

PLANNING, DESIGN & ACCESS STATEMENT

Land at the former Tudor Inn, Cimla

November, 2024



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Description of development:

Full planning permission for proposed demolition of no.s 23 and 25 Beacons View, creation of vehicular access to facilitate development of 22 no. dwellings and associated infrastructure works

Location:

Land at the former Tudor Inn, Cae Rhys Ddu Road, Cimla, Neath, Neath Port Talbot

Date:

November, 2024

Asbri Project ref:

S23.103

Client:

Tai Tarian



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SITE IN REGIONAL CONTEXT



INTRODUCTION

The purpose of a Planning, Design & Access Statement (PDAS) is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of a planning application in a way that can be read both by professionals and the public.

The diagram (right), extracted from Chapter 3 of Planning Policy Wales 12, summarises the five objectives of good design that should be taken into account when preparing a DAS. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

The statement is subdivided into eight sections, commencing with a brief overview of the site context and analysis in Section 2. Section 3 provides the vision and brief of the proposal, whilst Section 4 interprets and applies the context of the brief and vision for the site. Section 5 summarises the relevant planning policy. Section 6 sets out the proposal, explores the relevant design and access facets associated with the application and provides a response to planning policy. Section 7 considers the responses provided during the public consultation, whereas Section 8 comprises a planning appraisal, whilst the document then concludes, under Section 9.

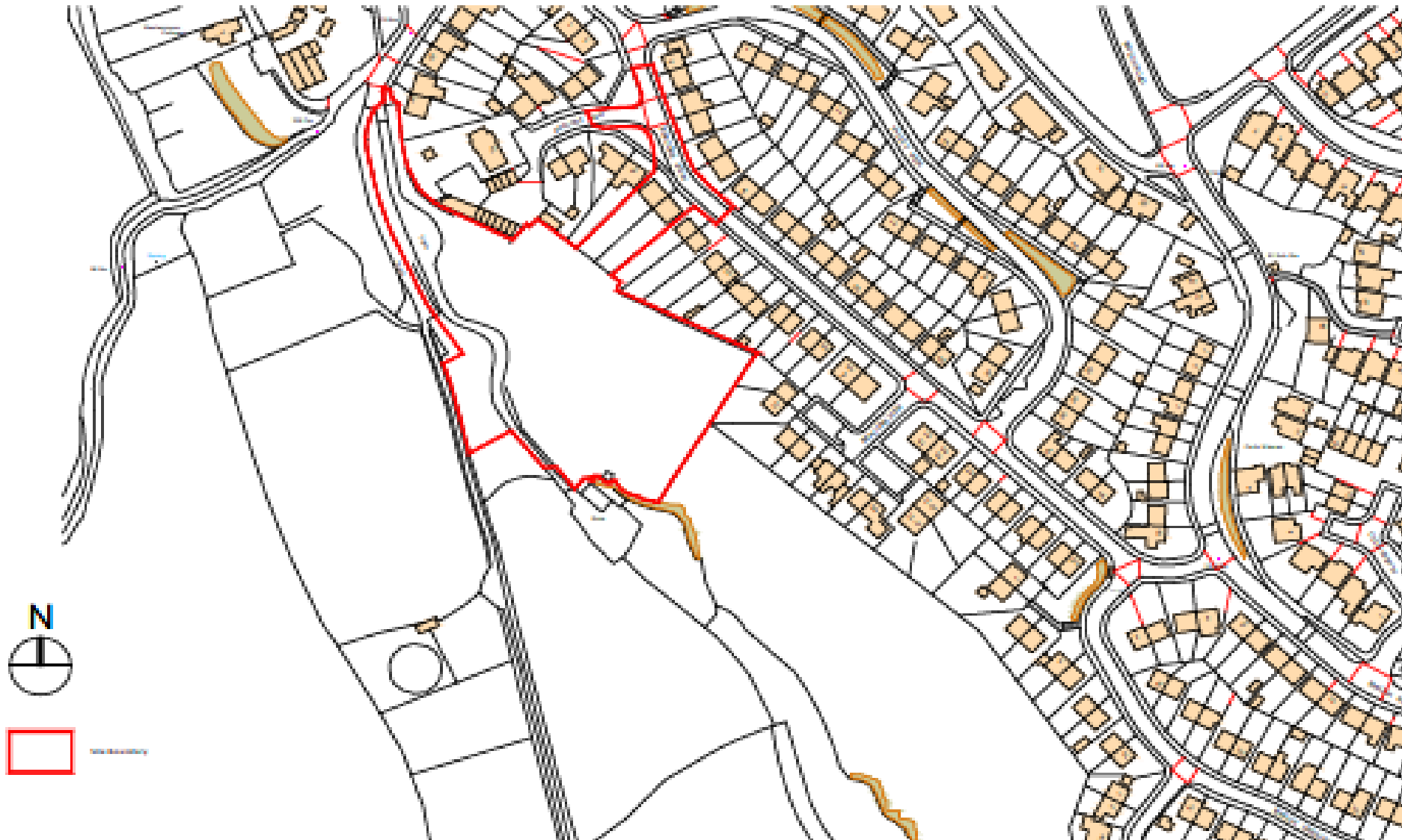
This PDAS has been prepared on behalf of Tai Tarian in order to accompany an application for full planning permission for proposed demolition of no.s 23 and 25 Beacons View, creation of vehicular access to facilitate development of 22 no. dwellings and associated infrastructure works at land at the former Tudor Inn, Cae Rhys Ddu Road, Cimla, Neath, Neath Port Talbot.



Drawing/Document Name	Drawing reference/ Produced By
Site Location Plan	2617-(03)101C
Site Layout	2617-(03)100L
Estate Layout Plan	2617-(03)105B
HT 211 Floor Plans	2617-211(03)200B
HT 211 Elevations	2617-211(03)300
HT 212 Ground Floor Plan	2617-212(03)201
HT 212 First Floor Plan	2617-212(03)202
HT 212 Elevations	2617-212(03)301
HT 421 Floor Plans	2617-421(03)200B
HT 421 Elevations	2617-421(03)300
HT 422 Floor Plans	2617-422(03)200B
HT 422 Elevations	2617-422(03)300
HT 531 Floor Plans	2617-531(03)200C
HT 531 Elevations	2617-531(03)300A
HT 641 Floor Plans	2617-641(03)200B
HT 641 Elevations	2617-641(03)300
Drainage Strategy Plan	2617-501G
Engineering Appraisal	2617-505H
Site Sections	2617-630A
Soft Landscape Proposals	1222.01.C
Tree Constraints Plan	N/A
Arboricultural Impact Assessment Plan	N/A

Topo Survey Sheet 1	SS-1229A_2DA
Topo Survey Sheet 2	SS-1229A_2DA
Topo Survey Sheet 3	SS-1229A_2DA
Topo Survey Sheet 4	SS-1229A_2DA
Proposed Spine Road Change In Priority General Arrangement	PD04-C
Proposed Masterplan General Arrangement	PD05-B
Proposed One Way Arrangement Swept Path Analysis Single Deck Bus	AT_C02-B
Proposed Masterplan General Arrangement - TRO	PD06-B
Proposed Spine Road Swept Path Analysis Refuse Servicing And Two Way Parking	AT_C01-B
Application Form	Asbri Planning
Cover Letter	Asbri Planning
Planning, Design and Access Statement	Asbri Planning
PAC Report	Asbri Planning
Protected Species Survey	Hawkeswood Ecology
Grassland Assessment	Hawkeswood Ecology
Bat Survey 23-25 Beacons View Technical Note	Hawkeswood Ecology
Potential Tree Bat Roost Surveys	Hawkeswood Ecology
Green Infrastructure Statement	DP Landscapes
Landscape Management Plan	DP Landscapes
Tree Survey	Treescene
Arboricultural Impact Assessment	Treescene
Transport Statement	SLR Consulting
Travel Plan	SLR Consulting
Energy Statement	Spring Design
Geotechnical and Geo-environmental Assessment	Earth Science Partnership
Geotechnical and Geo-environmental Assessment Figures and Appendices	Earth Science Partnership
Coal Mining Risk Assessment including Figures and Appendices	Earth Science Partnership
Construction Environmental Management Plan	Tai Tarian

SITE LOCATION PLAN



SITE CONTEXT AND ANALYSIS



NRW Development and Advice Map.



NRW Flood Map for Planning

Overview

This section sets out the site's general location and provides a brief description of the application site and its immediate surroundings.

The Site

The subject site adjoins the settlement of Cimla, Neath, situated approximately 1.55 km south east of Neath town centre. The subject site is an irregular shaped parcel of land that extends to approximately 1 hectare. The northern parcel of the site currently comprises areas of hardstanding (the footprint of the demolished Tudor Inn which previously occupied the site and car parking area), whereas the southern area of the site consists of vegetated land. The Tudor Inn pub was extensively damaged by a fire in January 2009. Land to the west drops steeply which results in the application site being at a higher ground level in comparison to the open fields lying south-west.

In respect of surroundings, the subject site is bound by residential dwellings to the north and east, whilst agricultural land adjoins the site's southern and western boundary. In respect of nearby services and facilities, the site is located a short distance away from a range of services and facilities in Cimla, including supermarket, health clinic, public open space, community centre and primary school.

Site Context

The TAN:15 Development Advice Map shows the site is located within Zone A. A review of the TAN:15 Flood Map For Planning shows the site lies outside Flood Zones 2 and 3. Consequently, the site is not considered to be constrained by flood risk.

A review of the Cadw designated historic asset online map indicates there are no listed buildings or scheduled monuments within the immediate vicinity of the site that

would present a constraint on development. The closest Listed building is located approximately 240m to the south of the site (blue marker). The nearest Listed Building is approximately 430m north of the site.

A review of the Coal Authority's Interactive Map indicates site is located within the Coal Mining Reporting Area. It has also been confirmed the site lies within a defined Development High Risk Area and therefore there are coal mining features/hazards will need to be considered as part of the proposal.

Within the adopted Neath Port Talbot County Borough Council Local Development Plan, the northern parcel of land lies within settlement limits which effectively defines the boundary to urban development within the Local Authority. The southern parcel of land lies outside settlement limits and therefore is classified as 'open countryside'. The Local Development Plan Constraints Map does not appear to identify any constraints that are located within or in the immediate vicinity of the subject site. This includes such designations/constraints such as Historic Parks & Gardens, Ancient Woodland, SPC, SSSI, National Nature Reserve, and Common Land.

Access and Movement

Access to the site is currently achieved via the site's northern boundary, along the existing access route which served the Tudor Inn.

The nearest bus stop is at Beacons View, approximately 125 metres north east of the site, which provides access to the 252 Neath service. Neath bus station lies a five minute drive from the site and offers services heading to several destinations including Swansea, Skewen, Margam, Pontardawe and Brecon.

Neath Train Station lies approximately 1.6 kilometres north west of the site. Hourly services are operated by Great Western Railway travel between Swansea and London Paddington in

SITE IMAGE FROM 2006

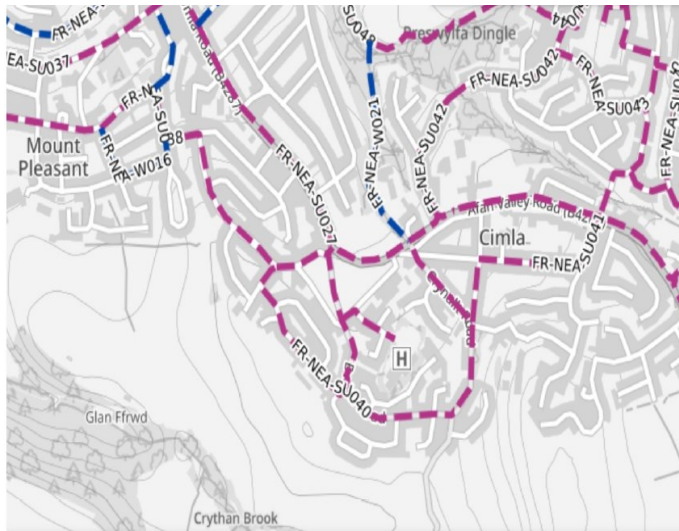


SITE CONTEXT AND ANALYSIS

both directions. Transport for Wales services also call at the station, with their services terminating at destinations including Manchester Piccadilly, Cardiff Central, Carmarthen and Milford Haven.

The surrounding area appears to benefit from good levels of pedestrian accessibility, with pavements situated either side of Cae Rhys Ddu and Beacons View providing safe walking routes. Beacons View is identified as a future walking and cycling route within the NPT Active Travel Network. Furthermore a PRoW bridleway and footpath (42/9/1) is situated 85 metres west of the subject site.

The site is located in an established residential area with proposed access from Beacons View. Dwellings here comprise a mix of semi-detached and terraced houses. They are spaced in a regular pattern with consistent build line and are presented in render and pebble dash façade under brown concrete roofs,



Neath Port Talbot Active Travel Network Map.

with some units in red. The surrounding area is deemed to have a consistent but dated architectural quality. Along Cae Rhys Ddu there are more modern dwellings however they are subservient to the character of the wider area.

Planning History

A search has been undertaken in respect of the planning history at the site using the Council's online planning explorer, and has revealed the revealed the site has the following relevant planning history:

- P2015 - Residential development 5 dwellings and associated infrastructure (Outline with all matters reserved) - Withdrawn 21.01.2016
- P2015/0655 - Residential development - Returned to Applicant 28.07.2015
- P2008/0567 - Outline application for residential development (revised number of dwellings) - Approved 02.12.2008
- N1991/0605 - Manager's Bungalow - Refused 11.05.1992
- N1987/0289 - Seating area to function room - Approved 30.06.1987
- N1980/0408 - Conversion of private licensed club into public licensed club - Approved 22.07.1980
- N1975/0051 - New entrance hall, toilets etc. - Approved 07.02.1975
- N1974/0305 - Single storey extension and alterations to existing buildings - Withdrawn 07.10.1974

Pre-Application Discussions

A pre-application enquiry was submitted to Neath Port Talbot Council in April 2024 under reference Q2024/0107 for proposed development of 25 no. affordable dwellings, highways arrangements, access, parking, landscaping, drainage and all other associated works. A summary of the pre-application response is provided:

- Principle of development subject to addressing the three key criteria's of LDP Policy AH2.
- Robust housing statement and sequential assessment required as a result of 9 units lying outside settlement limits.
- Proposed block for units 14 - 22 require greater separation distance from western boundary.
- If Cae Rhys Ddu Road is not used for vehicular access then details of its stopping up are required.
- The layout should consider provision of a new footway/cycleway to connect the site to Cae Rhys Ddu Road.
- Concerns raised from biodiversity perspective in terms of proximity of units 14-22 and the proposal to remove a number of existing mature trees along the western boundary adjacent to those units.
- A substantial landscaping/planting scheme is required due to the level of tree loss along with a Green Infrastructure Statement.
- A further grassland assessment is required, and should be assessed against the SINC criteria.
- A strategy for reptile relocation is required along with assessing trees for bat potential.
- A Coal Mining Risk Assessment is required
- A desk-top land contamination/site investigation report is needed.

In accordance with Part 1A of the 'Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016' (DMPO 2016), all major developments are required to be subject of statutory pre-application consultation, prior to the Planning Application being validated by the Local Planning Authority. A comprehensive summary of the pre-application consultation is included within the accompanying pre-application consultation report, following responses received by statutory/specialist consultees as well as local councillors, community groups and residents. A formal pre-application consultation took place which concluded on 27th September 2024.

SITE IN LOCAL CONTEXT



THE VISION AND BRIEF

The Vision

The vision for the scheme is to create a residential development which promotes efficient use of land with appropriate density whilst taking into account the need to protect residents' privacy and amenity.

It is the intention of the applicant to provide a range of house types to meeting the locality's need, capable of adaption to reflect the changes in personal and family needs over time. The proposal aims to drawn upon positive and familiar aspects of Welsh vernacular architecture. The proposed development will be designed in accordance with the national and local policy, including the Welsh Development Quality Requirement (WDQR) and Neath Port Talbot Supplementary Planning Guides (SPG)

In addition, the applicant also seeks to create good places to live through the quality of public and private environment and the wider street context, adhering to principles relating to access, security and legibility to help create a vibrant street life. The proposal will also seek to contribute to the principles of sustainable neighbourhoods and support sustainable transport choices.

