger threshold for the Planning Obligations for Sustainable Transport, Travel Plans, Welsh Language and Employment and Commercial Development.

As the proposed apartments are one bedroom it is unlikely that they will be used for family accommodation and in line with para 5.4.3 of the SPG Planning Obligations for Education will not apply.

It is not envisaged that any other Planning Contributions will be required as confirmed in the Pre-Application Advice from 2016.

Design Considerations

This Design and Access Statement and plans submitted clearly demonstrate that the scheme will make a positive contribution to the local environment, in terms of its relationship with the surrounding area, and will effectively improve the character and legibility of this part of Julian Terrace.

The proposed scheme responds to the local character, referencing the existing residential developments in the area to ensure that the overall site has a legible architectural character, which is easy to navigate and creates a sense of community and enclosure.

A palette of materials has been selected which complement the site context, with sustainability at the forefront, particularly energy efficiency, noise and sound insulation.

Detailed information is provided on the design process and outcomes in the preceding section 3: Design Analysis.

The Design is considered to be entirely in accordance with Policies SP16, SP21, BE1, and TR2 and also in accordance with the Design SPG.

Sustainable Design

The design has been developed with sustainability at the core of the process. The site is in an inherently sustainable location (see Access Statement and Site Analysis) and is accessible by public transport, cycles and pedestrians.

The Environmental Sustainability chapter in the previous section demonstrates the sustainable nature of the building in design, construction and operation.

The sustainable design and location of the proposed development meet the requirements of Policies SP1: Climate Change, SP3: Sustainable Communities, SP19: Waste Management, EN8: Pollution and Land Stability.

Transport

The proposed development is in a sustainable location and is easily accessible by, foot, cycle, car and Public Transport. There is a bus stop in close proximity to the development which provides access to services to Port Talbot Town Centre and the wider Public Transport network beyond. The Sustainable location of the site meets the requirements of SP1, SP2, SP3, SP4, SP16, SP20, TR2 and the Parking Standards SPG.

On-site parking provision for cars and cycles is in accordance with Policy TR2 and the adopted SPG for Parking.

Detailed information is given in Section 5: Access Statement (Parking) and elsewhere in this document.

Services capacity

There is suitable capacity in the existing foul sewer system to accommodate the development as confirmed by Dwr Cymru/Welsh Water. All other services are present adjacent to the site and have sufficient capacity to serve the proposed development. The Proposal does not have any negative impact on local infrastructure facilities and is in accordance with Policies SP4, SP16 and I1.

A detailed drainage design has been prepared in accordance with SUDS principles and will be submitted to the appropriate SAB Board in tandem with this planning application.

Flood Risk

The site is in a C1 Zone as defined by TAN15 and reference to NRW's Development Advice Map (DAM). A detailed Flood Consequence Assessment has been provided which demonstrates that the proposed development meets the tests set out in TAN15.

Communal Safety

Provision is made for existing and future residents with the adoption of measures incorporating recognised designing out crime principles to ensure compliance with Policies SP3 and the Design SPG. The design will be registered with Secured by Design (as referred to in Section 3: Design Analysis).

The proposals will not have an adverse impact on neighbouring properties. There are no perceived implications for Noise, air or light quality either at or from the proposed

development. The proposals therefore meet the LDP policies as set out in Section 2: Site Analysis (Acoustic Environment and Air Quality) and Section 3 Design Analysis..

A detailed Site Investigation Report has been prepared and submitted as required by Policy EN8 and requested as part of the Pre-Application advice secured in 2016.

The Report provides recommendations to ensure that there is no risk during construction or in use, from any identified contaminants. The Design Proposal meets the requirements of SP16 and EN8.

