

Environmental Statement

For a Change of Use and Conversion to Flats
96 Gnoll Park Road, Neath, SA11 3DD

ES-100

Date
29.10.2021

Revision
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1.0 Introduction

This Sustainability Statement is for the property 96 Gnoll Park Road, Neath, SA11 3DD. The postcode is within the Neath North ward/electoral division, which is in the UK Parliamentary Constituency of Neath. The local authority is Neath Port Talbot.

The proposal aims to reuse and rejuvenate the existing property and additional accommodation to be incorporated within the boundary demise. The vision is to make the former Neath Care more commercially viable and sustainable by converting it to self-contained flats. Every effort has been made to ensure this proposal has been informed by a thorough analysis of the site, to understand its constraints and opportunities.

The report is prepared in accordance with the following documents:

- *Neath Port Talbot's County Borough Council's Supplementary Guidance and Local Development Plan (2011-2026).*
- *Local Development Plan, 2011-2026, Design Supplementary Planning Guidance (2017)*
- The Town and Country Planning (GPDO) (Amendment) (Wales) Order 2008, No 2336:
- Technical Advice Note 12: Design
- Technical Advice Note 15: Development and Flood Risk
- Technical Advice Note 21: Waste
- Technical Advice Note 22: Planning for Sustainable Buildings
- Technical Advice Note 6: Planning for Sustainable Rural Communities
- Technical Advice Note 11: Noise
- *Beautiful Homes and Spaces, July 2020*

This document should be read in conjunction with the submitted planning application forms and planning documentation

- A1-001: Site & Location Plans
- A1-100: Existing Floor Plans
- A1-101: Existing Elevations
- A1-200: Proposed Floor Plans
- A1-201: Proposed Floor Plans Main Building
- A1-202: Proposed Plans Rear Building
- A1-203: Proposed Main + Rear Building Elevations
- A1-204: Proposed Landscape Plan & Proposed Site Section
- DAS-100: Design and Access Statement
- FRA-100: Flood Risk Assessment
- PS-100: Planning Statement

1.1 The Aim

The aim of this report is to investigate and evaluate the potential of the building and site. It sets out its brief history, its overall condition and significance, as well as the constraints and opportunities.

This proposal is to redevelop the existing property without compromising the street facing appearance and character of the building. Not only does it exemplify another variation of the types of facades along Gnoll Park Road, but keeps consistency with the neighbouring building

1.2 The Application Site

The site covers an area of 0.247 acres / 999.6m² that is situated along Gnoll Park Road with Hibbert Road and Park Street on either side. The proposal site is approximately 500m from the town centre, 650m from Neath Train Station, 50m from the local rugby stadium and 100m from the local cricket pitch.

The area containing Gnoll Park Road, Neath, Wales consists predominantly of terraced housing, which is common in suburban and inner-city areas. The types of accommodation range from detached, semi-detached, terraced and purpose-built and converted flats.



Figure 1 Application Site Plan

1.3 Change of Use Class

The proposal aims to provide good-quality habitable accommodation. Hence, this proposal is applying to change its Use Class from B1 Business (Offices) in a residential area to C4 (Houses in multiple occupation).

2.0 Site Conditions

2.1 Location and Surrounding Context

There are no statutory environmental designations within the site boundary, and Gnoll Park Road is not designated as a conservation area. The only listed property is the Llewellyn Almshouses, situated along the end junction intersecting Leonard Street with Gnoll Park Road.

Across the road from the proposal sits the local rugby stadium occupying around half the of the south-easterly side of Gnoll Park Road, and has a considerable dominant impact along the road.

