



Figure 11 - Proposed layout consulted upon at statutory Pre-Application Consultation (PAC) stage



Interpretation of context and design evolution

- 3.8** The constraints to development, set out in section 2, provided fundamental parameters within which the proposals had to be designed. These matters were added to by the extent of sewer easements that DCWW made the applicant aware of via the PAC process. Therefore, chief amongst the constraints and design parameters are the three sewers and water mains that cross the site which require a 3m, 6m and 10m easement either side of the centreline; the Wales Coastal Path that runs along the eastern and northern site boundary; and the relationships with existing dwellings to the south and south-east.
- 3.9** Aside from the finer details of the extent of the easement required, the majority of these matters were known from an early stage in the process. Accordingly, the layout and design sought to account for these elements from an early stage, however DCWW comments and the ensuing changes, discussed above, resulted in changes to the layout.
- 3.10** In addressing these, and comments from the Local Authority, a number of early iterations of the proposals were prepared to arrive at the proposed scheme.
- 3.11** In addition to the changes resulting from DCWW's response, matters raised at the pre-application meeting have been addressed with the following changes incorporated:
- Small areas of open space have been included on site, with all dwellings having private or shared amenity space.
 - Finishing materials have been determined with entirely brick palette proposed comprising a combination of smooth buff brick and red facing brick.
 - As discussed above, the drainage easement has been reviewed with the drainage engineer to ensure no conflict arise.
 - Plots 1 and 2 now have a side on relationship to the boundary of 15 Pant Celydd ensuring no amenity impacts.
 - Changes have been made to the layout to accommodate the easement, whilst simultaneously addressing various issues relating to privacy distances and garden depths raised at pre-application discussions.
 - Bin storage requirements, details of rear access, detail of communal garden areas, means of enclosure and parking allocation have been detailed within the submission.
 - In terms of provision for cycles, all of the dwellings will be provided with sheds which will allow for the secure storage of bicycles. The apartments will also have access to communal bin and shared shed which will cater for the needs of occupiers.
 - 29 car parking spaces are provided in total, 17 of which are 2.6m wide in line with Lifetime Homes standards. This comprises one per dwelling except for the three-bedroom house which has two spaces, plus three visitor spaces across the site. Swept path analysis has been undertaken, which has ensured manoeuvrability of all spaces.



Figure 12 - Dwellings of Pant Celydd



Figure 13 - Dwellings of Pant Celydd



Figure 14 - Boundary of the site and 15 Toronto Avenue



Figure 15 - 15 Toronto Avenue



Figure 16 - Toronto Avenue



Figure 17 - Pant Celydd



Figure 18 - Stallcourt Close (Google Maps)

4

Planning Policy Context

Overview

- 4.1 The planning policy context for the determination of this application is provided by national and local planning policy guidance. National guidance is set out within Planning Policy Wales, and its accompanying Technical Advice Notes.
- 4.2 Local policy comprises the adopted Neath Port Talbot Local Development Plan (2011-2026), and its supporting Supplementary Planning Guidance documents.

Planning Policy Wales

- 4.3 Planning Policy Wales (PPW) is the principal national planning policy document which sets out the land use policies of the Welsh Government (WG) against which development proposals should be assessed. The latest version is the tenth edition, published in December 2018.
- 4.4 The main thrust of PPW is to ensure that the

planning system contributes towards sustainable development and improves the social, economic, environmental and cultural well-being of Wales. Placemaking lies at the heart of PPW, with policy and development management decisions required to seek to deliver development that adheres to these principles.

- 4.5 In a bid to ensure placemaking is prioritised, and in order to aid in implementing the Well-being of Future Generations Act, policy topics within PPW have been grouped under four themes, namely ‘Strategic and Spatial Choices’; ‘Active and Social Places’; ‘Productive and Enterprising Places’; and ‘Distinctive and Natural Places’. Starting with the former, which is an overarching section for all planning proposals, the subsequent three headed chapters are each supplemented by detailed and interwoven policy, which seek to work together in delivering sustainable places.
- 4.6 PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. In this regard it seeks to achieve

WG’s well-being goals. All statutory bodies in Wales carrying out a planning function must exercise those functions within the principles of sustainable development as defined in the Well-being of Future Generations Act. Accordingly, paragraph 1.17 of PPW confirms that there is a presumption in favour of sustainable development.

