



Planning Statement

Land at 191 Victoria Rd, Port Talbot, SA12 6QJ

Full Planning Application for 1Nr. Detached Residential Dwelling Plus 2 Residential Apartments

Introduction

This document has been prepared to support a Planning Application to construct 1nr detached residential dwelling and 2 residential apartments on the former Grove Public House carpark on Victoria Rd. Please see below location plan for the proposed site (NTS).



01

Location Plan

1 : 1000

Pre-Planning Application

Pre-planning application advice was sought on 15th June 2021 with a response received on 30th August 2021. See Planning Ref. Q2021/0135.

The pre-planning response was very positive towards our proposals with some relatively minor observations and recommendations received. These are summarised below along with responses relative to the designs proposed in this full planning application.

1. Rear balcony design and location.

The rear balcony has been designed and positioned to provide views across to the Swansea Bay area. The proposed Coach house / Annex is positioned so that it aligns with the existing Ty Traeth, it also prevents overlooking onto Ty Traeth from the rear balcony area. We don't believe there are any issues with overlooking from the design.

2. Coach House overbearing.

The Coach House has been carefully designed to ensure no impact on neighbouring Ty Traeth. The ridge heights are the same and given the sun paths there will be no detrimental impact on Ty Traeth. The whole form of the design very much mirrors Ty Traeth creating a very nice street scene. The garden of the proposed main dwelling will not feel the affect of the new proposed Coach House either. The distances have been considered and the proposed dwelling has a large garden which will not feel over powered by the relatively low eaves height of the Coach House. The courtyard garden feel has been purposely designed for privacy and a feel of isolation within the external grounds of the new proposed main dwelling; this is very much key to the whole flow of the design from inside to outside.

3. Highways

Visibility splays have now been provided for access and egress. Parking spaces are now aligned with the new requirement of 2.6m x 4.8m. Street sign relocation proposal is shown on the proposed site plan. Existing approved parking arrangement for 'The Grove' shown on proposed site plan are unimpacted by proposed development and access. Boundary treatments shown on site plan. Where visibility is required from public highway, boundary treatment is restricted to 600mm as requested.

4. Major Development

Our proposals do not constitute a 'Major Development' and therefore the pre-app comments regarding this are not applicable.

This full planning application takes cognisance of the advice received within the pre-planning response and we feel any concerns have been addressed in our proposals.

5. Land Contamination Assessment

A Phase 1 Land Contamination Assessment will be carried out and submitted for approval prior to commencement on site. If the Phase 1 desktop study requires a Phase 2 and 3 investigation, and remediation works, then details will be submitted for approval prior to commencement. Given our knowledge of the site, we don't envisage any further investigation following the Phase 1 Desktop Study.

LDP Overarching Policies

SC1 – Settlement Limits

The proposed development is located within the existing settlement of Sandfields.

SP3 – Sustainable Communities

The settlement of Sandfields is classified as a Large Local Centre within the Town of Port Talbot. The proposed development site is located within a sustainable location with existing adequate public transport links, retail units and local services. This settlement can easily accommodate the growth of the new residential dwellings proposed in addition to the designated H1 sites nearby.

LDP Topic Based Policies

SP7 – Housing Requirement

Under Policy SP7 a growth strategy to deliver 8,760 between 2011-2026 is set out. In the 2017/2018 review and monitoring of these targets SP7 is highlighted for further research and investigation. In 2017/2018 housing delivery fell short of target by 477 units; delivering 148 units compared to the 625 units targeted for the year. Whilst these totals are made up of high-volume Policy H1 sites, the delivery of smaller private residential development is an important contribution towards these targets; particularly with the growth in popularity and accessibility to self-build funding. Our proposals contribute positively towards the targets set out in SP7 and will be a welcomed development in a sought-after location on a site that is currently redundant on an important street scene junction at the beach front.

TR2 – Design & Access of New Development

Development on the proposed site will not compromise the safe, effective and efficient use of the existing highway network. The proposed development will have no significant adverse effect nor increase in traffic generation to the existing infrastructure. The development proposals include sufficient access to off-road parking (3 Parking Spaces for the detached dwelling and 3 Parking Spaces for the 2 apartments) within the curtilage of the plot, from an existing vehicle access off the main street of Victoria Rd.

