

1428:PA:DAS

Design & Access Statement

for

Proposed Residential Development

At

Cae Nant Terrace, Skewen

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1.0 Vision & Introduction

Our Client, Neath Developments SPV 1 Ltd (NDL), have acquired a site in Skewen and wish to develop the site to provide high quality affordable housing units to be owned and operated by a Registered Social Landlord (RSL).

NDL have agreed with Tai Tarian Ltd (TTHA), an RSL based in Neath Port Talbot, to provide suitable accommodation on the site which will be taken over by TTHA on completion.

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

The scheme has been prepared following detailed consultation with the Client's team and seeks to resolve a number of social, financial and architectural issues that are frequently raised in affordable housing schemes including:

- Making apartment living practical, enjoyable and desirable for families as well as couples / single occupants,
- Designing out the opportunity for ASB through good natural surveillance, good urban design principles and encouraging the community to self-police,
- Providing a high-quality housing 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. Achieving good environmental performance to help tackle fuel poverty making use of a fabric first approach,
- Provide accommodation suitable for residents with impaired mobility or wheelchair bound.

Pre-Application advice was sought from Neath Port Talbot Council using the Non-Statutory process and 2 meetings were held with the appointed Planning Officer, Mr Rhodri Griffiths. The reference for the Pre Application submission is (ref Q2019/5067).

The issues raised during the Pre-Application process have been addressed as set out in Section 4.0: Consultation of this document.

A full submission to the relevant SAB Board has also been made and will run in parallel with the Planning Application.

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 Demolition of an Existing building and the construction of 10 number affordable housing apartments within 2 blocks along with associated parking and external amenity areas.

The nature and scope of the Proposal is clearly set out on the following drawings prepared by Kennedy James Griffiths, which have been included in the application:

Drawing Title	Drawing reference
1428:PA:01	Location Plan (A3)
1428: PA:02	Site Plan (A3)
1428: PA:03	Block A Plans (A3)
1428: PA:04	Block B Plans (A3)
1428: PA:05	Elevations Block A (A3)
1428: PA:06	Elevation & Materials (A3)
1428: PA:07	Elevations Block B (A3)
1428: PA:08	Sectional Elevations (A3)
1428: PA:09	Bird and Bat Boxes (A4)
1428: PA:10	Context Plan (A3)
1428: PA:11	Bins, Cycles & fencing (A3)
1428: PA:12	Survey and Demolitions (A3)
1428: PA:13	Site Management Plan (A3)

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

Document	Prepared by
1428: PA:DAS Design and Access Statement	Kennedy James Griffiths
1428-PL1-PolicySC2	Kennedy James Griffiths
1428:CEMP	Kennedy James Griffiths
IR20018 Cae Nant Skewen Pre App (SUDS)	Intrado
IR20018 SK101 P1 DRAINAGE LAYOUT	Intrado
Drainage Strategy v1	Intrado
8254 - Skewen Snooker Club-Acoustic report	Acoustic Consultants Ltd.
SI-2004_R1_Rev1	Spectrum Geo Services
Skewen Snooker Club - SBD Report	Mike Harvey DOCO
SKEWEN FORMER SNOOKER CLUB AIA	Cardiff Treescapes
Skewen Snooker Club-A4 Sewer	Welsh Water
Bat Emergence Survey Report	Sylvan Ecology

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

Existing Use

The site, the former Skewen Snooker Club and car park is currently vacant following the closure of the original Snooker Club in January 2020. 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. The initial Pre-Application advice also listed a number of previous applications on the site, but none in the last 10 years.

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 1428:PL1:01 and the following aerial photograph and map and lies in Skewen, approximately 100m to the North of the Town Centre and High Street.

The site includes the existing (vacated) Snooker Hall and approx. 2/3rds of the adjacent car park to the East as shown on the aerial photograph below.

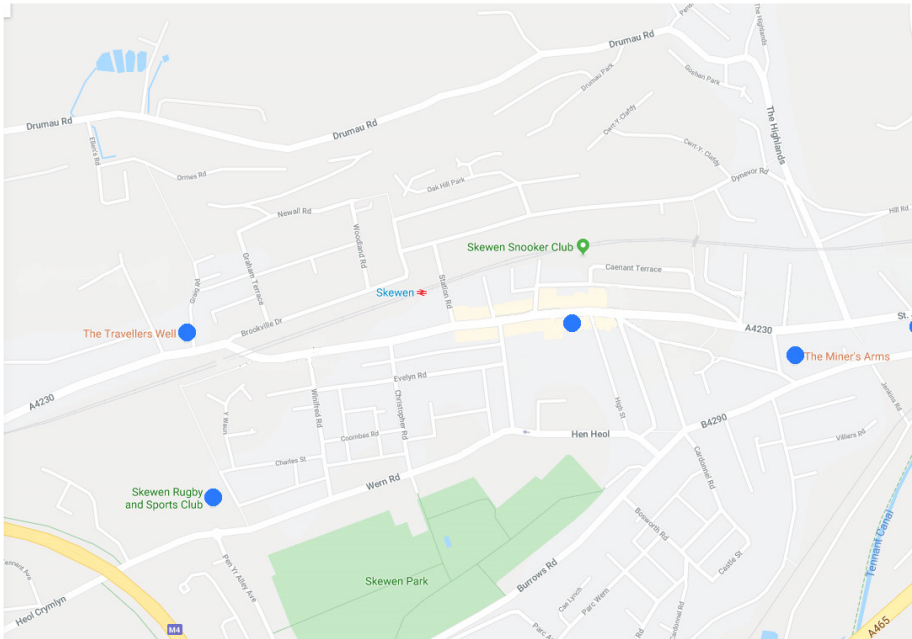
The full site address is:

Skewen Snooker Club (former)
Cae Nant Terrace
Skewen
SA10 6UP



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

*Next Page:
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).

Skewen is well connected and lies approx. 2.5km from the M4 motorway which lies to the West via the A4230. Skewen is also accessible from the A465 which lies approx. 500m to the South.

There is a railway station in Skewen providing connections to Swansea and the wider national rail network

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

The site area is approx. 1500m² (0.15Ha).

Access Points

The site is currently accessible directly from Cae Nant Terrace, which connects directly, and via Picton Road to New Road (A4230), The main street of Skewen.

Footpaths run along Cae Nant Terrace and Picton Road providing easy pedestrian access to the site and to local amenities including the bus stops located on New Road.