The proposal aims to conjure up an unique proposal with its own character and sense of place, whilst retaining public amenity value provided by preserving landscaping at site boundaries. Furthermore, there is an opportunity to integrate SUDs and landscaping within the application boundary to create an attractive, biodiverse and sustainable setting for residents and visitors.

The proposal will therefore provide 22 no. affordable homes in a sustainable location, making effective use of vacant land. It will lead to the creation of a high-quality and attractive place to live, and will contribute to creating a distinct sense of place whilst respecting the character and appearance of the

surrounding area. The proposal seeks to utilise green infrastructure at the site's western boundary, that will aid the transition between agricultural land and residential development.

The Brief

The proposed development comprises a residential scheme consisting of 22 no. affordable dwellings and associated infrastructure works.

As shown on the Proposed Site Plan at Page, the proposal comprises:

- 10 x 1 bed apartments;
- 8 x 2 bed houses;
- 2 x 3 bed houses; and
- 2 x 4 bed houses

Private amenity space is provided for all of the 2, 3 and 4 bed units whereas the 1 bed apartments are surrounded by soft landscaping areas. Additionally, the proposed development is designed in respect of the surrounding residential area of Cimla.

Parking spaces are provided, with 1 bed apartments offered 1 space, 2 spaces for 2 bed units, and 3 and 4 bed units have 3 spaces.

Following the pre-application response, the Council have confirmed that the principle of development as an affordable housing led scheme is welcomed at the application site on the basis that the application addresses the 3 key criteria set out in LDP Policy AH2 in relation to delivery of 9 units outside settlement limits.

SITE PHOTOS



Proposed start of footpath from Cae Rhys Ddu Road.



Former road that led to Tudor Inn.



View of site looking south east.



View of site looking east



No. 23 and no. 25 Beacons View proposed for demolition to facilitate access to the site.



Mature trees located at northern end of the site.

SITE CONTEXT PHOTOS



Dwellings along Cae Rhys Ddu Road.



Beacons View where the access to the site is proposed from.



Semi detached dwellings located at Upper Beacons View.



Garages within ownership of the applicant that adjoin the site.



Dwellings located at Lower Beacons View



Dwellings located at Valley View.

INTERPRETATION

The concept for the development of the site has derived from the following:

- Full site analysis including a full desktop study of the site and its surroundings;
- A site visit and general visual assessment of the surrounding area; and,
- Discussions with the client and a full understanding of the brief and vision of the project.
- Pre-application response from the Local Planning Authority (ref: Q2024/0107)

The above steps have presented the key opportunities and constraints for the site, which are outlined below:

Opportunities

Flood risk - The site is not at risk of flooding within the NRW Development Advice Map and NRW Flood Map For Planning.

Sustainable Location - The site is considered to be situated within a sustainable location and is well connected to a number of shops, services and facilities.

Housing Need - This is a great to fulfil the housing needs in Cimla by providing 22 affordable units.

Public Transport - Public transport connections surround the site, with a bus stop within close proximity connecting the site to Neath town centre

Vacant Site - The site is currently vacant, however the proposal will bring the application site back into effective use, along with significant visual enhancements.

Compatible Use – The application comprises a residential use of the land which coincides well with surrounding land use. This is an opportunity to complete the development pattern of

the area. The proposal will be outward facing overlooking a green corridor.

Accessible Setting - The site lies in close proximity to the B4287 that runs between Neath town centre and Pontrhydyfen.

Green Infrastructure - Existing trees and hedgerow to be preserved where possible.

Drainage - Provision new SUDs scheme as part of the wider landscape strategy for the site.

Pre-Application Discussions - The scheme has been subject to positive pre-application discussions with the Local Planning Authority (ref: Q2024/0107),.

Constraints

Residential Amenity — The proposed dwellings are located in close proximity to existing residential properties.

Density - The site falls below the density requirement of 35dph within the Coastal Corridor Strategy Area. Having said this, the site only has a net developable area of 0.44 hectares which allows the proposal to accord with LDP Policy BE1.

Ecology — Site is considered to have potential for reptiles and bats

Land Instability — The site is located within a Coal Mining Development High Risk Area.

Site Ownership - The site does not lie within ownership of the applicant.

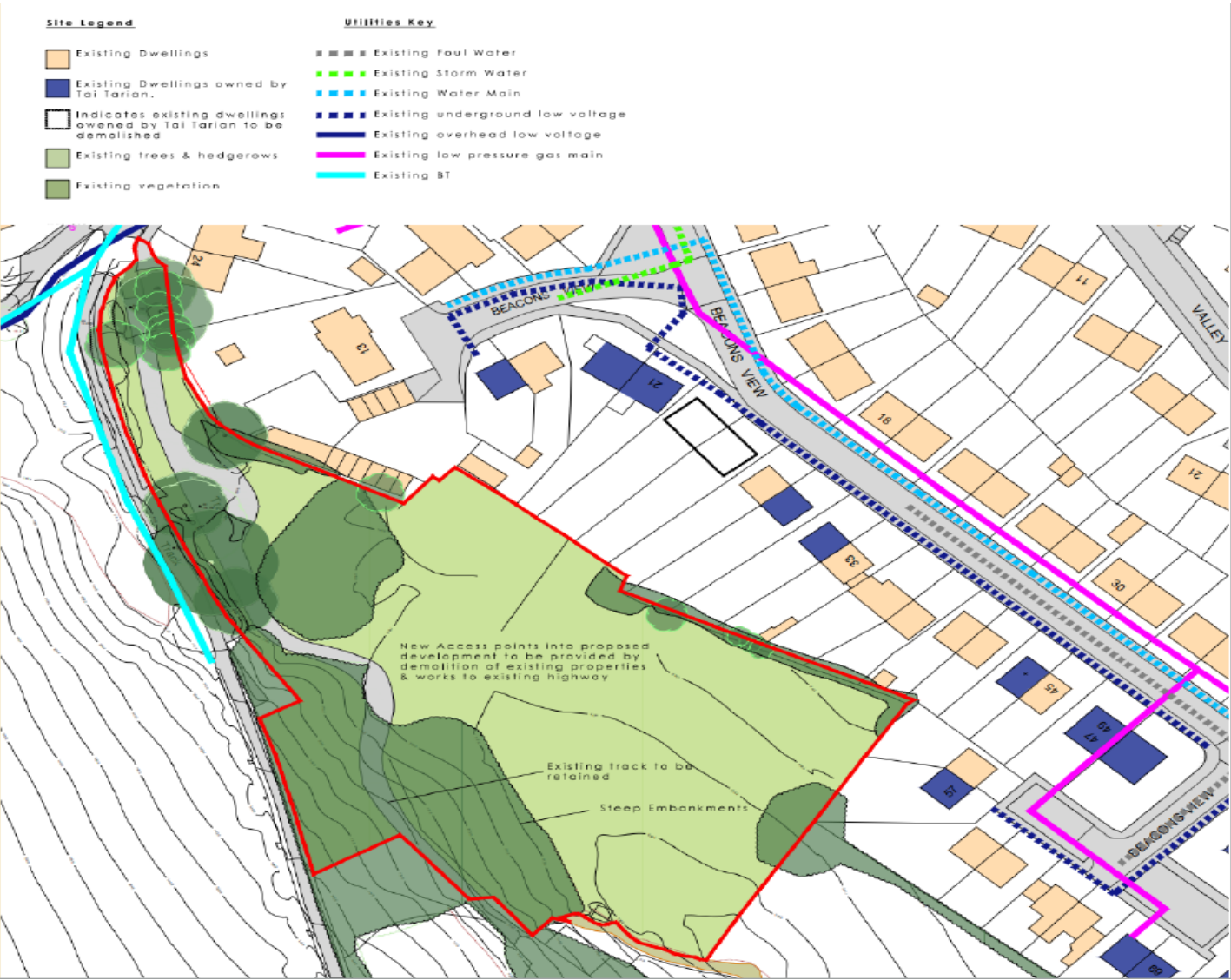
Settlement Boundary - The southern extent of the site lies outside defined settlement limits and is classified as open

countryside.

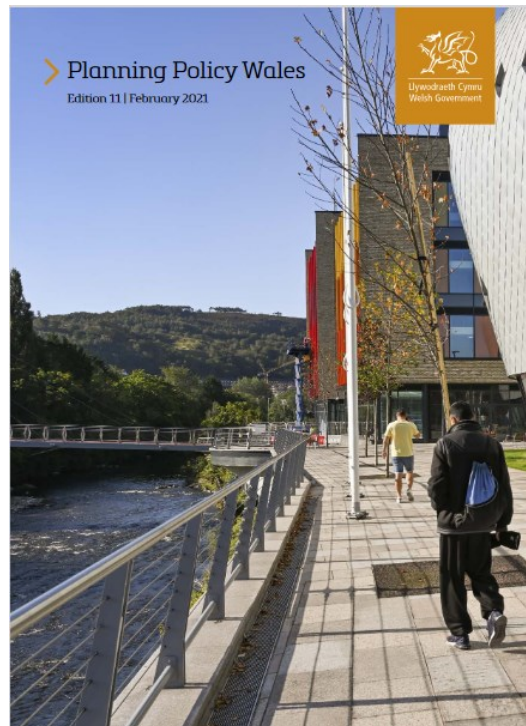
Trees - Substantial tree loss is required to facilitate the development.

Access - In order to access the site, two dwellings along Beacons View are proposed to be demolished.

OPPORTUNITIES AND CONSTRAINTS MAP



PLANNING POLICY



Planning Policy Overview

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the purposes of this Planning Application comprises the following:

- National Development Framework: Future Wales - The National Plan 2040 (February, 2021);
- Swansea Council Local Development Plan (adopted February, 2019).

In addition to the Development Plan, the Planning Application has been informed by policy and guidance set out in the following:

- Planning Policy Wales Edition 12 (February, 2024), informed by The Well -Being of Future Generations (Wales) Act 2015, and supplemented by Technical Advice Notes;
- Building Better Places: The Planning System Delivering Resilient and Brighter Futures (July, 2020);
- Swansea Council Supplementary Planning Guidance.

This section of the PDAS provides an overview of the Development Plan context and planning policy framework of specific relevance to the determination of this application. For ease of reference, this overview is set out below at the national and local level.

National Level

The Well -Being of Future Generations (Wales) Act 2015

The Well-Being of Future Generations (Wales) Act 2015 (which came into force on 1st April 2016) requires “*public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that accords with the sustainable development principle*”. The Act

sets out seven ‘well-being’ goals as follows:

- A prosperous Wales: An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
- A resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
- A healthier Wales: A society in which people’s physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
- A more equal Wales: A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).
- A Wales of cohesive communities: Attractive, viable, safe and well-connected communities.
- A Wales of vibrant culture and thriving Welsh language: A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.
- A globally responsive Wales: A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

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Within the Act, sustainable development is defined as follows: “the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”. The Act sets out that when making decisions, public bodies need to take into account the impact they could have on people living in Wales in the future and must apply the sustainable development principle in all decisions.

National Development Framework: Future Wales – The National Plan 2040

The National Development Framework: Future Wales – the National Plan 2040 was published on 24th February 2021. ‘Future Wales’ sets out the Welsh Government’s strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy; achieving decarbonisation and climate -resilience; developing strong ecosystems; and improving the health and well -being of our communities. As stated above, the National Development Framework has Development Plan status.

Future Wales sets out its overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales by means of 11 Outcomes. The 11 Outcomes are collectively a statement of where the Welsh Government aspire Wales to be in 20 years’ time which are as follows:

A Wales where people live:

- 1....and work in connected, inclusive and healthy places
- 2....in vibrant rural places with access to homes, jobs and services
- 3.... in distinctive regions that tackle health and socio-economic inequality through sustainable growth
- 4....in places with a thriving Welsh Language
- 5....and work in towns and cities which are a focus and

springboard for sustainable growth

6....in places where prosperity, innovation and culture are promoted

7....in places where travel is sustainable

8.in places with world-class digital infrastructure

9....in places that sustainably manage their natural resources and reduce pollution

10....in places with biodiverse, resilient and connected ecosystems

11....in places which are decarbonised and climate-resilient

Growth Strategy

The Welsh Government’s strategic growth strategy is set out in Policy 1 of Future Wales as follows:

Policy 1 – Where Wales will Grow

The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. The National Growth Areas are:

- Cardiff, Newport and the Valleys
- Swansea Bay and Llanelli
- Wrexham and Deeside

It is further explained that “Our strategy is to build on existing strengths and advantages. It encourages sustainable and efficient patterns of development, based on co-locating homes with jobs and vital services and the efficient use of resources”.

The benefits of the proposed growth strategy and specifically the co-location of homes, jobs and services is highlighted as follows: “Growing urban areas across Wales will create concentrations of jobs, services and amenities and a critical mass of people to sustain good public transport services and a range of economic activities. Urban growth enables more people to walk and cycle for everyday journeys and, with good

PLANNING POLICY

urban design, can create positive impacts on public health, air quality and well-being”.

Placemaking

Placemaking forms a key concept upon which many national planning policies are based. *“Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration”.*

Policy 2 of Future Wales is of key relevance in terms of placemaking, which states the following:

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- *increasing population density, with development built at urban densities that can support public transport and local facilities; establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*

- *integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.*

Further detail on the Welsh Government's strategic placemaking priorities is set out at Page 66 of Future Wales. Key place making principles are summarised below:

Mix of uses

To create activity throughout the day and enable people to walk and cycle, rather than being reliant on travelling by car, places should have a rich mix of residential, commercial and community uses within close proximity to each other. Urban growth and regeneration should integrate different uses within neighbourhoods.

Variety of housing

To ensure places are socially mixed and cater for varied lifestyles, they should have a mix of housing types and tenures and space that allows for home-working. Urban growth and regeneration should cater for families, couples and single people of different ages, as well as providing a mix of affordable and private housing.

Walkable scale

To enable active and healthy lives, people should be able to easily walk to local facilities and public transport. Urban growth and regeneration should be focused within inner city areas and around town centres, as well as around mixed use local centres and public transport. Co-working hubs offering an alternative to home-working are an important feature of the economy, and these should be located in town and local centres.

Density

To support the economic and social success of our towns and cities, including sustaining public transport and facilities, urban growth and regeneration should increase the

population density of our towns and cities. New developments in urban areas should aim to have a density of at least 50 dwellings per hectare (net), with higher densities in more central and accessible locations. It may be necessary to take social distancing requirements into consideration when designing public and communal spaces.

Street network

To provide a framework for different uses and types of housing to be integrated within neighbourhoods, urban growth and regeneration should be based on a network of streets that enable social distancing if necessary. The street network should be permeable, with streets primarily connecting at both ends with other streets and providing links into, out of, and through places. The street network should have a hierarchy, with streets that have different characters and functions.