- 4.7 Figure 3 of PPW covers the Key Planning Principles of WG in seeking to achieve “*the right development in the right place*”. Development proposals must seek to deliver development that addresses these outcomes, albeit paragraph 2.20 recognises that not all of these outcomes can necessarily be achieved under every development proposal.

Strategic and Spatial Choices

- 4.8 Paragraphs 3.3 to 3.18 are sub-headed ‘Good design Making Better Places’. In terms of design, this Design and Access Statement demonstrates how design issues have been considered and the context appraised. Section 5 of this Statement

demonstrates how the proposals meet the five overarching aims of design, which have been incorporated into the proposals from the outset.

- 4.9 Paragraphs 3.45 to 3.48 deal with ‘Accessibility’. This states that the overarching aim of spatial strategies should be minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.
- 4.10 PPW advocates that major generators of travel demand, such as housing, should be located within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.

Active and Social Places

- 4.11 A key theme of PPW is creating places that are active and social, this includes sustainable transport provision for housing development. The opening paragraphs to this chapter include the following aspiration of PPW:

“New development should prevent problems from occurring or getting worse such as the shortage of affordable homes, the reliance on the private car and the generation of carbon emissions.”

- 4.12 PPW places importance on locating development so as to minimise the need to

travel and increasing accessibility by modes other than the private car.

- 4.13 In terms of car parking, paragraph 4.1.51 indicates that *“A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down”*.
- 4.14 With respect to housing, the WG recognise the importance of a home to people’s lives and indicates that the planning system must:
- *“identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;*
 - *enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and*
 - *focus on the delivery of the identified housing requirement and the related land supply.”*

- 4.15 Paragraph 4.2.25 states that *“a community’s need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications.”*

Productive and Enterprising Places

- 4.16 This chapter is of lesser direct relevance to proposals for residential development, but amongst other things, advocates the future-proofing of development via sustainable technologies.