Boundaries

The existing site boundaries are shown on the submitted site plan (1428-PL1-12):

The northern boundary of the site is formed by a 2m high metal palisade fence to separate the site from Network rail land and railway line beyond. Just to the North of the fence is a small watercourse that runs parallel to the fence and then turns southwards and crosses the existing car park area to the East of the site boundary. There is an easement associated with the watercourse, which is indicated on the proposed site plan. The land behind the fence is generally low level shrubs with a couple of mature trees (see Tree Report).

The Eastern boundary is not physically defined as the existing car park extends further to the East until it meets the boundary fence of adjacent residential properties.

The Southern boundary of the site follows the line of the back of the footpath running along Cae Nant Terrace and then is formed by the gable end of an adjacent house which is also in ownership of the applicant, although not included in this application. Beyond this the Southern boundary is formed by a high brick wall with brick planters.

The Western boundary is formed by a high blockwork wall which acts partly as a retaining to the rear gardens of the properties on Picton Road.



Clockwise from Top left: Part of the southern boundary between the existing club and adjacent houses, Western Boundary wall to Picton Rd houses, Footpath forming the southern boundary, northern and western boundaries.

Topography

The site itself is generally flat in all directions with no more than 300mm between levels across the site.

Site Features/Existing Building

The site is mainly occupied by the existing building. This is a single storey brick and render building with a timber panelled high level fascia. Although occupied as recently as January 2020 the building is in a poor state of repair.

The remainder of the site is laid to tarmac as was used as a car park for the former Snooker Hall.

There is projection in the northern boundary fence just to the East of the application site boundary where the watercourse turns into the site before being culverted under the remainder of the car park to the East of the site.

Existing site landscaping

There is limited landscaping on the site with only a small area of scrub which has grown through the palisade fence on the northern boundary.

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

There are a few trees outside the boundary of the site which have been surveyed and included in the Arboricultural Impact Assessment prepared by Cardiff Treescapes and submitted as part of this application.

Flooding

A review of TAN 15 Development Advice Maps (see later) shows the site as being located in Zone A, which means the site has no risk of flooding. As such a Flood Consequence Assessment is not required.

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 Cae Nant Terrace comprises residential properties. These are predominantly 2 storey terraced houses on the southern side of the road with semi detached bungalows on the northern side. Immediately to the East of the site is a series of more recent brick built detached bungalows.

The terraced houses are mainly stone with brick features at the western end of Cae Nant Terrace, changing to brick and render at the eastern end.

At the western end of the South boundary of the site is a detached rendered two storey house, which is owned by the applicant. The building was unoccupied for some time and was in a poor state of repair. This house is currently being refurbished.



Top: View North approaching site, Middle left: looking West at existing building, Middle Right: Looking East along Cae Nant Tr, Bottom Left: 3 detached bungalows to the E of the site, Bottom Right: The club and the adjacent 2 storey detached house



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 the bungalows to the East.

The overall context of the area is residential and typical of many towns in this part of Wales.

There is a railway line running parallel to the northern boundary of the site, which also runs behind the bungalows on the northern side of Cae Nant Terrace

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 building is unsightly and generally detracts from the character of the area. This will only get worse as the building is unoccupied and is likely to fall into disrepair unless another use can be found for it.

This is unlikely as set out in the Policy SC2 document submitted as part of this application.

Local Facilities/Public Transport

The site is situated in a generally sustainable location by virtue of its position close to Skewen Town Centre and New Road. There are a number of local amenities within reasonable walking distance along New Road including food shops, public houses, restaurants and other retail outlets.

There is a Doctors Surgery/Health Centre within 400m (walking distance) in Queen's Road.

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

- Abbey Primary School
- Mynachlog Need Junior School
- Coedffranc Primary School

Each of these schools is easily accessible from the site either by walking or vehicular travel and is within 250 to 600m walking distance, which is desirable/acceptable 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 250m of the site providing connections to the Town Centre and a number of other destinations. There is also a main line train station within 250m (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, a full ecological assessment has not been carried out.

However, the Pre-Application advice (ref Q2019/5067) raised the possibility of bats using the existing building and recommended a survey. An initial survey was carried out in September 2019, which identified possible areas in the fascia of the building where bats could roost.

A full emergence survey has now been carried out and the subsequent report is included with the Planning Application.

Acoustic Environment

Given the location of the site adjacent to a railway line acoustics could be an issue. The pre application advice raised this and recommended that an acoustic survey be carried out.

This has been done and the subsequent report is included as part of this application.

The report makes recommendations which are discussed in more detail in Section 3: Design Analysis, of this document.

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 (Q2019/5067) 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.

There is evidence of contamination in the site trial pits and the SI recommends that following demolition of the existing building further investigations may be required. It is anticipated that this will be a Condition of any consent granted.

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 properties. Accordingly, the proposed use of the application site is an opportunity to provide additional 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 Skewen Town Centre and beyond.

Constraints

Boundaries to neighbouring properties – The site is bounded to the East and South (part) by residential properties. Overlooking distances to neighbouring residential properties will need to be considered in the design.

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 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.
- To protect and enhance the ecology of the site and immediate surroundings.

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 10 No Affordable (100%) Apartments in 2 separate blocks along with associated external works and parking.

The apartments will be owned and operated by Tai Tarian Housing Association a Registered Social Landlord (RSL).

The site is in a residential area although was previously used as a Snooker Club and associated car park. As such the Planning Application involves consent for demolition of the existing building and a change of use of the site.

Pre-Application advice has been obtained (ref Q2019/5067) and has established that the proposed use is acceptable in planning terms, subject to suitable evidence being provided to satisfy policy SC2. Information has been prepared and submitted to the Planning Officer as part of the ongoing Pre application and is also included with the Planning Application (document 1428:PA:SC2).

The proposed site plan is shown below and is included in the application as drawing 1428:PA:02.

Amount

The scheme provides for 10 apartments with a mix of three types:

2 number 2-bedroom 3 person apartments

6 number 1 bedroom 2 person apartments

2 number wheelchair accessible 2 person apartments

The overall area of the site is 1,500m² (0.150Ha). This gives an overall site density of, 66 units per hectare. This is in excess of the minimum density required by the adopted Residential Design Guide SPG. 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).