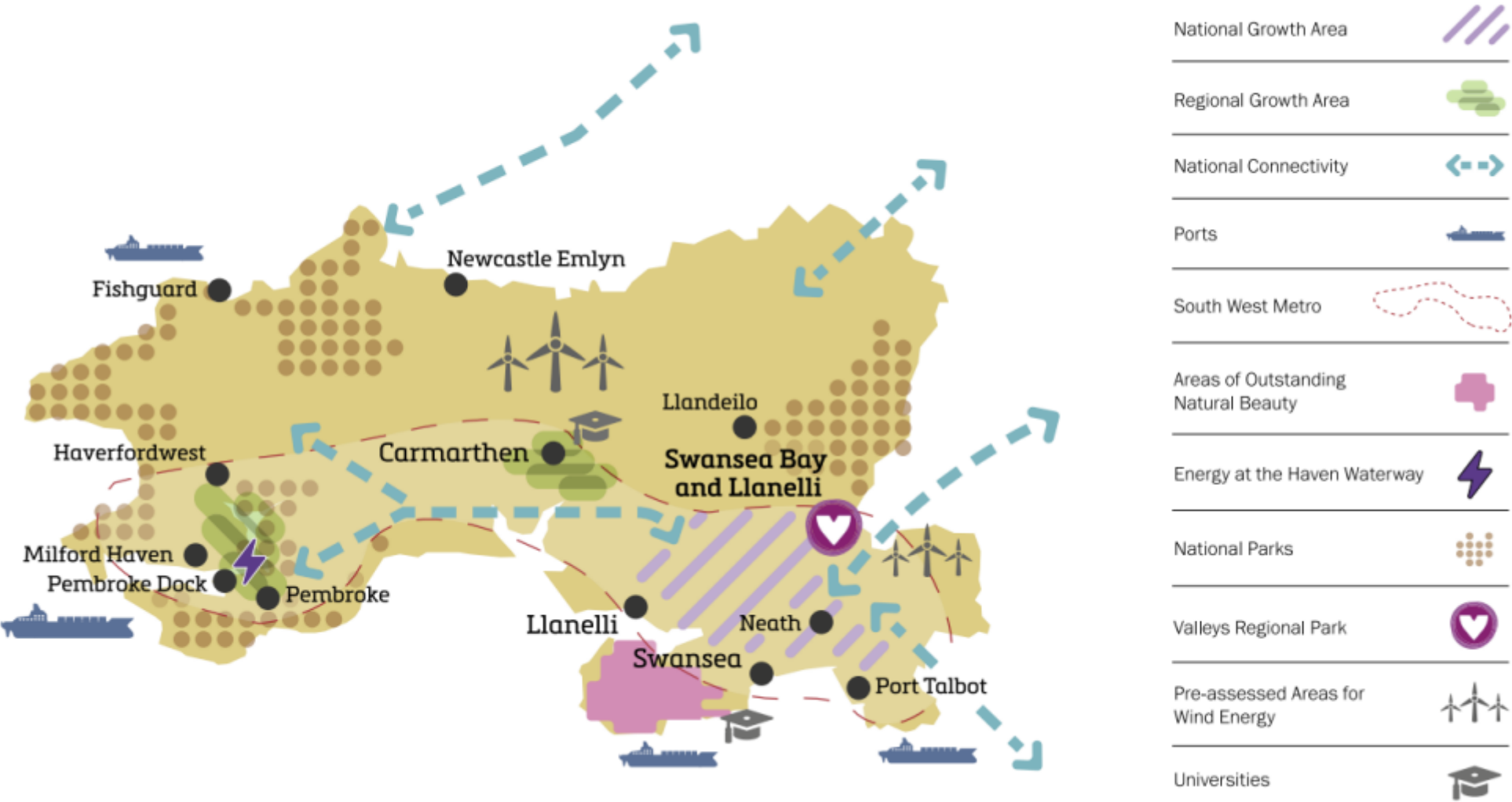
Plot-based development

To create varied and interesting places, which can be developed and change over time, and provide opportunities for people to design and build their own homes and workspaces, as well as open up the housing market to small and local builders, urban growth and regeneration should provide opportunities for the development of small plots. A plot-based approach to development should be promoted, including the subdivision of larger sites to be built in small plots or as a group of plots.

Green infrastructure

To enable urban areas to play their part in supporting ecosystem resilience, the use of innovative nature-based solutions should form part of strategies for urban growth and regeneration. Through Green Infrastructure Assessments, specific opportunities should be identified to ensure that green infrastructure is fully integrated.

FUTURE WALES SOUTH WEST REGIONAL STRATEGIC DIAGRAM



PLANNING POLICY

Housing

It is stated at Page 73 of Future Wales that *“the planning system has a long-established role in the delivery of affordable housing. We are committed to ensuring that new housing meets the needs of all members of society especially those unable to afford to buy on the open market. Echoing the strategic placemaking principles in policy 2, sustainable places are inclusive and welcoming to all; they do not exclude sections of the community or create ghettos of the affluent and the poor”*.

Policy 7 is of key relevance in regard to the delivery of affordable housing, which states the following:

Policy 7—Delivering Affordable Homes

The Welsh Government will increase delivery of affordable homes by ensuring that funding for these homes is effectively allocated and utilised. Through their Strategic and Local Development Plans planning authorities should develop strong evidence based policy frameworks to deliver affordable housing, including setting development plan targets based on regional estimates of housing need and local assessments. In response to local and regional needs, planning authorities should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.

Biodiversity and Green Infrastructure

It is identified at Page 76 that the strategic focus of Future Wales on urban growth requires *“an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that growth is sustainable”* (page 76).

In addition, the associated importance of green infrastructure is highlighted: *“As the population of Wales becomes increasingly urban, the opportunity to optimise well-being benefits from green infrastructure will be greatest in and around these areas. Innovative use of nature-based solutions and integrating green infrastructure in and around urban areas can*

help restore natural features and processes into cities and landscapes. Providing locally accessible, high quality green spaces and corridors helps to maintain and enhance the strategic functioning of our natural resources and ecological networks and address physical and mental well-being” (page 78).

Policy 9 of Future Wales is of key relevance in regard to green infrastructure and biodiversity enhancement, which states the following:

Policy 9—Resilient Ecological Networks and Green Infrastructure

To ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the Welsh Government will work with key partners to:

- *identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and*
- *identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being*

Transport

Future Wales identifies that transport in Wales is currently dominated by the car and that *“our reliance on travelling by car is limiting the opportunity for physical activity and social contact to be built into people’s everyday lives and is exacerbating air and noise pollution, particularly along major routes and at busy destinations...This has an adverse impact on people’s health and well-being, contributing to life-limiting*

illnesses associated with physical inactivity, loneliness and isolation” (page 85)

The importance of the implementation of policies which require development to be directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices is highlighted in Future Wales, and it is stated that planning authorities will be required *“to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel”* (page 85).

Policy 12 of Future Wales relates to Regional Connectivity and is of key relevance to this scheme. The policy states that:

“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations”

Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport.”

Policy 13 (Supporting Digital Communications) of Future Wales states that:

“The Welsh Government supports the provision of digital communications infrastructure and services across Wales. Planning authorities must engage with digital infrastructure providers to identify the future needs of their area and set out policies in Strategic and Local Development Plans to help deliver this. New developments should include the provision of Gigabit capable broadband infrastructure from the outset.”

PLANNING POLICY

Planning Policy Wales Edition 12

Planning Policy Wales (PPW) Edition 12 was published in February 2024. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015.

Sustainable Development is defined at Page 7 of PPW as follows: *"the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals"*.

Paragraph 1.18 set out that *"Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated"*.

Placemaking

In accordance with the National Development Framework, placemaking is also at the heart of PPW – Paragraph 2.1 for example states that *"Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking in both plan making and development management decisions in order to achieve the creation of sustainable places and improve the well-being of communities"*.

It is summarised succinctly at Paragraph 2.3 that *"The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all"*.

Placemaking is defined at Page 14 of PPW as follows: *"Placemaking is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and well being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings"*.

A set of 'national sustainable placemaking outcomes' are outlined within PPW, which it advises should be used to inform the assessment of development proposals. The national outcomes are defined as follows:

- *Creating and Sustaining Communities*
 - * *Enables the Welsh language to thrive*
 - * *Appropriate development densities*
 - * *Homes and jobs to meet society's needs*
 - * *A mix of uses*
 - * *Offers cultural experiences*
 - * *Community based facilities and services*
- *Making Best Use of Resources*
 - * *Make best use of natural resources*
 - * *Prevents waste*
 - * *Prioritises the use of previously developed land and existing buildings*
 - * *Unlocks potential and regenerates*
 - * *High quality and built to last*
- *Maximising Environmental Protection and Limiting Environmental Impact*
 - * *Resilient biodiversity and ecosystems*
 - * *Distinctive and special landscapes*
 - * *Integrated green infrastructure*
 - * *Appropriate soundscapes*
 - * *Reduces environmental risks*
 - * *Manages water resources naturally*
 - * *Clean air*
 - * *Reduces overall pollution*
 - * *Resilient to climate change*
 - * *Distinctive and special historic environments*
- *Growing Our Economy in a Sustainable Manner*
 - * *Fosters economic activity*
 - * *Enables easy communication*
 - * *Generates its own renewable energy*
 - * *Vibrant and dynamic*
 - * *Adaptive to change*
 - * *Embraces smart and innovative technology*
- *Facilitating Accessible and Healthy Environments*
 - * *Accessible and high quality green space*
 - * *Accessible by means of active travel and public transport*
 - * *Not car dependent*
 - * *Minimises the need to travel*
 - * *Provides equality of access*
 - * *Feels safe and inclusive*

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- * Supports a diverse population
- * Good connections
- * Convenient access to goods and services

It is highlighted at Paragraph 2.20 that *“Not every development or policy proposal will be able to demonstrate they can meet all of these outcomes, neither can it necessarily be proved at the application or policy stage that an attribute of a proposal will necessarily lead to a specific outcome. However, this does not mean that they should not be considered in the development management process to see if a proposal can be improved or enhanced to promote wider well-being”*.

The implication of COVID are highlighted in PPW 12 with Paragraph 2.22 stating for example that *“We must ensure that a post-Covid world has people’s well-being at its heart. Planning Policy Wales leads the way in this respect and contains the principles and policies needed for us to recover from this situation in a positive manner”*.

Good Design

The importance of good design in development proposals is highlighted at Paragraph 3.3 of PPW where it is stated that *“Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area”*.

Good design must enable development proposals to address

the issues of inclusivity and accessibility for all, and it is highlighted at Paragraph 3.6 that *“This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children...Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport”*.

In addition, it is highlighted that good design promotes environmental sustainability and contributes to the achievement of the well-being goals - Paragraph 3.7 states for example that *“Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution”*.

The importance of good design in term of ensuring high environmental quality is set out at Paragraph 3.8: *“Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these functions together to contribute toward the quality of places”*.

Paragraph 3.12 outlines that good design is also about avoiding the creation of car-based developments by minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. It is stated

that *“Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate”*.

Sustainable Transport

PPW advises at Paragraph 4.1.10 that the planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:

- “are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling”.

Paragraph 4.1.11 summarises that: *“Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services”*.

It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Paragraph 4.1.13 sets out that *“The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by*

PLANNING POLICY

infrastructure which prioritises access and movement by active and sustainable transport”.

Active Travel

The importance of developing local active travel networks to help mitigate the impact of new development by providing an alternative mode of travel to the private car is highlighted in PPW. It is stated at Paragraph 4.1.30 that *“Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice”.*

Public Transport

PPW advises that the availability of public transport is an important part of ensuring a place is sustainable. Paragraph 4.1.36 highlights that the planning system should facilitate this *“by locating development where there is, or can be, good access by public transport”.*

Housing

It is set out at Paragraph 4.2.1 that *“New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities”.*

It is highlighted within PPW that a community’s need for affordable housing *“is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications” (Paragraph 4.2.25).*

In Paragraph 4.2.35 it states that: *“The provision of affordable housing exception sites must be considered to help meet identified requirements and ensure the viability of the local*

community. Where such policies are considered appropriate it should be made clear that the release of housing sites within or adjoining existing settlements for the provision of affordable housing to meet local needs which would not otherwise be allocated in the development plan, is an exception to the policies for general housing provision. Such policies must be fully justified, setting out the type of need and the kind of development which fall within their terms. The affordable housing provided on exception sites should meet the needs of local people in perpetuity.”

Green Infrastructure

The importance of green infrastructure is highlighted throughout PPW. It is summarised at Paragraph 6.2.4 that *“Green infrastructure plays a fundamental role in shaping places and our sense of well-being, and is intrinsic to the quality of the spaces we live, work and play in. The planning system must maximise its contribution to the protection and provision of green infrastructure assets and networks as part of meeting society’s wider social and economic objectives and the needs of local communities.*

Sustainable Drainage Systems (SuDS)

The importance of considering SuDS as an integral part of the development process is highlighted at Paragraph 6.6.18 of PPW where it is stated that *“The provision of SuDS must be considered at the earliest possible stage when formulating proposals for new development”.* It is advised at Paragraph 6.6.19 that *“Design for multiple benefits and green infrastructure should be secured wherever possible and as part of Green Infrastructure Assessments suitable approaches towards the provision of SuDS should be identified”.*

In terms of trees, Paragraph 6.4.44 notes that *“The protection and planting of trees and hedgerows should be delivered, where appropriate, through locally-specific strategies and policies, through imposing conditions when*

granting planning permission, and/or by making Tree Preservation Orders (TPOs) They should also be incorporated into Green Infrastructure Assessments and plans.”

Technical Advice Notes

The following Technical Advice Notes (TANS) are of relevance to the development proposal:

- TAN 2: Planning and Affordable Housing (June 2006);
- TAN 5: Nature Conservation and Planning (September 2009);
- TAN 10: Tree Preservation Order (October 1997);
- TAN 11: Noise (October 1997);
- TAN 12: Design (March 2016);
- TAN 16: Sport, Recreation and Open Space (January, 2009);
- TAN 18: Transport (March 2007); and
- TAN 21: Waste (February 2017)

Local Level

Neath Port Talbot Council Local Development Plan

The Neath Port Talbot Council Local Development Plan was adopted in January 2016 and is the prevailing development plan for the County. The northern parcel of the site is located within settlement limits, whereas the southern parcel lies outside of this. Sites outside settlement limits are treated as ‘open countryside’ for the purpose of planning control and new development is controlled with strategic policies designed to protect inappropriate development in the countryside. Within the LDP Proposals Map shown on Page 21, the site lies within the Coastal Corridor Strategy Area, along with a mineral safeguarding zone and a settlement protection zone. The LDP policies considered relevant in the context of the proposed development are contained on the next page of this document.

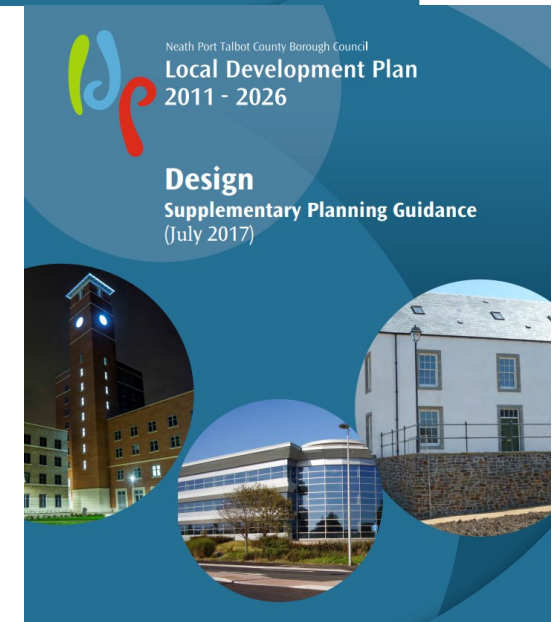
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Policy Reference	Relating to
SP1	Climate Change
SP2	Health
SP3	Sustainable Communities
SP4	Infrastructure
SP5	Development in the Coastal Corridor Strategy Area
SP 7	Housing Requirement
SP 8	Affordable Housing
SP 10	Open Space
SP 15	Biodiversity & Geodiversity
SP 16	Environmental Protection
SP18	Renewable and Low Carbon Energy
SP19	Waste Management
SP 20	Transport Network
SP21	Built Environment and Historic Heritage
SC1	Settlement Limits
I1	Infrastructure Requirements
AH1	Affordable Housing
AH2	Affordable Housing Exception Sites
OS1	Open Space Provision
EN6	Important Biodiversity and Geodiversity Sites
EN7	Important Natural Features
EN8	Pollution and Land Stability
M1	Development in Mineral Safeguarding Areas
M2	Surface Coal Operations
RE2	Renewable and Low Carbon Energy in New Development
W3	Waste Management in New Development
TR2	Design and Access of New Development
BE1	Design

Supplementary Planning Guidance

The following adopted supplementary planning guidance are considered relevant to the proposal:

- Planning Obligations (October, 2016);
- Parking Standards (October, 2016);
- Affordable Housing (October, 2016);
- Biodiversity and Geodiversity (May, 2018);
- Pollution (October, 2016);
- Open Space and Greenspace (July, 2017);
- Renewable and Low Carbon Energy (July, 2017); and
- Design (July, 2017).