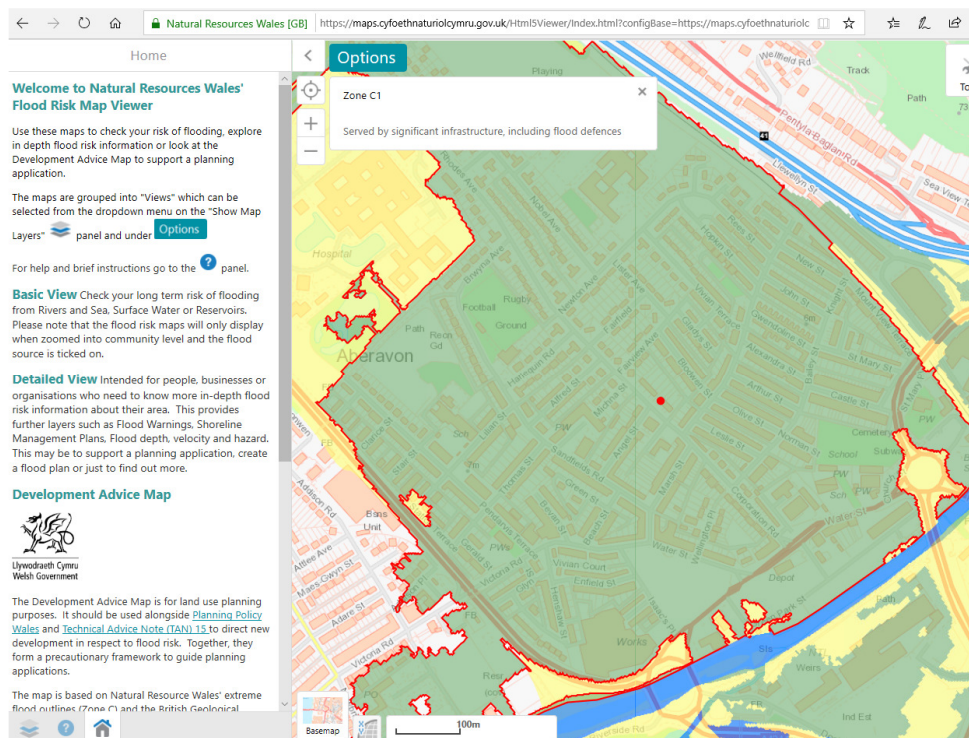
Landscape, Nature Conservation and Ecology

The site currently has limited Ecological value. The proposed design includes a landscaping scheme which will improve and enhance the biodiversity of the site and meet the requirements included in the SUDS regulations.

Consultation

Flooding NRW

The Environment Agency web site and Development Advice Map has been consulted and it has been identified that the site does lie in a C1 Zone as defined by TAN15.



Given the location of the site within a C1 zone the Pre Application advice requested that a Flood Consequence Assessment (FCA) be included within any future application.

A suitable FCA has been prepared by Messrs. Unda Consulting Ltd. and is included as part of this application.

The FCA concludes that the requirements of TAN15 for developments in a C1 Flood Zone can be met and that development is appropriate on the site, particularly as the potentially vulnerable accommodation (residential) is located on the first floor.

It is also worth noting that other developments have been permitted within the Flood area in recent years, including Green Meadow Court, the residential development immediately adjacent to the site.

Pre-Application Advice

Pre application advice, Reference Q2016/0083 was obtained in 2016. Given that there have been no significant Planning Policy changes since that date it is assumed that the advice is still relevant.

The Pre Application advice raised the following issues that have been addressed as part of this application as set out below:

Issue raised	Response
Lack of amenity space for apartments	Amenity space has been provided for the apartments as set out on the drawings and described in Section 3 of this document. The space is a combination of hard and soft surfaces and includes clothes drying areas and bin stores.
Inadequate Parking Provision	Parking in excess of the Parking standards (as modified by Sustainability calculations) have been provided as part of the submitted scheme. See Section 5: Access
Bin storage areas required	Separate bin stores for the Retail Unit and apartments has been provided as shown on the drawings.
Scale of development on restricted site	The overall size of the proposed Ground Floor retail has been reduced to limit the scale of the development on the site and increase the area of available amenity space as set out in section 3 of the document.
Proximity to Green Meadow Court	The rear of the ground floor has been moved away from Green Meadow Court boundary. However, the location of Green Meadow court so close to the boundary has limited options for the application site
Service access concerns	A dedicated service delivery space has been provided. However it is expected that, as per other premises on Julian Terrace, deliveries will be predominantly via the front door of the retail unit.