The areas of the individual dwellings are shown in the following table and on drawings 1428:PA:03 and 04:

Apartment Plot/Block No	Description	Type	Area (m ²)	
			GIA	Garden (rear)
Apartment 1 (A)	1 bedroom 2 person	A	46	A communal garden space of 400m ² is provided which equates to 22.2m ² per occupant of the apartments or 40m ² per apartment
Apartment 2 (A)	1 bedroom 2 person	A	46	
Apartment 3 (A)	1 bedroom 2 person	B	50	
Apartment 4 (A)	1 bedroom 2 person	A	46	
Apartment 5 (A)	1 bedroom 2 person	A	46	
Apartment 6 (A)	1 bedroom 2 person	B	50	
Apartment 7 (B)	Wheelchair accessible 2P	C	72	
Apartment 8 (B)	Wheelchair accessible 2P	C	72	
Apartment 9 (B)	2 bedroom 3 person	D	65	
Apartment 10 (B)	2 bedroom 3 person	D	65	
TOTALS	2no 2 beds, 2no Wheelchair, 6no 1 beds 18 occupants			

The apartment sizes are generally in line with the minimum sizes required by Swansea City Council's Supplementary Planning Guidance document which requires 46 m² for 1 bed flats and 59 m² for 2 bed flats, as a minimum.

The development is proposed to be 100% affordable with all of the proposed residential units to be secured as affordable in perpetuity. Tai Tarian Housing Association's Housing department have carefully considered the housing mix to satisfy the demand in their housing register, and also looking at possible future needs.

In terms of amount, the number of dwellings 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.

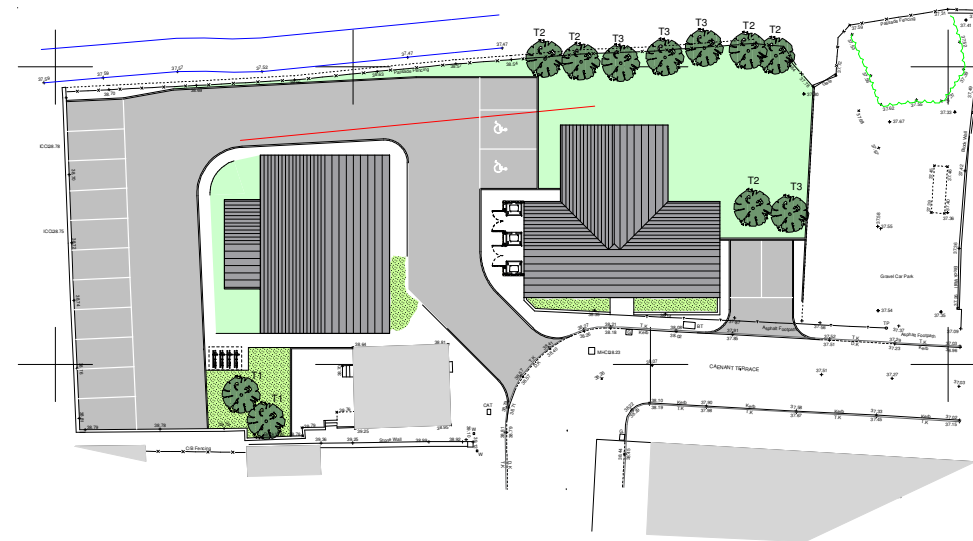
Site Layout

The shape and configuration of the has informed the overall site layout along with comments and advice from the Planning Officer as part of the pre application process. Initially the two blocks were aligned at the rear of the site. However, it was felt that one of the blocks should be reoriented to face East down Cae Nant Terrace to provide a better relationship with the overall streetscape

Overlooking distances have been generally adhered to, with gable walls facing adjacent residential properties in accordance with the Design SPG (see submitted Context Plan 1428:PA:10).

Overlooking of habitable windows within the site has been avoided in all but one case. The West facing windows of the bedrooms in the rear apartments of Block A are 14.5m from the lounge windows of Block B. However, the windows are not directly in line. The windows in Block A could be relocated to the North elevation but it is felt that West facing windows may be worth the compromise in overlooking distance.

The East facing gable wall of Block A, which has windows at Ground and First Floor is 22m away from the boundary with the adjacent bungalow to the East.



The site is accessed from Cae Nant Terrace on the corner with clear visibility to the East and North for both entering and exiting traffic and pedestrian. The footpath on Cae Nant Terrace is maintained across the frontage of the site and connects to the northbound footpath. It is understood that appropriate approval from Highways will be needed to form a new crossover at this location.

The site road provides access to the 16 parking spaces which are generally located against the high (part retaining) wall to the West of the site, thus minimising any potential impact on neighbouring properties in Picton Road that back onto the site. 3 spaces, including 2 disabled, are located immediately adjacent to Block A, which houses the 2 wheelchair accessible apartments on Ground Floor.

There are also 2 spaces accessed directly off Cae Nant Terrace to the East of Block A. These are in keeping with the off street spaces for the 3 adjacent bungalows (see photograph on Page 5).

Each space is 4.8m x 2.6m in accordance with the Parking Requirements guidelines and suitable visibility is available in both directions.

All parking spaces are clearly overlooked and visible from apartments in accordance with Secured by Design requirements and the spaces will be lit to improve security.

The Parking allocation is in line with the requirements of the adopted Parking Standards SPG (1 space per bedroom plus 1 visitor space per 5 units). However, given the sustainable location of the site this number could be reduced if required (see Section 5 for details of Sustainability calculations)

The road has been aligned to ensure that the 7m buffer (easement zone) to the watercourse to the north of the site can be maintained. This road is also located on land that was previously tarmac parking area or existing building and as such has no impact on ecology.

A dedicated enclosed and secure bin store is located to the West of Block A, close to the site entrance to ensure that refuse vehicles do not have to enter the site. This store is approx. 8.5m from the adopted road, which is within the guidelines for refuse collection. The bin store can accommodate 3 no 1100l bins to cater for general waste, recycling and garden waste.

A covered and secure cycle store for 4 cycles is located to the South of Block B (see site plan and drawing 1248:PA:11). This is in excess of the Parking Standards SPG, which requires 1 stand per 5 bedrooms (14 bedrooms = 3 stands).

Communal Amenity Space is provided to the North and East of Block A. This area is generally laid to grass as per the landscaping specification on the site plan. The overall area of Amenity space is 22.2m² per occupant, which is a reasonable amount. NPTC do not publish Amenity space standards but the provision is in excess of guidance published by other authorities in Wales.

The site boundaries are generally formed by existing features, Pallisade fence to the North and brick and blockwork walls to the West and part South boundaries. To complete the site security a new 1.8m high close boarded timber fence will be erected to form the Eastern boundary with the adjacent car park land. This fence will reduce to 900mm high in the area of the parking spaces to ensure visibility splays and to meet with Secure by Design requirements. A new close boarded timber fence will also be provided to separate the garden of the adjacent detached house (in the applicant's ownership).

