

Design and Access Statement for a detached dwelling

(In Outline only)

P13/0191

13 MAR 2013

At

10, Elias Road, Bryncoch. Neath SA10 7TN

For

Mr Alan R. Lockyer, 37, Harle Street, Neath. SA11 3DN.

General:

This statement will follow the requirements of Statutory Instruments 2009, No 1024,200812336 together with TAN 12 (Design) 2009 and TAN 22 (Planning for Sustainable Buildings). It also reflects the advice for writing such statements, contained in Neath Port Talbot County Borough Council document – "Design and Access Statements".

Vision:

A holistic approach will be used in respect of the design of the development of the plot as set out in Technical Advice Note (TAN) 12. The design of the dwelling will respect its local context. The roof will be pitched (approx 35 degrees) whilst the external wall materials will be face brick, natural stone and/or render. The design of the dwelling will also respect the "Secure by Design" principles and the advice of the Police Architectural Liaison Officer will be sought again before detailed plans are prepared. The design of the dwelling will also respect the requirements of TAN 22 (Planning for Sustainable Buildings).

Introduction and site location:

The proposal is an outline application for Planning consent. Details of the access, appearance, layout, scale and landscaping will be reserved for future approval of the Local Planning Authority (LPA).

The land the subject of this application comprises of a vacant building plot
Located within the curtilage of No. 10, Elias Road, Bryncoch, Neath SA10 7TN.

Parameters:

The site measures approx. 0.023 hectares and has a breadth onto Elias Road (track) of approx 11 metres, depth of approx 32 metres with a height of approx 7.6 metres.

A privet hedge runs along the frontage, sides and rear garden of the site.

Planning History:

The Planning History of the application site is as follows:-

1st Planning application.

Site analysis - opportunities and constraints:

Access points:

Both pedestrian and vehicular access to the site will be from Elias Road (which dissects Elias Road)

Street frontage. The property has a frontage onto Elias Road (track)

serving the other 1 dwelling within the curtilage of No. 10 Elias Road (track)

The site is set on a gentle incline above the main road (Elias Drive) being the end of Elias Road. (track) The site will be one of three (occasionally a fourth) parties who need access along this track. No's 9, 10 and the new proposed dwelling. There is a rear access to the neighbouring property of No. 10 which is used on rare occasions throughout the year.

Highways Development Control stopped through traffic to the main Bryncoch by-pass many years ago and the upper part of Elias Road (track) has since become overgrown and is not accessible to road traffic past the outlined planning site.



ACCESS PIC 1



ACCESS PIC 2



25, Elias Drive.

Boundaries:

The plot has common boundaries with the following:-

The dwelling known as 9 Elias Drive and the rear access of 6, Briarwood Close, Bryncoch.

The front will look out to Elias Road (Track) and a 3 metre brick wall along the boundary of 25, Elias Drive.

Site Features:

The only feature on the application site is a approx. 2.00 metre high privet hedge along it's boundary.

Topography:

The site is generally level with the adjoining road (track) serving the other 2 dwellings within the curtilage of No. 9 and 10 Elias Road. (track)

Constraints and opportunities:

There are no constraints on the site the Environment Agency (EA) Flood data base has confirmed that the application site is unlikely to be affected by flooding.

The local character of the area comprises of terraced row (on the metalled surface section of the original Elias Road which is situated across Elias Drive. The remaining houses is a pair of semi-detached properties i.e. No's 9 and 10. Number 9 has already had planning received permission for a detached property which was built some years ago. The remaining surrounding properties are all of the newer estate.

The proposed new detached dwelling will be of an appropriate scale to hold their own within the surrounding dwellings and would be consistent with the existing built form and character of the immediate area.



