



Ty'n Yr Heol 1 Henfaes Road Tonna, Neath SA11 3EQ

Design & Access Statement

in support of

Full Planning & Listed Building Consent Submission

Prepared by

Aaron Evans Architects Ltd.

for **Emily Byrne**

Rev. A : 21/12/24 Issued for Planning

CONTENTS

1.0	INTRODUCTION	3
2.0	SITE DESCRIPTION	4
3.0	SUMMARY ANALYSIS & CONSTRAINTS	7
4.0	PRE-APPLICATION PROPOSALS	9
5.0	DESIGN PROPOSALS	11
6.0	ARCHITECTURAL TREATMENT	15
7.0	SUMMARY & CONCLUSIONS	19

APPENDIX A: Highway Lighting

Document control:

Date	Rev	Author	Issued to	Purpose
16/12/2023	P1	KLM	Design Team	for Comment
18/12/2023	P2	KLM	Client Team	for Comment
21/12/2023	A	KLM	Client Team	for PLANNING SUBMISSION

Aaron Evans Architects Ltd
RIBA Chartered Practice
3 Gay Street, Bath BA1 2PH
01225 466234
www.aaronevans.com



Fig. 1 LOCATION PLAN

Not to scale

1.0 INTRODUCTION

Aaron Evans Architects has been instructed by Emily Byrne to prepare design proposals for a bespoke residential redevelopment of land at Ty'n Yr Heol, Neath as part of a Full Planning and Listed Building Consent Application.

Pre-application planning advice was sought in October 2023 to determine the principle of development. These amended proposals have been informed by the Pre-application advice received in April 2024 and an analysis of the site and its wider context.

This document should be read in conjunction with the accompanying drawings, supporting documents and statements and covering supporting letter by LPC Trull.

Aaron Evans Architects Ltd
December 2024



Photo 1 View of Access 3 to the site



Photo 2 View from site entrance (Access 3) looking south-west



Photo 3 View from site entrance (Access 3) looking north-east



Photo 4 Aerial view looking north

(February 2023)



Photo 5 Aerial view looking west

(February 2023)



Photo 6 Aerial view looking east

(February 2023)



Photo 7 Aerial view looking south

(February 2023)

2.0 SITE DESCRIPTION

2.1 Site Context

The site is situated in Tonna, a village located approximately 2 miles north-east of Neath. The site can be accessed from Henfaes Road (B4434) along which there are several residential developments of varying ages and construction.

To the north-west, this attractive tree lined street is fronted by a series of large, detached properties, typically 2-storey with rooms in the roof, set back from the road behind garden boundary walls and hedges. Each property has its own access off the road and detached garage.

To the north-east, the site is bounded by a large, detached bungalow with attic rooms (No. 2) on a substantial plot. A similar large, detached 2-storey property (No. 70) lies to the south-west.

To the south the boundary adjoins a number of detached 2-storey properties forming part of a larger estate constructed in the 1990s, known as The Paddocks.

The River Neath lies approximately 140m to the north of the site and the A465 lies 400m to the north-west.



Photo 8 Building View of dilapidated building on site (looking south-west)



Photo 9 Building View of dilapidated building on site (looking east)



Photo 10 View towards adjacent property



Photo 11 View of wall remains



Photo 12 View from the site towards Access 1



Photo 13 View of the waterbody in the south of the site

2.0 SITE DESCRIPTION

2.2 Existing Site & Buildings

The site measures approximately 0.64 ha and is irregular in shape. The main body of the site is roughly square but extends with a short, narrower leg towards the east, at the rear of an adjoining property (No. 2) that fronts the main road.

The site is largely overgrown and contains a number of dilapidated structures, the largest being the former house known as Ty'n Yr Heol which is located centrally on the main part of the plot. This building is grade II listed and is understood to date from c.1800 with later extensions added in the 1920s. This main building is seriously dilapidated, covered in ivy and is missing its roof.

Remnants of three stone outbuildings lie to the north-east and to the south of the main house, all have collapsed and have also been taken over vegetation. Little more than a pile of stones remains defining their plan forms.

The boundaries to the main road and south-west are generally well screened by walls and trees but the longer boundary with the housing estate to the south varies both in vegetative screening and boundary treatments, the latter comprising an ad-hoc series of walls and fences erected by the neighbours. The boundary to the north-east, whilst walled, is open to the adjoining property.