Distinctive and Natural Places

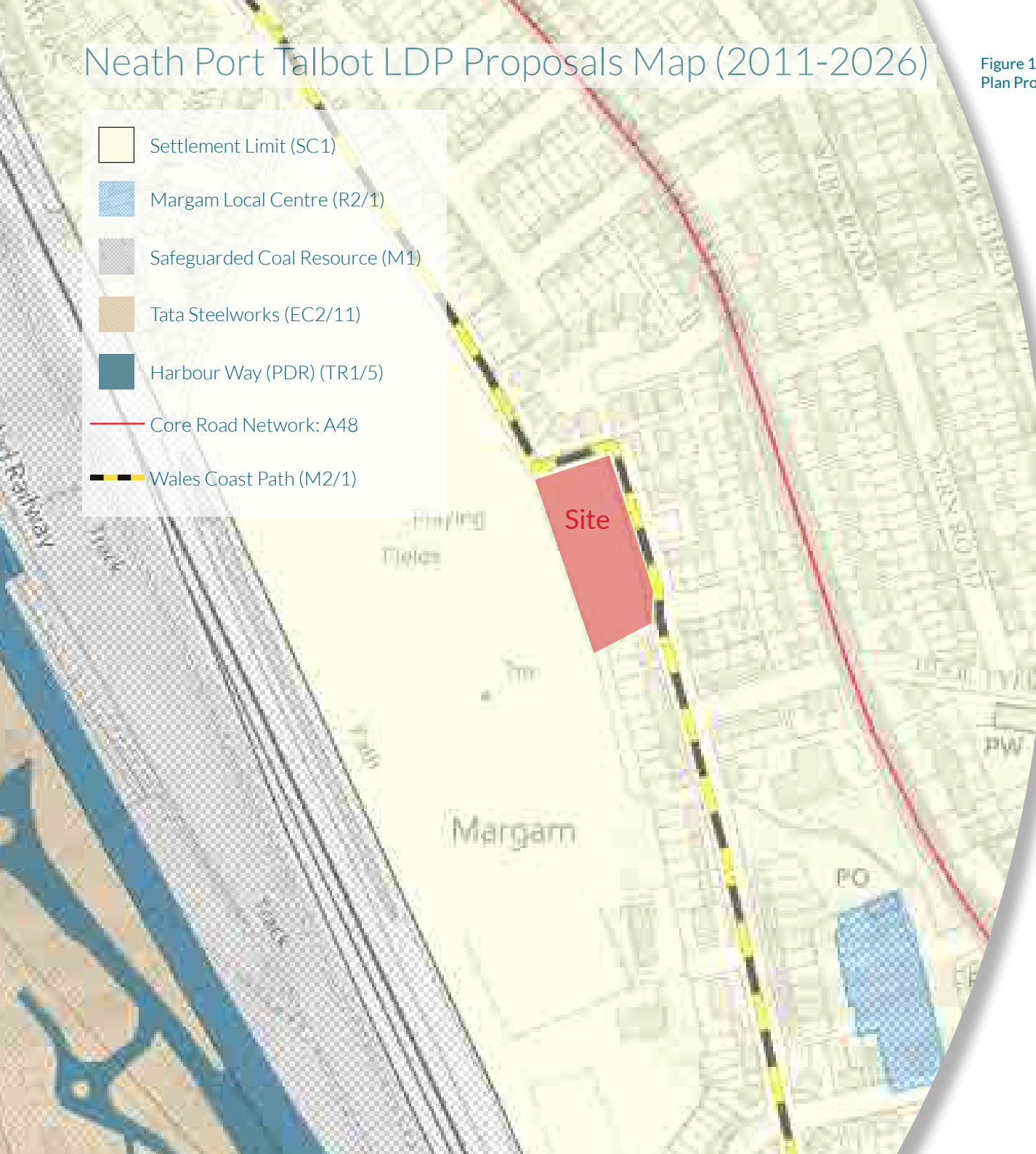
- 4.17 Similar to the above, this chapter is of lesser relevance to housing schemes, but advocates environmental and cultural components of place-making.

Technical Advice Notes

- 4.18 The following Technical Advice Notes (TANs) are considered to be of relevance in the consideration of these proposals.
- 4.19 TAN 2, published in June 2006, is of relevance to affordable housing developments, providing practical guidance on the role of the planning system in delivering affordable housing.
- 4.20 TAN 12 relates to Design and was updated in

Neath Port Talbot LDP Proposals Map (2011-2026)

Figure 19 - Local Development Plan Proposals Map



March 2016. It provides advice and information on a number of related areas including the definition of design for planning purposes; design considerations in planning decisions; and local planning authority design policy and advice.

- 4.21 TAN 18, which was published in March 2007, deals with Transport matters, and advocates locating development where there is good access by public transport, walking and cycling; generally advocating development at sustainable sites.

Well-being of Future Generations Act

- 4.22 The Well-being of Future Generations Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principles, and to act in a manner which seeks to ensure that the needs of present communities are met without compromising the ability of future generations to meet their own needs. Its content is sought to be delivered through the planning system via the intertwining of the Act through PPW.

Local Development Plan

- 4.23 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in

accordance with the Development Plan unless material considerations indicate otherwise. The development plan for the site comprises the Neath Port Talbot Council Local Development Plan (2011-2026).