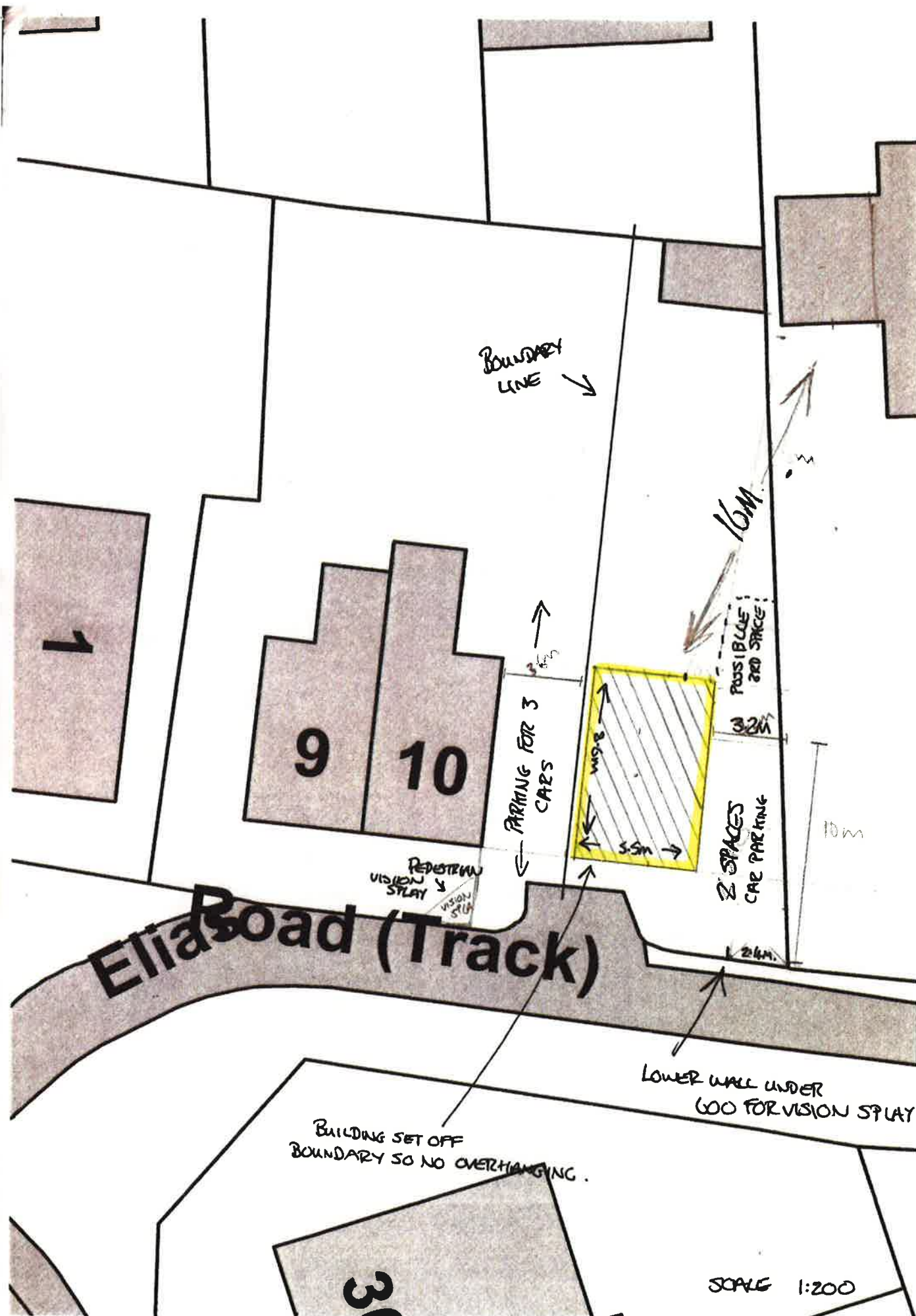
Front View (facing North) and approx position of the land split for



View (facing North) of the proposed new vehicular access



View facing West—access to the rear of 6, Briarwood



Design and Access Statement for a detached dwelling (In Outline only)

At

10, Elias Road, Bryncoch. Neath SA10 7TN

for

Mr Alan R. Lockyer, 37, Harle Street, Neath. SA11 3DN.

General:

This statement will follow the requirements of Statutory Instruments 2009, No 1024,200812336 together with TAN 12 (Design) 2009 and TAN 22 (Planning for Sustainable Buildings). It also reflects the advice for writing such statements, contained in Neath Port Talbot County Borough Council document – "Design and Access Statements".