In addition, the following additional information was requested to be included in a any future application:

Information requested	Information submitted
Contaminated Land study	12603 SI Report - March 2020
Flood Consequence Assessment	88440-JulianTerrace_V1_271118 FCA

Coal Authority

The Pre application advice confirmed that the site is in a low coal risk area and as such a detailed CON29 report was not required as part of the planning application.

5.0 Access Statement

This section explains how the proposed access arrangements make reasonable provision for all users have equal and convenient access into the site from its boundaries, within the site itself and also within the building.

The following legislation and guidance have been referred to during the design process and have influenced the design in terms of access:

- The Disability Discrimination Act 1995
- Building Regulations Part M (Access to and Use of Buildings)
- BS8300:2001 (Design of Buildings and their approaches to meet the needs of disabled people)

A summary of the site's accessibility in terms of public transport links, walking and cycling connections and access to local facilities is included below.

Movement to and from the Site

The Proposal is designed to be accessible to all. The site is accessible by car, cycle, walking and is close to public transport connections providing a range of transport options for potential residents. The site is also close to local amenities reducing reliance on the car and the number of trips generated by the proposed development, all in accordance with Policies of the Local Plan.

The following sections set out the current situation and any measures proposed as part of the proposal to reduce dependence on the private car.

Pedestrian Access

The site is fully accessible by pedestrians via adopted footpaths along Julian Terrace, which connect the site to the wider footpath network within the local area including routes to Port Talbot Town Centre.

The majority of roads within the vicinity of the proposed development have footway provision on one or both sides of the carriageway.

The Chartered Institute of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' indicate that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km, and 2km is the preferred maximum.

The guidelines also indicate that walking trips for other purposes have a desirable walking distance of 400m, acceptable distance of 800m and the preferred maximum of 1.2km.

CHIT Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

The table following this section shows the local facilities/amenities within walking distance of the proposed development.

There is a Primary School and Secondary School within desirable walking distances. There is also a Hospital within desirable/acceptable walking distance from the site and a number of bus stops within 300m of the site entrance.

Details on walking distances are given in the table in the Sustainability calculator.

Given the reasonably good pedestrian links there are no additional proposals necessary to increase accessibility for pedestrians other than the ongoing promotion of walking as an environmentally friendly and healthy alternative to the private car.

A wide range of local amenities are available within a short walking distance along with many options for Public Transport (see below)

Cycle Access

Although there are no identified cycle paths within 200m of the site, it is easily accessible by cycle via the main road network which provides access to the wider cycle path network and Active Travel Routes within and around Port Talbot.

Vehicle Access

The site is well served for vehicle access with all local roads being suitable for both car and commercial vehicle access.

The site is immediately accessible from Water Street and Corporation Road which provide access to the wider road network including the M4 to the North of the site. The M4 provides easy access to the wider national road network.

Public Transport Access

There are a number of bus stops on Water Street within 300m of the site. These stops provide access to both East and Westbound routes including Port Talbot Town Centre and other surrounding towns.

These stops give access to a number of bus services including 9,66, 82, 83, 84, 87, 202, 900, 901 and 902. There are other bus stops within easy walking distance that provide access to additional services. Details of the above services are included in the Sustainability calculator in the parking section of this document.

There is a main line train station (Port Talbot) just over 1km to the South East of the site that is on the main Cardiff (London) to Swansea line. This gives regular access to both cities and other destinations on the main line, including Neath and Bridgend.

All of these public transport facilities are well within recognised walking distances as set out in national guidance documents such as the CHIT 'Providing for Journeys on foot' referred to above.

This shows that all of the local bus stops and the Train Station are well within acceptable distances for commuting.

Movement within the site and buildings

The development is generally accessible to all.