- 4.24 The site is within the settlement boundary as defined by the Neath Port Talbot Council Local Development Plan. This site is not subject to any designations. It can therefore be classed as 'white land', whereby the principle of development on this site is acceptable, subject to material planning considerations.
- 4.25 Policies with a prefix of SP (strategic policies) are overarching policies relating to development in the county borough. Policy SP1 relates to climate change, and states that an emphasis will be on sustainable growth which benefits Neath Port Talbot as a whole. It outlines that this will be achieved by inter alia:
- *The efficiency and sustainability of the County Borough's settlements will be enhanced through developing more cohesive and efficient settlements and settlement patterns, and consequently more sustainable travel patterns; and*
 - *Dependence on the private car and the need to travel in general will be reduced through promoting alternative means of transport and more efficient use of existing facilities, co-*

location and joint use of facilities."

- 4.26 Strategic Policies (SP) for the area provide a basis for the determination of planning applications. Policy SP2 (Health) states that sustainable settlements require a well-designed, adequately resourced and well-connected neighbourhood to provide health benefits. Accessibility is also mentioned under SP2, as policies seek to improve accessibility between communities, encouraging active travel wherever possible. New developments are expected to be served by sustainable transport options.
- 4.27 Policy SP5 is relevant for any sites within the Coastal Corridor Strategy Area. Amongst other broad issues, this policy cites the coastal corridor as the area where the majority of new housing should be delivered.
- 4.28 SP7 (Housing Requirement) aims to deliver 7,800 new dwellings to meet economic-led growth strategy, with provision being made for the development of 8,760 additional dwellings between 2011-2026 including 12.31% flexibility allowance. SP8 (Affordable Housing) states that of these 7,800 new dwellings, 1,200 will be affordable.
- 4.29 Policy SP18 covers the Authority's approach to Renewable and Low Carbon Energy, whereby it is encouraged where possible in new developments. SP19 (Waste Management)

includes amongst its aim the need to ensure that new development provides for the sustainable management of waste.

- 4.30 SP20 (Transport Network) requires development proposals to be designed to provide safe and efficient access and promote sustainable transport. Developments also require appropriate parking provision. SP20 links to SP2 in that new development proposals should be accessible by a variety of means, not just private car in the interest of creating sustainable communities. Walking, cycling and public transport play an important role in reducing the number of shorter journeys taken by car and contribute towards the Plan's aim to provide a sustainable more integrated transport network.
- 4.31 Policy SC1 relates to settlement limits and states that 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.
- 4.32 The Settlement Hierarchy at table 3.1 of the LDP has identified communities that have sufficient capacity to accommodate new development within designated boundaries. Port Talbot is one of three settlements that lie at the top of the hierarchy as it is a regionally important settlement providing the widest and most diverse range of functions. Further, Port Talbot is

located on the strategic road network, and is fully accessible by a range of transport options.

4.33 Policy I1 relates to Infrastructure Requirements and states that provision for various resources and amenities must be considered. This includes affordable housing.

4.34 Policy OS1 (Open Space Provision) requires that provision is made for open space where a local deficit is identified, for developments of three or more dwellings.

4.35 Policy EN8 relates to Pollution and Land Stability and requires that new proposals must adequately consider, and address where necessary, any impacts arising from pollution resulting from new development.

4.36 Policy W3 (Waste Management in New Development) seeks to ensure that provision is made for design, layout, storage and management of the waste in new developments, both during construction phase and occupation. Early consideration of the waste management needs for any proposal is essential to ensure planning for waste is considered at the outset.

4.37 Policy TR2 covers Design and Access of New Development. It legislates how access must be accounted for in new development. This includes ensuring that new development does not compromise safety, effectiveness and efficiency of the highway network; that cycle and car

parking provision is delivered at an appropriate level; and that sustainable travel options are provided where possible.

4.38 Policy BE1 (Design) emphasises the importance that a new development achieves and creates attractive, safe places and public spaces. It sets out a series of criteria that are sought to be achieved on new development proposals. This includes considerations of character, context, materials, highway safety, local features, security, transport connectivity, use of resources, drainage and layout.