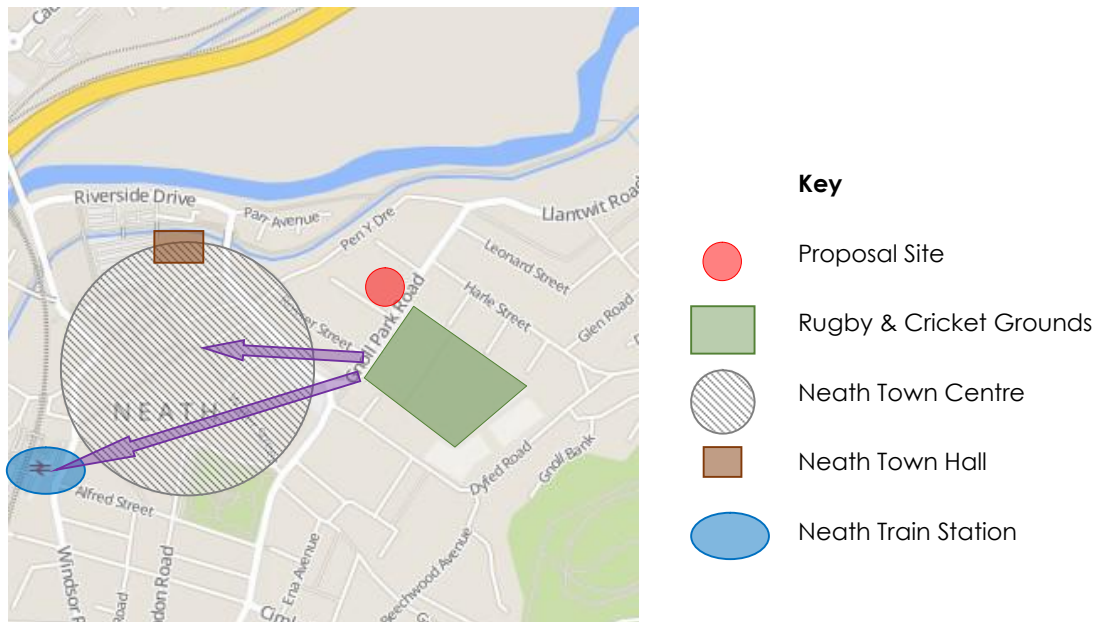


Figure 2 Proximity to Local Amenities from Proposal

2.3 Existing Site Access

Main access to the property remains unchanged by the development. The primary access will continue maintaining a pedestrian and the drive off Gnoll Park Road. The secondary access points



Figure 3 Access Plan

- Primary Access off Gnoll Park Road
- Secondary Access off Hibbert Road
- Secondary Access of Park Street

2.4 Site features / Topography

The site topography is generally level. The site extends from the front to back circa 90m with little obstructions. The back of the site is used as a car parking facility. As with the neighbours, 92-94 Gnoll Park Road, this proposal will also utilise the external space to extend the property and utilise the extent of the site without causing unnecessary obstructions.

2.5 Public Transportation

Due to the proposal's location, close to the Neath Town Centre and associated amenities, all intentions would be to utilise public transportation and walk when appropriate. A bus stop is located opposite the main entrances of the site, the table below highlights the nearest transport available from the 96 Gnoll Park Road, X7, T6 and 38 are few routes to the main location.

Route No.	Route Description
X7	Neath Port Talbot Principlega area
T6	Community Transport Swansea
38	Neath Abbey

Table 1 Local Bus Stops

3.0 Sustainable Planning Policies

This proposal aims to reuse existing materials and make good wherever reasonably viable and possible. The following planning policies were referred to upon examining this aspect of the application.

- Neath Port Talbot's County Borough Council's *Supplementary Guidance and Local Development Plan* (2011-2026).
- Planning Policy Wales*, Edition 11, 2021
- Design Supplementary Planning Guidance* (2017)
- The Town and Country Planning (GPDO) (Amendment) (Wales) Order 2008, No 2336:
- TAN 12: Design
- TAN 15: Development and Flood Risk
- TAN 21: Waste
- TAN 22: Planning for Sustainable Buildings

- TAN 6: Planning for Sustainable Rural Communities
- TAN 11: Noise
- Llywodraeth Cymru/Welsh Government, *Beautiful Homes and Spaces*, July 2020

3.1 Policy Context

Planning Policy Wales (PPW) Edition 9 (2016)

PPW provides the overarching planning framework for sustainable development in Wales and supports the principles of the 'Well-being of Future Generations (Wales) Act 2015'. As one of the key factors in achieving sustainable development, good design can protect and enhance environmental quality; consider the impact of climate change; help to attract business and investment; promote social inclusion, and improve the quality of life.

