

Design + Access Statement

Date
07/11/2023

Project
6 James Street

Introduction

This report is submitted in support of the planning application for renovation and flat conversion of 6 James St, Pontardawe, Swansea SA8 4LR, UK.

The property is a 2-storey detached building in the corner plot with a private courtyard. The property is currently vacant. The new proposal will seek a conversion of the vacant pub to 3no. commercial units and 5no. flats at the first floor.

Existing Lawful Use

The current lawful use of the building is Sui Generis (Pub or drinking establishment) with flat at the first floor.

The property is vacant for a longer period – at least since the beginning of the year 2022 (period when it appeared on the market).

The proposed flats conversion would provide an improvement for the neighbourhood since frequent complaints from residents affected by noise from the pub were received by local authorities.

There are no previous planning applications relevant to this proposal.



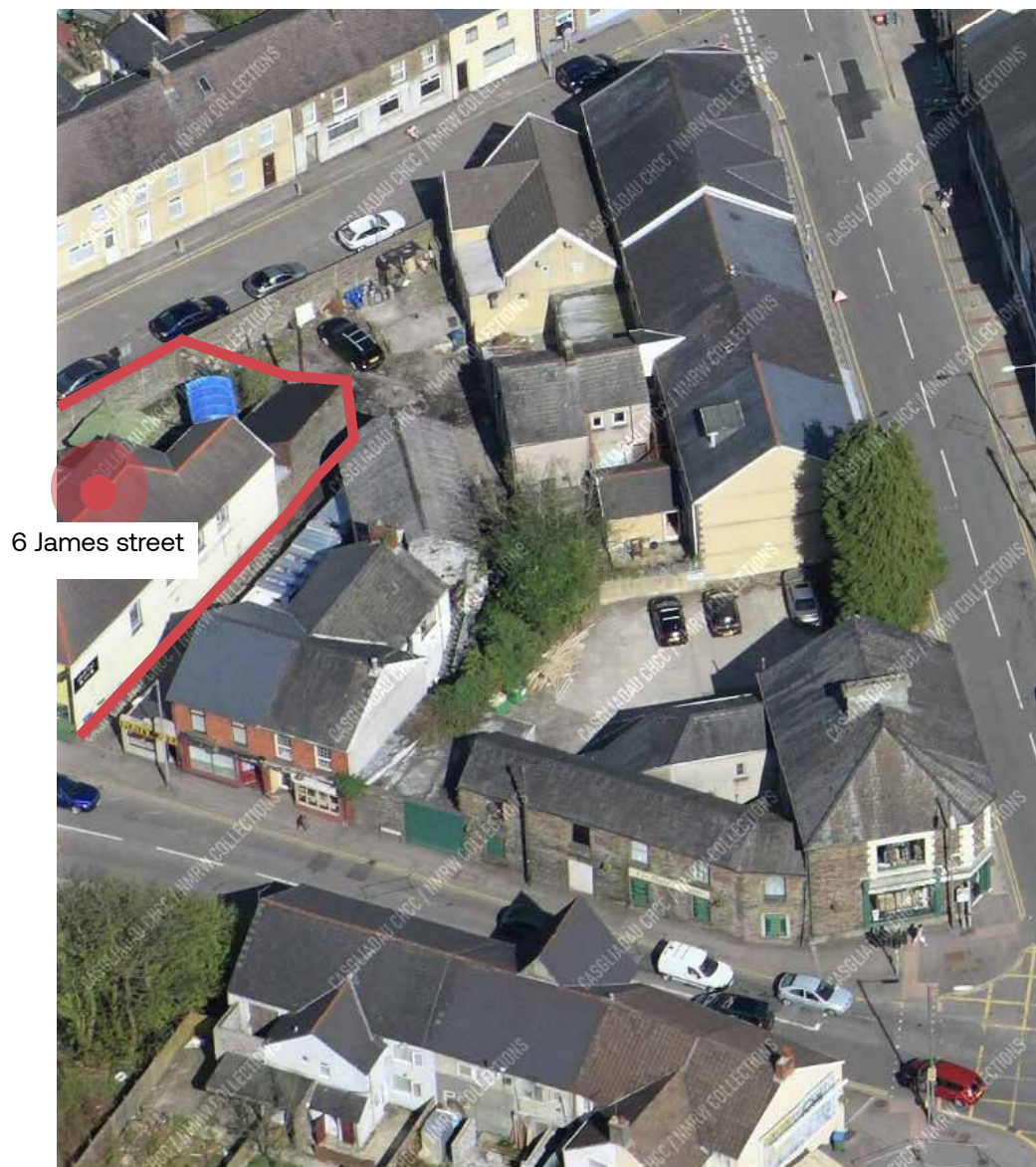
Property Location



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Public transport

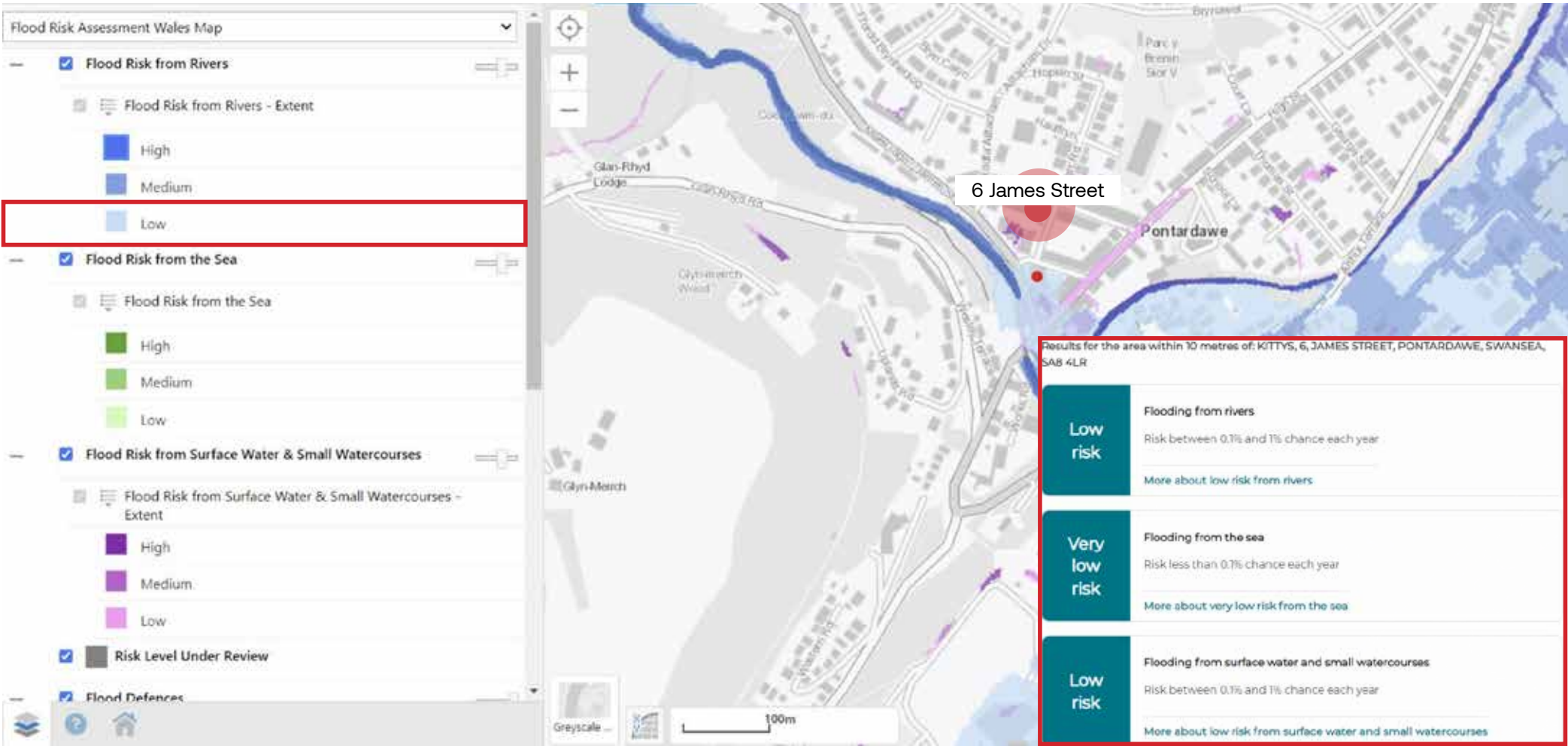
The property is located in an area with easy access to the local public transport network as represented in the diagram below.



Flood Risk

As confirmed on Natural Resources Wales’s website, it appears that the property is subject to flood risk. ([see link](#)).

The Flood Consequences assessment is submitted together with the application.



Conservation Area

According to the information presented on the website of Neath Port Talbot Council:

The property is not a part of conservation area and is not a listed building. ([see link](#))

The property is listed in a schedule of buildings of Local Importance. ([see link](#))

1.0.3 The Neath Port Talbot Local Development Plan (LDP) adopted in January 2016 adds an additional local designation to these provisions by including a policy affording protection to 'Buildings of Local Importance' (Policy BE2). This allows buildings or structures that have architectural, historic or local community significance (but have not met the criteria for formal listing or scheduling) to be identified and included on a local list for protection under local planning policy.

Policy BE2 Buildings of Local Importance

3.2.4 Buildings of Local Importance are locally identified historic assets of special local interest. Policy BE2 sets out the measures that will be taken to conserve these features.