Cycling and walking is a very popular activity within the area particularly with the ease of access to Aberavon Beach Front and local amenities such as shops and a health centre. The proposed development plot is easily accessible via walking and cycling. There is also a public bus service with a bus stop immediately at the proposed site boundary.

BE1 – Design

Local Context & Character

The existing dwellings in the locality of the proposed development have a broad range of characteristics, finishes, scale and layouts. Along Victoria Road there are large detached and semi-detached properties with various external finishes from brickwork, render, pebbledash, timber cladding and stonework. There are also a variety of roof gradients, eaves levels and feature gable ends making attractive features throughout the street.

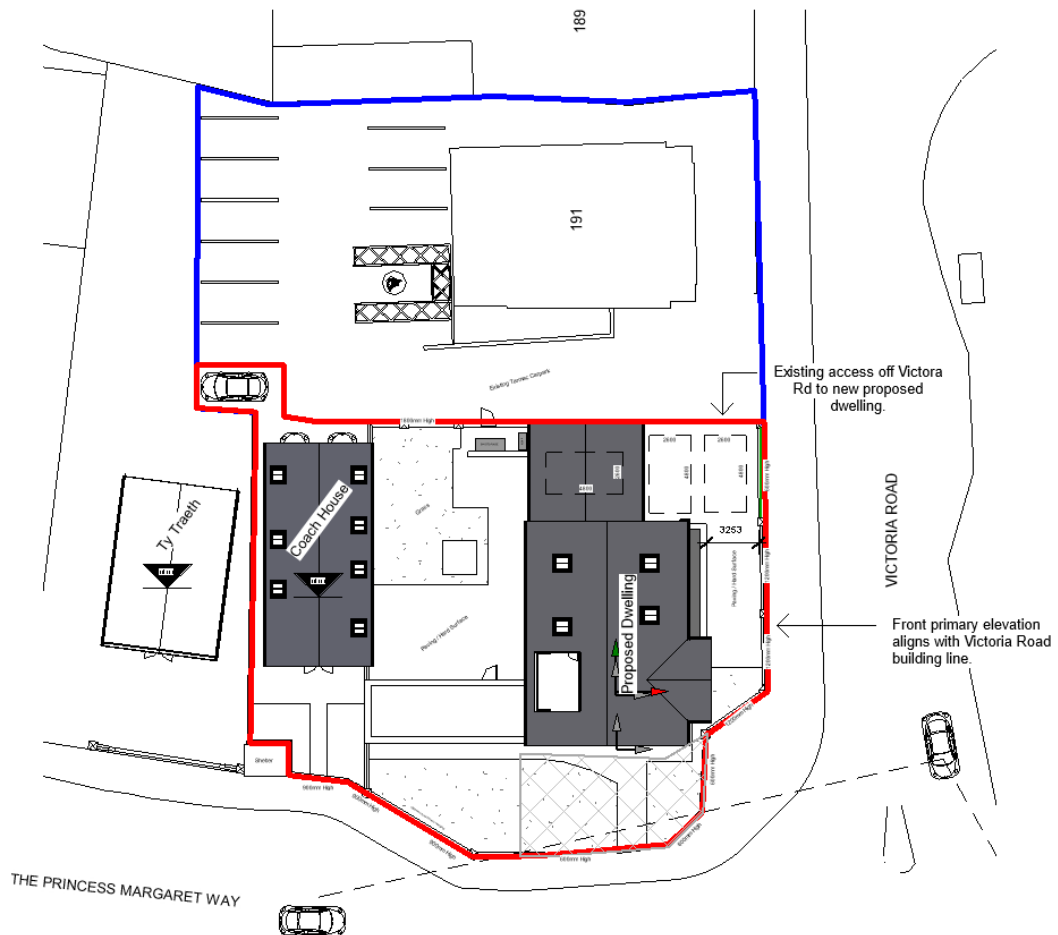
Opposite the proposed development site, along The Princess Margaret Way, there are the higher rise apartment blocks of Jersey Quay. Our proposals have been carefully considered in that the feature Princess Margaret Way gable elevation acknowledges the gable features and balcony features of the existing apartments. It really will reflect on each other and create a wonderful main junction street scene at this end of the beach. The Gallois Public House also has an external balcony area which nods to our proposals.