The PPW defines Design as:

"the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings."

3.2 Five Objectives of Good Design

The *Design Supplementary Planning Guidance*, summarises the five objectives of good design that should be taken into account:

- | | | |
|---------------------------------|--------------|---------------------|
| 1. Access | 2. Character | 3. Community Safety |
| 4. Environmental Sustainability | 5. Movement | |

The proposal will demonstrate that every effort has been made to address the following factors that enable good design which adds housing stock through diversity into the local community:

4.0 Sustainable Design

This proposal takes reference from Llywodraeth Cymru/Welsh Government's, *Supplementary Policy Guidance: Design and Beautiful Homes and Spaces* (BHS). It encourages homes and their environments to be visually attractive resulting from good space planning and architectural design, be of high quality and meet family and individual needs.

4.1 Beautiful Homes

The quality of housing is also about the value of the external spaces created, where "best practice" should be used as a standard ensuring a high-quality environment is created.

It also states for existing properties that, *"Where homes are being refurbished, providers should (if practicable and cost effective to do so), take all opportunities to meet the standard but where this is not possible have adequate space and facilities for everyday living."*

4.1.1 Homes should be of high quality, innovative and sustainable

Homes should represent value for money and "whole life cost" when assessing future maintenance costs against initial capital cost.

Embrace *Modern Methods of Construction* (MMC) and technologies that replace traditional methods or complement them with off-site manufacturing.

Best practice also considers selecting recyclable materials and maximising the use of timber in construction to help Wales meet its carbon reduction targets. Ensuring provisions are allocated for collection of key recyclables and storage of food waste in homes.

4.1.2 Homes should be flexible, responsive to the changing needs of the occupants, meet the changing needs of a variety of households who will occupy the building over its life and be of sufficient size

The proposal ensures internal spaces and circulation routes will have sufficient areas enabling ease of movement and moving furniture, thus allowing adequate space for home-working, and will

adhere to the minimum space standard's (see 6.3 *Massing and Spatial Awareness*), appropriate location ensuring dignity of its occupants and sufficient space for showers and baths.

Where possible, the internal walls should be non-load bearing enabling flexibility/adaptability. MMC techniques will assist in maximising flexibility and allowing homes to respond to occupants' needs over a building/occupant's lifetime

4.2 Massing and Spatial Awareness

The neighbours recently created a large extension building, ref: P2020/0626 and P2003/0548, which is acknowledged as a precedence. This proposal studied the massing/scale and maintains continuity with the application's existing form. However, this proposal does not extend towards no 98 GPR, but maintains its width and access, which therefore prevents creating a terrace block.

The proposal accommodates 3 x (1-bedroom) and 5 x (2-bedroom) flats. The proposal stays in keeping with the character of the local vicinity, and shows that every care and attention to detail meets with the above noted planning policies.

- The proximity to existing surrounding buildings and the layout of the proposal has been carefully considered to minimise the impact of the development upon neighbouring properties and amenities.
- To fragment the of the extension's massing, a lightwell has been introduced. This dual-purpose intervention allows light and natural ventilation through the deep plan.
- The rear extension, though not visible from the public realm, acknowledges and incorporates the scale/ massing of the neighbouring property.
- The location of the building does not cause any traffic or difficulty for parking cars.
- The development has been restricted to ensure that there are sufficient landscaped areas to reduce the hardstanding and enhance the natural environment.

4.3 Orientation

The outbuilding faces inwards towards the gardens and has a comfortable distance of circa 28m - 30m to the existing building, and circa 23m and 15m away from properties on Park Street and Hibbert Road. Its rectangular form maintains consistency parallel to other properties along Groll Park Road.