Policy BE 2

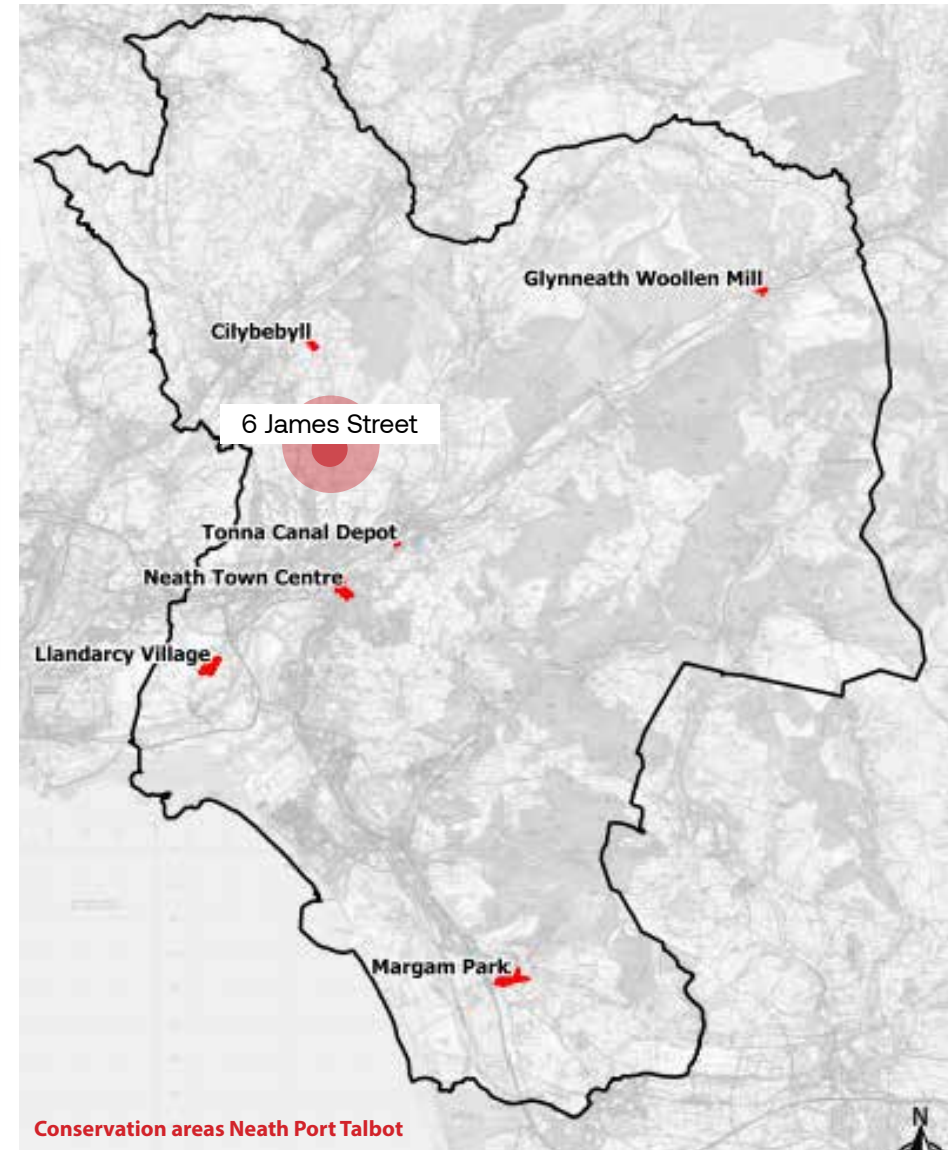
Buildings of Local Importance

Development proposals that would affect buildings that are of local historic, architectural or cultural importance will only be permitted where:

1. They conserve and where appropriate enhance the building and its setting; or
2. It is demonstrated that the development could not reasonably be accommodated without affecting or replacing the building and the reasons for the development outweigh the heritage importance of the site.

In order to qualify for designation as a BLI, a building has to meet at least three of the five selection criteria listed below. The criteria that the building is considered to meet are shown on the draft BLI schedule entry. The selection criteria are:

1. **Architectural Interest** - Buildings and structures which are of importance to Neath Port Talbot for the interest of their architectural design, decoration and craftsmanship; also important examples of particular building types and techniques.
2. **Historic Interest** - Buildings and structures which illustrate significant aspects of Neath Port Talbot's social, economic, cultural or military history.
3. **Historical or Cultural Association** - Association with the community's important people or events or having had an important role in the cultural life or development of the community.
4. **Group/Settlement Character Value** - Where local buildings comprise an important architectural or historic unity or make an important contribution to the character of a settlement.
5. **Old or Rare Local Buildings** - Buildings/structures that may have been altered too much to warrant being included on the national statutory list but are of a rare type locally or retain historic character or interest.



Existing Pictures



View of the rear courtyard



View of the rear courtyard



View of the front elevation



View of the front elevation

Existing Pictures



The Proposal

The current proposal seeks to renovate and convert the existing property into 3no. commercial units and 5no.flats. The development will be respectful of the existing context by retaining existing volume and materials matching the existing ones, preserving the building's appearance on the street scene.

With this in mind, the application proposes the following:

1. Change of use from pub to 3no. commercial units at the ground floor
2. Renovation of the first floor, internal layout changes to provide to 5no. flats
3. Existing rear extension to be rebuild due to structural conditions, less attractive apperance



New private amenity area in courtyard / green and permeable surfaces



The Proposal – Policies

Policy OS 1/Open Space Provision

The proposal includes placing some of the sustainable outdoor sports/ children's play, informal spaces or allotments into the scheme.

Policy AH 1/Affordable Housing

The new conversion will be contributing to the affordable housing scheme as per the council's requirements.

Policy SC2 /Protection of Existing Community Facilities

The existing use of the ground floor bar is not viable. The property is vacant for a longer period. The proposed commercial units conversion would provide an improvement for the neighbourhood since frequent complaints from residents affected by noise from the pub were received by local authorities. Several pubs and bars are present in town. The closest place is the neighbour building - Ponty Cafe.



The Proposal

Rear extension - proposed to be demolished - erection of new one matching existing building.



Rear extension internal view - poor conditions



Parking

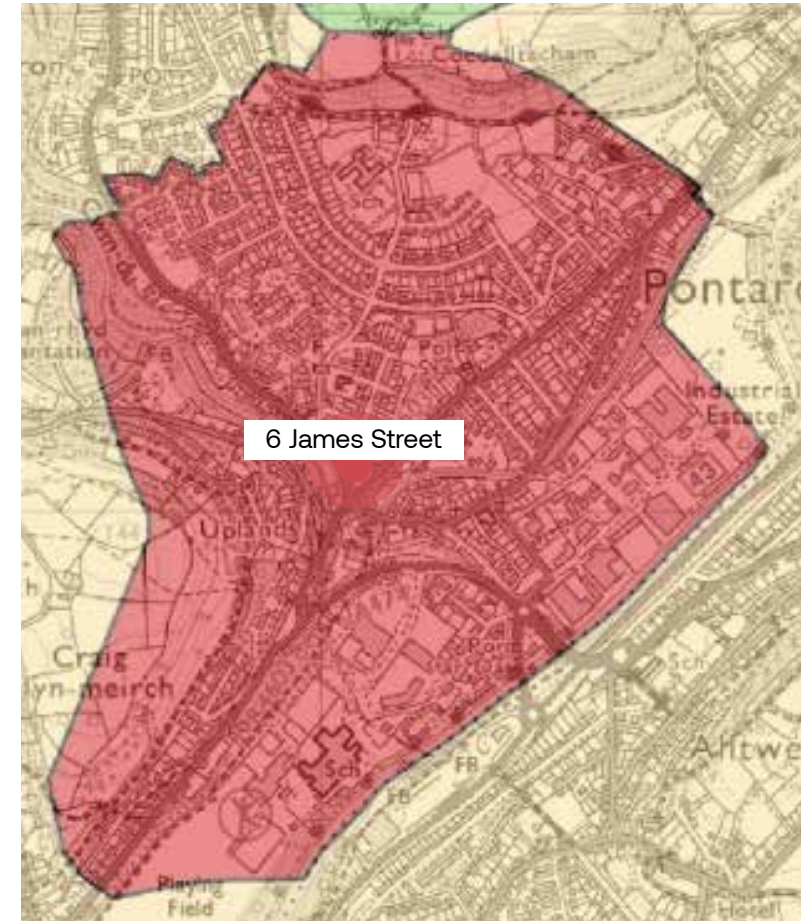
The property is located in “Zone 2 – Town Centre or City Centre Fringe