LDP PROPOSALS MAP



THE PROPOSAL

Overview

This Planning, Design and Access Statement relates to a full planning application for proposed demolition of 2 no semi-detached dwellings at Beacons View, creation of vehicular access to facilitate development of 22 no. dwellings and associated infrastructure works at land at the former Tudor Inn, Cae Rhys Ddu Road, Cimla, Neath, Neath Port Talbot.

Access and Movement

The site is situated within a sustainable and accessible location. Movement to and from the site is taken via demolition of properties no. 23 and 25 on Beacons View. The access will have vision splays of 2.4m by 25m in accordance with the Manual for Streets guidance. The proposed internal access route will serve the dwellings, with driveway and parking courtyards serving each residential unit. The development will not see a substantial increase in traffic along Beacons View which currently has a speed limit of 20mph. The existing access in the north of the site will not be utilised for vehicular purposes.

Car parking is incorporated within the site layout as shown on the proposed layout plan (Page 27), and it will be provided onsite. The total number of resident parking equates to 36 spaces, with all units having at least one space. Cycle parking is proposed at the northern end of the site next to the bin stores. A proposal is currently under consideration for a new Active Travel route between Neath and Cimla. Within the vicinity of the site, the route intends to use the shared use-path along the B4287. A footpath is proposed at the northern portion of the site from Cae Rhys Ddu road that will link the entire site along with Beacons View to improve Active Travel linkages. In addition to this, there is a public right of way bridleway and footpath (Ref: 42/9/1) located 85 metres west of the site. As mentioned earlier, the site benefits from good links to public transport and active travel networks.

Amount, Scale and Layout

The proposal includes 22 affordable residential dwellings. The proposed housing mix is as follows:

- 10 x 1 bed apartments;
- 8 x 2 bed houses;
- 2 x 3 bed houses; and
- 2 x 4 bed houses

The dwellings within the surrounding area are all two-storeys in scale. As demonstrated on the proposed elevations (Pages 28-33), the proposal comprises a mixture of apartments and houses. The scale of the development is therefore considered appropriate at the application site. As illustrated within the proposed site plan, the site can adequately accommodate 22 no. units with associated access, amenity space, drainage and parking arrangements, without causing detriment to existing or future residents.

The layout proposed has been designed to ensure no detrimental impact to the surrounding neighbour's privacy and amenity. The layout ensures that appropriate and normally accepted separation distances are retained on the boundaries of the site, ensuring no harmful overlooking, overbearing or overshadowing impact would be experienced by future occupiers. The proposal also ensures that each residential unit will have access to private amenity spaces at the rear of the proposed buildings.

Appearance

The design team have developed a proposed material specification for the scheme which includes:

External Façade - Natural white render

Entrance/DPC - Dark grey clay facing brick

Windows - Dark grey UPVC

Window surrounds - Anthracite cladding

Rainwater goods - Black

Roof - Natural slate

The external materials proposed will introduce a scheme of modern and contemporary standards, which will naturally blend into the existing streetscape.

Landscaping and Biodiversity

Landscaping is one of the key considerations of this proposal. The layout makes provisions for street trees across the site, and for retention of mature vegetation where possible. The design intent for the landscape is to create a high-quality external living environment for occupants whilst utilising the site ecology and reducing impacts on key views. The landscaping additions preserve and enhance biodiversity, allow sustainable urban drainage systems to be used, enable the use of locally sourced plants/materials and enable the scheme to pursue biodiversity net gain. The site's constraints have been considered in the layout. Developing the land will lead to the loss of biodiversity therefore it is key to maximise green infrastructure and biodiversity at street level and on a plot-by-plot basis.

Landscaping is a critical element of placemaking, which this proposal considers strongly. PPW 12 emphasises that incorporating established ecological features can contribute to the unique sense of place of an area or settlement. Retaining existing features into new developments helps to create places that are distinct and soften the impact of change by creating a sense of continuity that acknowledges local identity. The proposal aims to complement the existing context and respond sensitively to the site's landscape setting.

THE PROPOSAL

Community Safety

TAN 12 suggests that community safety can be achieved via design solutions that can aid crime prevention. These include providing natural surveillance, improving safety by reducing conflicts in uses, and promoting a sense of ownership and responsibility. Strong natural surveillance is proposed where possible to encourage connectivity through the site to the wider landscape.

It is considered that the site has been developed to reduce concealed areas that are not overlooked. Importantly this includes all areas of car parking which will be appropriately lit and naturally overlooked.

In terms of highway safety, the access/ egress point will have adequate visibility splays, conjuring up a safe environment for both vehicles and pedestrians.

Environmental Sustainability

Design Strategy

The design team will consider the final energy strategy through future detailed design considering the following:

- A "fabric first" approach to reduce the energy demand of the development, this includes equalling and/or bettering U-values over acceptable fabric performance values in the Regulations, designing and constructing an airtight building envelope using thermal bridging details.
- Given the move away from using combustion fuels (ie gas and oil) for heating and given the decarbonisation of the grid, an all-electric energy solution will be explored for both heating and hot water. The solutions proposed as shown on the floor plan drawings are low carbon plant, air source heat pumps, MVHR, battery storage and hot water cylinders. The solutions for the 3 bed units are provided within this page of the PDAS.

- Further energy saving measures such as low energy lighting, mechanical ventilation with heat recovery, electric vehicle charging points will be considered as the design develops.

The dwellings will be required to meet the requirements of Building Regulations Approved Document L, Volume 1 Dwellings, 2022 Edition (for use in Wales). SAP 10 calculations will be carried out to confirm that Target Emission Rates and Primary Energy Rates are met or exceeded.

The Regulations, which came into effect in June 2022, require a significant further carbon reduction over previous SAP 2012 targets and introduce a metric requiring buildings to have a lower energy demand to meet primary energy target.

Electric Vehicle (EV) Charging Points

Necessary ducting and cable will be provided to facilitate EV charging in the future.

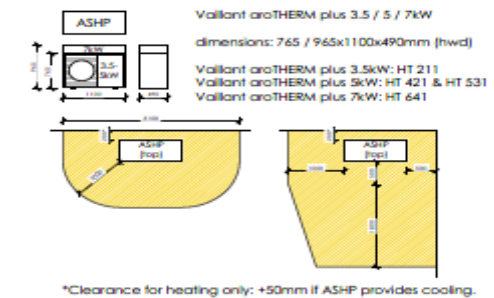
Water Efficiency

The design team will consider measures to reduce water consumption within each of the dwellings/flats by specifying low water consuming components. Energy and water saving tips will be including in the Home User Guide.

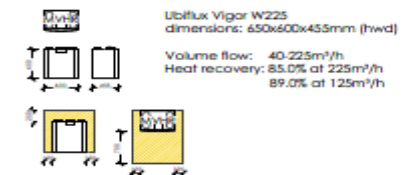
LOW CARBON PLANT

Dimensions denote minimum installation & maintenance clearances, extrapolated to hatched areas. All as defined by manufacturer's requirements, refer to product literature for specifics.

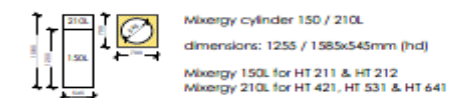
ASHP



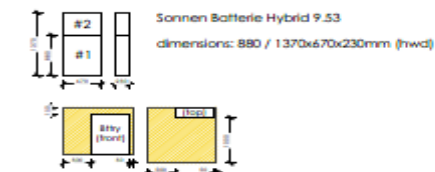
MVHR



Hot Water Cylinder



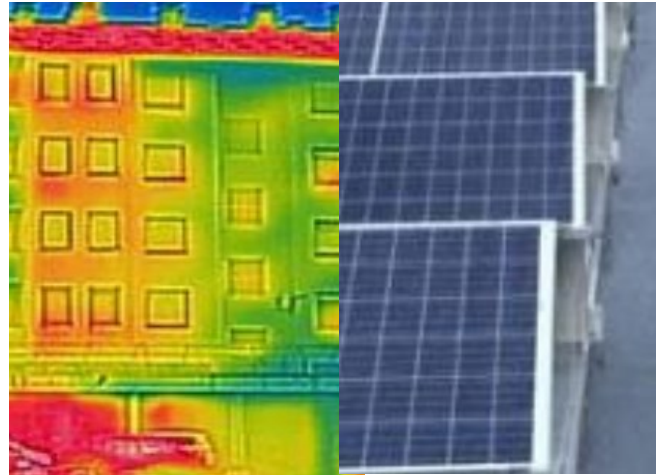
Battery Storage



Efficient Design and Responsible Construction

The design and construction process will incorporate sustainability measures, following good practice guidance outlined in the BRE's Assessment methods such as BREEAM and Home Quality Mark (HQM) including:

- Adopting measures to reduce waste, energy use and water use during construction.
- Using a reputable licensed waste carrier and divert as much waste as possible from landfill.
- Operating a clean site with consideration of the impact of the construction on neighbouring properties with respect to noise pollution, dust, vehicle movement etc.
- Sourcing materials locally, where possible.
- Sourcing materials with certified responsible sourcing certification or sourcing from companies with robust sustainability policies in place.
- Flood risk reduction measures.
- Maximising natural daylight in occupied spaces and provision of a view out to enhance occupants' wellbeing.
- Designing out overheating risks, as far as possible
- Ecological enhancements and provision of a landscape and ecology management plan
- Reducing night-time light pollution and provision of a sensitive (bat friendly) external lighting scheme.



The Building Regulations 2010

Approved Document
Volume 1 - Dwellings

Conservation of fuel and power

2022 edition - For use in Wales*



RESPONSE TO PUBLIC CONSULTATION

Community Involvement

In accordance with Part 1A of the 'Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016' (DMPO 2016), all major developments are required to be subject of preapplication consultation, prior to the Planning Application being validated by the Local Planning Authority. A pre-application consultation was undertaken between 30th August 2024 and 27th September 2024

A full summary of the pre-application consultation responses are available within the pre-application consultation report submitted as part of the full planning application. This will address responses received by statutory consultees as well as adjoining residents. The table contained on this page and the following page provides a summary of the responses which needed to be address as part of the pre-application consultation.

PRE-
APPLICATION
CONSULTATION
REPORT

Land at the former
Tudor Inn, Cimla

October 2024



Respondent	Concerns	Detailed Response
Local Resident	Could you please specify which house numbers on Beacons view that are proposed to be demolished to provide vehicular access for the building of 22 houses?	House no.s 23 and 25 of Beacons View are proposed to be demolished to provide the vehicle access.
Local Resident	Residents are a little confused on this, as well as where the houses will be built, are they going to be built on the site of the Tudor Inn or in the farmers field by the Tudor inn?	The proposal will be built on the land of the former Tudor Inn and the land immediately adjoining it. A full set of drawings and a location plan have been provided which identifies the extent of the application site.
Local Resident	I think it would be useful for residents if a meeting was set up where residents could attend/ask questions about the proposal. A proportion of the residents may not be able to see documents on your website and find the answers they need in order to make an informed decision.	Local residents have had the opportunity to comment during the pre-application consultation and will also be able to respond at the full planning application stage. The applicant has considered the request and considers that such a meeting not necessary.
Local Resident	There is already congestion along Beacons View as a result of parked cars and buses and this will only cause increased parking/highway issues.	The application is accompanied by a detailed Transport Statement which considers all aspects of the impact of the development on the wider transport network. The vehicle trip generation anticipated from the development won't have any perceptible impact on users of the existing highway network.
Local Resident	There is a vehicle entrance which could be provided from the Former Tudor Inn entrance.	A vehicle entrance from Cae Rhys Ddu Road is not deemed feasible, however a footway/cycleway connection is provided that will connect the application site with the former Tudor Inn entrance.
Local Resident	Increased pollution and noise from vehicles.	The measures to minimise and mitigate any pollution and noise matters will be dealt with via a Construction Environmental Management Plan.
Local Resident	Proposal will devalue properties in the area.	Impact on property value is not a material planning consideration.
Local Resident	Sewers are woefully inadequate to cope with additional homes.	DCWW have as part of the consultation been informed of the development and have not raised any fundamental concerns as regards the discharge of foul flows into the existing network. Please refer to the DCWW response where no objection has been raised.
Local Resident	The loss of two properties has negatively impacted the residents of no.s 23 and 25 Beacons View.	The applicant is in discussions with the residents affected to ensure that their housing needs will be accommodated going forward.
Local Resident	Considered to be unsustainable, inappropriate development existing beyond the built limits of the area into the countryside.	The acceptability of the site for development from a principle viewpoint is set out in detail in the Planning Design & Access Statement and reinforces that the development accords with local planning policies and that the site is considered to be in a sustainable location.
Local Resident	The area is overpopulated and there is no capacity in local schools for children.	To the contrary the development of the site will meet an identified housing need for the area of Cilma which has not been met to date through previous developments. Furthermore, the LEA will be consulted as part of the planning application process. Capacity numbers are subject to change each academic term and would be re-calculated at the time of submission of any formal planning application, taking into consideration any other committed developments and the exact mix of housing proposed for this site to calculate the extent of developer contribution that is required.
Local Resident	Proposal will harm wildlife that lives in the field.	Ecological surveys have been conducted, and have concluded that the proposal won't have a detrimental effect on biodiversity and that the development will be required to undertake works which provide further ecological enhancements.
Local Resident	Loss of privacy for those living adjoining the site.	Adequate separation distances have been provided between the existing and proposed dwellings.
Local Resident	Concern raised about the type of individuals who will be moving into the properties.	The dwellings will be allocated to people who qualify through the applicants vetting process as eligible to be housed.
Local Resident	Former Tudor Inn is popular with dog walkers and proposal would result in less places for them to walk.	Access to private land is restricted and as such the development of the site does not result in the loss of any publicly accessible open space.
Local Resident	The view from the site will be spoilt by the houses being built there.	The development will have limited visual impact on the wider area when viewed from the surrounding area. Loss of view is not a material planning consideration.

RESPONSE TO PUBLIC CONSULTATION

Respondent	Comments	Detailed Response
Local Resident	Proposal will disturb existing residents in the area, particularly those who will use the footpath from Cae Rhys Ddu Road	The measures to minimise and mitigate any pollution and noise matters will be dealt with via a Construction Environmental Management Plan.
Local Resident	Too many houses are proposed as part of the development.	As a result of the pre-application advice offered by the Local Authority, the scheme was reduced from 25 to 22 units. It is considered that this is sufficient to meet an identified need and meets the Local Authority's density requirements for residential development.
Local Resident	Local community don't feel that enough dialogue has been with them regarding the proposal.	The local community have had an opportunity to comment at the pre-application consultation stage, and will also be able to provide comments once the full application has been submitted to the Local Authority.
Local Resident	Two perfectly good houses shouldn't be demolished to facilitate the proposal.	As no other vehicle access for the site was possible, on balance it was considered that the loss of two dwellings was acceptable to facilitate the construction of in excess of a further 20 dwellings. This results in a net gain in terms of affordable housing provision.
Local Highway Authority	Internal estate roads require to be designed in accordance with Manual for Streets and parking provision to accord with approved parking guidance. Further details of the site access road are required, and a turning facility was requested in order to minimise overlong reversing distances. The turning head by plot seven is considered to be substandard. The proposed footway fronting the parking spaces for plots fourteen to sixteen needs to be addressed due to highway safety. A Travel Plan has been requested, whereas the one way system has raised a number of concerns. The location of parking needs to be reorganised to reduce walking distances from the property and parking dimensions need to accord with the Parking Standards SPG. Visitor car parking should be provided at a rate of 1 space per 5 dwellings. Bin storage needs to be situated at the kerbside.	Following a detailed review of the above comments various revisions have been undertaken to the site layout design. - Car parking has been updated to All Car Parking Standards Wales. - The turning head adjacent to Plot 7 has been extended. Parking for plots 10-22 has been redesigned, however spaces 12 and 13 are still located within the parking court due to the need to retain access to the existing located to the rear of plots 6-13. - Estate roads and footpath widths are 5.5m & 2m. The carriageway adjacent to plots 20-22 has been shortened. - The proposed footway has been diverted to the rear of spaces 12-16. Parking provision has been updated to meet the Council standards. - A Stage 2 Road Safety Audit and Travel Plan have been produced to accompany the application.
Natural Resources Wales	Bat surveys are undertaken, however the houses set to be demolished were not considered within this species report or the bat surveys undertaken. Have assumed that gross contamination is not present at the site, but have recommended a condition to deal with any unidentified contamination.	Both properties proposed for demolition have now been surveyed by Hawkeswood Ecology, and the findings of the survey can be found within the submitted bat report.
Heneb	As such, should a similar application to the one you have outlined be submitted we would be likely to recommend a pre-determination desk-based assessment in the first instance. The exact scope and methodology would need to be set out in a Written Scheme of Investigation (WSI) agreed with ourselves. It should be noted that the assessment is the first phase of archaeological work and depending on the results further mitigation may be required, either pre or post-determination as appropriate.	An archaeological desk-based assessment has been instructed and will be submitted as part of the planning application or as soon as it becomes available.
Secure By Design	I am generally pleased with the site layout. The only entry onto the development must be via the designated routes. The only concern I have is the access track adjacent to plots 10 – 13. Ideally this would be designed out if possible. To encourage a feeling of territoriality amongst users, defensible space using symbolic barriers or a change of surface i.e., colour or texture, must be incorporated into the design, especially at the entrance to the development and to identify public areas from private or semi-private areas e.g., the footpaths from the parking spaces/front gardens. Rooms in the properties must overlook all the parking bays especially bays for plots 14-22. Ideally, these rooms would be usually occupied e.g., living rooms, kitchens.	The position of windows within the properties have been adjusted to take on board the officer's comments..