Vision:

A holistic approach will be used in respect of the design of the development of the as set out in Technical Advice Note (TAN) 12. The design of the dwelling will respect its local context. The roof will be pitched (approx 35 degrees) whilst the external wall materials will be face brick, natural stone and/or render. The design of the dwelling will also respect the "Secure by Design" principles and the advice of the Police Architectural Liaison Officer will be sought again before detailed plans are prepared. The design of the dwelling will also respect the requirements of TAN 22 (Planning for Sustainable Buildings).

Introduction and site location:

The proposal is an outline application for Planning consent. Details of the access, appearance, layout, scale and landscaping will be reserved for future approval of the Local Planning Authority (LPA).

The land the subject of this application comprises of a vacant building plot

Located within the cartilage of No. 10, Elias Road, Bryncoch, Neath SA10 7TN.

Parameters: Minimum and Maximum.

The site measures approx. 0.023 hectares.

HEIGHT: The minimum height is 7mtr and a maximum of 9mtr.

WIDTH: The minimum width is 5mtr and a maximum 6mtr.

~~DEPTH~~
~~HEIGHT:~~ The minimum height is 7mtr and a maximum 9mtr.

A privet hedge runs along the frontage, sides and rear garden of the site.

Planning History:

The Planning History of the application site is as follows:-

1st Planning application.

Site analysis - opportunities and constraints:

Access points:

Both pedestrian and vehicular access to the site will be from Elais Road (which dissects Elias Road)

Street frontage. The property has a frontage onto Elais Road (track)

serving the other 1 dwelling within the curtilage of No. 10 Elais Road (track)

The site is set on a gentle incline above the main road (Elias Drive) being the end of Elias Road. (track) The site will be one of three (occasionally a fourth) parties who need access along this track. No.s 9, 10 and the new proposed dwelling. There is a rear access to the neighbouring property of No. 10 which is used on rare occasions throughout the year.

Highways Development Control stopped through traffic to the main Bryncoch by-pass many years ago and the upper part of Elias Road (track) has since become overgrown and is not accessible to road traffic past the outlined planning site.

Boundaries:

The plot has common boundaries with the following:-

The dwelling known as 9 Elias Drive and the rear access of 6, Brairwood Close, Bryncoch. The front will look out to Elias Road (Track) and a 3 metre brick wall along the boundary of 25, Elias Drive.

Site Features:

The only feature on the application site is a approx. 2.00 metre high privet hedge along it's boundary.

Topography:

The site is generally level with the adjoining road (track) serving the other 2 dwellings within the curtilage of No. 9 and 10 Elias Road. (track)

Constraints and opportunities:

There are no constraints on the site the Environment Agency (EA) Flood data base has confirmed that the application site is unlikely to be affected by flooding.

The local character of the area comprises of terraced row (on the metalled surface section of the original Elias Road which is situated across Elias Drive. The remaining houses is a pair of semi-detached properties i.e. No.s 9 and 10. Number 9 has already had planning received permission for a detached property which was built some years ago. The remaining surrounding properties are all of the newer estate.

The proposed new detached dwelling will be of an appropriate scale to hold their own within the surrounding dwellings and would be consistent with the existing built form and character of the immediate area.

The site is located in a sustainable location within a group of residential dwellings already served by some existing shops, schools and community facilities.

Brief details are set out below:

Schools:

O Dwr-y-Felin Comprehensive School, Dwr-y-Felin Road, Neath. Neath Port Talbot

SA10 7RF

O Bryncoch Church in Wales Primary School, Furzeland Drive, Bryncoch, Neath, Neath Port Talbot.

SA10 7UG

O Ysgol Gynradd Gymraeg Castell Nedd, Heol Woodland, Castell Nedd. SA11 3AL

O Ysgol Gyfun Ystalyfera, Glanyrafon, Ystalyfera, Abertawe, SA9 2JJ.