Windows are orientated south-east and north-westerly. They will receive good morning, afternoon and evening sunlight. The also face into the garden and the site mitigating any unnecessary privacy and light issues. Where potential issues of concealing bathrooms and wet areas may arise, frosted glazing will be installed to eliminate any uncertainties.

4.4 External Appearance and Materials

The following information describes the external appearance and visual aesthetics both properties aim to show.

The Existing Property and Extension

The external appearance facing Groll Park Road is retained and made good where weathering and aging have taken effect. The rear extension, away from public view, takes visual precedence from the neighbour, no 92 – 94 GPR, recent extension.

- Rear elevations are a mix of timber cladding and brick giving a good contrast and softening the appearance.
- Similar to the main house, the extension roof will be of timber construction covered in dark grey 3-layer roofing felt. The black fascia's, soffits with black rainwater goods will be similar to the neighbours.
- The extension design will contribute in creating a contextual environment.

The Rear Outbuilding

With reference to the *Beautiful Homes and Places* and *Modern Method and Construction, Introducing the MMC Definition Framework* documents, this new building will incorporate recommendations where viable.

Utilising Modern Methods of Construction (MMC) adds significant environmental benefits in the way the modern components materials are sourced and installed. Using pre-manufactured structural members made of framed or mass engineered timber, cold rolled or hot rolled steel or pre-cast

concrete that are not substantially in-situ workface constructed can be manufactured off-site, delivered and installed on-site. This greatly decreases construction time, mitigates wet trades, number of deliveries - thereby reducing pollution, and also unnecessary wastage of materials.

The outbuilding will incorporate the same palette of external materials as the main property that maintains a continuity and harmonises with the other properties in the vicinity. All components and building materials will be to current standards and regulations. The appearance will reflect the extension's external treatment by using brick-slips and timber panels to clad the proposal. Local grey roof tiles will be installed, which references the neighbouring properties. All windows and doors will be double-glazed and of a casement type.

4.5 Landscape

The landscape design is integral to the proposal. It connects the existing and outbuilding in a holistic approach by introducing softer external garden spaces that contrast against the existing hardstanding areas.

The gardens reinstate acknowledgement to the other properties along Gnoll Park Road and further enhances a physical connection between the proposal with the local context. The flora and fauna areas assist in dividing the length of the rear garden into zones of communal use. This also distinguishes the rear parking areas.

Also, the rear neglected rectangular plot at the boundary is also rejuvenated. It becomes pedestrian accessible from Hibbert Road. This area will be rejuvenated and used as gardens servicing both the back flats.