PROPOSED SITE PLAN — PRE-APPLICATION



A2
Original sheet size

109.7m

BM 114.35m

Settlement boundary

Existing semi-detached houses to be demolished to form proposed position

1.1m features to be in accordance with engineers details

Further survey information needed to determine exact position of existing access road

Area unable to survey due to steep slope

Area unable to survey due to steep slope

Site key

- Site Boundary/Gross Area - Acres 1.92
- 1.8m High close boarded timber fence
- 1.8m High brick screen wall with brick plant
- Indicated potential locations for mature tree planting
- House in Tail Tonsan Ownership
- Utility line
- Cycle Store
- Bin Store

Schedule of Accommodation

Ref	Description	M ²	No.
211	1 Bed Apartment	53	4 No.
212	1 Bed Apartment	53	6 No.
421	2 Bed	83	6 No.
422	2 Bed	83	2 No.
531	3 Bed	93	2 No.
641	4 Bed	110	2 No.
Total Affordable			22 No.

Landscape Key

- Public facing soft landscaping managed by management/landscapers
- Public facing private heritage managed by residents
- Private rear gardens managed by residents

Surface Treatments

- Asphalt/Gravel to be finished in tarmac/codex
- Asphalt/Gravel to be finished in tarmac/codex
- Private Drives & Parking spaces to be finished in tarmac/codex
- Private footpaths & paths to be finished in concrete paving slabs

PROPOSED SITE PLAN — PLANNING SUBMISSION



SOFT LANDSCAPE PROPOSALS



PLANNING APPRAISAL

This section aims to identify the main issues relevant to the determination of the application and assess the scheme against the relevant planning policy framework. These matters are considered to be as follows:

Principle of Development

The subject site is partially located within the settlement limit as defined by Policy SC 1 Settlement Limits, which indicates that development within settlement limits that is proportionate in scale and form to the role and function of the settlement will be acceptable in principle. The extent of the settlement boundary corresponds with the curtilage of the former Tudor Inn, which no longer stands on the site following demolition. This parcel of land represents roughly the northern half of the site and includes the existing access point from Cae Rhys Ddu at the site's northern boundary.

In addition to the curtilage of the former Tudor Inn, the entirety of the site is located within the Coastal Corridor Strategy Area - where sustainable growth and development will be promoted to benefit the County Borough. The Strategy Area should protect and enhance the area's character and environment, whilst making provision for the majority of new residential development.

The southern half of the subject site comprises undeveloped grassland and is situated outside of the defined settlement boundary. This section of the site would therefore represent 'countryside'. Policy SP 14 indicates the countryside will be protected and where feasible enhanced through the control of inappropriate development outside of settlement limits. In such locations, Policy SC 1 indicates development will only be permitted where (inter alia) the proposal is for an affordable housing exception site. Furthermore, the supporting policy texts indicates where development is permitted outside of settlement limits, new development must be located

adjacent to existing buildings or settlements wherever possible and be of an appropriate scale and form.

On this basis, the southern half of the site situated outside of the defined settlement boundary is well placed to provide an Affordable Housing Exception Site. The proposed development adheres to Policy SC 1 due to the site location, which is situated adjacent to the defined settlement boundary. The southern section of the site borders the settlement boundary fully on two aspects and partially on a third. It is therefore proposed that the development demonstrates an excellent relationship with the existing settlement pattern.

Additionally, we believe the scale and form of the proposal is appropriate for this edge of settlement location, and reflects the role such a development would play, bridging the gap between established urban settlement and peri-rural countryside setting. Indeed, the Proposed Site Layout Plan positions the higher density elements of the scheme within the settlement boundary in the northern half of the site, and the lower density elements in the southern half of the site (currently outside of the settlement boundary). Although a subtle detail, we believe this nuanced design difference reflects the spatial considerations which contribute towards delivering a proposal which is considerate, appropriate and one that assimilates to its setting. The scale and form of the development therefore responds to the character of the locality, in direct response to Policy SC 1.

In respect of exception sites, Policy AH 2 indicates small affordable housing sites of 9 units and below, located outside of the settlement limit be permitted provided the development can meet a set criterion. The criteria states:

1. "Evidence exists in the form of a local housing needs survey (or by reference to alternative housing need data) that there is



a genuine demonstrable local need for such accommodation;
 2. *It is demonstrated that the need for affordable housing cannot be satisfactorily met within existing settlement limits and the development is located adjacent to an existing settlement;*
 3. *The site is solely for affordable housing and there are clear and adequate arrangements to ensure that the benefits of affordable housing will be secured for initial and subsequent occupiers."*

In order to address criterion 1 of Policy AH 2, detailed housing need information is provided as part of the application submission. The Applicant has provided a local housing needs survey which highlights the demonstrable local need for the proposed affordable homes. It is reasonable to assume at present that the need for affordable housing is not being met and remains unanswered. On this basis, we consider the development of an important number of affordable homes should be afforded significant weight in the determination process and 'planning balance'.

In respect of criterion 2 of Policy AH 2, we are not aware of any sites that are currently available and capable of accommodating the proposed development. Having examined

PROPOSED ELEVATIONS — 1 BED APARTMENT (HT211)



PROPOSED ELEVATIONS — 1 BED APARTMENT (HT212)



PLANNING APPRAISAL

the allocations for housing in the Cimla area of NPT, we observe that allocations H1/3 and H1/LB/2 (Groves Road Phases 1 & 2) have been built out. As set out above in relation to Policy SC 1, the southern half of the site directly adjoins the settlement boundary wholly on two aspects, and partially on a third. The pre-application advice provided by the LPA confirms that the proposal demonstrates adherence to criterion 2 and that the site is *"evidently located adjacent to an existing settlement"*.

In respect of criterion 3 of Policy AH 2, the pre-application advice states: *"To satisfy criterion 3, the developer(s) will be required to enter into a legal agreement with the Local Planning Authority to ensure that the 9 units proposed to be located outside of the settlement boundary are retained in perpetuity as affordable housing"*. As highlighted in preceding sections the Application – Tai Tarian Housing Association is an affordable housing provider (registered social landlord) and the scheme will provide 100% affordable homes that are retained in perpetuity for this purpose, via a Section 106 Agreement. In summary it is considered the proposed development wholly adheres to the permittance criteria of Policy AH 2.

To conclude, we believe a robust principle for residential development has been established in the northern half of the site, in the area that made up the curtilage of the now demolished Tudor Inn that is situated within the settlement boundary. In respect of the southern half of the site, which is situated outside of the settlement boundary, we believe a principle of development has been established to accommodate an Affordable Housing Exception Site in adherence to Policy AH 2.

Sustainability

An overview of the subject site's sustainability credentials draws similarities to the preceding 'principle of development' section. The subject site is partially situated within the

settlement boundary and is part of the Coastal Corridor Strategy Area – demonstrating its sustainability credentials.

The site lies at the edge of the existing settlement of Cimla, a short distance from a number of locally available services and facilities. To summarise, it is considered the subject site occupies a sustainable location, despite the southern half of the site residing outside of the settlement boundary. The nearest bus stop is at Beacons View, approximately 125 metres north east of the site on Beacons View, which provides access to the 252 Neath service. The nearest train station is Neath, approximately 1.6km north west of the site. The site benefits from excellent linkages to surrounding infrastructure, with the potential to connect to existing pedestrian footpath routes in the locality, presenting opportunities for increased active travel.

The subject site comprises significant areas of previously development, brownfield land; the redevelopment of which is broadly supported by the sustainability objectives of both national planning policy (PPW 12) and local level planning policy (Neath Port Talbot LDP). The proposal will bring forward an underutilised site for redevelopment and back in to beneficial use. The re-use of the site can be seen to represent the most efficient use of land and adheres to the principles of developing sustainable settlement patterns. As such, the proposed development demonstrates excellent sustainability attributes, in accordance with national and local level planning policy.

In summary, the site's highly accessible and sustainable location allows for the development to be accessed via sustainable modes of active travel (on foot and cycle) and public transport. Furthermore, the redevelopment proposal presents an opportunity to greatly enhance access via sustainable modes of active travel, as well as utilising the public transport network.

Design

As highlighted above, the policy constraints relating to development in the countryside indicates the scale and form of development should be suitable for its setting. The site does however benefit from a location that adjoins the settlement boundary. The dual facing aspect properties at the entrance to the site will provide enhanced levels of natural surveillance with active frontage and act as a gateway to the development. New planting features in this location will soften the entrance point to the site and reduce the visual massing of the built elements.

In order to protect the residential amenity of neighbouring properties to the east, and to avoid overlooking and a loss of privacy, suitable separation distances will be achieved at the subject site, potentially looking to move dwellings away from the shared boundaries in the south east of the site. The proposed site plan seeks to utilise green infrastructure at the site's western boundary, which we believe will aid the transition between agricultural land and residential development. The location of a parking area in the north of the site is situated at a distance from existing dwellings and may be a suitable area for such a use within the site. The proposed site plan sets out a settlement pattern which broadly corresponds with the arrangements of the existing residential dwellings to the north of the site and sets out two strong building lines of dwellings set in a linear arrangement to the internal access road.

The future development of the site is likely to form the outward extent of the settlement boundary. It is anticipated a future scheme will be required to bridge the transition between the agricultural land found to the west and the built environment to the east and north. Therefore, the design and layout of the scheme reflects the edge of settlement setting and seek to utilise existing screening opportunities such as established green infrastructure. In terms of visual appearance,

PROPOSED ELEVATIONS — 2 BED HOUSE (HT421)



PROPOSED ELEVATIONS — 2 BED HOUSE (HT422)



PLANNING APPRAISAL

the proposals seek to utilise a complimentary palette of materials and finishes, screening mitigation and the retention of existing trees to protect views from the surrounding areas.

Neighbouring Residential Amenity

In order to protect the residential amenity of neighbouring properties to the east, and to avoid overlooking and a loss of privacy, suitable separation distances have been achieved at the subject site, positioning dwellings a suitable distance from the shared boundaries in the south east of the site.

Affordable Housing and Housing Need

The adopted LDP indicates a 25% on-site affordable housing requirement, as per Policy AH1, although the proposals brought forward by Tai Tarian HA will seek to develop a wholly affordable housing development. It is envisaged the scheme will contribute towards achieving the Local Authority's affordable housing targets.

Tai Tarian (the applicant) have indicated there is high demand for accommodation in the Cimla area. Furthermore, there may be more applicants on the Neath waiting list who have not chosen Cimla specifically, especially considering application submitted prior to the Digital Lettings system. The waiting lists for Cimla and the Neath area is set out below, demonstrating the scale of demand for accommodation at present.

CIMLA WAITING LIST				
No of Beds	General Needs	Older Persons	Disabled	Total
1 Bedroom	438	59	49	546
2 Bedroom	291	1	28	320
3 Bedroom	150	0	7	157
4 Bedroom	32	0	3	35

NEATH WAITING LIST				
No of Beds	General Needs	Older Persons	Disabled	Total
1 Bedroom	935	220	202	1357
2 Bedroom	617	7	73	697
3 Bedroom	384	0	29	413
4 Bedroom	65	0	8	73

The following data suggests there is a very high demand from those eligible applicants on the housing register, with 81 urgent band cases having expressed an interest in the Cimla area. There is a shortage 1, 2 and 3 bed properties in the area. A high number of people are bidding for 1 bed properties within the Cimla area, and there is also a high demand for 2 and 3 bed properties which is evidenced by the Homes By Choice bidding data.

Only 4% of housing in the area owned by Tai Tarian are 1 bed units, this is something they are seeking to address through this proposal. The last 1 bed property that was advertised in Cimla was in June 2023, receiving 65 bids and went to an urgent band case. This illustrates there is a huge demand for 1 bed accommodation. The last 4 bed property was advertised in September 2018 and 11 bids were received and went to a gold band case. 4 bed stock in the area is low and the housing registers demand has increased significantly since 2018. The number of bids received for 2 and 3 bed properties in Cimla remains high, with the lowest count being 32 back in August 2024.

In terms of the number of homeless households which are open to Neath Port Talbot and is chosen as a moving preference, almost 70% of cases (HMO and 1 bedroom needs) potentially require 1-bed housing for rehousing assistance, as the case count has included cases before full statutory assessment is completed. This data also shows the trend of the demand for 1-bed affordable units remains high within Neath Port Talbot.

HOMES REGISTER DATA – ELIGIBLE APPLICANTS THAT HAVE SHOWN AN INTEREST IN THE AREA	
Bronze band	824
Silver band	210
Gold band	54
Urgent band	81
Total	1169

HOMES BY CHOICE BIDDING DATE				
Location (all Cimla)	Time Period	Property type	Bids	Band of matched client
Valley View	Aug'24	3 bed house	56	Urgent
Bryn Nedd	Aug'24	3 bed flat	32	Gold
Lime Grove	Jul'24	2 bed flat	44	Urgent
Bwlch Crescent	Jun'24	2 bed house	97	Urgent
Kingdon Owen Road	Jun'24	2 bed flat	40	Gold
Tynvrheol	Mar'24	2 bed flat	22	Gold
Ash Grove	Feb'24	3 bed house	75	Urgent
Brynawel	Feb'24	3 bed house	59	Urgent
Bwlch Crescent	Jan'24	2 bed house	127	Urgent
Lime Grove	Jan'24	2 bed flat	42	Urgent
Bwlch Road	Jan'24	3 bed house	59	Urgent

TAI TARIAN STOCK DATA – BREAKDOWN OF HOUSING STOCK IN CIMLA AREA OWNED BY TAI TARIAN						
Locations	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5 Bedrooms	Grand Total
General Needs	15	162	203	9	1	390
Adapted Property	0	2	6	2	1	11
Grand Total	15	164	209	11	2	401

OPEN HAPSS CASES AS OF 19/09/2024							
Locations	HMO	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5 Bedrooms	Grand Total
All Areas	99	186	69	43	4	2	403
Neath Area	6	13	10	6	0	0	35
Neath Valley Area	1	1	1	0	0	0	3
Grand Total	106	200	80	49	4	2	441

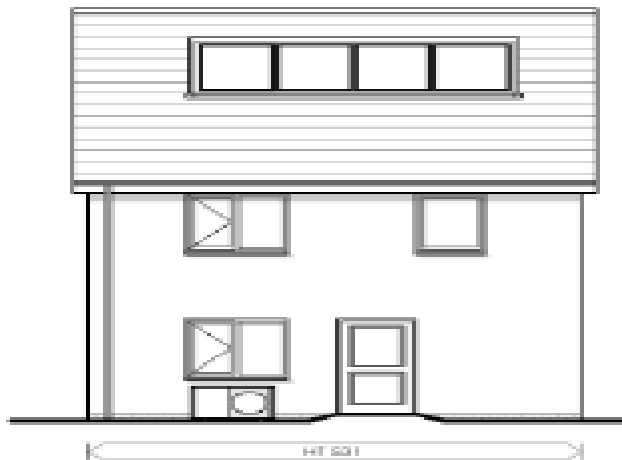
PROPOSED ELEVATIONS — 3 BED HOUSE



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

PROPOSED ELEVATIONS — 4 BED HOUSE



PLANNING APPRAISAL

Public Open Space Provision

The proposed site plan sets out areas of private and communal amenity space to serve the proposed residential dwellings. The proposals seek to utilise green infrastructure and SuDS features to maximise informal open green space. The proposed site plan indicates significant areas of green space in the north and west of the site which will be informally utilised as public open space. It is envisaged informal paths will allow active travel opportunities. Further information regarding the utilisation of public open space can be found in the Landscaping Strategy and Green Infrastructure Statement.