Fig. 2 : PHOTO LOCATION PLAN

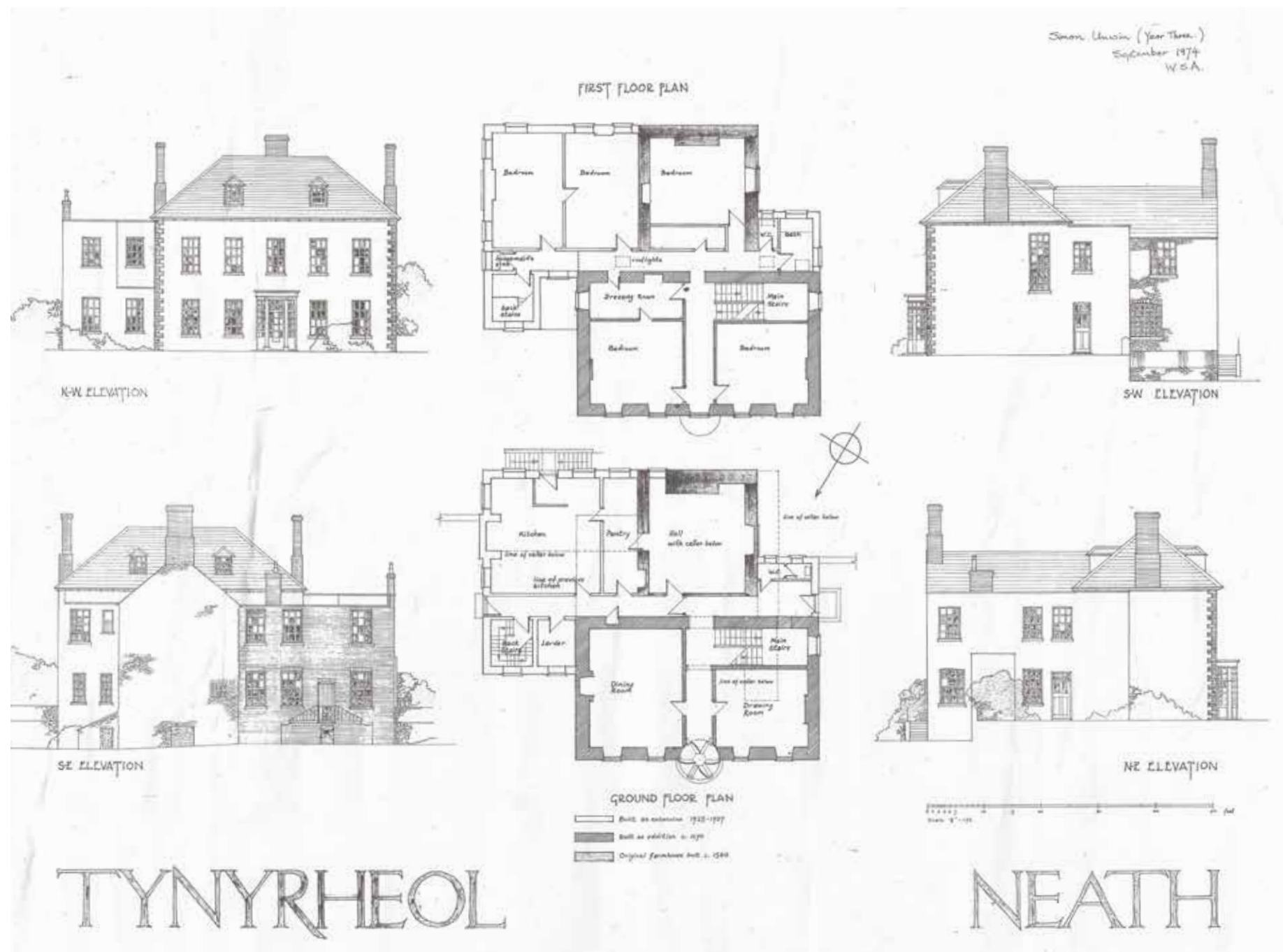


Fig. 3 PLANS AND ELEVATIONS OF THE GRADE II LISTED BUILDING ONSITE (Drawing c. 1973)



Photo 14 View of dilapidated building on site



2.0 SITE DESCRIPTION

2.3 Existing Buildings

The listing notes the property as a 'classical house of c.1800, with early C19 refenestration and enlargement. The house became a ladies' seminary in the early C20 but was uninhabited at the time of inspection.'

Comprising of a 2-storey building, 'T' shaped in plan with attic and part basement accommodation, the front elevation was symmetrical and of five bays. A 2-storey brick side extension, mostly flat roofed, was added in the early C20 to the NE side. The main building is built in local stone and had rendered elevations with expressed quoins. The roof, no longer standing, was a hipped tiled roof with tall chimneys either end. The building was significantly damaged by fire. The majority of the internal structure has since collapsed and continues to deteriorate being exposed to the weather.

Mann Williams, Consulting Engineers, have undertaken structural surveys which concludes that the building is seriously dilapidated and is now a dangerous structure. A Dangerous Building Notice has previously been served under the Building Act 1984 s.78(2).