The buildings will be designed to fully comply with the requirements of Part M of the Building Regulations.

The internal layouts of all of the dwellings have been designed to ensure access for all. All have been designed to meet the Requirements of Part M of the Building Regulations.

A level approach is provided to all dwellings with an appropriate low rise threshold included to enable disabled access.

All internal doors will be appropriately sized to accommodate disabled users and will be finished to ensure they are visible to those with partial sight.

Parking

Car parking provision for the proposed development is required in accordance with Neath Port Talbot Council Parking Standards, October 2016, which is the relevant supplementary planning guidance of the Local Planning Authority.

The parking standards also refer to the use of Travel Plans and the sustainability of new developments.

The parking standards quotes paragraph 8.4.2 of Planning Policy Wales which states: *'Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have been generally achieved in the past. Minimum parking standards are no longer appropriate.'*

The document also notes that: *'These parking standards will inform observations made by the Highway Authority at Neath Port Talbot Council on applications received for Planning Permission.'*

The adopted parking standards introduced a system of zones for parking and the standards 'lay out six such zones, each with differing designated levels of parking requirement for development management purposes.'

It is considered that the proposed development site is located in a Zone 3 urban location as per the definition detailed in the parking standards and the maps in Appendix A of that document.

Car parking provision for the proposed development will be provided in accordance with NPT's adopted maximum parking standards as set out below.

For Residential new build and Conversions in Zones 2-6, the Parking Standards require 1 space per bedroom with a maximum of 3 for each dwelling, with 1 visitors' space for every 5 dwellings.

The standards for the Retail Unit require 1 operational space plus 1 space per 60m² of retail area. The GIA of retail area is 182m².

The following is the parking requirement if the SPG guidance is applied:

House Type	Number	Maximum Parking Standards	Maximum spaces
1 bed Apartment	2	1 space per bed	2
Retail Units (<200m ²)	1	4 spaces (1 operational, 3 non-operational)	4
TOTAL	3		6

Based on this calculation a maximum of 6 spaces would be required for the development including 1 commercial vehicle space.

5 spaces are shown on the site plan. Whilst this is below the maximum number suggested by the Parking Standards it is an appropriate number for the specific development based on the sustainable location of the site.

There are a number of factors that should inform an assessment of what is an appropriate number of parking spaces. This would include the likely level of car ownership and the sustainability of the location.

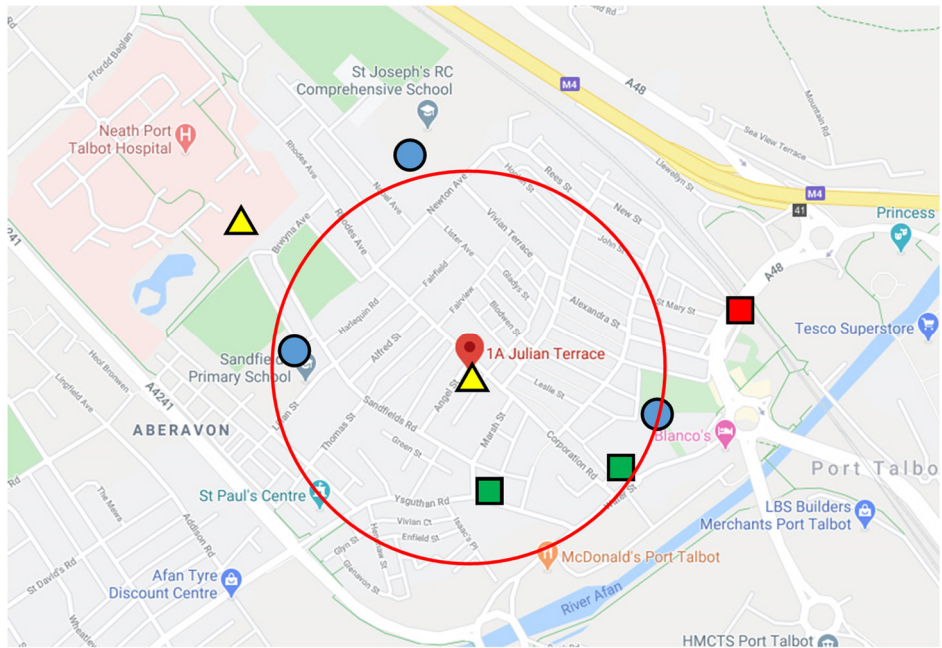
The Car Parking Standards SPG includes sustainability criteria in Appendix F that allows the parking levels to be reduced if certain criteria are met. This site meets many of the stated criteria as set out in the following chapter.