Highways, Access & Parking

The proposed site plan indicates access will be achieved at the site's north eastern facing boundary, linking to Beacons View via the demolition of a pair of semi-detached dwellings (23 & 25 Beacons View) to form the proposed junction. Consultation with NPT Highways Department will be required to establish the acceptability of this arrangement, however there appears to be decent visibility from the proposed point of the junction. The proposed access has been subject to a Stage 1 and 2 Road Safety Audit. The proposed internal access route will serve the dwellings, with driveway and parking courtyards serving each residential unit. We understand the existing access in the north of the site will not be utilised. It is recommended this route be utilised for active travel, to link into existing pedestrian routes in the surrounding area.

The surrounding area appears to benefit from good levels of pedestrian accessibility, with pavements situated either side of Cae Rhys Ddu and Beacons View providing safe walking routes. The development should provide safe, accessible and legible routes linking to existing walking and cycling routes within the wider area. Beacons View is identified as a future walking and cycling route within the NPT Active Travel Network. Furthermore a PRoW bridleway and footpath (42/9/1) is situated 85 metres west of the subject site. The

proposal therefore has an opportunity to establish enhanced pedestrian and active travel routes within the surrounding area.

Parking provision will accord with locally prescribed standards. The Neath Port Talbot Parking SPG indicates a requirement of new build houses to provide 1 parking space per bedroom (maximum of 3 spaces) for residents, alongside 1 visitor space per 5 units. A Transport Statement has been prepared by SLR Consulting to accompany the application. The site is deemed to accord with national and local policy and promotes active and sustainable modes of travel, and there are no road safety concerns within the vicinity of the site based on the data available. Junction modelling has been undertaken, and it has concluded that the proposed vehicle trips aren't detrimental to the local highway network. On a daily basis the proposal is predicted to generate 97 journeys by vehicles, 32 trips by foots, three trips by bike and three by public transport.

The report concludes that the sustainable nature of the site allows the proposal to accord with national and local policy, and the proposed highway and access arrangements are acceptable. As a result of the above, the proposal is considered to align with LDP Policies SP1 (Climate Change), SP20 (Transport Network), TR2 (Design and Access of New Development) and BE1 (Design), along with the Neath Port Talbot Parking SPG, and Technical Advice Note 18 (Transport).

Flood Risk

As highlighted above the subject site is not located within a flood zone. On this basis an FCA will not be required. Further information on the proposed drainage and approach to water management is provided in the SuDS section below.

Sustainable Drainage Systems (SuDS)

The Flood and Water Management Act 2010 (Schedule 3) establishes SABs in County Councils and requires new developments to include Sustainable Drainage Systems (SuDS) features that comply with national standards. All new developments of more than 1 dwelling house or where construction is 100m² or more will need to submit a SuDS application demonstrating compliance with the statutory SuDS standards for the design, construction, operation and maintenance of surface water drainage systems serving new developments. As such, the proposals must demonstrate how it will ensure that the SuDS standards are adhered to.

A Drainage Strategy Plan has been prepared in support of the proposals. A SuDS detention basin is included with cellular storage soakaway. This sets out details of highway adjacent rain gardens, plot rain gardens, porous surface finishes and porous asphalt. Highway rain gardens will accommodate highway runoff and discharge to the ground via infiltration. All driveway and parking area will comprise a permeable paving construction with infiltration. Rooftop runoff from Plots 3-5 will discharge to soakaways positioned within garden areas. An application for SAB approval will be progressed alongside the determination of the planning application.

Coal Mining Legacy

As previously noted, the site is located within the Coal Mining Reporting Area and potentially within the High Risk Development Area. The Coal Authority online mapping indicates the High Risk Area adjoins the site boundary.

A Coal Mining Risk Assessment has been undertaken by Earth Science Partnership to accompany the application. The report concludes that additional intrusive investigation is needed to confirm the Conceptual Ground Model and the mining risks associated with the site. As a bare minimum, the report recommends the investigation needs to:

PROPOSED FLOORPLANS — 1 BED APARTMENT (HT211)

AREA SCHEDULE

WQGR 2021 Area Requirements
2 Person 1 Bed Walkup:

GP Flat	32.4m²
HP Flat	38.4m²
Average GDR	35.4m²

WQGR 2021 General Storage Requirements
2 Person 1 Bed Walkup:

GP	
Airing Cupboard (AC)	0.9m²
Shoe	1.3m²
Total	2.2m²

HP	
Airing Cupboard (AC)	0.8m²
Shoe	0.7m²
Total	1.5m²

MEP & PLANT PROVISIONS

Information presented indicatively for coordination with all - including manufacturer & model specification - TBC by relevant specialist consultant / subcontractor. All revisions to the plant specification must be reported for coordination.

CONSTRUCTIONS

External walls	300mm
Internal walls	100mm
Intermediate floors	100mm

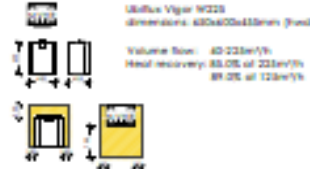
Constructional thicknesses are indicative only & must be coordinated with fabric requirements for acoustic, fire & thermal performance on a site-by-site basis. All TBC by the constructional preferences of the appointed contractor.

Battery Storage

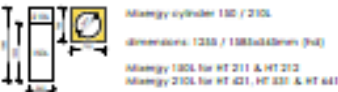


Note: Information presented indicatively for coordination with all - including manufacturer & model specification - TBC by relevant specialist consultant / subcontractor. All revisions to the plant specification must be reported for coordination.

MVHR



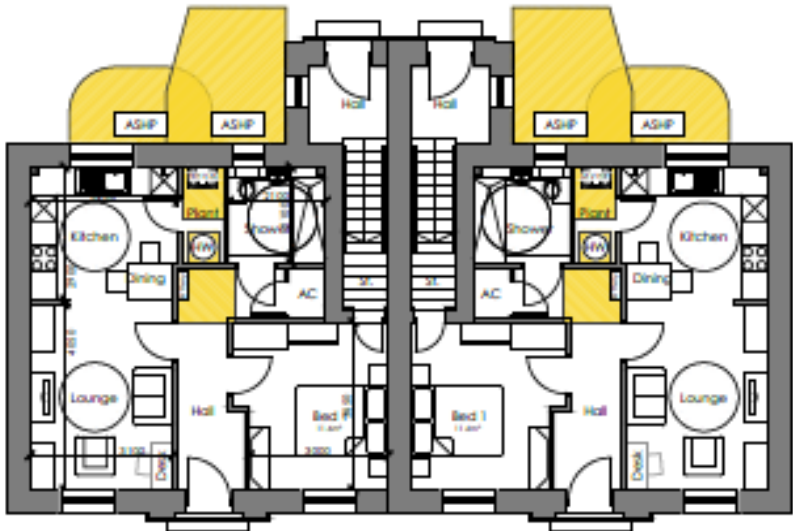
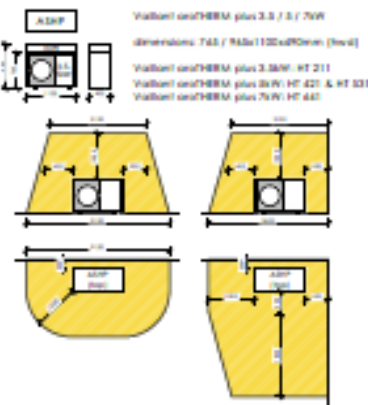
Hot Water Cylinder



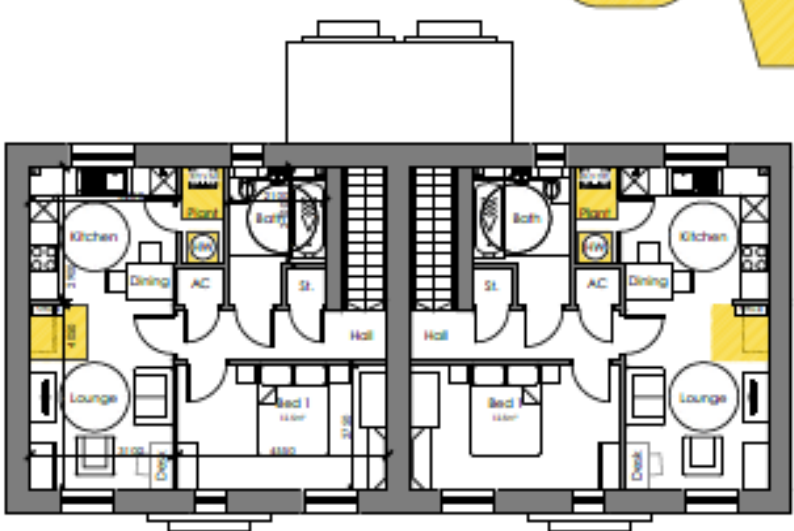
LOW CARBON PLANT

Dimensions denote minimum installation & maintenance clearances, not applicable to halohal series. All as defined by manufacturer's requirements, refer to product literature for specifics.

ASHP

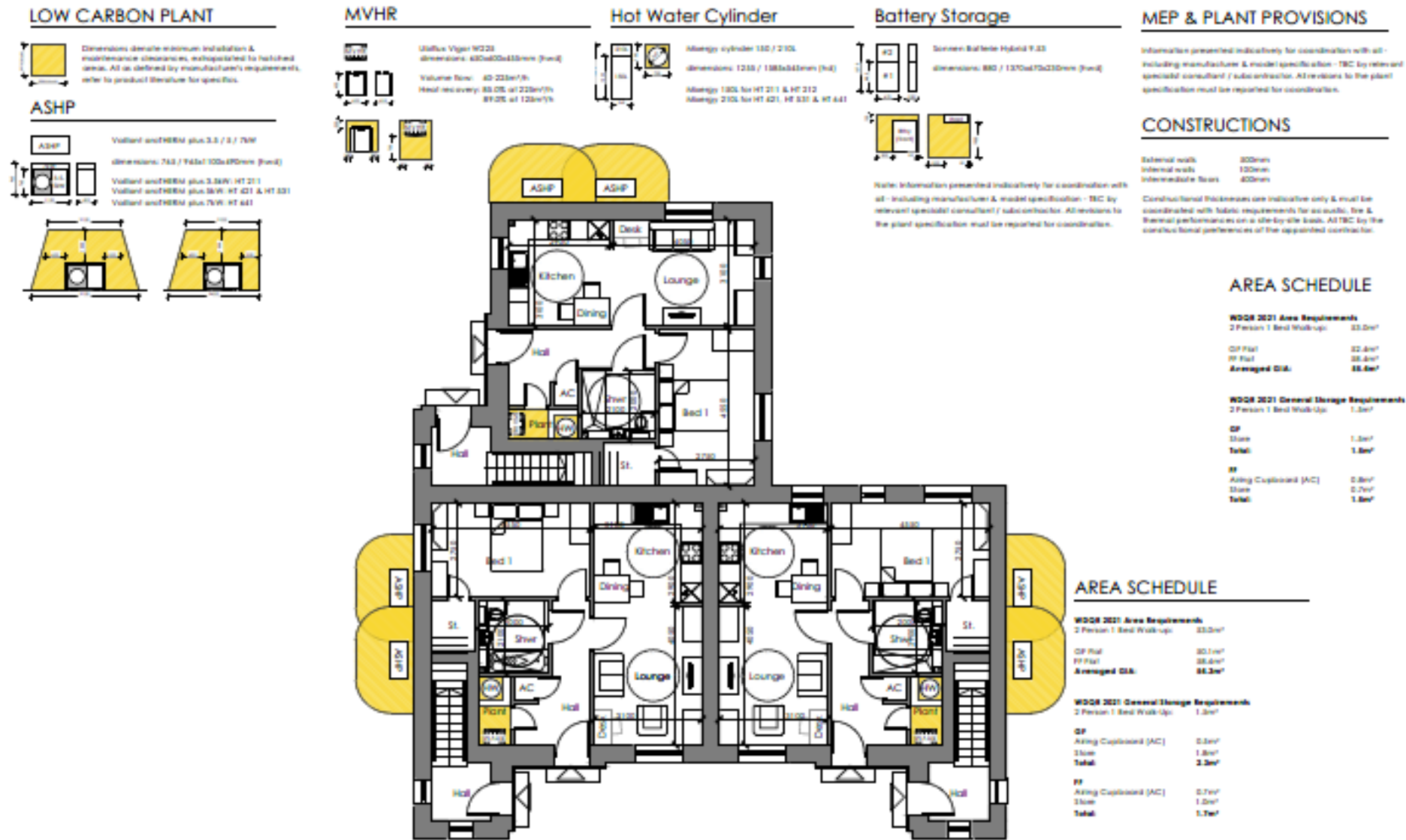


GROUND FLOOR PLAN



FIRST FLOOR PLAN

PROPOSED GROUND FLOOR PLAN — 1 BED APARTMENT (HT212)



PLANNING APPRAISAL

- Obtain up to date Coal Mining Report for entire site and assess as part of the investigation;
- Confirm depth/thickness of Graigola seam;;
- Confirm absence of any additional coal seams within 30m of the site surface;
- Provide gas monitoring wells and undertake coal mining gas risk assessment; and
- Permit assessment of the quarry face to the southeast of the development site.

Further site investigation would consist of a minimum of eight rotary boreholes and a quarry face inspection and analysis. Subject to adhering to the above recommendations, the proposal is considered to accord with LDP Policy EN8 (Pollution and Land Stability) and the Pollution Supplementary Planning Guidance.

Ecology & Biodiversity

The subject site appears to include a number of trees, vegetation and potentially hedgerow providing habitats for protected species. An initial PEA was undertaken in May 2022 by Hawkeswood Ecology and identified three main habitats on Site, semi-improved neutral grassland, rows of trees and an area of dense scrub. Recommendations were made for further survey for bat activity, assessment of tree roost potential for bats and a presence – absence survey for reptiles. These surveys were undertaken during 2023 by Hawkeswood Ecology. The protected species surveys involved a Preliminary Roost Assessment of trees on Site and activity surveys for bats and a presence – absence survey for reptiles.

The bat transect surveys noted limited activity over the Site with common pipistrelle the most commonly recorded species followed by soprano pipistrelle. Whiskered bat was infrequently recorded along with occasional noctule. Of 29

trees or groups of trees assessed for roosting potential from the ground, 8 were considered to be of medium potential to support roosting bats, the remainder either negligible or low potential. No roosting was noted in the trees on Site but further climbing surveys may be necessary depending upon the final tree removal plan.