“3.1.6 The centre of towns which local people regard as their destination for most activity which is not met within their own local community. The area has a full range of retail activity and many commercial businesses, all within walking distance. The area is the focus of the local bus network and is likely to contain a railway station. Built density is high with little private car parking. There are significant parking restrictions and substantial amounts of off-street car parking available to the public.”

The proposal will seek contractual arrangements with future tenants to secure low car ownership levels as per Supplementary planning guidance : Parking standards / points / 4.1 Residential: New Build & Conversions

“5. For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken.”

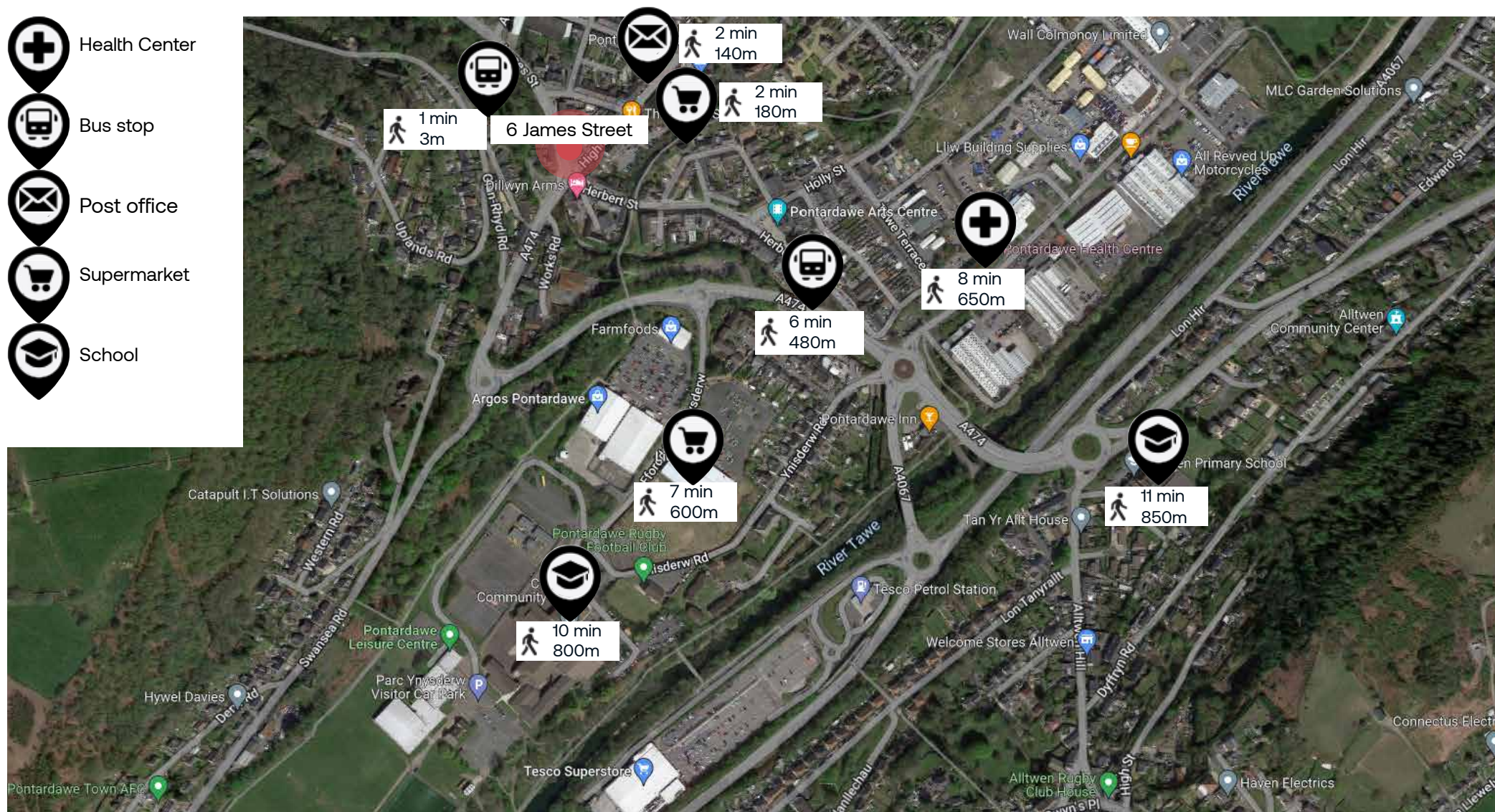
7. Where parking cannot be provided for conversions of existing buildings consideration should be given to financial contributions toward public / sustainable transport improvements or off-site parking.”