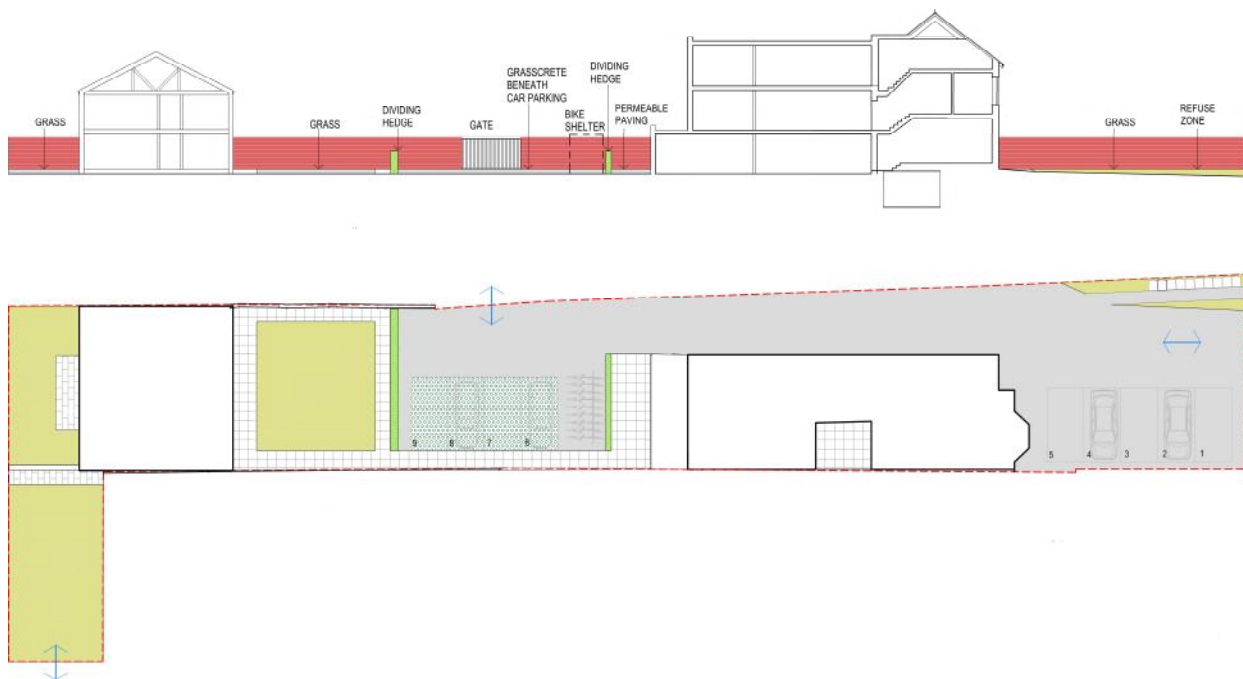


Figure 4 Proposed Landscape Section and Plan

4.6 Sustainable Development

The proposal is not situated in a rural location, but reference has been made to *TAN 6: Planning for Sustainable Rural Communities*. It incorporates guidance where appropriate and applies this to the urban community.

Many buildings built within the last century go out of style but this should not mean their lifespans should also be shortened as well. Hence, adaptive reuse of existing buildings can have environmental and economic benefits. It also enables new ways they influence the understanding of people who use them.

To meet the government's target of carbon neutrality by 2050, recycling, reuse and responsibly adapting existing buildings helps considerably. Early research shows that upgrading and reusing existing buildings, rather than demolishing and building new, could dramatically improve a building's energy efficiency making substantial energy savings as the CO₂ emissions embodied within these buildings are not lost through demolition.

Currently, there are 5 parking spaces at the front and 9 parking provisions at the back, totalling 14. This proposal will reduce the number of parking spaces and vehicle access from 14 to 9, see 5.3.3 *Carparking and Cycle Parking Standards*. Therefore, this proposal also reduces vehicle pollution.

4.6.1 Reducing Wastage

NPT, as do other councils throughout Wales and the UK, welcome projects for sustainable design, construction and reduction of carbon emissions that help combat climate change. The proposal encourages a proactive process in finding suitable materials that reduce carbon emissions and energy waste. This not only prevents excess waste of building materials but rejuvenates the life cycle of buildings for many years to come.

All materials specified would be selected for their low levels of inherent energy and high-performance characteristics. All floors, walls and roofs will be constructed from responsibly sourced material with a super-insulated wall and roof construction. New windows will achieve good performance U-value insulation levels along with any new installed highly efficient eco-rated boiler systems. These steps, when incorporated in the design from the outset, greatly improves ensuring the proposal will be of a high performance, which considerably reduces carbon emissions and energy use over the current dwelling.

Recycling of plastics, paper and other household waste is also an important attribute to reducing energy and polluting the atmosphere. Maintain housekeeping standards to prevent the escape of litter, see 5.5 *Waste Management Strategy*.

4.7 Noise

From reviewing *TAN 11: Noise*, this proposal does not fall into the category of being a noise generating development such as industrial, commercial, civil/roads or aeronautical categories. This proposal stays in keeping with the local context, which is residential in typology, and therefore not a noise sensitive proposal.

Noise level reduction is greatly preventable by having suitable distances between properties. The outbuilding has a comfortable distance of circa 28m - 30m to the existing building, and also has distances of circa 23m and 15m from properties on Park Street and Hibbert Road.