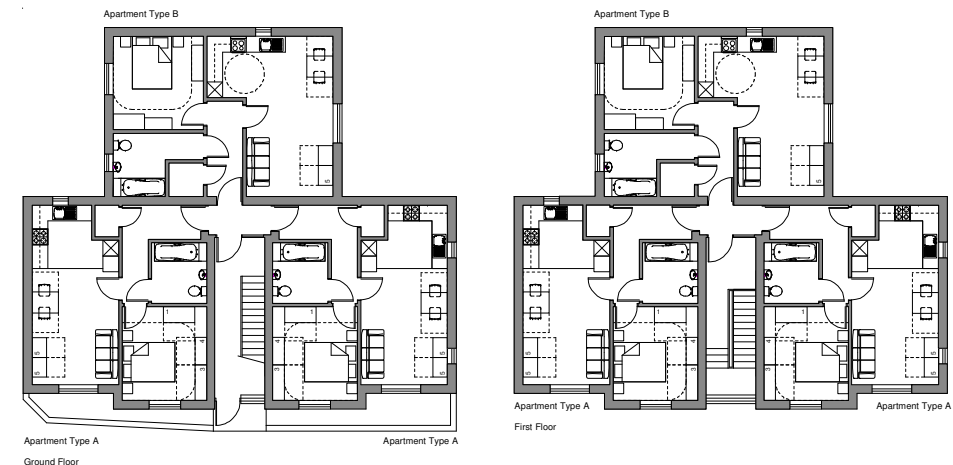
As requested by the Planning Officer during the Pre-Application discussions, low level brick walls and railings have been provided to the South of Block A and the East of Block B. These walls reinforce the streetscape and provide an element of defensible space between the public footpath and the apartments. The created forecourts will be partially landscaped as shown on the submitted site plan.

Building Layouts

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

All apartments have been designed in strict accordance with Wales Design Quality Requirements (DQRs) and Lifetime Homes (LTH) as required by the HA and WAG for Grant Funded affordable accommodation.

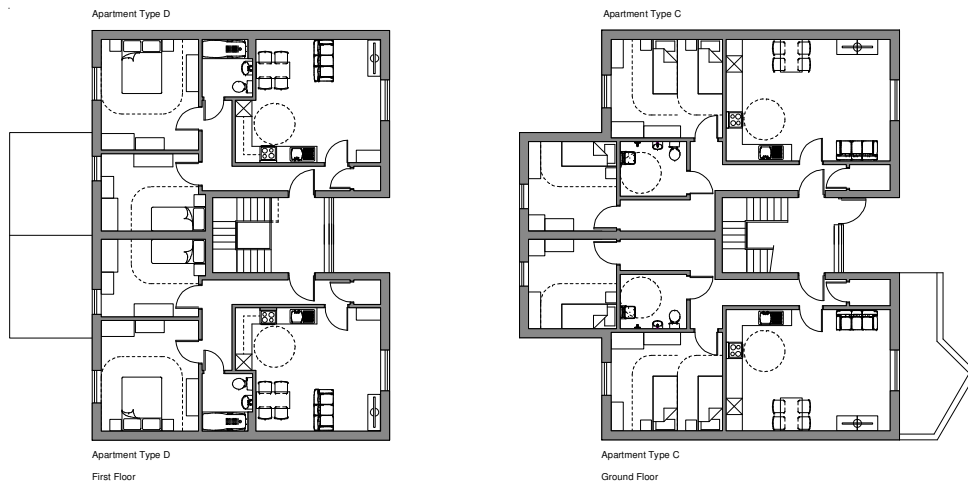
Each Block is accessed by a single front door which gives access to a lobby providing internal access to the Ground Floor apartments and the staircase to floor.



Block A has 3 no one bed (2 person) apartments on each floor (6 apartments total). The apartment entrance doors are set behind an internal door to the staircase lobby to improve security and acoustic performance. The Ground and First floor are identical to ensure ease of construction and installation of services.

The two apartments in the main wing have south facing windows to the bedroom and living room with an additional window to the kitchen to the side of the eastern apartment and to the north of the western apartment. The bathrooms are internal and will be mechanically ventilated.

The northern apartment has an East facing window to the living area and a West facing window to the bedroom. An additional small window to the kitchen area is provided in the northern elevation. Windows to the northern elevation generally are limited due to the impact of noise from the railway. All windows on these facades (and other identified in the Acoustic Report) will have sound resistant glazing and appropriate dampened trickle vents or attenuated mechanical ventilation.



Block B has two wheelchair accessible apartments on the Ground Floor which have 2 bedrooms and accommodate 3 people. The first floor has two 2 bedroom 3 person apartments.

The apartment doors are located directly off the staircase lobby to improve accessibility for the wheelchair accessible units.

All windows are either East or West facing with the southern and northern facades being blank gable elevations. This is due to the proximity of the adjacent house to the South and the impact of railway noise from the North.

The Wheelchair accessible apartments provide suitable access to all parts and will be fitted with specialist kitchens and bathrooms as well as having provisions for hoists above the beds and bath/shower. These units are larger than the equivalent 2 bedroom apartments, hence the larger ground floor footprint.

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 heights are generally comparable to adjacent houses and the scale and massing of the blocks is not out of keeping with the streetscape of terraced houses and bungalows.

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

Appearance

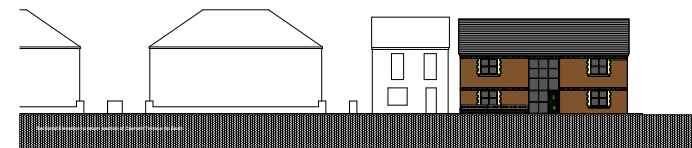
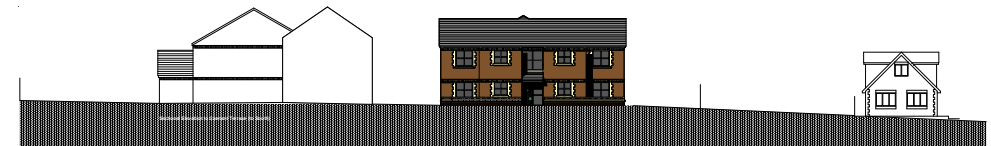
There is no clear vernacular in the surrounding area as referred to in the Context Analysis section. There are a number of different styles of dwellings within the same street as can be seen from the selection of photos below. All are from within 50m of the application site:



Various Building styles in Cae Nant Terrace.

Top Left: stone faced terraced houses opposite, Top right: 2 storey rendered semis on approach to site, Middle Left: Brick and render terraced houses, Middle Right: More recent brick bungalows immediately adjacent to the site, Bottom: Brick and render bungalows on N side of road.