Refer to: 'Ty'n Yr Heol, Tonna, Neath - Structural Survey Addendum 2 updated, dated 16.12.2024

Planning Heritage have undertaken an Historic Building Assessment and concluded that 'the main building no longer retains sufficient architectural detailing to enable a full understanding of the original design. The surviving structure primarily relates to the rear sections and 1920s brick element, which are of no merit.'

Refer to: HERITAGE ASSESSMENT, Ty'n Yr Heol House, 1 Henfaes Road, Tonna, Neath, December 2024

It is therefore proposed to demolish the existing structure which is considered beyond economic repair.

Refer to Mann Williams' Demolition Methodology' dated 16.12.2024.

Fig. 4 KEY PLAN

Building Key	Footprint
Tyn Yr Heol, grade II listed	242 sqm approx
Other structures:	463 sqm approx
TOTAL:	705 sqm



Fig. 5 EXISTING SITE PLAN



Photo 15 View of Access 1 towards the site



Photo 16 View of Access 2 towards the site

3.0 SUMMARY ANALYSIS & CONSTRAINTS

3.1 Access

The site can be accessed via 3 entrances spaced along the north-west site boundary, coming off Henfaes Road. *Refer to Fig. 5 overleaf.*

Historically access points 1 and 2 were linked by a carriage driveway. These are both narrow and today provide limited visibility for vehicular access. Access 3, formerly providing access to the rear stable yard and outbuildings, offers the most appropriate location for vehicular site access with moderate to good visibility being achievable. A full assessment has been undertaken by IMA Transport Planning.

3.2 Topography

Whilst the original house is slightly elevated at the rear, there are various level variations across the site from the north-east to south-west, with a gradual fall towards the south-east of around 1.5m overall.

3.3 Drainage & Flood Risk

Foul Drainage

An existing private foul sewer is located on site. This will require replacement / upgrading to serve any new development.

Surface Water & Flood Risk

Percolation tests have been undertaken that confirm existing ground conditions are suitable for disposal of surface water to the ground via soakaways and / or permeable paving systems. Flood risk is considered 'low'. Refer to IMA report: 'Flood Consequences Assessment'.

3.4 Ground Conditions & Contamination

A Phase 1 Desk Study and Phase 2 Intrusive Investigations, including BRE 365 Testing, have been prepared by GeoTesting on behalf of IMA Transport Planning. These concludes that whilst the site is in a wider area of mining activity, 'the site is suitable for normal redevelopment of a residential nature'.

3.5 Ecology

A Preliminary Ecological Appraisal has been prepared by Herdwick Ecology. Moderate potential for bats was been identified in the existing building and two trees on site. The site was also found to contain extensive stands of Himalayan Balsam which should be safely removed by a specialist.

Further surveys were undertaken in August and September 2024, and no roosts were recorded on site. A separate bat survey report has been prepared that provides full details of the surveys.

This work has informed this planning application.