Parking Zone 2 - Town Center/City Center Fringe

Travel Plan – Sustainability

As per Supplementary planning guidance – Parking standards: “Sustainability points will be awarded to developments that meet the criteria for their proximity, in terms of walking distance to local facilities, public transport, cycle routes and the frequency of local public transport.



Proposed Housing

Total Units: 5

Total occupants: 6 max

Bike storage: 6

Areas Schedule

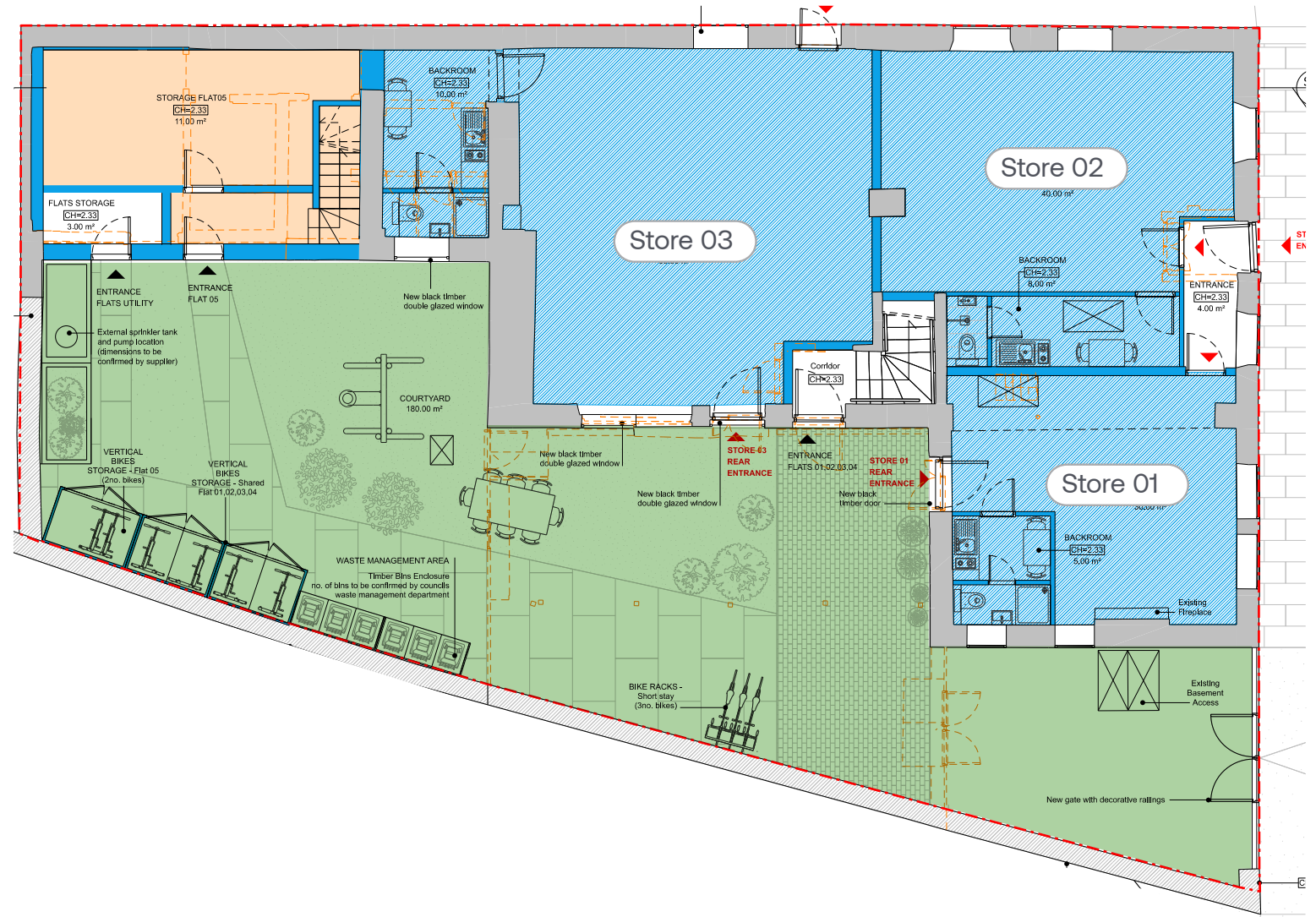
Flat 01 (1no. bed flat): 39.50 m²

Flat 02 (1no. bed flat): 38.50 m²

Flat 03 (1no. bed flat): 40 m²

Flat 04 (1no. bed flat): 38.20 m²

Flat 05 (2no. bed flat): 60 m²

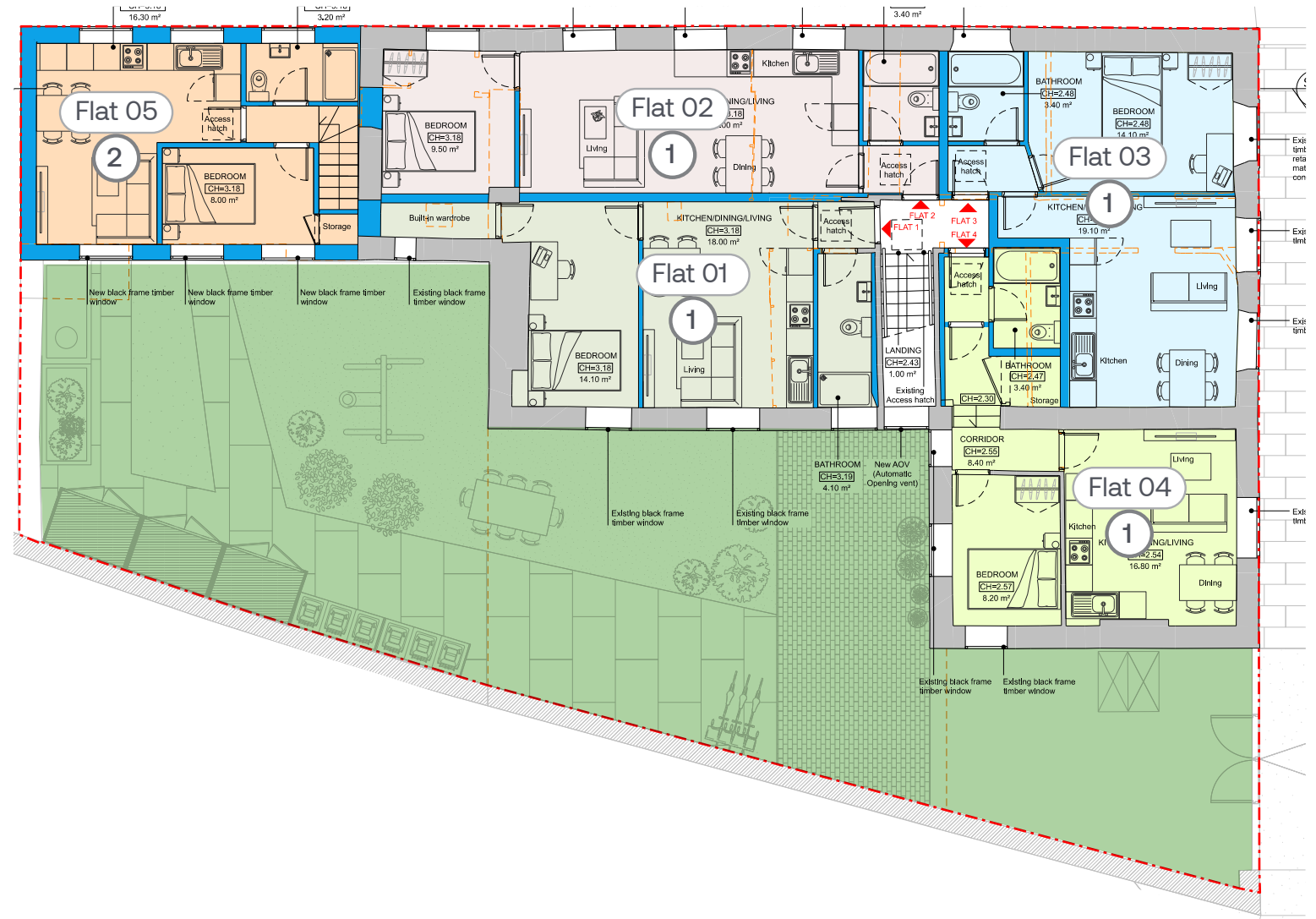


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National Space Standards

The developments has been designed in compliance with the National Space Standards. ([See link](#))

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Bins and Bikes

Total: no. of Bins to be confirmed with the council's waste management department

Total: 6no. Bikes + 3no. Short Stay Parking spaces

We promote green mobility

The bikes are located at the courtyard of the property in a secure area under the surveillance of security cameras. It is possible to park the bikes using the access which is safely connected to the main road.

We promote recycling

The bins are located in the court yard of the property with easy access for collection from the road. The bins are located within a bins enclosure.



All bins to be positioned within dedicated bins enclosure.