Community Facilities:

O Several health centres are located in Neath;

O Dentist - Several dentists are located in Neath;

O Hospital - Neath Port Talbot General Hospital, Baglan Moors, Port Talbot, SA12 7BX;

O Alternative Therapy - Oaktree Park Clinic, 12 Birchgrove Road, Birchgrove,

Swansea SA7 9JR

O Fire Station - Cimla Fire Station, Cimla Road, Cimla,, Neath Port Talbot

SA13 3EF;

O Community Centre - Main Road, Bryncoch, Neath, Neath Port Talbot. SA10 7TT

O Swimming Pool, Neath Leisure Centre, Dyfed Road, Neath. Neath Port Talbot. SA11 3AW.

O Sport Facilities – field and fitness, Roman Way, Neath. Neath Port Talbot. SA10 7BE.

O Bryncoch RFC, Tyllwd, Bryncoch, Neath, Neath Port Talbot. SA10 7DQ

Places of Worship:

- O Ainon Baptist Church, Elias Drive, Bryncoch, Neath, Neath Port Talbot, SA10 7TN
- O St. Mathews Church, Dyrrryn, Neath, Neath Port Talbot, SA10 7AZ.
- O Guru Nanak Sikh Temple 23g, Peniel Green Road, Peniel Green, Swansea. SA7 9BA
- O Tonna Mosque, Neath Road, Tonna, Neath Port Talbot;
- O Lamb and Flag, Main Road, Bryncoch, Neath, Neath Port Talbot. SA10 7TW.
- O The Bryncoch, Tyn-y-Heol Road, Bryncoch, Neath, Neath Port Talbot, SA10 7EB.
- O Dyffryn Arms, Neath Road, Neath, Neath Port Talbot. SA10 7YF.
- O Green Dragon Public House, Church Road, Cadoxton, Neath Port Talbot
SA10 8AU
- O Crown and Sceptre, Public House and Restaurant, Main Road, Cadoxton,
Neath Port Talbot SA10 8AP.
- O Neath Golf Club, Cwmbach Road, Cadoxton, Neath SA10 8AR.

Shopping:

There are local retail shops including a general store, hairdresser. Within the immediate locality is the Waunceirch retail park which houses a Tesco Express, fish and chip shop and hairdresser and in Caerwern itself a local store and Chinese take away.

Importantly, the site lies within a short distance of the retail outlets at Pen Y Wern Roundabout:-

- O Halfords;
- O Lidle,
- O Tiles R Us;
- O Carpet Right.

The site is also within a reasonable walking/Drive/ Bus ride of the Neath Town Centre.

Policy context:

The proposed use for this site is residential. The proposed use is consistent with the existing, as well as the surrounding uses. This conforms to national and local policy. The most relevant local policies are; - H3, ENVI3, ENVIT and T1 of the Neath Port Talbot Unitary Development Plan (UDP):-

POLICY H3 _ INFILL AND WINDFALL DEVELOPMENT WITHIN SETTLEMENTS

In addition to those sites contained in Policy H1, the development of "infill" and "windfall" sites within settlement limits, as defined on the Proposals Map, will generally be permitted for housing subject to the following criteria: -

- a) there is no unacceptable loss of open or green space that is important for its recreational, amenities or conservation value;*
- b) proposals either individually or in combination with existing commitments would not create unacceptable impacts on existing or programmed infrastructure or community facilities ;*
- c) there will not be a significant detrimental effect on the amenity of the existing residents of the area; and*
- d) there would be no unacceptable highway implications*

The proposal complies with the above policy as there will be no unacceptable loss of open or green space. The construction of the new dwelling proposed would not create unacceptable impacts on infra-structure or community facilities. The proposed new dwelling can be sensitively designed to ensure that it does not have a detrimental impact on the existing residents of the area.

Finally the development would not cause unacceptable highway implications.

POLICY ENV 13 - BROWNFIELD, DERELICT AND WASTELAND

Within settlement limits and allocations and where proposals justify a countryside location, preference should be given to the development of previously developed land. The restoration of derelict and wasteland will be encouraged, provided the nature conservation, industrial heritage or amenity value of the site does not outweigh the need to develop it.

The proposal accords with the above Policy being a Brownfield site and the neighbouring property previously being developed as a residential dwelling (9 Elais Road (track) there are no former buildings on the site worthy of industrial heritage; or amenity value or nature conservation.