Full details of all the materials are included on the submitted elevation drawings 1428:PA:05, 06, 07 and 08 extracts of which are included below:



The proposed buildings have predominantly dark red facing brick walls with feature bands and widow surrounds in buff bricks as a reference to the terraced buildings opposite and the brick bungalows to the East.

The roofs are dark grey/blue fibre cement roofing slates with matching ridges.

Windows are dark grey UPVC and facias, gutter and downpipes are white UPVC.

There are fully glazed entrance features with canopies over the main entrance doors to break up the elevations and signify that the buildings are apartments as opposed to houses.

The overall palette of materials and the scale of the buildings creates a domestic residential setting which is appropriate to the local character and context.

The streetscape elevations opposite show how the apartments blocks sit comfortably within the overall setting of the area.

Landscaping/Ecology

A full landscaping scheme including planting specifications is included on drawing 1482:PA:02 and shown in the site layout section above.

A grassed communal amenity space is provided to the North of Block for use of all residents. This area includes a number of new indigenous trees, a combination of Silver Birch and Hawthorn.

A small landscaped area is provided to the rear (West) of Block B to provide a Bio retention area and shallow swale included as part of the sustainable drainage scheme for the site (refer to submitted Engineer's drainage layout).

Additional landscaped areas are included in the small front courtyard to both blocks and to the area behind the adjacent detached house.

Appropriate bat and bird boxes to increase biodiversity are incorporated into the design as shown on the elevations.

Amenity Space

The amenity space is private and provides safe space for the residents of the apartments. External drying areas have not been provided in line with HA recommendations. Tumble dryers are to be provided for tenants within their fitted kitchens. Details of the area of amenity space and how it accords with published requirements is included in the Site Layout section above.

Site lighting

Site lighting was raised by the Planning Officer during the pre application discussions. Whilst a detailed layout has not been prepared at this stage the principles set out below will be adopted when the final design is prepared by a suitably qualified lighting designer.

The proposed lighting scheme will seek to balance the conflicting demands of Secured by Design and best practice guidance to ensure the retention of dark corridors for the movement of wildlife with no direct lighting of vegetation.

The building entrances will be lit internally with communal lighting linked to movement sensors and timers to ensure visibility for approaching residents.

Car parking areas will be lit at night with low level lighting bollards and/or screened/hooded lights fixed to the western boundary wall. The screening will ensure all light is directed downwards with no overspill to affect proposed dark corridors.

The access roads will be lit by low level lighting bollards to limit light overspill but to allow safe passage of pedestrians and vehicles.

All lighting will be directed away from the northern dark corridor, which runs along the watercourse and railway line immediately to the North of the site.

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 has been submitted and the recommendations made have been incorporated into the final design. The SBD Officer's report is included with the Planning Application.

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 Skewen 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 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 as part of the design process to ensure that the impact on the environment is minimised as set out below:

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 ensuring that:

- U values in excess of Building Regulations will be employed to improve the energy efficiency of the dwellings.
- The apartments 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 both within the apartments and for site wide external lighting. The use of PV to power external lighting will be utilised wherever possible.
- 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 (SAP) as required by Welsh Government for funded affordable housing schemes.

Transport

The Access Statement in Section 5 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.

The site is easily accessible by foot, cycle and car and is close to both bus and train routes providing easy access to the wider public transport network.

Suitable on site secure storage for cycles is provided in accordance with the Parking Standards SPG.

Waste

A dedicated recycling storage space area is provided to each apartment kitchen to provide a minimum of 60l storage for general waste and recycling in accordance with the Welsh Government Design Quality Requirements for Affordable Housing and Lifetime Homes.

There is a dedicated waste and recycling store (bin store) adjacent to Block A, which is easily accessible for collection by Local Authority Waste Services without the need to drive onto the site. The store has a level approach and drop kerbs to facilitate easy movement of the anticipated wheelie bins by residents and/or local waste collection operatives.

This bin store consists of a 1.8m high close boarded timber enclosure with 2 pairs of gates of sufficient size to enable the bins to be easily removed for collection. The store has been sized to accommodate at least 3 no. 1100l standard wheelie bins which is appropriate for the number of apartments based on approx. 140l per apartment (reference Cardiff City Council Supplementary Planning Guidance: Waste Collection and Storage Facilities).

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.

- Careful demolition of the existing building to ensure that wherever possible materials can be separated and offered for recycling either on site or off site,
- 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 promotion of recycling on site during construction,
- Using local suppliers, wherever possible, to minimise the carbon footprint associated with site deliveries,
- Promote recycling ethos for building users by providing large, well located, bin store areas with easy access for residents and collection services.

Drainage

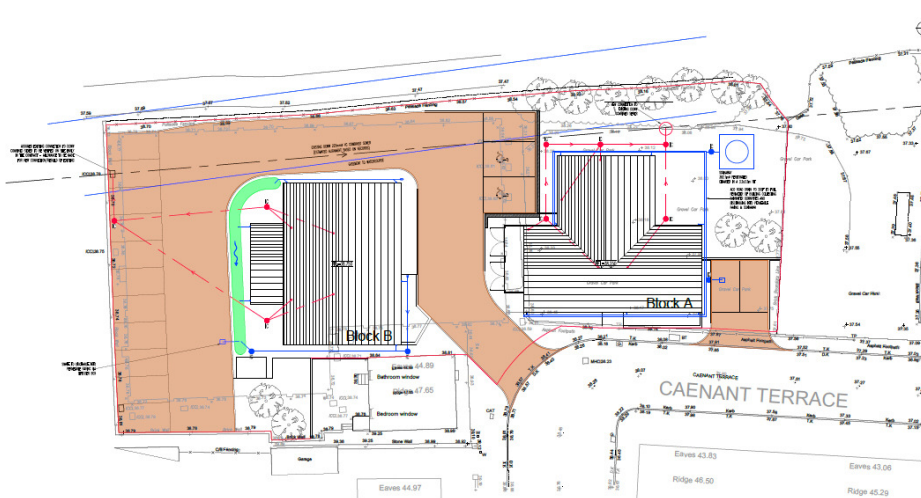
A detailed sustainable drainage scheme has been prepared by engineers and has been submitted to the appropriate SAB board in parallel with the planning application.

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.

The ground is deemed suitable for soakaways and one has been included in the overall drainage design in the grassed amenity area as shown on the submitted drawings and below.

Additional areas of swales and Bio retention areas also form part of the overall drainage strategy.



4.0 Planning Policy/Consultation

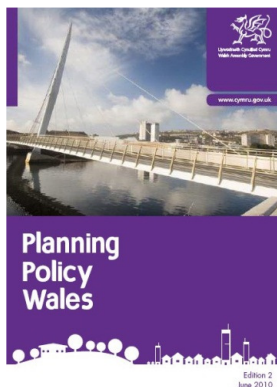
This Section identifies the National and Local Planning Policies that apply to the proposed development and briefly states how the proposals meet these Planning Requirements.

