



November 2020

## **Planning Statement**

# **Erection of Detached Dwelling**

at

**Land to the Rear of**

**15 Siding Terrace,**

**Skewen,**

**Neath,**

**SA10 6RE**

| <b>Drafted By</b>                             | <b>Date</b> | <b>Checked by</b>  | <b>Date</b> |
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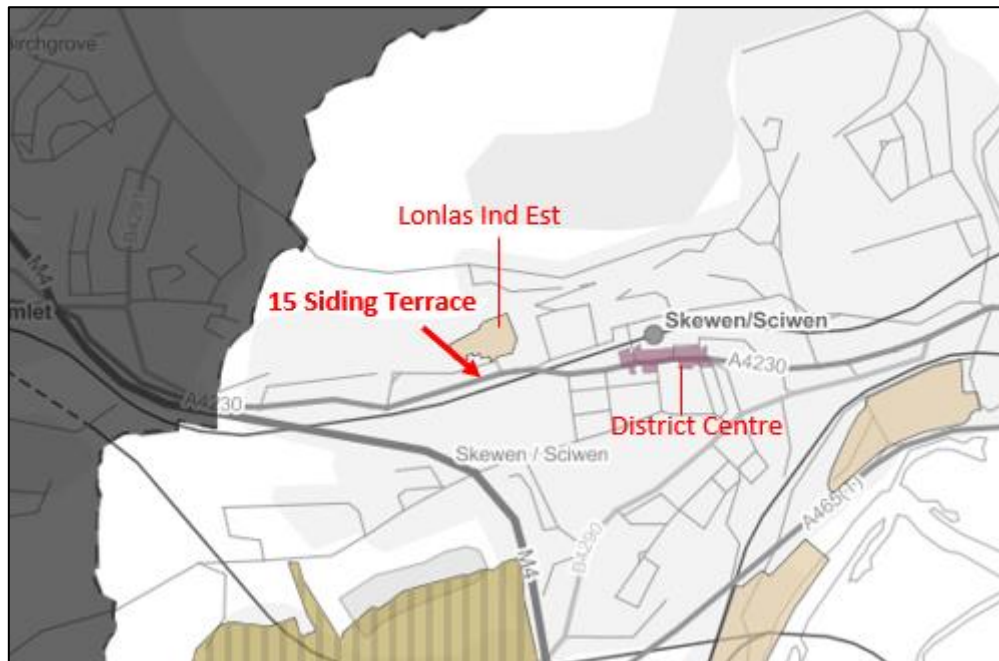
## **1.0 Introduction**

- 1.1 This application seeks full planning permission for the erection of a detached dwelling with integral garage on land to the rear of 15 Siding Terrace, Skewen, Neath, SA10 6RE.
- 1.2 This application represents an amendment to an extant planning permission for a detached dwelling on the site, originally granted planning permission in June 2012, and extended for a further five years under application P2017/0387 until 23 May 2022.
- 1.3 This proposal primarily seeks to make improvements to the design of the extant permission by incorporating on site car parking.
- 1.4 In developing the current proposal regard has been had to:
- the saleability of the completed plot;
  - availability of on-street parking;
  - amenities of future occupiers;
  - security, and
  - national and local planning policy and guidance.

## **2.0 The Application Site**

### **The Location**

- 2.1 The application site is located within the settlement boundary and on land forming part of the residential curtilage of no. 15 Siding Terrace, Skewen. It is located close to the Authority's boundary with Swansea Council, approximately 50 metres north of the M4 corridor and in a residential area between Skewen District Centre (500m to the east) and the Peniel Green roundabout at Llansamlet.

**Figure 1: Location of the application site**

- 2.2 To the south lie the residential properties fronting Siding Terrace with the railway line and M4 beyond. To the north, lies a ribbon of linear residential development stretching almost the entire way to junction 44 of the M4 with Lonlas Industrial Estate, an allocated employment area, to the north-east. There are several schools in the locality with many public amenities available within and around the nearby district centre, including frequent bus services, health and leisure facilities and open park land.

### **The Site**

- 2.3 The land within the plot is elevated above the level of the properties at Siding Terrace, providing level access onto the highway at Lucy Road which runs along the north-west boundary of the rear garden. Following the prevailing north-south gradient of the landscape, the properties on the north side of Lucy Road are elevated above those of Siding Terrace. Further west along Lucy Road, a number of residential properties have been constructed along the southern edge of the highway, overlooking the rear gardens of Siding Terrace below. There is little consistency in terms of the design, roof shape and finish of these properties.
- 2.4 Direct access is currently available from the rear garden of no. 15 Siding Terrace onto Lucy Road. The majority of the residential properties along this stretch of Siding Terrace have a

similar arrangement, many of them utilising the higher land in their gardens for vehicular parking with direct access onto Lucy Road. Several properties also have detached garages fronting onto Lucy Road, some of which are in a dilapidated condition.

### Site History

- 2.5 Historically, several applications for new dwellings have been granted along the southern side of Lucy Road, on rear garden plots elevated above the existing properties at Siding Terrace. Many of these dwellings have now been constructed and the pattern of development is long established. A small number of more recent applications, including extant permissions at 18 Siding Terrace and the application site are yet to be constructed.