Sustainability calculation

The following section sets out the process by which the SPG's Sustainability calculator has been used to generate sustainability points that can reduce the maximum number of car parking spaces required per house type.

The table opposite lists a series of local amenities and gives the true walking distance from the site. The table also includes an assessment of the Sustainability points available against each category.

All distances have been measured along accessible pavements and not 'as the crow flies' to give a true walking distance. Distances have been measured using Google Maps and calibrated against a CAD based OS sheet to ensure accuracy.



The above map shows a selection of local amenities, the actual walking distances are shown in the table below, the circle indicates a 300m radius.

The following symbols have been used:

- School
- Bus stop
- Health facility, Doctor/Dentist/Pharmacy
- Food Store (Supermarket)

Public Transport frequency:

The following bus services call at the stops identified above:

Route Number	Route	Frequency
9	Port Talbot - Sandfields	hourly between 08.38 and 16.38
66	Goytre - Aberavon	hourly between 07.12 and 20.30
82	Port Talbot – Golden Ave, Sandfields	30 mins between 08.00 and 28.18
83	Port Talbot – Blaengwynfy/Glyncorrwg	hourly between 07.55 and 18.55
84	Swansea – Port Talbot (via Sandfields)	hourly between 06.35 and 18.48
87	Margam – Neath (via Port Talbot)	hourly between 08.25 and 17.25
202	Neath – Heol Morfa	Timetable reduced due to Coronavirus
900	Port Talbot – Neath College	Timetable reduced due to Coronavirus
901	Margam – Neath College	Timetable reduced due to Coronavirus
902	Port Talbot – Neath College	Timetable reduced due to Coronavirus

Council Depot		
87	Neath	13:46
202	Neath	13:47
84	Swansea	13:51
66	Aberavon	13:55
87	Neath	14:01
82	Sandfields	14:06
9	Sandfields	14:16
87	Neath	14:16
83	Sandfields	14:19
87	Neath	14:31
82	Sandfields	14:36
87	Neath	14:46
84	Swansea	14:51
202	Neath	14:54
87	Neath	15:01
82	Sandfields	15:06
87	Neath	15:16
83	Sandfields	15:19

The following is an extract from the Google maps departure board for one of the bus stops on Water Street (Council Depot) showing a frequency of less than 20mins on a Wednesday PM.

From the above it can be seen that the combined frequency of service to Port Talbot, Sandfields, Neath, Swansea and other major destinations is approximately every 10-20 minutes or less during the required hours. A more detailed examination may show a higher frequency, but less than 20 minutes is sufficient to score 2 sustainability points.

Please note that not all times were available at the time of writing due to the Coronavirus outbreak. Actual frequency may be increased when timetables return to normal.

The following table summaries the Sustainability points available given the locations of local amenities and frequency of bus services described above:

Facility	Distance *	Score	Notes
Local Facilities			
Post Office (Tesco)	800m	2pts	Healthcare facility (Pharmacy) and Primary School within 400m scores 2pts, or Post Office, School, foodstore and Healthcare facility with 800m scores 2 pts.
Health facility – Lloyds Pharmacy	51m		
Neath Port Talbot Hospital	625m		
School – Sandfields Primary School	389m		
School – St Joseph's RC Primary	230m		
School – St Joseph's RC Secondary	450m		
Food Store – Tesco superstore	800m		
Public Transport			
Council Depot	258m	3pts	Bus stop within 300m scores 3pts
Health Centre	297m		
Cycle Route			
N/A		0pts	
Frequency of Public Transport			
Bus stop within 800m which operates between 7am and 7pm	10-20 mins	2pts	See table above for bus frequency
TOTAL POINTS		7	