4.38 A summary of the pertinent LDP policies is provided below, listed in the order they appear in the LDP.

LDP Policy	Relating to
Strategic Policies	
SP1	Climate Change
SP2	Health
SP3	Sustainable Communities
SP4	Infrastructure
SP5	Development in the Coastal Corridor Strategy Area
SP8	Affordable Housing
SP10	Open Space
SP15	Biodiversity and Geodiversity
SP16	Environmental Protection
SP19	Waste Management

SP20	Transport Network
SP21	Built Environment and Historic Heritage
Topic based Policies	
SC1	Settlement Limits
I1	Infrastructure Requirements
AH1	Affordable Housing
OS1	Open Space Provision
EN7	Important Natural Features
EN8	Pollution and Land Stability
W3	Waste Management in New Development
TR2	Design and Access of New Development
TO4	Walking and Cycling Routes

Supplementary Planning Guidance

4.39 Is it considered that the following SPG documents are applicable in consideration of the proposed development:

- Open Space and Greenspace (July 2017);
- Planning Obligations (October 2016);
- Design (July 2017);
- Car Parking Standards (October 2016);
- Pollution (October 2016); and
- Affordable Housing (October 2016).

5

The proposal & assessment against objectives of good design

Character

- 5.1 The design, by LeTrucco Design Architecture, has sought to provide a development that adheres to modern principles of placemaking and construction, that corresponds to its context resulting in the creation of a complementary streetscape that takes into consideration the wider setting.
- 5.2 The development proposes 25 dwellings comprising of 16 one-bedroom flats, four two-bedroom flats, four two-bedroom houses, and one three-bedroom house. The proposals also include sustainable drainage proposals, landscape planting, car parking and associated infrastructure. The scheme consists entirely of two-storey structures in terraced form. The dwellings will continue the linear pattern of development along west of Pant Celydd, and turn the corner to face north along the Wales Coastal Path at the northern edge of Pant Celydd. All of the properties make up this street-facing aspect

of the development.

- 5.3 The scale of the buildings is considered to be appropriate in that the two-storey dwellings adhere to the prevailing character. The buildings have been sited, designed and orientated so as to have minimal impact on existing neighbours. In this regard, the dwellings have a side-on relationship 15 Pant Celydd, ensuring no instances of overlooking. Dwellings along the eastern boundary of the site are located over a highway from existing dwellings of Pant Celydd, thus no amenity impacts arise.
- 5.4 The proposed front elevations of the flats are sited at least 18m from the angled rear elevations of the properties of Stallcourt Close. All relationships, between the proposed flats and nos. 4 & 5 Stallcourt Close are at acute angles, thus no directly-facing elevations are resulting. Together these ensure no instances of overlooking arise. In addition, the separation provided by the footpath, the boundary wall and

Figure 20 - Welsh Government's Objectives of Good Design (source: Planning Policy Wales)