POLICY EV17 - DESIGN:

POLICY EV17 - DESIGN:

Any proposal that would include new construction or alteration to an existing building's appearance should be well designed. This will include whether it has:

- a) paid sufficient regard to the character of the area, and to conserve biodiversity and strengthen habitat connectivity;*
- b) ensured that its design and operation would not have any unsatisfactory impacts on the occupants of any other properties (including proposals with the benefit of planning permission);*
- c) taken sufficient regard of the need to address climate change and sustainability issues ;*
- d) incorporated good design that addresses the safety and security of people and property, and reduces the opportunities for crime. In assessing development proposals particular attention should be paid towards:*
 - (i) natural surveillance of public spaces fro* existing or proposed development;*
 - (ii) the location of footpaths and access points;*
 - (iii) secure locations for any associated car and cycle parking;*
 - (iv) satisfactory lighting; and*
 - (v) provision of CCTV, where the proposal would contribute to a significant increase in traffic or pedestrian activity.*

The proposal is in outline only with all matters being reserved for further determination. An indicative layout has been submitted, however, indicating the possible location of the dwelling together with eaves and ridge height- Should outline consent be granted a "Design Brief" could be prepared for the site to support any Reserved Matters application to ensure that the design will respond to its local context and where there is scope, seek to improve the built environment.

POLICY T1 _ LOCATION, LAYOUT AND ACCESSIBILIW OF NEW PROPOSALS

A proposal will only be permitted if: -

a) wherever appropriate it would be well located in terms of reducing the need to travel especially by private car, and have good and easy access by public transport, cycling and walking. Where public transport facilities and services are included as part of a proposal there should be a reasonable expectation that they would continue to be provided;

b) the proposed layout, design, traffic management and associated offsite works provide a safe, convenient, efficient and attractive transport infrastructure (to, from and within the site) that encourages and maximises the use of walking, cycling and public transport (including where appropriate the provision off activities for public transport), which minimises the reliance on the use of private cars, which takes fully into account the need of the mobility and visually impaired, and reduces opportunities for crime and disorder;

c) it would not create or unacceptably worsen highway safety or congestion on the highway network; and

d) appropriate car parking and servicing space is provided and whenever appropriate this includes specialised provision for taxis, coaches, cyclists, and people with a mobility or visual impairment.

The proposal complies with the above Policy in that:-

a. The site has good access to public transport with a short walk to the Bryncoch main road and bus stop to Neath Town Centre which is also a short distance by foot;

b. The proposed vehicular access into the site will meet the standards of the Highway Authority;

c. The proposal will not worsen highway safety;

d. Appropriate parking within the curtilage of the application site can be provided in accordance with LPA adopted standards.

Planning Policy Wales:-

Housing Design and Layout

Para 5.51:

Achieving more sustainable residential environments is dependent on linking development to public transport, providing access to local services and securing the most efficient use of land. The overriding principle in the design of housing should be to establish a sense of place and community, with the movement network used to enhance these qualities. The European models of 'Home Zones' where the needs of pedestrians and children in particular are put above those of the car should be considered in neighbourhood housing design.

The proposal satisfies the above paragraph by reason of its central location within the village of Bryncoch and its close proximity to the town centre of Neath which can be accessed by both foot and public transport.

Para 5.53:

The design of housing layouts and built form should reflect local context, including topography and building fabric. Response to context should not be confined to architectural finishes. The important contribution that can be made to local character by contemporary design, appropriate to context, should be acknowledged. To help integrate old and new development and reinforce hierarchy between spaces consideration should be given to retaining existing landmarks, established routes, mature trees and hedgerows within housing areas as well as introducing new planting appropriate to the area.

The proposal is in outline only with all matters being reserved for further determination. An indicative layout has been submitted, however, indicating the possible location of the dwelling together with eaves and ridge heights. Should outline consent be granted a "Design Brief" could be prepared if required by the LPA to support any Reserved Matters application. This will ensure that the design will respond to its local context, and, where there is scope, seek to improve the built environment.