**Figure 2: Residential development along Lucy Road**



- 2.6 In 2012 planning permission was granted under application P2012/0387 for the construction of a detached dwelling and garage at 15 Siding Terrace. The standard time period for implementation was subsequently varied under application P2017/0378, following the adoption of the current Local Development Plan, until 23 May 2022. The associated conditions were also updated.
- 2.7 P2017/0378 included conditions which restricted permitted development rights and the use of the approved garage. Permitted development rights have been removed with regard to the construction of extensions, outbuildings and windows/dormer windows in the interest of amenity.
- 2.8 The extant permission would span two sites as it includes detached garage parking on a plot to the rear of no. 17 Siding Terrace and separated entirely from the curtilage of the dwelling by a piece of land within different ownership to the application site, as shown in Figure 3. The use of a condition restricting residential occupation (presumably incidental residential

use as independent occupation would require planning permission in its own right) indicates that Council officers were concerned that the loss of the garage for parking could have an impact on highway safety.

**Figure 3: Location of parking approved under P2017/0387**



- 2.9 The approved plans show a one and a half storey dwelling with two dormer windows in its front elevation facing Lucy Road and three roof lights in its rear. It would measure 9.2m in length by 7.8m in width with a maximum height of 6.5m underneath a pitched roof. It would contain three double bedrooms, two bathrooms and separate kitchen and lounge areas. The approved garage design permits a single storey, pitched roof structure with double garage doors in its front elevation.

### 3.0 The Proposal

- 3.1 The current proposal is also for a detached three-bedroom dwelling. However, there are a number of design differences when compared with the approved scheme. The most significant change is the incorporation of an integral garage rather than reliance on parking provision on a site detached from the main dwelling plot.
- 3.2 In terms of finished height, the ridge of its highway facing elevation will be 0.2m lower than the extant permission at 6.3m (4.4m to the eaves) and the site area occupied by the proposed dwelling is comparable with the 2017 application. From the highway, the dwelling will appear as a one and a half storey property with a single, pitched-roof dormer in its front

elevation roof slope and a full height gable projection. It will also incorporate a car port/garage partially set back beneath the eaves and fronting onto Lucy Road. To the rear, the property will extend to two storeys with a small pitched roof dormer and three rooflights in the rear elevation roof slope. No windows are proposed in the side elevations.

- 3.3** The proposed garage/car port will provide parking for two cars. Also, at ground floor level it is proposed to provide a lounge and kitchen/diner. Three bedrooms and a bathroom will be accommodated on the first floor with garden stores, snug and living area at basement level. Steps from street level at Lucy Road will provide access to the lower garden. This is identical to the arrangement that exists under the approved proposal, although this was not immediately apparent from the approved drawings. Neither was it clear that the property would have had to have been constructed over split levels.

- 3.4** It is not proposed to incorporate the plot previously intended for the construction of a detached garage as part of this proposal.

## **4.0 Policy Assessment**

### **Policy Context**

- 4.1** The local plan is the Neath Port Talbot Council County Borough Council Local Development Plan 2011 – 2026 (Adopted January 2016) (LDP).
- 4.2** The 2017 decision recognised that that proposal complies with policies SP1 (Climate Change), SP2 (Health), SP3 (Sustainable Communities), SP20 (Transport Network), SP21 (Built Environment and Historic Heritage), SC1 (Settlement limits), TR2 (Design and Access of New Development) and BE1 (Design). These policies remain in force today and therefore remain relevant to the current proposal.
- 4.3** Of the adopted Supplementary Planning Guidance (SPG) documents; *'Affordable Housing'*, *'Parking Standards'* and *'Design'* are considered relevant to the proposal.

### **Assessment**

- 4.4** The proposal is for residential development within the settlement boundary and on a site upon which there is an extant consent for a three-bedroom detached dwelling and is therefore acceptable in principle. Furthermore, the Council previously considered that that the construction of a dwelling on the application site is acceptable and under current policy provisions and that the density meets the requirements of BE1.

- 4.5 The application site is within the settlement boundary and in a sustainable location well served by public transport and amenities, including health, retail, education and leisure and is therefore compliant with strategic policies SC1, SP1, SP2, SP3 of the LDP.
- 4.6 The primary issues for consideration in this application are whether the proposed amendments to the design are acceptable in terms of their impact upon visual and residential amenity and highway safety when compared with application P2017/0387.

#### Highway Safety and Parking

- 4.7 Policy SP20 aims to:

*“...6. Restrict development which would have an unacceptable impact on highway safety;*

*“...7. Requiring development proposals to be designed to provide safe and efficient access and promote sustainable transport;*

*8. Requiring appropriate parking provision...”*

- 4.8 Policy TR2The Parking Standards SPG (Adopted 2016) requires that:

*“1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*

*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...”*

- 4.9 The application site is within the urban area and therefore designated as Parking Zone three for the purposes of assessment against the SPG standards. These areas are accepted as sustainable locations owing to the number of local facilities and public transport options available. There is however some restriction in terms of on-street parking. Indeed, parking is restricted along Lucy Road with the area experiencing a high degree of on-street parking.
- 4.10 The adopted SPG requires one parking space per bedroom for newly constructed dwellings and states that:

*“Curtilage parking must be provided wherever possible...”*

and:

“Garages should be provided as the most secure parking option wherever possible, preferably located alongside the dwelling. Remote garage blocks must be avoided.”

