



PLANNING & DESIGN STATEMENT

Project name: Outline planning application: New house, land to rear of 9 Maes Llwynonn, Cadoxton, Neath, SA10 8AQ

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1. Introduction

- 1.01 This document supports an outline planning application for this site on behalf of our clients, Mr and Mrs Morgan, which is the rear garden of 9 Maes Llwynonn, but which fronts Main Road, Cadoxton, Neath.
- 1.02 On 20th October 2020 a pre-application enquiry for a single house was made by ourselves on behalf of the applicants, ref Q2020/0183 dated 17th November 2020. This has led to a number of modifications to the outline proposals, and also our clients commissioned a report by a highways engineering specialist on the road access and sightlines, which forms a vital part of a submission.
- 1.03 The existing garden is long and is bisected by a large oak – a particularly good specimen, protected by a TPO.
- 1.04 The land is much larger than our recently retired client requires and offers the opportunity for a new detached house to be erected, with the oak as the natural junction between the plots, and also providing additional screening between the houses' rear elevations.
- 1.05 This application is for outline approval of layout and access, with scale parameters for height and road access shown clearly on the drawings. Scale, landscaping, and appearance are reserved matters.

2. Site

- 2.01 The site is currently occupied by 9 Maes Llwynonn and its garden. A 'bite' of the south frontage to Maes Llwynonn is taken by an electric substation. The site area is 1120m² (0.11H)



2.02 The site slopes gently from NW to SE, although at the southern end there is a very steep drop down to Maes Llwynonn which has led to the existing house (and others) being designed as split level to take advantage of this storey-level difference. Thus the existing house is effectively single storey on the land facing to the north towards Main Road, and appears to be a bungalow. This is the critical relationship in this application. There is a single-storey protruding conservatory extension here to the rear face. There is a Velux rooflight to the rooms in the attic on this side of the house as can be seen in the adjacent photo.



rear north-facing elevation of existing house

2.03 Maes Llwynonn is a relatively modern cul-de-sac development off the A4230, Main Road, which has a speed limit of 30mph and serves this largely residential area. This plot was built in 1999; the overall cul de sac development was developed out over a longer period from 1998.

2.04 The 50m long plot culminates against a stone wall to Main Road and has residential development of a similar period on both sides. The last and most NW section of the plot lies against a tarmacked parking area owned by the pub almost opposite, The Crown & Sceptre Inn. This has been for sale for some time in an effort to reduce the car park and sell the balance for residential development. This would be on the same frontage.

2.05 At the very centre of the plot's garden is a magnificent oak with a TPO. This acts as a natural break to the plot.

2.06 The applicant made a pre-application enquiry for residential development of the rear section site back in 2011 (HB/02010/1494). No plans were provided to illustrate how a house might be designed to fit, and therefore the planning officer had nothing to respond to. The response therefore generally saw potential problems with development as discussed below. The 2020 pre-app did provide indicative house plans and site layout, which were subject to comments. Those regarding sightlines are addressed via the highways engineer's report. We have



revised the proposed indicative plans and positioning of the house to overcome the key area of objection in the pre-app response from November 2020: position to enable access and road access.

- 2.07 This document seeks to address the issues raised there, and more specifically in our own more recent pre-app, some 10 years apart.

3. Layout and access

- 3.01 As for the pre-app last year, we have provided illustrative floor plans along with the section and site plan to illustrate how the design could be accommodated successfully on this site within the policies of NPT. These are completely new.
- 3.02 The generally accepted separating distance between rear elevations on back to back garden layouts at 2-storey with local authorities in South Wales is 22 m. Clearly the key issue here is the first-floor windows, not so much ground floor windows, since in any detailed application for landscaping there would be a 1.8 m high fence between the two on a relatively flat site to prevent visual loss of privacy. The separation distance between opposing wall faces that we have shown indicatively on the site plan, and used as part of a scale parameter range, is 23m. Furthermore, the large oak between the plots, which is protected with a TPO, assists in preventing overlooking or loss of amenity and privacy. The indicative plans show a 4-bedroomed house.
- 3.03 Space is provided for at least three cars on site and additional secure bicycle parking would be possible. If 2-deep parking were provided to the west side up to 5 cars could be accommodated. The highways engineer has provided a report, drawings, and turning head diagrams to show how access in and out in a forward direction is possible within the space allocated. The data from a week's road speed log supports the change of the sightline requirement.
- 3.04 A single driveway is provided to the centre of the site as required by the engineers report. The existing stone wall and coping along Main Road is proposed to be lowered to 600mm high to meet the sightline requirements.
- 3.05 The proposed sightlines in both directions can be managed within the land entirely under the control of the applicant.