* Note. The distances in blue have been used to generate the relevant score in the third column. Details

A sustainability score of 7 is therefore achieved. This allows a reduction of 1 space per apartment (dwelling), with no lower limit on spaces and a reduction of 20% for the retail unit. The impact on the maximum parking spaces by house type is shown below:

Use Type	Number	Maximum Parking Standards	Maximum spaces	Sustainability Reduction	Adjusted number
1 bed apartment	2	1 space per bed	2	2	0
Retail	1	1 space per 60m ² plus 1 commercial	4	20% (see notes below)	3
TOTAL	3		6		3

As the chart shows the new maximum number is now 3 including a commercial space.

Whilst the required maximum number of spaces is 3 spaces in total the available site allows for 5 spaces in total. This will be 1 space per apartment (2 no.) and 3 spaces for the Retail unit (including one commercial).

It is contended that the parking provision is therefore acceptable.

Cycle Parking

The parking standards require 1 cycle stand per 5 bedrooms and 1 stand per 100m² of retail area for both short stay and long stay. This results in a requirement for 6 cycle spaces.

There are 2 Sheffield type cycle hoops at the front of the building to provide both short and long stay for the Retail unit.

There is an additional stand in the secure rear yard for use by the apartments. Given that a stand can accommodate 2 cycles this equates to 1 cycle space per apartment.

There is also space within the apartments for the storage of cycles if required, which is often preferable to external storage.

Cycle stands are Sheffield hoops set in the ground as set out in the Sustrans Guidance for cycle parking.

Fig 4.1 'Sheffield' type stand

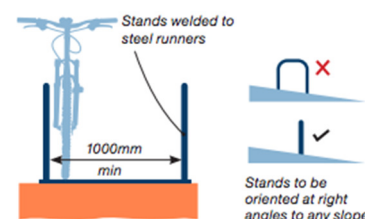
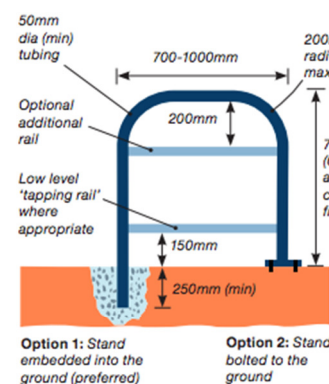
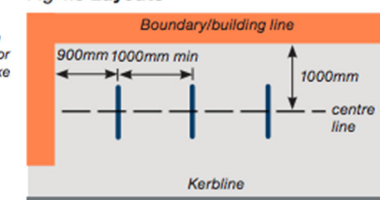
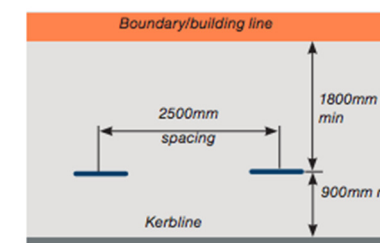


Fig 4.2 'Toast rack' of Sheffield stands

Fig 4.3 Layouts



Perpendicular



Along kerb

6.0 Summary and Conclusions

The current proposal is for the development of a Retail unit and 2 high quality apartments in Port Talbot. The project meets the following requirements:

- The proposal is for a high-quality development to address an identified need for new housing within Port Talbot.
- The site is in an accessible and sustainable location with easy access to many local facilities and public transport options.
- The proposal has minimal impact on adjacent occupiers and has no impact on their amenity.
- The dwellings will be sustainable in its construction and operation.
- The proposal is in line with all policies identified in National Planning Guidance, the adopted Local Plan and Supplementary Planning Guidance.

For these reasons it is felt that this is an appropriate development that will meet with the approval of the Planning Officers and the Local Authority Planning Committee.