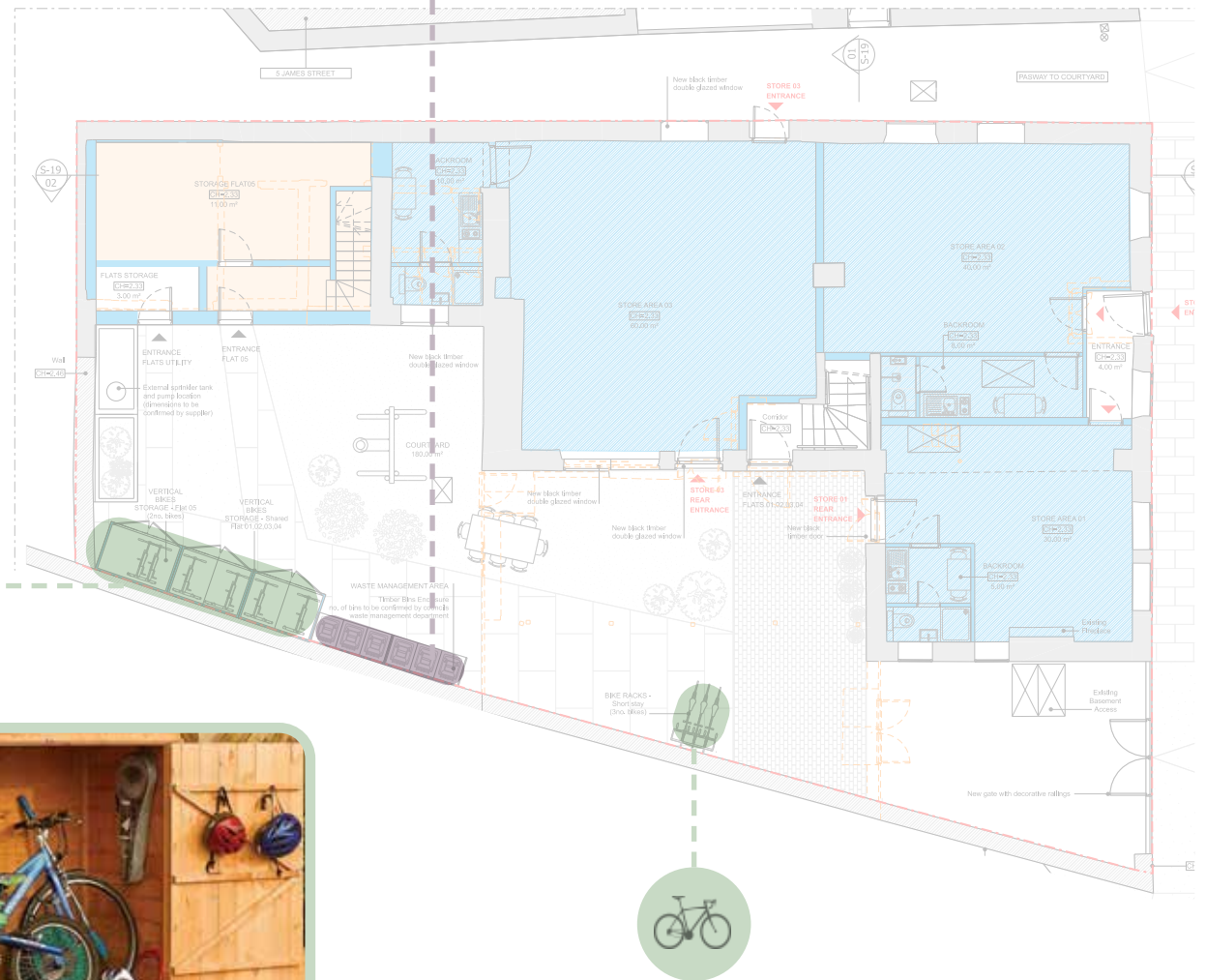


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Recycling and General Waste bins



Bikes Storage



Bikes Racks



Security

Keeping it safe

The accesses of the property are provided with security cameras and motion sensor alarms to work as a deterrent and improve the safety of the occupants. In the courtyard, 2no. outdoor surveillance cameras with wifi and 24 hour recording are proposed to be installed.



CCTV Cameras location

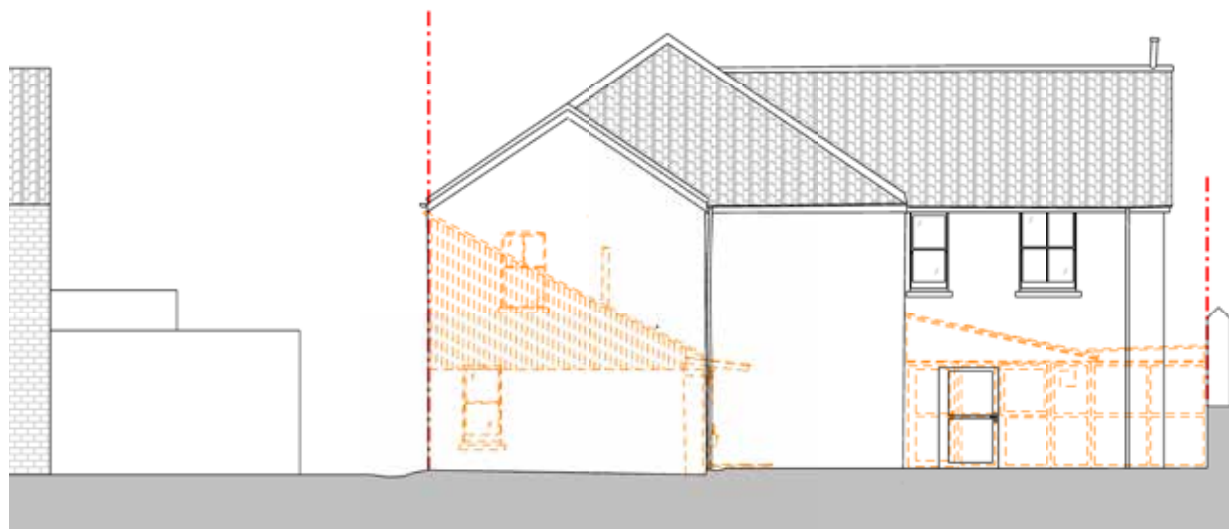
Design Guidelines

The appearance of 6 James Street from the street appears untouched.

The new openings are facing the courtyard of the property and the passway inside the inner urban block.