- 4.11 Through approval of P2017/0387 it was considered acceptable for the proposed three-bedroom dwelling to be served by two parking spaces, one less than required by the standards. Because of the parallel nature of the spaces within the garage, the proposal would have resulted in the loss of two on-street parking spaces, meaning there would be no net-gain in terms of off-street parking provision. Furthermore, the detached nature of the parking plot was far from ideal and contrary to the above guidance. The current proposal seeks to rectify this and ensures that two off-street parking spaces can be provided within the curtilage of the proposed dwelling. Furthermore, the proposed tandem arrangement of the parking ensures that only one on-street parking space is lost to the vehicular access. This results in a net gain of one parking space. The dimensions of the proposed parking spaces are in line with the relevant standards and the development is therefore acceptable in terms of its impact on highway safety and compliant with policies SP20, TR2 and the guidance within the SPG.

#### Amenity

- 4.12 Policy BE1 and the Design SPG set out the standards that should be adhered to in terms of residential amenity and privacy. In terms of in-fill residential development, it recognises the challenges that these sites offer. The proposal represents a form of in-fill development and the main challenge to overcome is ensuring that it offers adequate amenity for its future occupants and has no adverse impact upon the residential amenities of neighbouring properties. The impact in terms of the visual amenity and character of the surrounding area is also a key consideration which has influenced the design of the proposed dwelling. The extant permission represents a scheme that the Council considers acceptable and so the intention has been to develop a proposal which has no additional negative effect over and above the design approved in 2017, whilst incorporating some design enhancements.
- 4.13 Lucy Road is characterised by residential development, of varied design and style, on either side of the highway with properties elevated above those fronting onto Siding Terrace and those on the north side of the highway elevated above those of the southern side. There is therefore an accepted level of overlooking. Under previously approved applications, the 14m separation distance between the rear of the proposed dwelling and donor property was

considered acceptable with the boundary fence deemed as providing acceptable screening at ground floor level. The siting of the proposed dwelling is consistent with that of the extant permission and therefore all windows measure an identical distance from the windows in the rear elevations of the residential properties at Siding Terrace. At first floor level, the approved design includes three windows and three rooflights. Presumably, below this there would have been the blank wall of the basement level/retaining wall. The proposed dwelling also includes three first floor windows, one of which is full height with a Juliet balcony. As there are no habitable room windows in the rear of no. 15, there is no conflict in terms of loss of privacy. In the rear elevation roof slope, it incorporates two roof lights and a single, pitched-roof dormer which will serve the bathroom and be fitted with obscure glazing. At the garden level it is proposed to provide a set of windows and a door serving the garden stores.

- 4.15 As the proposal is in the same location at the approved dwelling, of a reduced height and will involve a similar level of engineered construction, it will not have any additional negative impact upon the properties at Siding Terrace in terms of overlooking, loss of light or overbearing impact.
- 4.16 In terms of amenity of the future occupants, the level of private external space remains the same as the approved scheme. The inclusion of a usable ground floor with integral garden store will however improve residential amenity through more efficient use of the available space, whilst removing pressure to erect external storage such as sheds and therefore reducing the proportion of effective amenity area. Furthermore, the inclusion of secure parking within the domestic curtilage represents a significant amenity enhancement and security benefit.
- 4.17 Development along Lucy Road generally comprises a mix of detached garages and residential properties which front onto the highway, with an industrial estate at its eastern end. The residential development along the south-eastern side of the highway varies in terms of its design and height. The proposed dwelling incorporates dormer windows to its front and rear, something which is a common feature in this locality. The size and positioning of the dormers on the roof slope has been carefully considered to ensure they do not appear overbearing or incongruous within the streetscene. The proposed dwelling follows the established line of linear development along the highway and does not exceed the established height of residential properties. It will also utilise a palette of materials which is complementary of other properties in the area.

## 5.0 Conclusion

- 5.1 The proposed development aims to improve on the design of an extant permission through inclusion of parking within the domestic curtilage rather than on a completely separate plot. In addition to amenity benefits for the future occupiers of the dwelling that this arrangement provides, it will also result in the net gain of one parking space compared to the scheme already approved by the Council.
- 5.2 As a result of the inclusion of an integral garage, the internal space within the property has been reconfigured, efficient use made of the basement level and dormers installed to the rear and front elevation roof slopes to allow comfortable accommodation within the roof space.
- 5.3 The overall height of the proposal has been lowered and its other proportions and siting remain similar to the approved scheme. It will therefore have no additional negative impact compared to the fallback position. The proposal submitted for consideration is therefore compliant with the relevant policies of the LDP and the adopted guidance and it is respectfully requested that planning permission is granted.