PLANNING POLICY WALES TECHNICAL ADVICE NOTE 12: DESIGN:

Para 5.54

Definition of public and private space and the design of boundary treatment are particularly important in relation to housing development. New development should take account of the existing relationship of buildings to landscape and the local means of boundary definition such as hedges, walls and fences. In general, every effort should be made to orientate dwellings so that they front existing roads and spaces. The relationship of the perimeter of a development to its setting is important and developments which turn their back on existing roads do not integrate well with their context. An exception should be made where the characteristic layout is more organic, such as in many rural villages and smaller settlements throughout Wales where gables of dwellings are especially sited on the road frontage.

The proposal is in outline only with all matters reserved for future determination. Notwithstanding this the indicative layout illustrates that the dwelling will be orientated parallel to the existing frontage with Elias Road (track). It is considered that the size and position of the proposed dwelling will be of an appropriate scale to hold their own with the existing dwellings in the immediate locality.

Involvement:

The applicant has informed the occupiers of neighbouring properties of the intention to apply for outlined planning permission with no objections and who support the proposal in principle. In addition a pre-application site meeting was held and it was confirmed verbally that there was no objection to the proposal in principle.

Response to objectives of Good Design:

The application is in outline only with all matters reserved for subsequent approval. Details have been provided, however, on the Indicative plan shown on the Drawing included with respect to the parameters, access and layout.

In addition the following comments are made:

Access:

Vehicular access to the site will be via a new access and egress located on the Elais Road (track) frontage. The new forecourt parking area will be constructed with a SUDs drainage system. The parking area will only enable vehicles to enter and leave the site in the direction they entered. As this section of Elias Road (track) is not used by general traffic reversing or driving out of the forecourt will not be hazardous to any traffic. The parking provision for the new dwelling will be provided in line with the Council's current Parking Guidelines.

Appearance:

The planning application proposes a single detached dwelling. The external wall materials will be face brick, natural stone and/or render. The pitched roof will be finished in slate or suitable substitute.

Layout:

The matter of siting has been reserved for later determination. However, a Sketch Layout plan Drawing has been submitted as supporting material with the application. It is considered that the proposed dwelling will relate well to existing adjacent dwellings in the immediate area.

The local character of the area is very mixed in respect to size, design, and materials. The dwellings in close proximity to the site are the following:

O Numbers 9-10 Elias Road (track) dwellings generally with rendered walls and pitched roof of slate or concrete tiles;

Habitable room windows will be sited on the elevations facing south (front elevation) and north (rear elevation). To ensure that the privacy and amenity of existing dwellings will not be compromised a minimum distance of 16.00 metres will be provided between the new windows and the Neighbouring residence side elevation (Bairwood Close). The size of these windows will also ensure that the need for electrical lighting is limited. The size of the windows on south (front elevation) will be maximised to ensure passive heat.

Scale:

The proposal comprises an outline application with all matter reserved for a single detached. The size and scale of the dwelling is shown on the Illustrative Layout Drawing is considered being consistent with the immediate surrounding area and general local character. The size of dwelling will provide an appropriate level of living accommodation as well as amenity space. The parameters of the proposed dwelling are indicated on the attached Drawing. These dimensions are very comparable with those of the adjacent dwellings.

Landscaping:

With the exception of the area required for the new forecourt parking the remainder of the site has trees and shrubs. Where possible all species will be native and suitable to sustain and enhance wild life.

Community Safety:

Secured by Design.

The dwelling will be designed to respect the "secure by Design" principles the advice of the Police Architectural Liaison Officer was sought with respect to the proposed layout. Further meetings will be sought before detailed plans are finalised for the Reserved Matters stage of the development.

Overlooking Public Places.

The front windows face Elias Road providing visual safety.

Sense of Ownership and Responsibility.

The proposed building has the option for high security locks to all exterior doors and windows. There is also the option of fixing CCTV for both visual and audio security.

The detailed design will seek to achieve the objectives of Technical Advice Notes - 15 - Development Flood Risk and TAN 22 - Planning for Sustainable Buildings. The built development such as drives and roofing lends to increase the surface area of impermeable ground, thus reducing percolation and increasing rapid surface run-off. This has the effect of reducing the time it takes for precipitation to enter the watercourse and consequently increasing the peak discharge. SUDS can perform an important role in managing run-off from a site and should be implemented, wherever they will be effective, in all new development proposals, irrespective of the zone in which they are located.