Figure 21 - Site Layout



SITE LAYOUT
Scale 1:250
SITE AREAS:
DEVELOPABLE SITE AREA: 0.94ACRES
0 5m 10m 20m 30m

- DENOTES SITE APPLICATION BOUNDARY
- DENOTES 1800MM HIGH TREATED CLOSE BOARDED FENCE.
- DENOTES 1800MM HIGH GALVANISED FLAT TOP RAILINGS.
- DENOTES FACING BRICK RETAINING BOUNDARY WALLS - REFER TO ARCHITECT'S DRAWINGS FOR RAILING DETAILS - REFER TO SECTION Q46 OF EPT
- DENOTES AREA IN TOBERMORRE PERMEABLE PAVING SYSTEM TO PROVIDE DRIVE AND PARKING COURTESY, COLOUR GRAY
- DENOTES 2.0M X 4.0M TOBERMORRE PERMEABLE PAVING SYSTEM PARKING BAYS WITH 100MM X 100MM P.C. CONCRETE PATH EDGING TO DISSEAL BAYS
- DENOTES AREA OF NEW 2M WIDE TARMACADAM FOOTPATHS TO PERIMETER OF SITE - TO ADAPTABLE STANDARDS
- DENOTES AREA OF 100MM X 100MM P.C. CONC. PAVING SLAB TO FORM PATIO AREAS AND 100MM WIDE FOOTPATHS TO TO CURTLAGE OF HOUSES AND 1200MM WIDE TO TO CURTLAGE OF FLATS.
- DENOTES AREAS OF INFORMAL PLANTING / LANDSCAPING AREAS, ALIVE TREES / SPECIES MIX IN LANDSCAPING SCHEDULE.
- DENOTES AREAS OF TURFED GRASS TO REAR GARDENS.
- DENOTES AREAS OF BAIN GARDENS TO ASSIST SLOOD DRAINAGE DESIGN & BIODIVERSITY AS PER TREE / SPECIES MIX IN LANDSCAPING SCHEDULE.
- DENOTES 1.0M HIGH - 800MM WIDE TIMBER GATE WITH A SECURITY LOCK, IN COMPLIANCE WITH EDOED - NOTE GATE TO BE SIMILAR HEIGHT TO ADJACENT WALL GATE IF APPLICABLE.
- DENOTES NEW TREE PLANTING (REFER TO LANDSCAPE DRAWINGS FOR TYPES AND SCHEDULES)
- DENOTES 100MM X 100MM ROCKET TREATED TIMBER FRAMED SHED WITH 1400 L2000 DISTRESSED OAK SLAT TYPE FLOOR, FRAMED BRICK WALLS, ADJUSTED TO 100MM THICK CONCRETE BASE, PROVIDING SPACE FOR BIRD TILES AND 1M² GARDEN STORE SPACE. PERMANENT LOCK TO BE PROVIDED TO SHED DOOR, CONFORMING TO BS 3612:2004
- DENOTES 2.0M DIAMETER ROSTER DRIVER SET IN CONCRETE, PROVIDING 4M MIN. OF LINE FOR 2 BED DWELLINGS, 6M MIN. FOR 3 BED DWELLINGS.
- DENOTES PAVED CONCRETE HANDSTANDING FOR COMMUNAL BIN STORE HOUSING REFUSE BING TO SUIT LA REQUIREMENTS
- DENOTES POSITION OF BITTOCK OR SIMILAR SMART BOX IN SMOODEN BED - TO BE RECALCULATED IN 1M² SHED FROM EXTERNAL GROUND LEVEL - TO BE APPROVED BY LOCAL AUTHORITY.
- DENOTES POSITION OF BITTOCK BAT (TYPE A) OR SIMILAR - REFER TO RELEVANT ELEVATIONS FOR EXACT LOCATION - TO BE APPROVED BY LOCAL AUTHORITY.

PLOT NO.	DWELLING TYPE	GIA (M ²)	GIA (FT ²)	GARDEN AREA (M ²)
BLOCK 1				
1	4P 2B HOUSE TYPE	83	893.4	55.8
2	4P 2B HOUSE TYPE	83	893.4	45
3	3P 2B HOUSE TYPE	54	585	45.6
BLOCK 2				
4	2P 2B FLAT TYPE	50	537.4	466 (SHARED)
5	2P 2B FLAT TYPE	54	579.3	
6	2P 2B FLAT TYPE	54	579.4	
7	2P 2B FLAT TYPE	58	624.2	
8	2P 2B FLAT TYPE (JAGAPROD)	65	698.6	
9	2P 2B FLAT TYPE	65	699.65	
10	2P 2B FLAT TYPE (JAGAPROD)	65	698.6	
11	2P 2B FLAT TYPE	65	699.65	
12	2P 2B FLAT TYPE	54	579.4	
13	2P 2B FLAT TYPE	58	624.3	
14	2P 2B FLAT TYPE	50	537.4	
15	2P 2B FLAT TYPE	54	579.3	
BLOCK 3				
16	4P 2B HOUSE TYPE	83	893.4	57.4
17	2P 2B FLAT TYPE (JAGAPROD)	65	698.6	232 (SHARED)
18	2P 2B FLAT TYPE	65	699.65	
19	2P 2B FLAT TYPE (JAGAPROD)	65	698.6	
20	2P 2B FLAT TYPE	65	699.65	
21	2P 2B FLAT TYPE	50	538	
22	2P 2B FLAT TYPE	65	699	
23	2P 2B FLAT TYPE	65	699	
24	2P 2B FLAT TYPE	65	699	
25	4P 2B HOUSE TYPE	83	893.4	55.9