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 does not fall within an identified flood zone TAN15 is not relevant to this application in specific planning policy terms.

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 Principle 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 Principle 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 Principle of Development, and Sustainable Design
SC2	Protection of Existing Community Facilities	Policy to protect existing Community Facilities, including community halls, libraries, local or village shops, public houses and places of worship. Refer to The Principle of Development and submitted document 1428:PA:SC2
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
SP8	Affordable Housing	Policy to require the provision of affordable housing to meet the identified need within Neath Port Talbot. Refer to: The Principle of Development
SP10	Open Space	Policy including measures to ensure that all residents have access to adequate open space. Refer to Planning Obligations

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
AH1	Affordable Housing	Policy to require the provision of affordable housing to meet the identified need within Neath Port Talbot. Includes specific provisions for on and off site provision of affordable housing depending on number of new units proposed. Refer to: Principle of Development
OS1	Open Space Provision	Policy setting out detailed guidance on open space provision within developments and the protection of open space in the wider area. Where there is a quantitative deficiency in outdoor sport, children's play, informal space or allotments, provision will be sought, including the requirement for maintenance, in conjunction with all new residential developments of 3 or more dwellings, based on the following standards Refer to: Principle of Development

Ref	Title	Summary
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
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: Principle of Development
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 and Access Statement (parking)
SPG	Design (2017)	This document provides guidance on all aspects of good design including layout, materials and amenity standards Refer to Design Considerations
SPG	Open Space and Green Space (2017)	This document includes guidance for considering provision of Open and Green space within developments and the wider area. Refer to Design Considerations and Landscaping and Nature Conservation



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 residential development of 100% affordable housing 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 (ref Q2019/5067) given in October 2019, subject to compliance with other requirements, most notably Policy SC2: Protection of Existing Community Facilities (see below).

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 SP4.

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.

Policy SC2: Protection of Existing Community Facilities states that:

“Any proposals which would result in the loss of an existing Community Facility will only be permitted where it can be demonstrated that:

1. *The facility is surplus to requirements; or*
2. *The existing use is no longer viable.”*

A document has been *prepared* that clearly sets out that the above tests can be met. This document, 1428:PA:SC2 is included as part of this planning application and shows that the existing snooker club is surplus to requirements and no longer viable.

The findings of the document and general principles were accepted by and the Planning Officer in further pre application discussions that took place on 30th January 2020 as set out in the consultation section below.

Planning Obligations

The proposal is for 100% Social Rented Housing owned and operated by a Recognised Social Landlord. The scheme is supported by the Local Housing Officer and we understand that it will be fully grant funded. As such it is not anticipated that contributions for affordable housing will be required in accordance with Policies SP8 and AH1.

As the proposed development is over 3 units the requirements of Strategic Policy SP10 and detailed Policy SP10 may apply. The application site is in the Coedffranc Central Ward, which is in the Neath Spatial Area for policy purposes.

Table C.0.1 of the Open Space SPG identifies that the ward meets the standards for Informal Open Space and Children's play area but is deficient in Pitch Sport, Non pitch sport and Allotments.

During the initial planning meeting a contribution for open space of £2,280.00 was confirmed by the Planning Officer based on the requirements of the Open Space SPG. This figure is accepted and concurs with the applicant's own assessment based on the formulas and costs identified in the SPG.

As the proposed development consist of less than 10 no 2-bedroom apartments (4 number) and in line with paras 5.4.3 and 5.4.4 of the relevant 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 meeting of January 2020.

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 Cae Nant 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 Neath 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 has been submitted to the appropriate SAB Board in tandem with this planning application.

Flood Risk

The site is not in an identified Flood Zone and is not at risk of Flooding. A Flood Consequence Assessment is not required to support the Planning Application as confirmed in the initial pre planning advice of October 2019 and re confirmed in the meeting with the Planning Officer in January 202 (see Consultation section).

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 has been registered with Secured by Design (as referred to in Section 3: Design Analysis) and all recommendations of the Designing Out Crime Officer have been incorporated into the submitted proposals. The SBD Report has been included in the Planning Application.

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 2019 and meeting of January 2020.

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.

Detailed landscaping details are provided as part of the application along with measures to enhance biodiversity including bat and bird boxes.

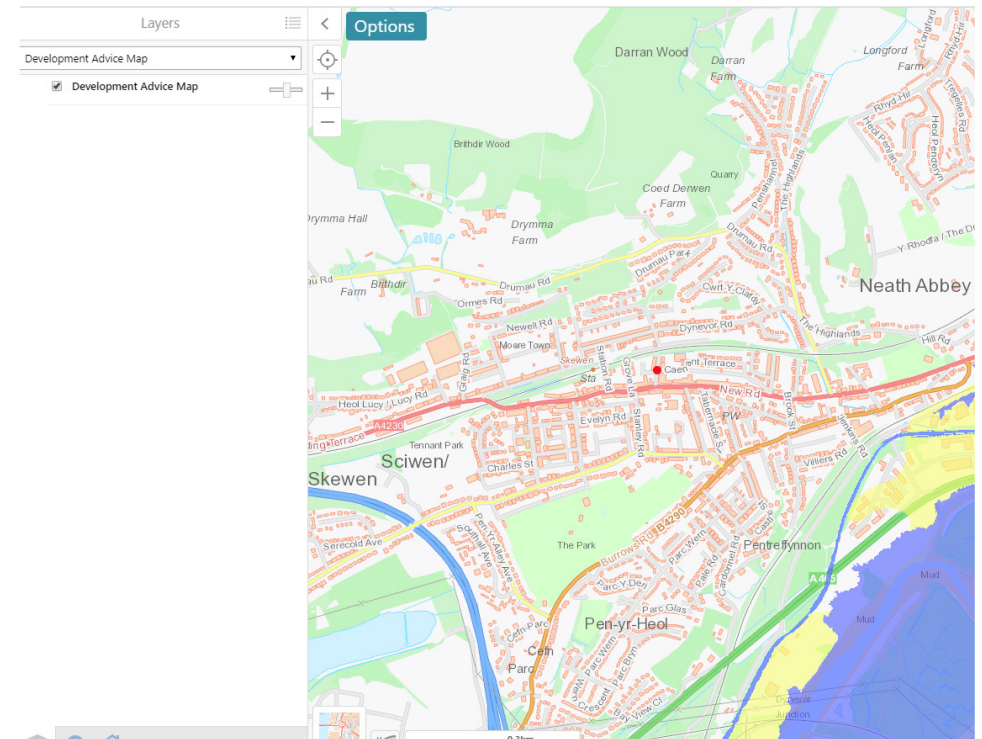
The Design Proposal meets all local and national planning policies including SP10, SP16, Open Space SPG and Design SPG.