4.7.1 Measures to Reduce Noise Levels

To mitigate noise levels are predominantly at their highest when building works being carried-out. However, to mitigate this as much as reasonably possible is to ensure working times are limited in line with national standards and *Building Regulations (SI 1991: 2768)*, *BS 5228: 1984 (parts 1-3)*, 1992 (part 4), Noise control on construction and open sites.

Vehicle external noise levels have been reduced as the number of car parking spaces has been reduced from 14 to 9 parking provisions.

Additional methods to ensure noise is mitigated is within the construction details. Appropriate insulative materials, both in the external and internal walls, should be specified ensuring the correct decibel (dB) level is met or bettered, and can be found in the following noise related documents: *BS 5821: 1984, Rating the sound insulation in buildings and of building elements*. *BS 8233: 1987, Sound insulation and noise reduction for buildings*.

5.0 Amenities

The following sections discuss the Impact the proposal connects with the surrounding context and environment from the way the application appears and unifies with its environment to the way waste is stored and managed:

5.1 Visual Amenity

Due to the proposal's deep 15m recessed location and unchanged front elevation, it will have minimum impact on streetscape and thereby protecting the visual amenity of the area.

5.2 Residential Amenity

The garden area stays in keeping with the neighbouring open spaces of surrounding dwellings. The form and massing of the proposal has diligently taken into consideration the need to *protect and preserve* the amenity of the neighbours from its location.

The proposal is considered to contribute positively to the character of the local vicinity. It provides waste and recycle storage facilities with 24/7 accessibility for collection, see 5.5 *Waste Management Strategy*. The existing front garden hardstanding will continue to be used for parking, see 5.3 *Vehicle Access and Car Parking Standards*.

5.3 Vehicle Access and Car Parking Standards

With reference to the Local Development Plan, 2011-2016, *Supplementary Planning Guidance: Parking Standards* (October 2016), its vision is to improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport. To deliver this vision the Joint Transport Plan identifies strategic objectives, a long-term strategy and a programme of projects to deliver the strategy and objectives. Also, as noted in the parking standards, this proposal is less than 1,000m² of development and therefore a Travel Plan is not required.

5.3.1 Strategic Policy SP20 Transport Network

The transport system and infrastructure will be developed in a safe, efficient and sustainable manner through the following measures. The following also relate to the *LDP Objectives: OB2, OB21 and OB22*:

1. Implementing key transport projects and supporting schemes identified in the Joint Transport Plan;
2. Promoting connectivity and access to public transport through improving bus and rail facilities;
3. Supporting enhancements to the walking and cycling network;
4. Promoting park and share schemes along key highway routes;
5. Promoting efficient use and links to the transport network through the identification of a road hierarchy;
6. Restricting 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;
9. Facilitating movement of freight by means other than road.

5.3.2 Policy TR2 Design and Access of New Development

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

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
2. create unacceptable levels of traffic generation;
3. 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;
4. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;

5. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

The purpose of applying the parking standards the following table outlines the land use specified within the Town and Country Planning (Use Classes) Order 1987.

Use Classes in 1987 Order	Land Use in Parking Guidelines
Class C3: Dwelling Houses	General Purpose Houses & Flats Sheltered Accommodation

The following parking standard and ratio requirement for residential new build and conversions is set-out:

Type of Development	Residents	Visitors
General Purpose: Houses and Apartments		
House conversions to bedsits, or self-contained apartments	1 Space per bedroom (maximum requirement 3 spaces per apartment)	1 space per 5 units

5.3.3 Carparking and Cycle Parking Standards

In *Section D: Cycle Parking Standards* suggests that cycles should be located in a safe, secure and convenient location, and care should ensure that cycle parking facilities are not located where they may obstruct pedestrian access. All residential developments must be accessible by bicycles and cycle storage must be a factor of dwelling design. The provision for the number of cycles is set-out in the following table:

Type of Development	Cycle Parking Provision	
	Long Stay	Short Stay
a) Residential Apartments	1 stand per 5 bedrooms	No Requirement

The proposed plan will incorporate 9 vehicle parking bays (reduced by 5), and 9 bicycle bays for the residents.

