



LRM
PLANNING
LIMITED

LAND WEST OF PANT CELYDD, MARGAM

Design and Access Statement

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(Wales) Ltd

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Site location

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Figure 1 - View of the site from Pant Celydd



Figure 2 - Eastern boundary of the site towards 15 Pant Celydd



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Introduction

- 1.1 This Design and Access Statement accompanies a full planning application for the development of 25 affordable dwellings and associated works at land west of Pant Celydd, Margam.
- 1.2 The proposed development seeks permission for 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.
- 1.3 The site lies within the settlement boundary for Margam, Port Talbot in an established predominantly residential area.
- 1.4 The Design and Access Statement and accompanying documentation justify how the proposed development aims to make use of this redundant site which sits amongst predominantly residential context. All pertinent technical considerations have been appropriately assessed and conclude that there are no impediments to the delivery of development of this nature and scale.

Purpose

- 1.5 TAN 12 defines a Design and Access Statement as *'a communication tool which outlines how the design of the proposal has been considered from the outset of the development process and how the objectives of good design have been used to inform this.'*
- 1.6 The purpose of this document is to analyse the context of the site in respect of planning policy and the local character of the area, whilst having regard to each of Welsh Government's five objectives of good design.

Aim

- 1.7 The aim of this document is to:
 - Provide an overview of the site context, which has aided in shaping the proposals;
 - demonstrate the steps taken to appraise the context of the development and how the design of the development takes that

context into account;

- explain the design principles and concepts that have been applied to the development;
- explain the policy or approach adopted for access and how policies relating to access in the development have been taken into account; and
- explain how specific issues which might affect access to the development have been addressed.

Figure 3 - Eastern boundary and Pant Celydd



Figure 4 - Wales Coast Path along the northern boundary



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Site description and context analysis

Location

- 2.1 The site is located in Margam, towards the southeast of the settlement of Port Talbot. It is a linear parcel of land that measures approximately 0.38ha. The site is broadly rectangular in shape, running along the western edge of Pant Celydd. The application site is an area of bare ground. The site is broadly level throughout.
- 2.2 There is no established access point to the site. It is currently bordered by metal fencing along its eastern boundary where it fronts onto Pant Celydd estate. A footpath and highway run along the eastern boundary, which provide access to the dwellings opposite. The footpath is a public right of way, referenced 39/WCP/3 and forms part of the Wales Coast Path which continues along the northern boundary of the site.
- 2.3 Beyond the footpath to the north are the rear curtilage of the bungalows of Stallcourt Close, which have brick/block walls enclosing the gardens.

2.4 Groeswen Playing Fields border the site to the west which include cricket and football pitches, as well as changing facilities.

2.5 To the south the site borders 15 Pant Celydd, a two-storey semi-detached dwelling with roughcast render finish and a red brick lean to porch.

Context

2.6 In terms of wider context, the site is located in a predominantly residential area. There is no distinct vernacular within the immediate surrounding area with a mixture of bungalows, two storey terraces, semi-detached houses and flats all within close proximity of the site. There is no common vernacular amongst these, aside from a prevalence for red/brown brick, and hipped/pitched roofs. Multiple instances of rendered external walls are also in evidence, both smooth and roughcast.

2.7 The site lies in a sustainable location with a good transport network. The A48 lies within 100m walking distance east of the site, with a one-way

vehicular route meaning the vehicular route from the site back to the A48 is a little longer, approximately 500m, via Maximin Road. Junction 38 of the M4 is 2.2km south-east of the site.

2.8 Bus stops are located along the A48, with eastbound and westbound services available within 400m walking distance of the site. The bus stops are predominantly served by number 87 and X1 buses. The 87 bus provides four services an hour each way between Margam and Neath, and the X1 runs twice an hour between Bridgend and Swansea. Both services go via the centre of Port Talbot westbound, a nine-minute bus journey along the A48. Port Talbot Parkway railway station is accessible via bus, and is approximately 2.5km walking distance from the site. It serves westbound trains towards Swansea and the West Wales Line and eastbound trains towards Cardiff Central, Newport, London Paddington and Manchester Piccadilly as well as other regional and national destinations.

2.9 Margam Local Centre is concentrated at the junction of Maximin Road with Margam Road,

within 0.5km of the site. It includes a small number of amenities including a co-op store, a convenience store, cafe's and a post office among others.

- 2.10 In terms of educational facilities, Ysgol Cwm Brombil, a new 3-16 co-educational school, is located 650m south-east of the site off Bertha Road. With further education available at Afan College, part of the NPTC Group of Colleges, next door to the school.

Flooding

- 2.11 The Development Advice Maps, hosted by Natural Resources Wales, demonstrate that the site is in Flood Zone B, which signifies areas known to have flooded in the past.

Heritage context

- 2.12 In relation to heritage assets, the site is remote from anything of value. The site is not within a conservation area, nor does it contain or is near to any listed buildings. There are no Scheduled Monuments, Registered Historic Parks and Gardens or other heritage assets within the vicinity of the site which have the potential to be affected by the development proposals.

Access

- 2.13 The site is currently enclosed by fencing along its eastern boundary. Raised ground and shrub prevent pedestrian access from the north and

west. The site is currently not accessible by vehicles, with a kerbed footpath running along the eastern boundary preventing vehicle access.

Drainage

- 2.14 The site is crossed by a several public sewers including a 150mm foul sewer along the eastern boundary and 1200mm combined sewer along the western boundary, these require a 3 metre and 6 metre protection zone either side of the centreline respectively. Additionally, a 300mm trunk water main runs along the eastern boundary of the site requires a minimum of 10m easement.