The above section demonstrates that the submitted proposals are in full accordance with all National and Local Planning Policies and have met all of the requirements set out in Pre Application Advice from the Local Authority Planning Officer.

Consultation

Flooding NRW

The Environment Agency web site and Development Advice Map has been consulted and it has been identified that the site does not lie in an identified Flood Zone as defined by TAN15.



Given the above a Flood Consequence Assessment is not required to support the Planning Application as confirmed in pre application advice received.

Coal Authority

The Pre application advice confirmed that the site is in a low coal risk area and as such a detailed CON29 report is not required as part of the planning application. This is confirmed by the submitted Site Investigation Report, which includes information obtained from the Coal Authority.

Pre-Application Advice

An application for Non-Statutory Planning Advice, with a request for a meeting was submitted on 20th August 2019.

A Pre application advice letter (ref Q2019/5067) was received on 1st October 2019, which raised a few issues with the submitted design and set out what would be required in support of a formal planning application.

The main issues raised were the requirement for a bat survey and the need for evidence to show compliance with Policy SC2: Protection of Existing Community Facilities.

Following receipt of the initial advice a meeting was held on 10th October 2019 with Rhodri Griffiths, Planning Officer.

The meeting was productive, and the issues raised in the initial advice were discussed in detail. Following the meeting a follow up submission was made on 8th January 2010, with a revised site plan, additional elevational details and a document including evidence in relation to Policy SC2.

A further meeting was held with Mr Griffiths and Nick Water and Justin Griffiths from the drainage department, on 30th January 2020, again the meeting was productive. The revised layout was generally acceptable with some further minor revisions, including the addition of front forecourts, alterations to boundary treatments, additional articulation of the gable elevation facing down Cae Nant Terrace and the addition of stronger entrance features.

All of the revisions and comments raised in the 2 meetings and in the formal advice letter have been incorporated into the submitted scheme.

The following is a table of the more significant issues raised in the initial advice and follow up meetings and the responses made:

Issue raised	Response
Overlooking windows	Site layout amended to reduce the incidence of overlooking of habitable rooms. Only 1 incidence remains although this could be removed if a bedroom window in Block A moved to face North. However, it is felt that it is better to have a West facing window in the bedroom.
Limit scheme to 2 storeys	Scheme amended to be 2 storeys only.
Move car parking away from site frontage and relocate blocks	Scheme amended to move car parking to the rear of the site and move the apartment blocks forward to improve streetscape and provide a more coherent layout.
Evidence to support Policy SC2	Document submitted prior to second meeting. Principal accepted in meeting. Document (1428:PA:SC2) included in formal application.

Enhance elevations facing East down Cae Nant Terrace	Additional windows included in east facing gable end of Block A to provide greater articulation and interest to this elevation when approaching the site from the East.
Boundary treatments	Details provided for boundary treatments and wall around off street parking at East of site changed to brick walls as requested.
Bin storage areas required	A dedicated external bin store been provided as shown on the site plan. Details of the means of enclosure to the bin store shown on drawings.
Noise issue from Railway	A detailed noise survey has been carried out and the requirements included in the submitted design including upgraded glazing specifications and ventilation systems where required.
Contaminated Land	A detailed site investigation, including laboratory testing has been carried out and the report included as part of the application. The recommendations of the report will be incorporated into the final technical design for the project post planning. A condition may be required.
Ecology and Trees: Bat Survey	A bat survey is enclosed with the application. Protection and mitigation measures included as part of submitted scheme.
Ecology and Trees: Tree Survey	A tree survey is enclosed with the application. Protection and mitigation measures included as part of submitted scheme.
Ecology and Trees: 7m Buffer zone	The 7m buffer zone to the adjacent stream has been respected as part of the final submitted layout, with no buildings located within this zone.
Lighting scheme	An overview of site lighting has been included in this submission (see Section 3: Design Analysis), with confirmation that a 'dark corridor' will be maintained wherever possible whilst still complying with Secured by Design.
SUDS Application	A detailed drainage design incorporating Sustainable Drainage Principles has been prepared and submitted with the application. A formal application has been made to the Local SAB and the application will run in parallel with the planning application.
Landscaping scheme required.	A detailed landscaping scheme and specification has been submitted as part of the application. It is hoped that this will remove the need for a Condition requiring further landscaping information to be submitted.

In addition to the above, the initial pre application advice set out what information would be required with a future planning application. The table below sets out these requirements and lists the information submitted in support of the application:

Information requested	Information submitted
Design & Access statement	1428:PA:DAS
Bat Survey	Sylvan Ecology Report
Tree Survey	Cardiff Treescapes survey and AIA/TPP
Contaminated Land study	SI-2004_R1_Rev1 Spectrum Geo Services
Site cross sections	1428:PA:08
Existing & Proposed ridge levels	1428:PA05, 07 and 07
Noise Impact Assessment	8254 - Skewen Snooker Club-Acoustic report
Policy SC2 statement	1428:PA:SC2
Bird boxes/mitigation	1428:PA05, 07 and 07
Demolition and Construction method statement	1428:PA:CEMP
Drainage scheme	IR20018 Cae Nant Skewen Pre App (SUDS) IR20018 SK101 P1 DRAINAGE LAYOUT Drainage Strategy v1
Boundary Treatments	1428:PA:02
Cycle and bin store detail	1428:PA:11

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 Cae Nant Terrace, which connect the site to the wider footpath network within the local area including routes to Skewen 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 are Primary Schools within desirable/acceptable walking distances. There are also a number of bus stops within 100m 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 Skewen and the wider area.

Vehicle Access

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

Skewen is well connected and lies approx. 2.5km from the M4 motorway which lies to the West via the A4230. Skewen is also accessible from the A465 which lies approx. 500m to the South.

Public Transport Access

There are a number of bus stops on High Street within 100m of the site. These stops provide access to both East and Westbound routes between Neath Town Centre/Bus station and Swansea. From there services are available to all local towns and the wider public transport network.

These stops give access to bus services including 4 and 38. 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. Reliable bus timetables are not available at the moment but it is anticipated that buses run approx. every 20minutes during normal operating times.

There are also further bus stops within 300m of the site that give access to the 204 service which also runs hourly at the moment.

There is a train station (Skewen) just under 300m to the West of the site that is on the Swansea line. This gives regular access to Swansea and other destinations on the main line, including Cardiff, Neath and Bridgend.