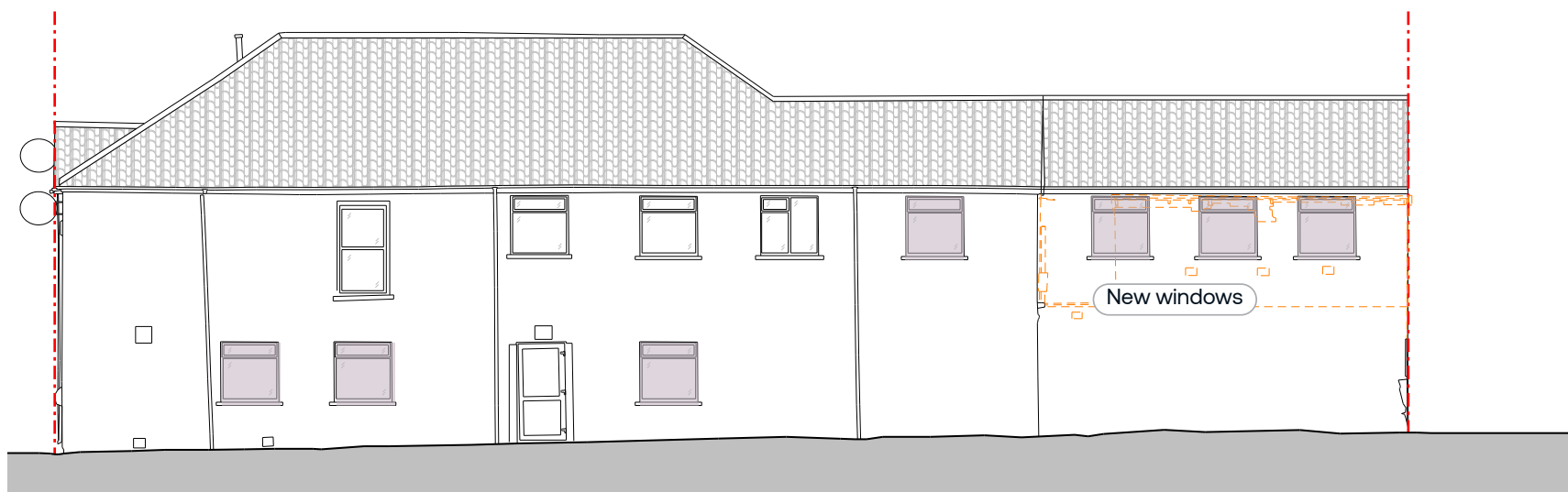


Proposed Front elevation

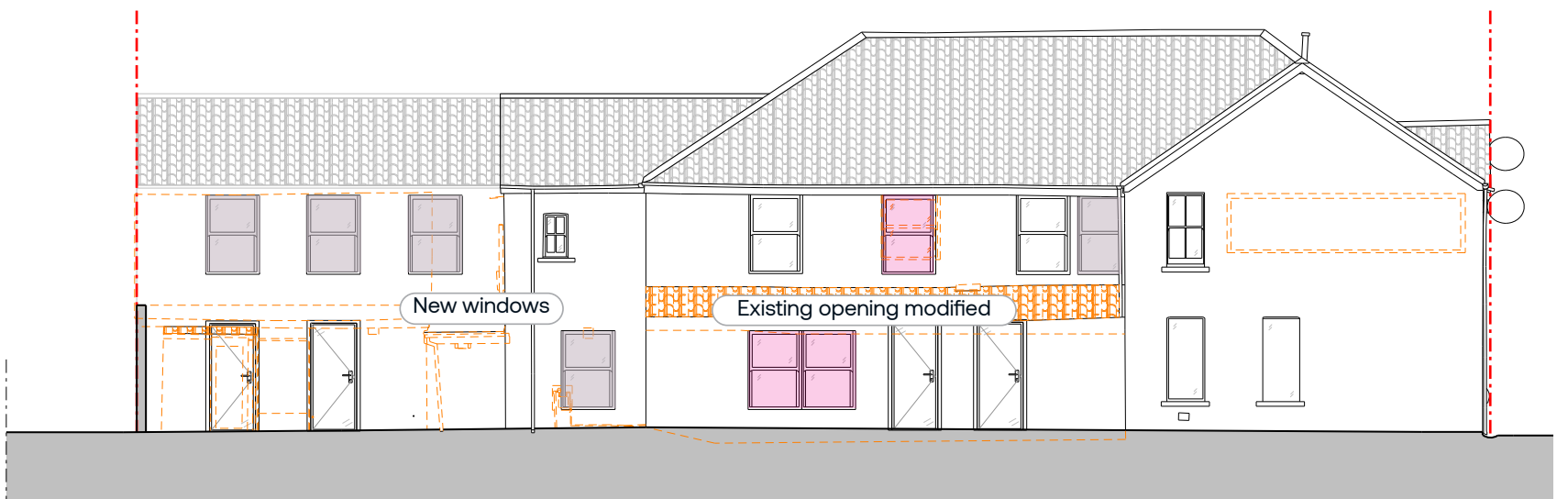


Proposed rear elevation

Design Guidelines



Proposed right elevation



Proposed left elevation

Material Selection

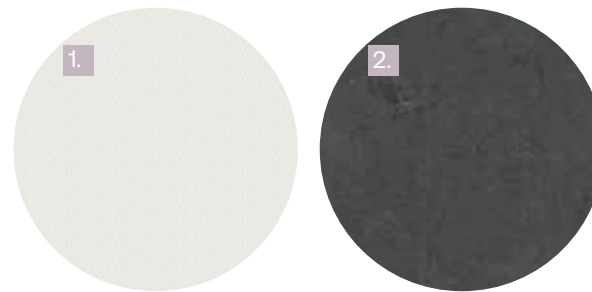
The prevalent colours will be dark and white.

The facade will be repainted with a white render to achieve a more classic look and match the existing environment.

The new windows will have a dark timber frame.

These materials will give an elegant touch to the existing volumes, all to improve the architectural quality of the building, creating an architectural element perfectly integrated with the context.

Windows will be in timber with double glazed glass to match the existing windows of the building and to improve both acoustic and thermal insulation.



1. White render
2. Dark grey details - railings, window frames etc



Historical appearance of 6 James Street

Conclusions

The renovation of 6 James Street complements the existing dwelling and locality.

The existing use of the ground floor bar is not viable. The property is vacant for a longer period. The proposed commercial units with flats conversion would provide an improvement for the neighbourhood since frequent complaints from residents affected by noise from the pub were received by local authorities. Several pubs and bars are present in town. The closest place is the neighbour building – Ponty Cafe.

The new layout seeks to improve and maximize the space for future occupants, offering contemporary flats and amenity space. The site is also conveniently located close to nearby open spaces, parks and public areas for use by the owner/occupiers of these flats. The town is the retail and leisure centre of the area.

The new proposal focuses on bringing back and highlighting the local importance of the building as per Policy BE2 of the Local Plan.

Car parking provision is a major influence on the choice of means of transport. Due to the location of the property next to the town centre and following the trends and visions of the Local plan – health, sustainability, etc., we propose and promote green mobility – 1 bike space per occupant.

There is a bike shed in the courtyard easily accessible from the main road. The short-stay bike park is located in the amenity area as well.

The closes bus stop is in front of the property and the important bus station providing the connection with the rest of the region is only 6 minutes of walking distance.

The proposed scheme meets both local and national regulations, and it is respectful of the neighbourhood.



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