For ease of reference a link to the "Guidance for the permeable surfacing of front gardens" jointly issued by the Communities and Local Government and the Environment Agency are shown below:

<http://www.communities.eov.uk/documents/plannineandbuilding/pdfpavingfrontgardens.pdf>

Any new hard surfacing such as the forecourt parking area and patios will be constructed to allow water to soak into it. The construction will be porous concrete blocks, concrete or clay block permeable paving. The material will have open voids across the surface of the material or around the edges of blocks that will allow water to soak in. The surface will be constructed over a permeable sub-base. Also as suggested in TAN 15 all rainwater will be collected, stored and recycled to flush W.C's. Consideration will also be given to the use of solar energy panels. The proposed new dwelling will be designed to achieve a minimum of Code Level 3 + additional credits to ensure that heat loss is minimised. (plus 1 credit under Ene 1)

The ground floors of the dwelling will be provided with under floor heating with all rooms on separate zones. An A classification combi-boiler will be installed to provide all hot water. Low energy bulbs will also be used extensively throughout the development to reduce energy requirements. All 'white goods' will be supplied by the contractor prior to occupation to achieve a minimum classification of A.

With respect to TAN 22 - Planning for Sustainable Buildings an accredited assessor has been engaged to register the site and to ensure that the Code for Sustainable Homes can be successfully achieved on the site. The assessor used was Neath Port Talbot CBC Building Control Section. The detailed plans will be prepared strictly in accordance with the Code Pre-assessment (a copy is attached to this document for reference purposes).

Movement:

Vehicular access to the site will be via a new two 3.02 metre wide drives located on the Elias Road (track) frontage. The new drives will be near level with a maximum gradient of 1:9. The parking provision for the new dwelling will be provided in line with the Council's current Guidelines.

Appearance:

The matter of external appearance has been reserved for later consideration. It is anticipated, however, that the new dwelling will be traditional two storeys in design. the dwelling will have a gable roof of approx 35 degrees. The roof will be finished in either concrete interlocking roof tiles or slate. Whilst the external walls will be finished with either brickwork, natural stone or render to match or compliment that used on adjacent dwellings. Specific requirements of the Local planning Authority could be secured via an appropriately worded planning condition. Photograph/s of adjacent dwellings illustrating the external wall and roof materials are shown above. Should outline consent be granted a "Design Brief, could be prepared if required by the LPA to support any Reserved

Matters application, this will ensure that the design will respond to its local context.

Justification for development:

The site is located within the settlement boundaries as defined by the Neath Port Talbot County Borough Council Unitary Development Plan (UDP). The proposal conforms to the relevant Policies set out in the UDP and also conforms to Welsh Assembly Government (WAG) guidance contained both in WAG policy documents and Technical Advice Notes. The development would not adversely affect the character and the appearance of the area, the amenity of nearby residents or highway safety.

In summary, it is considered that the construction of a single detached dwelling on the site which is located within the settlement limit boundaries represents an appropriate form of development in a sustainable location. The development will not have an adverse effect on

the amenities of adjacent residential properties, the built environment or highway safety. As such the proposal conforms to both local and national planning Policies.

The proposed new vehicle access has been assessed and a vehicle sweep plan analysis has been made. (see attached)

Vehicles entering or leaving (both reversing out of or driving into) the proposed plot will need to have full view of pedestrians. The border hedge now present will be removed and a wall (maximum height of 1 metre) will be constructed to maintain the plot frontage. The lane's condition is not appropriate in its present state. It is therefore proposed that a new suitable surface of loose compacted gravel be used in addition to reclaiming the opposite bank. (which is at present restricting a vehicle's turning angle) The bank has been used for some years as a deposit for various resident's garden waste resulting in a raised bank forming opposite no. 10 Elias Road.

Any pedestrians walking along the track (Elias Road) will be in view of a person driving a vehicle entering or leaving the proposed new property. The required turning angle has been demonstrated in the vehicle sweep path analysis.