The houses proposed for demolition are considered to be of negligible value for roosting bats. No evidence was provided of activity within the loft space of 25 Beacons View, whereas 23 Beacons View was not internally accessible. No. 23 has potential access under ridge tiles where gaps lie between the roman tiles and ridge, although access is limited to a single ridge as a result of the system and this is unlikely. There is a small space at the top of the decorative quoins at the front of both houses that could be used for resting. As a result of the unsuitable features associated with the buildings, observation surveys would not offer sensible or relevant information.

A Tree Bat Roost Survey has been completed which concluded that any works required to Tree ID 1812 will require a pre-commencement inspection. Artificial lighting will need to be situated with due consideration for bats and should avoid adjacent areas, particularly undeveloped space to the north and the adjacent farmhouse/buildings. No evidence of possible roost opportunities for bats were found apart from Tree ID 1812 which showed a single preliminary roosting feature.

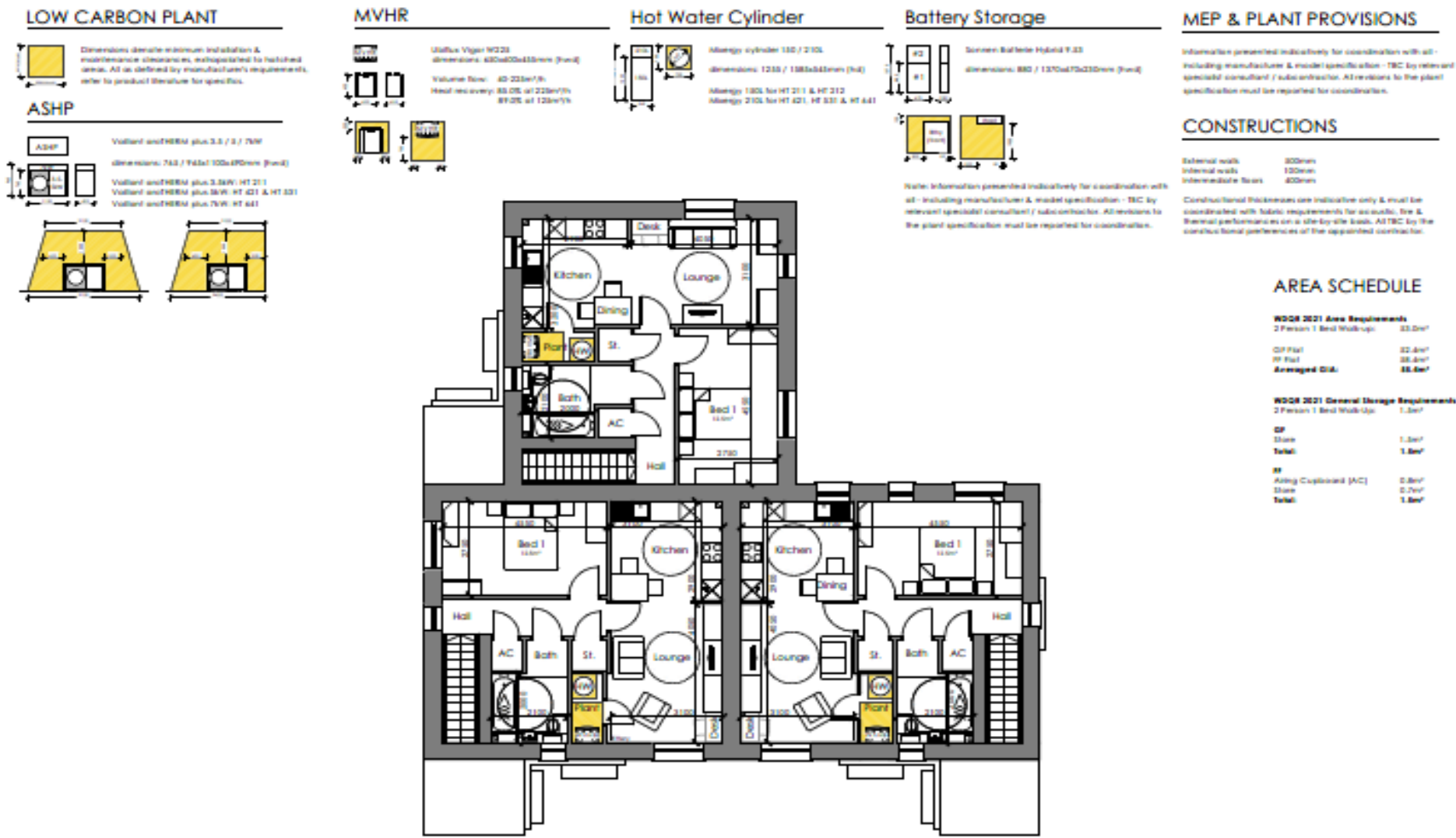
The reptile survey found slow worms present around all Site boundaries with no other reptiles found. Recommendations are made for movement and translocation of slow worms. In addition to the mitigation measures identified within the protected species surveys, a comprehensive landscape planting strategy will bolster ecological and biodiversity interest.

A Grassland Assessment has also been prepared by Hawkeswood Ecology in support of the application submission. The Neath Port Talbot Biodiversity Unit (NPT) has requested that an assessment of the grassland is undertaken to properly assess its value. From the Pre-application consultation they comment:

“A further assessment of the grassland is required, the presence of large ant hills indicate the potential presence of long undisturbed soils, which is classed as an irreplaceable habitat in PPW12. It should also be addressed against the SINC criteria”. The Grassland Assessment provides the following findings and recommendations:

- Ecological Services state that there were ‘many large anthills present across the area’. Whilst we would agree that anthills are present, would dispute that they are particularly large or that they are present across the area. They appear to be confined to the east of the Site and particularly the southeast of the open grassland on what was once a football pitch. The ants present, yellow meadow ants (a group of anthill building ant species), are known for building anthills that can reach a height of around 0.5 metres. The hills on Site would appear to reach a maximum of around 8-10 centimetres.
- The 2022 assessment considered the grassland to be semi-improved neutral grassland. Hawkeswood Ecology hold the opinion that this overstates the ecological value of the grassland and consider it best described as poor semi-improved grassland. It is relatively species poor and dominated by graminoids. Forbs occur patchily through the sward and few forb species can be said to be widespread within it.
- The grassland is clearly in a recovery phase following management as a playing area.
- SINC criteria call for 8 indicator species to be recorded

PROPOSED FIRST FLOOR PLAN — 1 BED APARTMENT (HT212)



AREA SCHEDULE

WQER 2021 Area Requirements	
2 Person 1 Bed Walk-up:	33.0m²
GP Hall	22.4m²
HT Hall	38.4m²
Averaged GIB:	35.4m²
WQER 2021 General Storage Requirements	
2 Person 1 Bed Walk-up:	1.3m²
GP	
Store	1.3m²
Total:	1.3m²
HT	
Living Cupboard (AC)	0.8m²
Store	0.7m²
Total:	1.5m²

PROPOSED FLOORPLANS - 2 BED HOUSE (HT421)

AREA SCHEDULE

WQOR 2021 Area Requirements	
4 Person 2 Bed House:	83.0m ²
WQOR 2021 General Storage Requirements	
4 Person 2 Bed House:	2.3m ²
Underfloor Store	1.0m ²
FP Store	0.8m ²
Airing Cupboard (AC)	0.7m ²
Total:	2.5m²

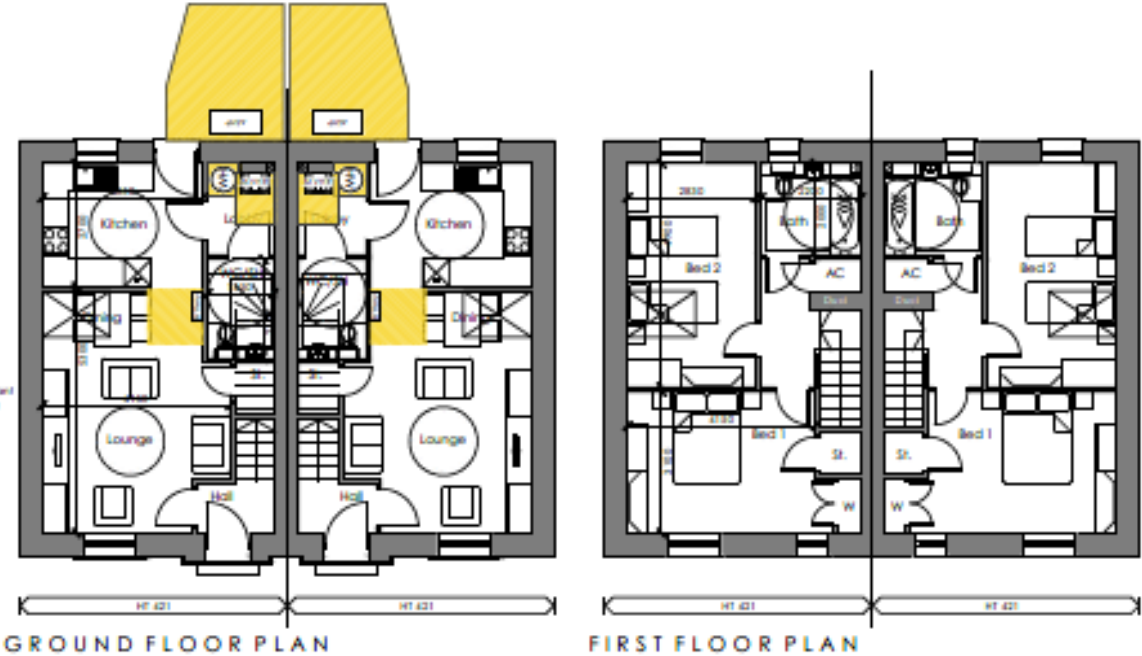
MEP & PLANT PROVISIONS

Information presented indicatively for a coordination with all - including manufacturer & model specification - TBC by relevant specialist consultant / subcontractor. All revisions to the plant specification must be reported for coordination.

CONSTRUCTIONS

External walls	300mm
Internal walls	100mm
Intermediate floors	100mm

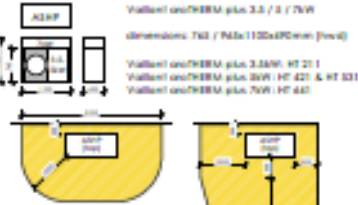
Constructional thicknesses are indicative only & must be coordinated with fabric requirements for acoustic, fire & thermal performances on a site-by-site basis. All TBC by the constructional preferences of the appointed contractor.



LOW CARBON PLANT

Dimensions denote minimum installation & maintenance clearances, not installed to finished areas. All as defined by manufacturer's requirements, refer to product literature for specifics.

ASHP



*Clearance for heating only: +80mm. If ASHP provides cooling.

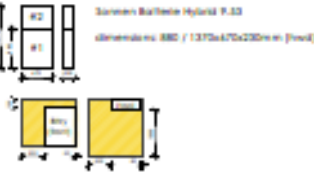
MVHR



Hot Water Cylinder



Battery Storage



PLANNING APPRAISAL

for a grassland not fitting a NVC category for consideration as a SINC. It also calls for those species to be occurring at a 'high frequency throughout'. Six indicator species were identified from all surveys but none occurred at a high frequency throughout. Indeed,, many were local and occurring in a single area of the Site, as with pignut which occurred only towards the eastern boundary.

- Yellow meadow ants are a widespread subterranean ant species and can have significant impacts upon grasslands. They can be considered a keystone species in natural grassland habitats and their mounds offer heterogeneity to grassland habitats, affecting both the flora and fauna present and also the soil structure. They also occur regularly in gardens and other amenity areas where mowing prevents the development of anthills.
- It is clear that in this instance, however, that the anthills have appeared at an early successional phase in the grassland development and do not reflect the presence a long undisturbed grassland and soil.
- A number of recommendations are made in regard to the protected species survey undertaken by Hawkeswood Ecology n 2023. In particular, paragraph 8.31 stated amongst other things that 'Improvements to the existing dense bramble area should be made to create open 'glades' and maintained as such to improve the retained area for birds and any remaining reptiles in particular.' We would suggest that the open glades should be managed by strimming rather than mowing as this can allow for the development of anthills over time.

In conclusion, Hawkeswood Ecology consider that the grassland does not meet SINC criteria or that the anthills represent an important soil resource. Recommendations are made in the various reports produced that should ensure long

term a Net Benefit for Biodiversity is gained. On this basis, the proposals will comply with Policy SP 16 'Environmental Protection' & Policy EN 7 'Important Nature Features'.

Landscaping & Green Infrastructure

A Green Infrastructure Statement has been prepared by DP Landscape Architecture in support of the application submission. The existing landscape has been assessed and important existing features have been identified. These will be retained and enhanced where possible and as appropriate, as part of the new landscape proposals for the site.

The NBB for the site have been achieved through a range of actions, ranging from installation of bat and bird boxes to the creation of new habitats. The soft landscape proposals are proportional to the extent and impact of the development and contribute to a resilient and biodiverse ecological network.

The impact of the new development will be mitigated by creating new planting zones, wildflower meadows and other landscape features which will improve biodiversity, provide important ecological habitats and enhance the amenity value of the site.

The examples of using the Step-Wise Approach are evident within the design for the site. The removal of existing vegetation cannot be avoided and must occur to facilitate the development. Where removal of existing vegetation has been unavoidable, either due to the development or due to other reasons, this has been minimised and then mitigated with new planting and ecological measures to ensure the appropriate restoration of habitats.

The successful establishment of the landscape design for the site will provide a network of healthy, multi-functional and

biodiverse green spaces, capable of delivering a wide range of environmental and quality of life benefits for people and wildlife.

The landscape proposals have been designed to contain a range of measures to ensure GI is maintained and enhanced as part of the development. Key measures include:

- Native tree planting around the site. This provides an attractive setting for the development and adds to the existing landscape infrastructure.
- Native hedge planting to boundaries provides a food source and nesting opportunities for birds.
- Shrub planting including species known for wildlife value. This softens building frontages and enhances biodiversity.
- The inclusion of wildflower meadow area to the SUDS features and around the site generally provides further ecological benefits and enhances the external environment.
- The combined effect of the above measures will be the creation of a species rich landscape, appropriate to the scale and nature of the proposed development.

In summary, it is considered the development provides a comprehensive offering of landscaping proposals alongside thorough green infrastructure provision and ecological enhancement. On this basis, the proposals adhere to Policy SP 15 'Biodiversity & Geodiversity', EN 7 'Important Nature Features' and BE 1 'Design'.