PLOT SCHEDULE		
2P 2B FLAT TYPE	-	18
2P 2B FLAT TYPE	-	4
4P 2B HOUSE TYPE	-	4
4P 2B HOUSE TYPE	-	1
TOTAL NUMBER OF UNITS	-	25

REFER TO CONSULTING ENGINEERING DRAWINGS FOR PLOT FINISHED FLOOR LEVELS AND DRAINAGE DETAILS.
REFER TO LANDSCAPE ARCHITECT'S DRAWINGS FOR DETAILS OF LANDSCAPING PROPOSALS.

--- DENOTES 2.0M X 4.0M PARKING BAY.
--- 1.0M DENOTES 'USE TIME HOME' COMPLIANT PARKING SPACE.

PARKING SCHEDULE		
DATE TYPE	No.	PARKING SPACES
4 PERSON 2 BEDROOM HOUSE TYPE	4	4
3 PERSON 2 BEDROOM HOUSE TYPE	1	2
3 PERSON 2 BEDROOM FLAT TYPE	4	4
2 PERSON 1 BEDROOM FLAT TYPE	16	16
Sub Total		26
VISITORS	3	3
TOTAL	-	29

IN PARTNERSHIP WITH

CJ Construction

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Tel: 07710390800 / 07710390801
info@letruccodesign.co.uk
www.letruccodesign.co.uk

N.B. Not to scale - see submitted plans for scaled versions

Figure 22 - Plot 1 to 3 Floor Plans and Elevations

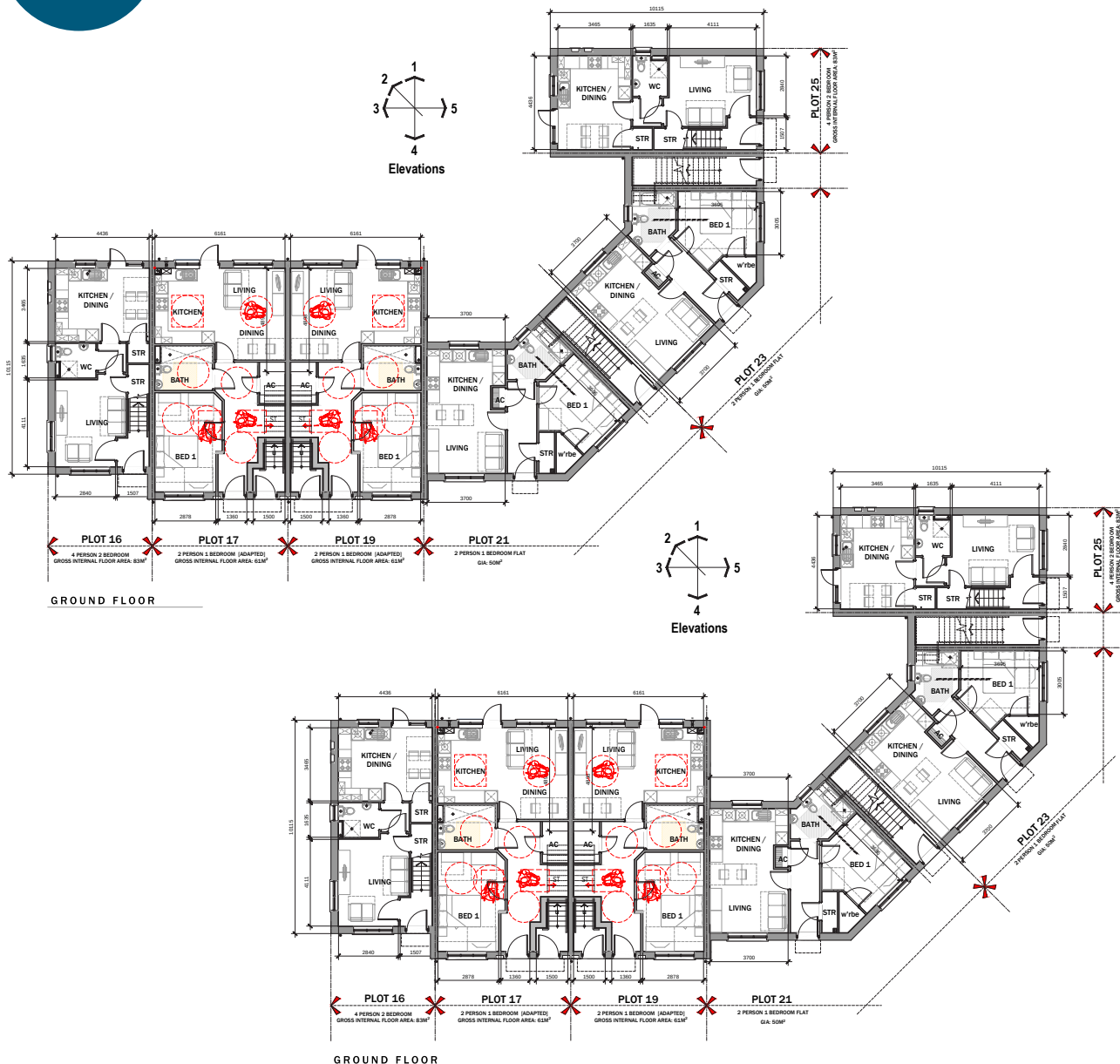
the proposed landscaping aid in softening this relationship.