4. Planning policy and pre-app response(s)

Introduction and context

- 4.01 The principle of development of this site is unquestioned since it lies within the settlement boundary in the middle of a predominantly residential area.
- 4.02 The pre-application enquiry from 2011, which did not have any illustrative drawings or designs, expressed concerns on a number of fronts as follows:
- Could a house be fitted on the site without a loss of amenity and privacy to the existing house?
 - Could adequate sightlines and access to be provided to a Main Road access?
- 4.03 The planning officer responsible for the pre-application response believed that bungalow development was not the main type of dwelling in the area, which she saw as two-storey housing. We are not clear that NPT planning policy would necessarily rule out a bungalow on this site since there appears to be no strong policy grounds for rejecting a bungalow mixed in with 2-storey houses; and as we have demonstrated, and the photo shows, the buildings to the south all appear to be bungalows when viewed from the site interior or Main Road. But in this case the applicant is happy to apply for a 2-storey house of a traditional form and we have sought to indicate how this would be possible.

DRIVEWAYS

Access to Single Dwellings

- 5.1 An individual access to each dwelling is the generally accepted norm. These will usually be for joint pedestrian/vehicle access and will not be adopted. Width should be no less than 3.2m (2.5m if a separate pedestrian access is to be provided) and a minimum length of 6.0m should be provided between the back edge of the footway or shared surface road and any boundary or garage doors. Maximum gradient should not normally exceed 11% (1 in 9). Where necessary due to site conditions, gradients up to a maximum of 16% (1 in 6) may be used. In such cases particular attention should be paid to "roll-over" design when joining the carriageway in order to avoid grounding and longitudinal sections demonstrating the driveways efficiency will be required to be submitted. Accesses to driveways will not normally be permitted within 20m of a junction with the existing highway network in order to help ensure that parking does not occur close to the junction. Within developments accesses to driveways will not normally be permitted on the junction radii.

- 4.04 Pre-app Q2929/0183 provided far more specific information to respond to. The only area of concern expressed within the response were regarding highway's issues, broken down into two elements:
- Highways access and sightline requirements
 - Parking space and manoeuvrability within the forecourt



Highways access

- 4.05 We have left it to a qualified highways engineer in S Wales to deal with the issues of highways and access design. Their submission is a major part of this planning application. They carried out a week's road traffic speed log outside the site, and referred a code to national highways policy to justify a reduced site line in both directions, based on a new access position, as also shown in our drawings. The report explains their methodology, and also shows detailed turning circles for cars to demonstrate that access and parking is possible as shown on our site plan.
- 4.06 We have overcome the objections raised in the pre-app, and since appearance is not a matter to be resolved in this outline planning application the concerns about elevational treatment do not apply.

In conclusion we believe that this outline planning application provides a real benefit for the area in terms of widening the choice for family housing and falls entirely in line with NPT's policies for sustainable residential development.

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17.3.21



As existing photos



view to SE of rear elevation of existing house



view to E close up of side of existing house



view from site garden to NNW of other side of Main Rd: wall to be lowered in foreground



view to SE from road, over wall, to existing house



view to S of oak and properties to west of site



front elevation of site house in Maes Llwynonn showing 2-storey treatment with rooms in roof



1922_Design and planning statement: outline planning (continued)



west frontage to existing house in Maes Llwynonn



view of site to NE of over car park boundary & Main Rd



Main Rd frontage wall (to be lowered) from NW site corner



same street view at N corner of site