Trees

An Arboricultural Impact Assessment, Tree Survey and Tree Constraints Plan has been prepared by Treescene in support of the application submission. Ten category U trees (unsuitable for retention) are recommended for removal as part of the

PROPOSED FLOORPLANS - 2 BED HOUSE (HT422)

AREA SCHEDULE

WQGR 2021 Area Requirements 4 Person 2 Bed House:	83.0m²
WQGR 2021 General Storage Requirements 4 Person 2 Bed House:	2.3m²
OP Store	0.3m²
Undercar Store	1.2m²
Airing Cupboard (AC)	0.8m²
Total:	2.3m²

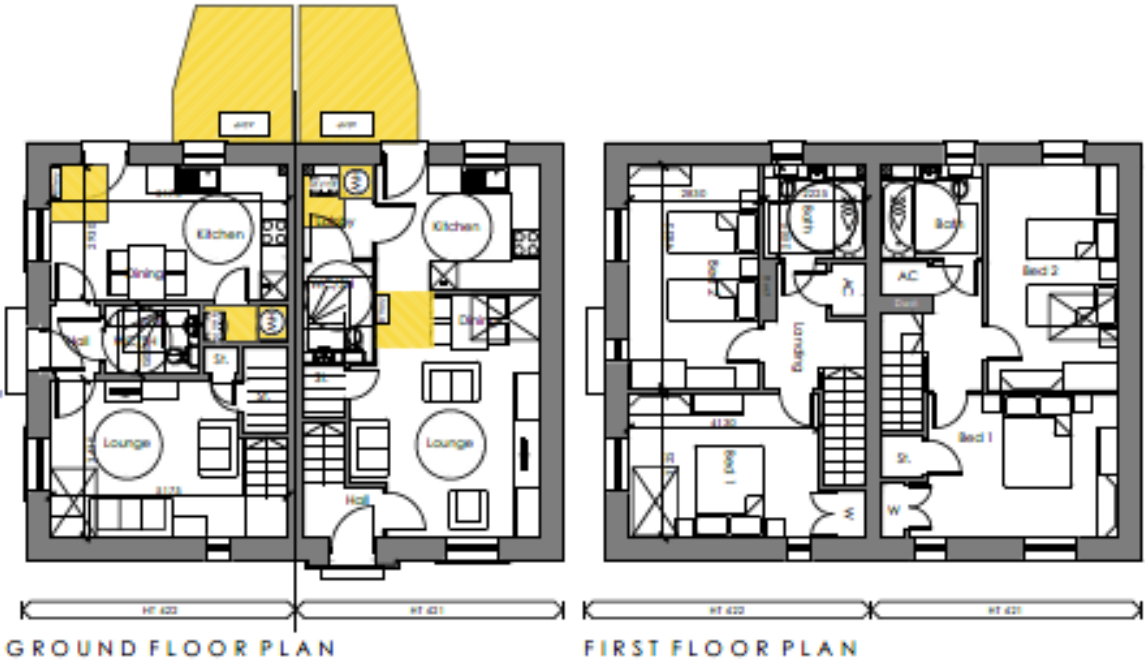
MEP & PLANT PROVISIONS

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CONSTRUCTIONS

External walls	300mm
Internal walls	100mm
Intermediate floors	400mm

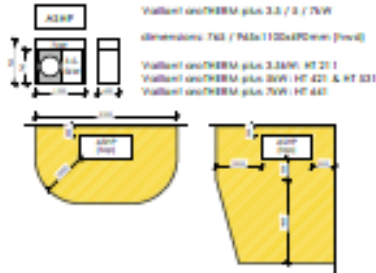
Constructional thicknesses are indicative only & must be coordinated with fabric requirements for acoustic, fire & thermal performance, in a like-by-like basis. All TBC by the constructional preferences of the appointed contractor.



LOW CARBON PLANT

Dimensions denote minimum installation & maintenance clearances, not regulated to technical codes. All as defined by manufacturer's requirements, refer to product literature for specifics.

ASHP

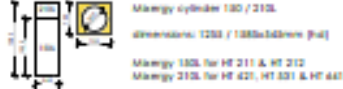


*Clearance for heating only: +50mm if ASHP provides cooling.

MVHR



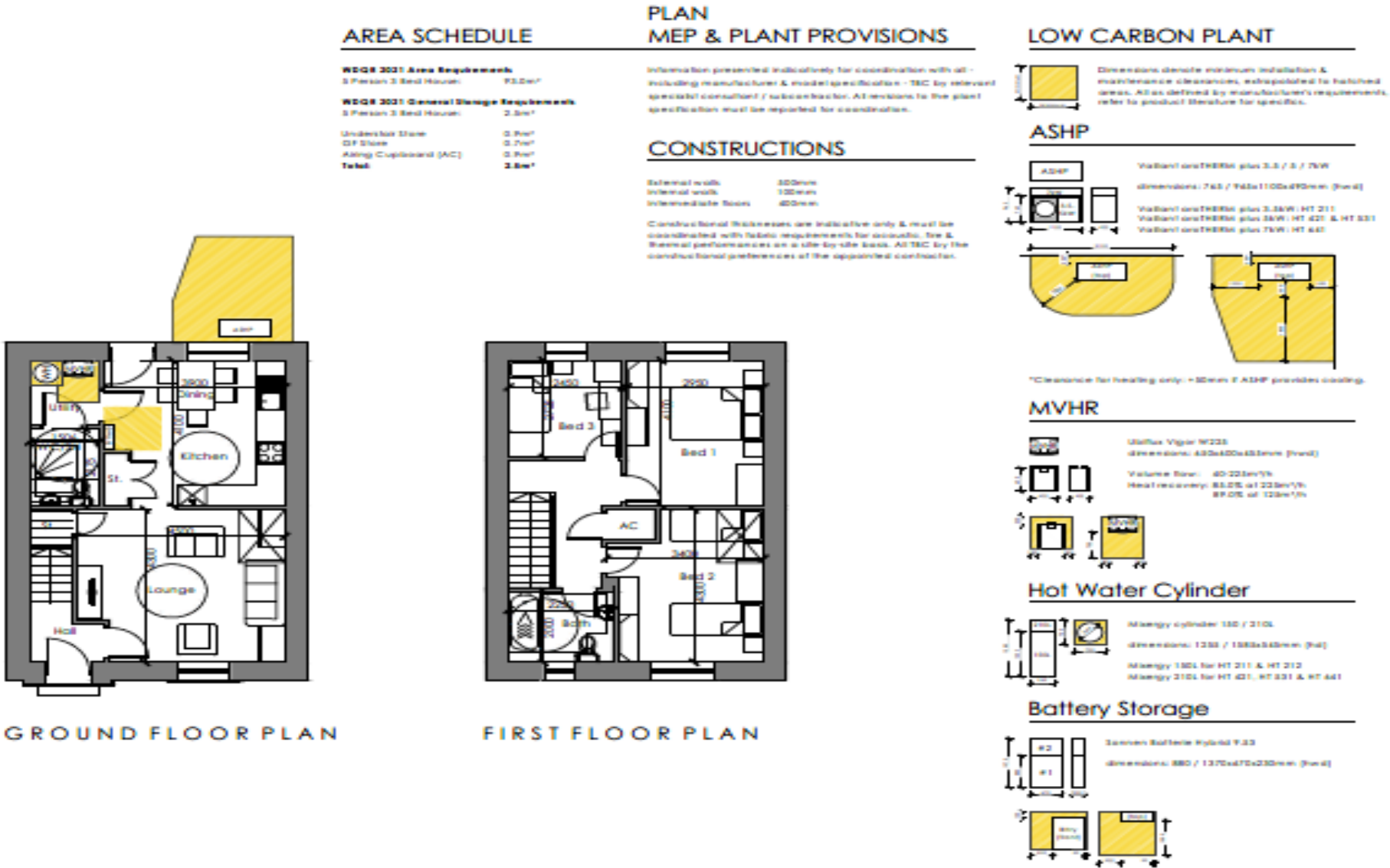
Hot Water Cylinder



Battery Storage



PROPOSED FLOORPLANS - 3 BED HOUSE



PLANNING APPRAISAL

Tree Survey. These are trees that exhibit significant structural defects or symptoms of disease such that their retention is not possible for safety reasons. These trees will require removal to safeguard the general public irrespective of any development proposals.

In order to facilitate development Trees T14, T20, T22, G22A (part), T23, T24, G25, G29, T30, G31, T32, G33 and G34 are proposed for removal to accommodate the development layout. Most of the tree removal is required in order to create the site access. These are all C category trees (low quality). Some of the trees to be retained contain structural defects/deadwood or may impede vehicle/pedestrian movements within the site. Works to improve tree safety or remove a potential source of nuisance are detailed in the Preliminary Management Recommendations within the Tree Survey. All pruning and felling/coppicing works are to be undertaken by suitably qualified and experienced Arboricultural Contractors. In respect of the root protection area of trees within the site, there are no conflicts between the proposed structures and RPAs of trees to be retained. All trees to be retained will be protected by fencing.

Tree loss in relation to the development focuses primarily on the clearance of low quality trees in the central northeastern section of the site to create the site access. None of the better quality trees within the site are proposed for removal. The existing robust tree belts and linear tree groups on all boundaries of the site are retained thus minimising any wider landscape impacts.

Extensive new tree planting within the site is proposed thus mitigating any tree loss and contributing to an enhancement of the local tree stock as a result of the proposed development. On this basis, the development adheres to Policy EN 7 'Important Nature Features' & Policy SP 16 'Environmental Protection'.

Geotechnical and Geo-environmental

A Geotechnical and Geo-environmental Assessment has been prepared by Earth Science Partnership (ESP) in support of the proposals. ESP completed a geo-environmental and geotechnical assessment at the site in 2013, and a desk study has been completed by others in 2022. ESP have collated the information available from these reports and updated the 2013 assessment report based on current (2023) guidance and standards. In respect of ground conditions, the investigation has indicated very shallow Coal Measures bedrock (less than 0.5m depth) across the site. A thin veneer of Made Ground is present in the north-west (tarmacadam and sub-base), with an area of thicker Made Ground (apparent end tipped fill) on the south-western boundary. The Graigola coal seam was recorded at depths of between 4m (north-west) and 12.5m (eastern margins. In respect of ground water, the site is underlain by a Secondary A Aquifer. Groundwater is not anticipated within 5m of the site surface.

Geoenvironmental

No past contaminative use has been identified. Asbestos is likely to have been present within the former Tudor Inn building. Levels of contaminants were generally low across the site. However, an elevated PAH compound was recorded in one pit (TP1) in the east of the site. Asbestos materials were observed within the stockpile and on the surface just to the south-east.

Workings within the Graigola coal seam could prove a source of hazardous ground gas. A Detailed Mine Gas Risk Assessment is required, including the installation and monitoring of gas wells in the coal/workings. As a minimum, basic radon protection is required.

Geotechnical

Although no mine workings have been recorded to date, we consider it almost inconceivable that the Graigola seam has not been worked in the past beneath the site. If workings are

present, there is a high subsidence risk, particularly beneath the north-west and southwestern margins of the site. Further investigation is recommended. No mine entries are recorded, but their presence cannot be discounted.

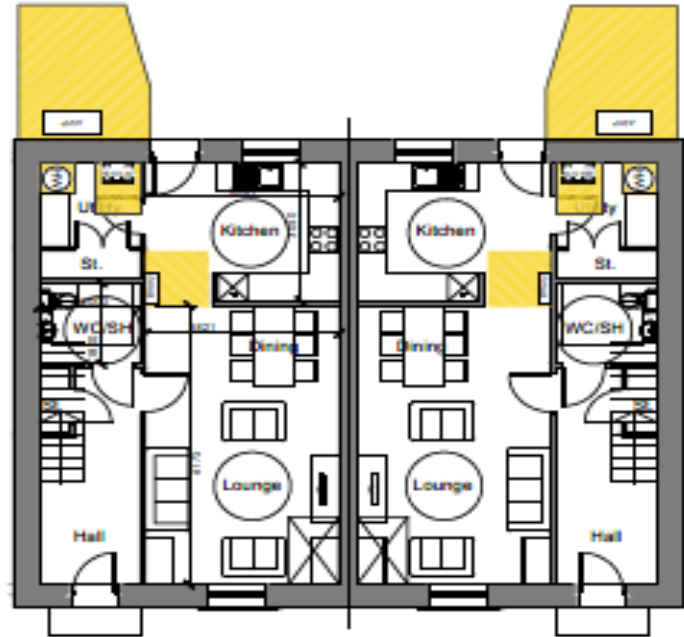
Coal Measures bedrock is present at depths of less than 0.5m across much of the site. Raft foundations may be more economic by minimising excavation into hard bedrock. Ground bearing floor slabs are likely to be suitable. Further investigation is recommended to define the lateral extent of the end tipped fill in the south-western margins.

Laboratory testing has indicated the site is classed as AC-2z in terms of sulphate attack on buried concrete. Soakaways are likely to be feasible in areas of the site. However, siting of soakaways should ensure that site stability is not compromised. Very shallow bedrock will impact on excavations/trenches. We recommend careful design of drainage to minimise excavation depths. A geotechnical assessment of the former quarry face beneath the southern margins of the site should be undertaken. The Report provides a number of recommendations which will be progressed as part of the full application submission.

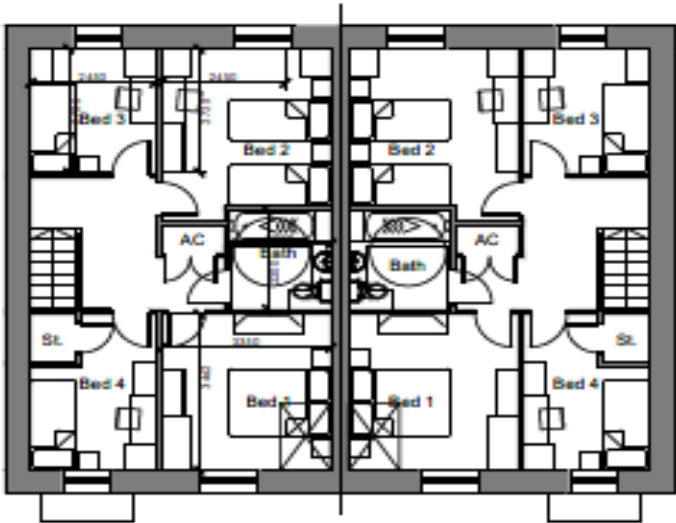
Energy

The Energy Statement confirms that the proposal will provide energy efficient, decarbonised homes achieving an EPC A (SAP 92+) and a substantial reduction in heating demand. These measures adhere to the Welsh Government's Energy Hierarchy for Planning. In summary, the proposal accords with LDP Policy RE2 (Renewable and Low Carbon Energy in New Development) and the Renewable and Low Carbon Energy Supplementary Planning Guidance.

PROPOSED FLOORPLANS - 4 BED HOUSE



GROUND FLOOR PLAN



FIRST FLOOR PLAN

AREA SCHEDULE

WQOR 2021 Area Requirements	
4 Person 4 Bed House:	1100m ²
Measured GBA:	
1100m ²	
WQOR 2021 General Storage Requirements	
4 Person 4 Bed House:	3.0m ²
GP Store:	1.0m ²
Unfinished Store:	0.5m ²
Airing Cupboard (AC):	0.8m ²
PP Store:	1.0m ²
Total:	3.3m²

PLAN
MEP & PLANT PROVISIONS

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CONSTRUCTIONS

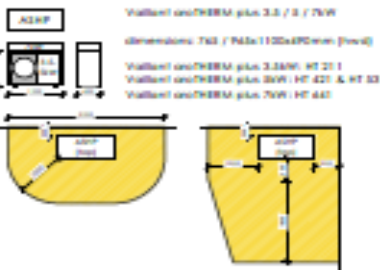
External walls:	300mm
Internal walls:	100mm
Intermediate floors:	400mm

Constructional thicknesses are indicative only & must be coordinated with fabric requirements for acoustic, fire & thermal performance on a site-by-site basis. All TBC by the constructional preferences of the appointed contractor.

LOW CARBON PLANT

Dimensions denote minimum installation & maintenance clearances, extrapolated to hatchhead areas. All as defined by manufacturer's requirements, refer to product literature for specifics.

ASHP

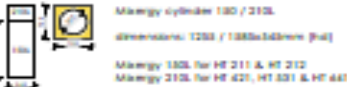


*Clearance for heating only: +100mm if ASHP provides cooling.

MVHR



Hot Water Cylinder



Battery Storage



CONCLUSION

This Planning, Design and Access Statement has been prepared on behalf of Tai Tarian as part of a full planning application for proposed demolition of no.s 23 and 25 Beacons View, creation of vehicular access to facilitate development of 22 no. dwellings and associated infrastructure works at land at the former Tudor Inn, Cae Rhys Ddu Road, Cimla, Neath, Neath Port Talbot.

The principle for residential development has been established in the northern half of the site, in the area that made up the curtilage of the now demolished Tudor Inn that is situated within the settlement boundary. In respect of the southern half of the site, which is situated outside of the settlement boundary, we believe the site has significant potential to accommodate an Affordable Housing Exception Site.

The site is located in a sustainable setting with a bus stop within walking distance. The site also has strong links to nearby shops, services and facilities..

The scheme design has been developed following pre-application discussions with the local planning authority. The discussions at pre-application stage have been referenced within this document and demonstrates that the scheme presented aims to align with the aspirations of the LPA.

As such, it is concluded that the proposal fully accords with both national and local policies. Furthermore, there are no material considerations which would prevent the planning application from being determined in accordance with the relevant planning policy framework. In this respect, it is respectfully requested that the Local Planning Authority consider this planning application favourably and grant planning permission for the proposed development.