- 5.5 Within the site, in general terms habitable room fenestration is proposed to face away from nearest neighbouring dwellings, in order to ensure that no privacy or amenity concerns are arising.
- 5.6 The elevational treatments of the proposed buildings will adhere to the local vernacular using smooth buff brick and red facing brick which reference the existing properties of Pant Celydd opposite the site. The intention of the entirely brick palette is to provide more durable dwellings, with less maintenance. Along with its durability, brick offers more appeal than render, when designed correctly. Two brick tones are proposed, comprising dark multi red-facing brickwork and smooth buff brick. The varied stocks will provide aesthetic interest and break up the facades. Grey concrete roof tiles are proposed.
- 5.7 Each entrance will have a flat-roofed porch, and reconstituted stone cills and heads are proposed for the windows to add variety to the proposal.
- 5.8 The dwellings will have pitched roofs, with a cross gable roof to the front of plots 9/10, 18/19. Also, each dwelling will have a red facing brick band course running below the ground floor windows of the front elevations. This will extend around the corners approximately 2m along the side elevation. Together these provide tonal variation.
- 5.9 By using a common design language and material



N.B. Not to scale - see submitted plans for scaled versions

Figure 23 - Plot 16 to 25 Floor Plans



palette of predominantly brick throughout the site, a coherent character is created that complements existing use of materials and the broad form of existing dwellings in the local area.

- 5.10 All garden sizes are Welsh Government Development Quality Requirement compliant, i.e. they each measure a minimum of 40sqm. Trees and planting are proposed within the site, of detail to be established alongside the sustainable drainage strategy.

Access

- 5.11 Pedestrian access to the front of all dwellings is proposed off Pant Celydd. Pedestrian access is also available to the rear along four footpaths, located along the north of the site; between plots 14/15 and 16; between plots 3 and 4/5; and along the south of the site. Parking spaces are all located along the front of the site along Pant Celydd to the east. In total, 29 parking spaces will be provided.
- 5.12 Each dwelling is provided with a single car parking space aside from the three-bedroom house which is provided with two spaces. All parking spaces relate to the dwelling to which they serve. Three visitor spaces are provided.
- 5.13 The one-bedroom flats all accord with the car parking standards, whilst the two-bedroom flats houses are provided with one space fewer than the standards require.

N.B. Not to scale - see submitted plans for scaled versions