Parking Facility	Existing	New
Vehicle Bays	14	
Vehicle Bays		9
Cycle Spaces		3

Pedestrian access is remains as being via a common access front entrance door directly accessed from the pavement of Gnoll Park Road.

Although the proposal aims to increase awareness for using public transportation, vehicle access will be provided to the front and behind the main entrance and adhere to the LDP Parking Standards. The proposal retains the existing access point off Gnoll Park Road, which includes sufficient space to allow access for emergency vehicles, service and fire engine.

5.4 Flooding and Drainage

The general approach of PPW, supported by TAN 15, is to advise caution in respect of new development in areas at high risk of flooding by setting out a precautionary framework to guide planning decisions.

The accompanying document FRA-100 Flood Risk Assessment, identifies the application site does not fall within a river or sea floodplain, and is more than 50 metres from the nearest river or sea floodplain. The land has a very low chance of flooding from rivers or the sea and is unlikely to flood. The chance of flooding each year is less than 0.1 percent (1 in 1000). This takes into account the effect of any flood defences that may be in this area. The Cyfoeth Naturiol Cymru/Natural Resources Wales Flooding map also shows the plot is outside any flood risk.

Apart from the existing slither of greenery located in the front garden, the rest of the site is surround by existing hardstanding landscape, surface water run-off will continue to utilise the existing surface water run-off and connect to the mains as have other properties and developments along Gnoll Park Road.

As shown in 6.6 Landscape, the introduction of additional garden grass areas between the existing and rear proposals encourages rain water to be managed by reducing the area of surface run-off. This assists in reducing rainwater surface run-off within this proposal by an increase of 41% of surface absorption.

It should be noted that a separate SABs application has been issued that runs concurrently with this application.

Surface Drainage Systems (SuDS)

The carpark area will incorporate grasscrete. This is a widely used pervious reinforced concrete hollow tubes/honeycomb for different types of trafficked areas that can be covered with grass - has grass growing in the voids of the structure or has stones in the voids of the structure. Not only does this solution prevent surface water to accumulate it also gives back to the environment to allow grass and other types of plants to grow between the concrete sections. This sustainable product is widely used on many rural areas where water management is important but also unifies with the natural surroundings.



Figure 11
Grasscrete used and accepted widely for vehicle parking and as a surface drainage system

5.5 Waste Management Strategy

This section takes into consideration TAN 21: Waste and ensures it has been addressed where appropriate. The front garden will enable a dedicated location for waste storage and refuse collection. The waste and refuse department at Neath Port Talbot Council, the requirement is to allocate a provision for either a wheelie bin or for 3 black bin liners. This would depend on accessibility for a refuse vehicle to park outside the property.

Gnoll Park Road, B4434, is a wide road that accommodates cars, buses and other larger vehicles. Thus, a provision is made to store 1 wheelie bin per flat. A storage for 8 wheelie bins will be provided with easy access for collection at the designated time refuse is collected on Gnoll Park Road.

Household Waste Recycling Centres are provided by the local authority for the disposal and recycling of household waste including bulky items free of charge. The www.npt.gov.uk/recycle website inductees that refuse collections are every alternate week and colour coded as a Blue Week or Yellow Week. The waste storage facility does not obstruct the residents' access to and from the entrance door. A dedicated location for the waste storage also provides good ease of access for the refuse collection service.

Week	Waste Type
Blue Week	General waste, household plastic, cardboard, garden waste, food waste, mixed glass bottle & jars, cartons, tins & cans, foil, mixed paper, mixed textiles & clothes and batteries
Yellow Week	Household plastic, cardboard, garden waste, food waste, cartons, tins & cans, foil, mixed paper, mixed textiles & clothes and batteries

5.6 Movement and Environment Sustainability

Essential amenities, services and facilities are located a short walk away, thus encouraging car ownership being less of a necessity. The proposal is located in a very good sustainable location. Closest bus stops are located 35m and 75m outside of the building (see 2.6 Public Transportation). The nearest train station is also located a short walking Distance away, approximately 0.65km / 0.4 miles North West of the site along High Street which provides frequent services to places such as

Swansea, Cardiff, London, Manchester, Bristol, West Midlands, etc. A movement map highlighting the roads as well as the bus, train is provided below.