Planning history

- 2.15 The Authority's online records show a 1997 application (ref. P1997/0081) for residential development was withdrawn, though sufficient time is considered to have passed that this is not a relevant bearing on the current proposal. A search on the Authority's website resulted in no documents being held online to advise why the application was withdrawn.
- 2.16 More recently, a 2007 outline application (ref. P2007/0095), also for residential use, was approved. Although the consent pre-dates the current LDP, there are not considered to be any fundamental changes to the policy framework, thus this serves as a material consideration in favour of residential development of the site.

Ecology and trees

- 2.17 In order to inform this planning application, Wildwood Ecology Limited undertook a Preliminary Ecological Appraisal of the site in November 2020. The survey noted that the site is suitable for supporting nesting birds, meaning suitable precautions would need to be undertaken prior to commencement of construction. Japanese knotweed was also found to be present on site.
- 2.18 Designated ecological sites in the vicinity of the site are sufficiently distant that no impacts on their designated features are anticipated as a result of the proposed development.



Figure 5 - Pant Celydd



Figure 6 - View of the site



Figure 7 - Access off A48 / Margam Road



Figure 8 - Junction of Maximin Road, Knox Road and Knights Road

Figure 9 - approx. 400m buffer of the site



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Interpretation and design development

Pre-application engagement with Local Authority

3.1 Pre-application written advice was received from Senior Planning Officer Steven Jenkins on the 19th October 2020 regarding the development of 24 dwellings. Dwr Cymru Welsh Water (DCWW) comments received during Pre-Application Consultation (PAC) have resulted in the proposals being revised to negotiate drainage easements, as set out further in the following section. Though the proposed layout has altered since the meeting, the position and outlook of the apartments, as well as the mix and layout are broadly similar. The meeting comments in respect of the proposal in the form it took at that time can be summarised as follows.

- The principle of 24 residential dwellings on the site was accepted.
- Density was acceptable, with higher density encouraged in sustainable locations where no unacceptable impact arise.
- Open space provision is expected on site, with pockets of informal landscaped open space suggested.
- Low boundary treatment was expected for dwellings facing the public realm, with higher 1.8m-2m boundary to the rear. Brickwork was suggested for boundaries highly visible from the public realm.
- No specific materials were requested to be used for the facades, though it was asked that proposals seek to be in keeping with, and ideally an enhancement on, the character and appearance of the area.
- Mature trees were requested to be retained where possible.
- It was suggested that a change in material for the parking areas and driveways could add visual interest.
- Detailed advice was received in relation to residential amenity to make sure no instances of overlooking and overbearing occur.
- In summary, plot 1 and 2 should be a minimum of 10m from the rear garden of 15 Pant Celydd. Space between plot 23 and flats 21 and 22 needed to be increased, along with the rear gardens of the apartments.
- Bin storage areas are required, as well as rear access to all properties.
- Communal gardens and means of enclosure were requested to be detailed.
- It was also suggested that infrastructure to support EV charging points is considered and that car parking spaces allocation needs to be set out.
- Highway comments confirmed that cycle storage needs to be included. Highways also



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advised that standards required a minimum car parking requirements of 36 spaces, unless justification was provided otherwise.

- Dimensions for the car parking spaces and driveways were stipulated. The visibility splays for vehicles and pedestrians were recommended to be included on the plans.
- Overall, the principle of residential development was accepted, and the form was broadly supported, subject to a series of design comments being addressed prior to submission.

Amendments following Pre-Application Consultation (PAC) with the community

- 3.2 A statutory PAC exercise was undertaken with the local community and specialist consultees for 35-days between Tuesday 15th December and Tuesday 19th January 2021. The applicant has taken into account comments received during the PAC process within the Pre-Application Consultation (PAC) Report that accompanies the forthcoming application.
- 3.3 Dwr Cymru Welsh Water (DCWW) raised concerns as the proposed development was situated within the protection zone of public sewers including a 150mm foul sewer along

the eastern boundary and 1200mm combined sewer along the western boundary. In addition, a 300mm trunk water main runs along the eastern boundary of the site which requires a minimum of 10m easement.

- 3.4 Following confirmation of the easement, the site layout was updated. With the mix updated accordingly, from 24 dwellings comprising of 18 one-bedroom apartments, five two-bedroom houses, and one three-bedroom house, to 25 dwellings comprising a greater number of apartments at 16 one-bedroom apartments, four two-bedroom apartments, four two-bedroom houses and one three-bedroom house.
- 3.5 The layout at PAC stage had dwellings fronting onto Pant Celydd in a semi-detached and terraced form, broken up by two entrances to separate parking areas within the site. The scheme continued the linear pattern of development along the west of Pant Celydd, and turned the corner to face north along the Wales Coastal Path at the northern edge of Pant Celydd. All of the flats, and two semi-detached houses made up this street-facing aspect of the development. The remaining four semi-detached dwellings were proposed within the western part of the site, with a side relationship to Groeswen Playing Fields to the west.
- 3.6 To accommodate the easement all the houses and flats are now proposed within the street

facing element of the scheme. The dwellings are set further back from Pant Celydd with all car parking served directly off Pant Celydd to the east within the 10m easement of the trunk water main. Thus, the parking areas and four semi-detached dwellings formerly located within the centre of the site, are now included within the street frontage. The mix of terraced and semi-detached form tabled at PAC has been replaced with an entirely terraced scheme comprising three separate terraced rows. In addition to being able to accommodate the easement, the layout continues to follow the linear pattern of development along the west of Pant Celydd and turns the corner to face north along the Wales Coastal Path at the northern edge of Pant Celydd, in a similar fashion to the layout consulted upon at PAC.

- 3.7 Aside from the aforementioned changes, the the position and outlook of the apartments is broadly similar, and certainly no nearer to existing neighbours, thus no amenity concerns arise. Further, the elevations remain broadly similar. for the additional dwelling.