We propose the use of predominantly face brickwork and light textured render, which ties in with the character of Jersey Quay. The feature gable proposes some feature timber cladding highlights which will really make this whole street junction special but not overpowering. It's subtle and natural but enough to catch the eye and improve the street scene here.





1 Street Scene - The Princess Margaret Way
1 : 150



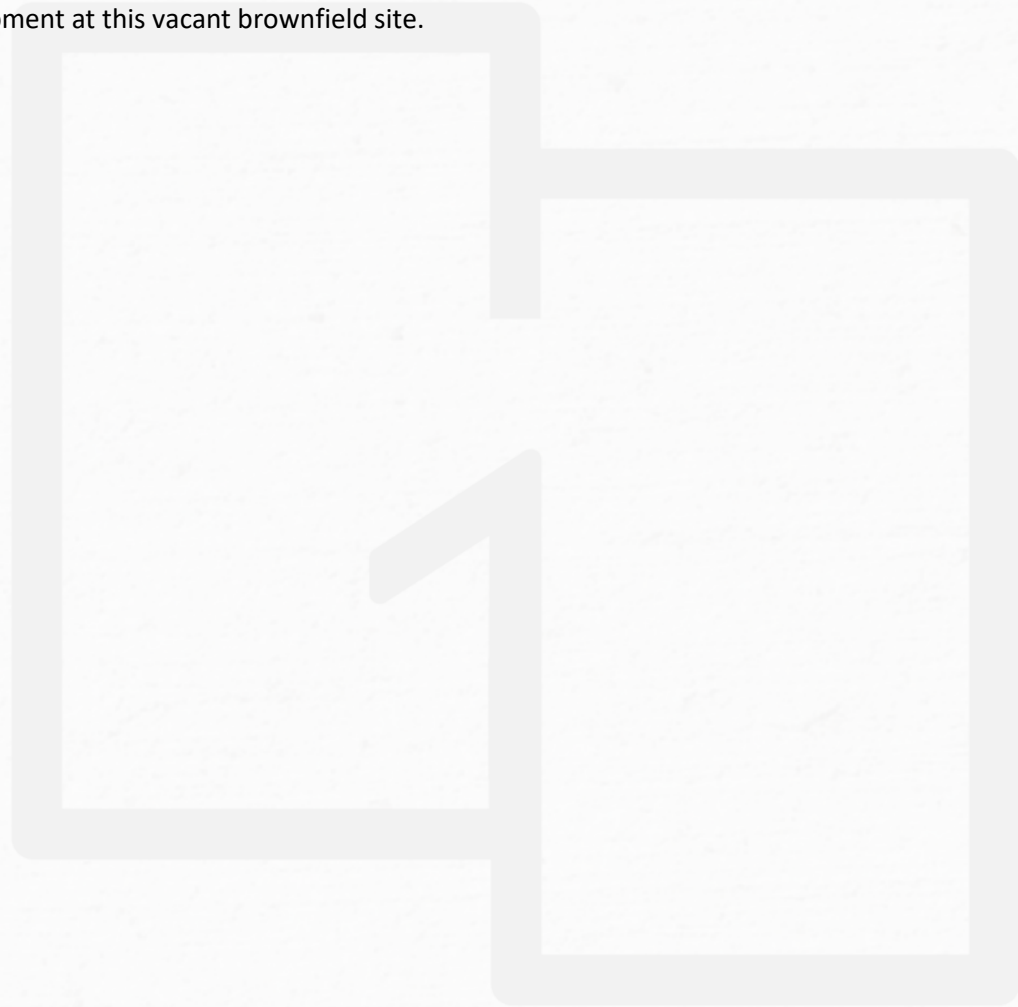
03 Proposed Site Plan
1 : 500



Summary

The proposed development has been designed to naturally fit in with the surrounding area through the use of features and elevation treatments common to the locality. The scale and aesthetic of the proposals compliment the surrounding area and really bring first class architectural design to this important junction at the eastern end of Aberavon Beach Front which will lift the whole area.

The relevant LDP Policies have been reviewed and considered, and it is believed that the proposed development is compliant with these policies and would constitute suitable and sought-after development at this vacant brownfield site.



CONCEPT DESIGNS