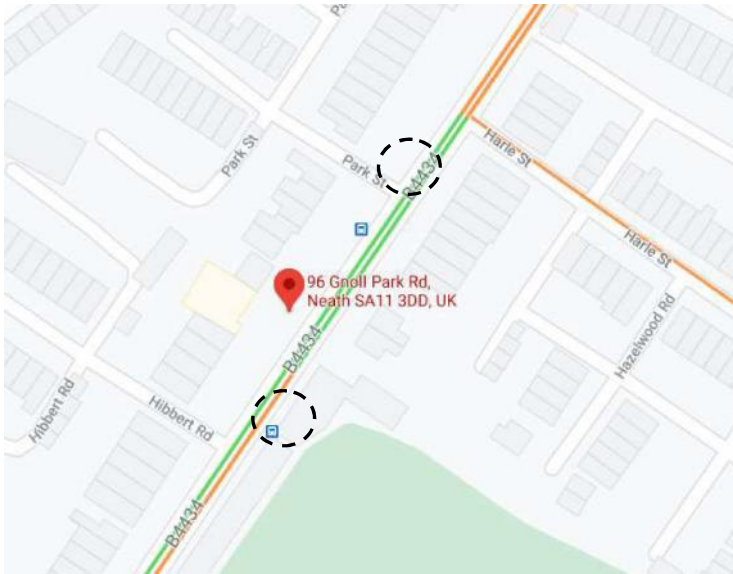


Figure 7 Movement Map Showing Local Bus Stops in Relation to the Proposal

6.0 Conclusion

North Port Talbot Council's design guides were referred to at every stage of this application's development from its initial siting, acknowledgment of the local landscape, aesthetics and amenities. These guides were perceived as parallel issues that provided the foundations and background to the proposal's design process.

This proposal aims to rejuvenate the existing property and land, which adheres to the planning policies that assist in forming a new development and assists in an area where it welcomes and encourages good environmental and contextual design.

Although the area is not in a conservation zone, and through the numerous studies undertaken this proposal acknowledges the sensitivity of the local area and incorporates additional natural landscape, whilst recognising the local building aesthetics.

The proposed dwelling exceeds the minimum space standards whilst preserving the amenity and outlook of the surrounding area. By incorporating the natural landscape from the outset, it has ensured that spatial awareness is an integral component towards the design. This has been pivotal in combining a holistic approach that embraces the heritage and gives back more to the environment than is currently the case.

It is therefore considered that the proposals are in accordance with Local and National Planning Policies, Sustainability and Design Guides that are the basis to this application being consented.

7.0 References

Neath Port Talbot's County Borough Council's Supplementary Guidance and Local Development Plan (2011-2026).

Local Development Plan, 2011 – 2026, Design Supplementary Planning Guidance (JULY 2017)

The Town and Country Planning (GPDO) (Amendment) (Wales) Order 2009, No1024:
Design and Access Statements: Wales

The Town and Country Planning (GPDO) (Amendment) (Wales) Order 2008, No 2336: General Development Procedure

Technical Advice Note 11: Noise

Technical Advice Note 12: Design

Technical Advice Note 15: Development and Flood Risk

Technical Advice Note 21: Waste

Technical Advice Note 22: Planning for Sustainable Buildings

Technical Advice Note 6: Planning for Sustainable Rural Communities

PART B Development Quality Requirements 2016 Proposed mandatory Standard & Guidance for new and rehabilitated housing in Wales using Welsh Government subsidy

Local Development Plan, 2011-2016, Supplementary Planning Guidance: Parking Standards (October 2016)

Llywodraeth Cymru/Welsh Government, *Beautiful Homes and Spaces*, July 2020

MMC Definition Framework, Ministry of Housing, Communities & Local Government, 2019