Trains leave approximately every 20mins during normal times.

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

Apartment Type	Number	Maximum Parking Standards	Maximum spaces
1 bed Apartment	6	1 space per bed	6
2 bed 3 person	2	1 space per bed	4
2 bed wheelchair accessible	2	1 space per bed	4
Visitors		1 space per 5 units	2
TOTAL	10		16

Based on this calculation a maximum of 6 spaces would be required for the development. 16 spaces are shown on the site plan, including 2 fully accessible spaces, which is in accordance with the Parking Standards SPG.

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.

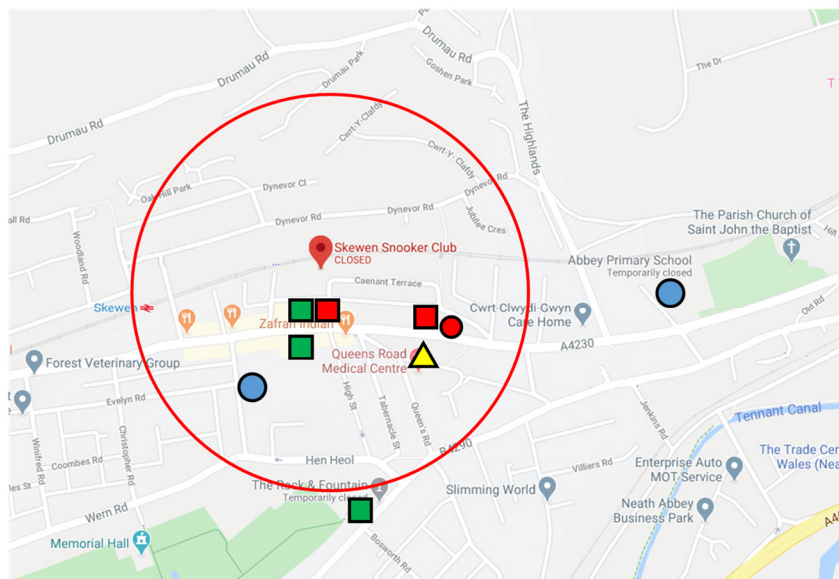
The Car Parking Standards SPG includes sustainability criteria in Appendix F that allows the parking levels to be reduced if certain criteria are met. This site meets many of the stated criteria as set out in the following chapter.

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.



Public Transport frequency:

The following bus and train services call at the stops identified above. Please note these are current times which have been affected by Lockdown due to Coronavirus.

Route Number	Route	Frequency
4	Neath Abbey - Swansea	hourly between 08.38 and 16.38
38	Neath – Swansea - Neath	hourly between 09.00 and 18.30
204	Skewen - Neath	Hourly between 08.28 and 17.00
	Train Station	Two hourly Between 6.35 and 00.30

From the above it can be seen that the combined frequency of service to Neath and Swansea is approximately every 30 minutes or less during the required hours. 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 summarises the Sustainability points available given the locations of local amenities and frequency of bus services described above. Distances given are accurate walking distances using appropriate pavements:

Facility	Distance *	Score	Notes
Local Facilities			
Post Office (Arbournes, High St)	395m	4pts	Healthcare facility, Post Office and Primary School within 400m scores 4pts
Health facility – Doctors (Queens Rd)	385m		
School – Coedffrance Primary	325m		
School – Abbey Primary	650m		
Food Store – Arbournes	395m		
Public Transport			
High Street (bus)	95m	3pts	Bus stop within 300m scores 3pts
Rock & Fountain (bus)	750m		
Skewen Train Station	285m		
Cycle Route			
N/A		0pts	
Frequency of Public Transport			
Bus stop and train stations within 800m which operates between 7am and 7pm	30 mins	1pts	See table above for bus frequency
TOTAL POINTS		8	

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

A sustainability score of 8 is therefore achieved. This allows a reduction of 1 space per apartment (dwelling), with no lower limit on spaces. 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	6	1 space per bed	6	6	0
2 bed 3-person apartment	2	1 space per bed	4	2	2
2 bed Wheelchair apartment	2	1 space per bed	4	2	2
Visitors		1 per 5 units	2	0	2
TOTAL	10		16		6

As the chart shows the new maximum number is now 6 including visitors' spaces.

Whilst the required maximum number of spaces is 6 spaces in total if the sustainability calculations are used it is intended at this time to provide parking in accordance with the SPG. Should alterations be needed to any of the parking spaces we would reserve the right to review the actual number required in light of the calculations above.

It is contended that the parking provision is therefore acceptable.

Cycle Parking

The parking standards require 1 cycle stand per 5 bedrooms. This results in a requirement for 3 to 4 cycle spaces.

There are 4 Sheffield type cycle hoops provided in a dedicated cycle shelter.

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

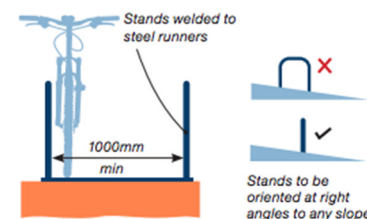
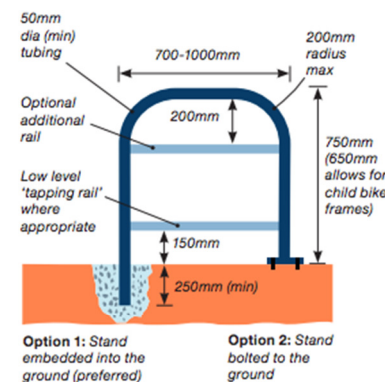
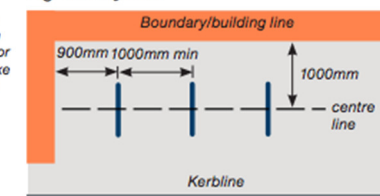
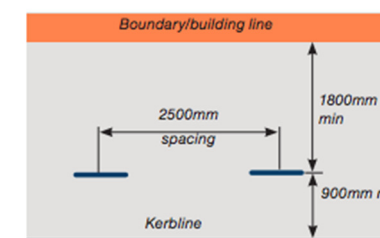


Fig 4.2 'Toast rack' of Sheffield stands

Fig 4.3 Layouts



Perpendicular



Along kerb

6.0 Summary and Conclusions

The current proposal is for the development of 10 high quality affordable apartments in Skewen. The project meets the following requirements:

- The completed development will be managed by a recognised Registered Social Landlord delivering high quality accommodation for the people of Skewen.
- The proposal is for a high-quality development to address an identified need for new affordable housing within Skewen/Neath.
- 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