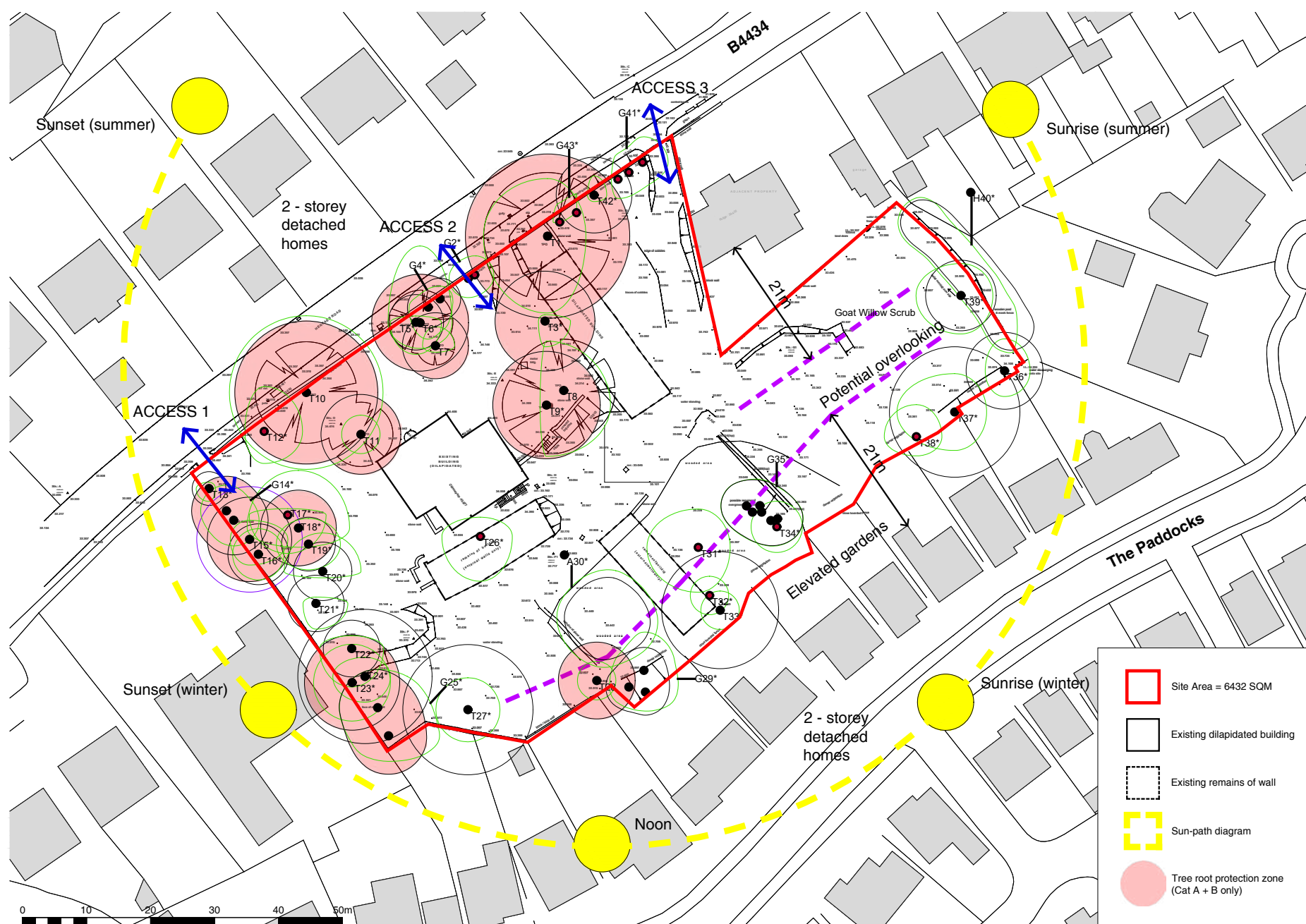


Fig. 6 SITE ANALYSIS DIAGRAM

Not to scale



Photo 17 View from site looking south-west



Photo 18 View from site looking south-west

3.0 SUMMARY ANALYSIS & CONSTRAINTS

3.6 Arboriculture

The vegetation on site comprises largely of self sown saplings and large trees (some with TPOs) to be retained, as well as a number that should be removed. The majority of significant mature trees are close to the site boundary providing screening of the site and provide a degree of continuous wildlife habitat. An Arboricultural Survey has been prepared by Hillside trees that assesses their condition and accompanies this submission.

3.7 Daylight / Sunlight

The site generally receives good levels of sunlight, although the trees around the perimeter of the site to the south and the larger trees along the north-west boundary will overshadow the area nearby.

3.8 Wind

The site is generally sheltered from the south-west prevailing wind by the on site vegetation.

3.9 Noise

The site is situated in a residential area with local car movement. Henfaes Road is not an unusually busy route, and adjoining houses are set back from the road, with no specific noise attenuation. Noise is therefore not considered to be a constraint.

3.10 Views

The views from the road are generally screened by the stone wall and mature trees along Henfaes Road. There is potential overlooking on the east and south of the site where it backs onto neighbouring dwellings and the tree coverage is less dense. There are some views of the hills to the north-west, but they are mostly covered by trees on site and the dwellings across the road.

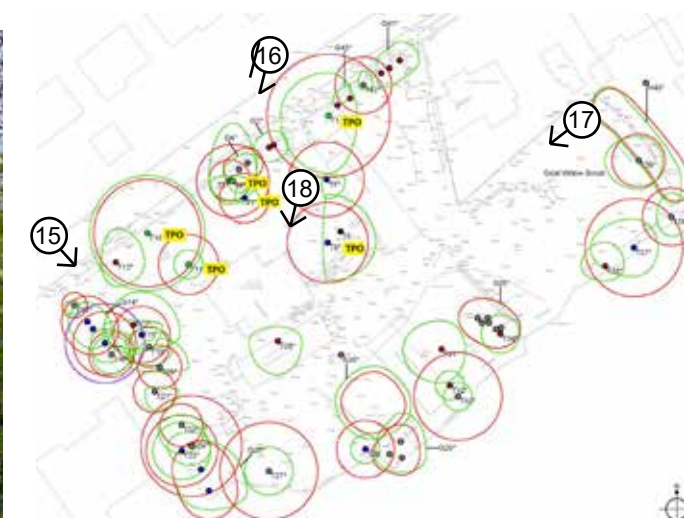


Fig. 7 : PHOTO LOCATION PLAN

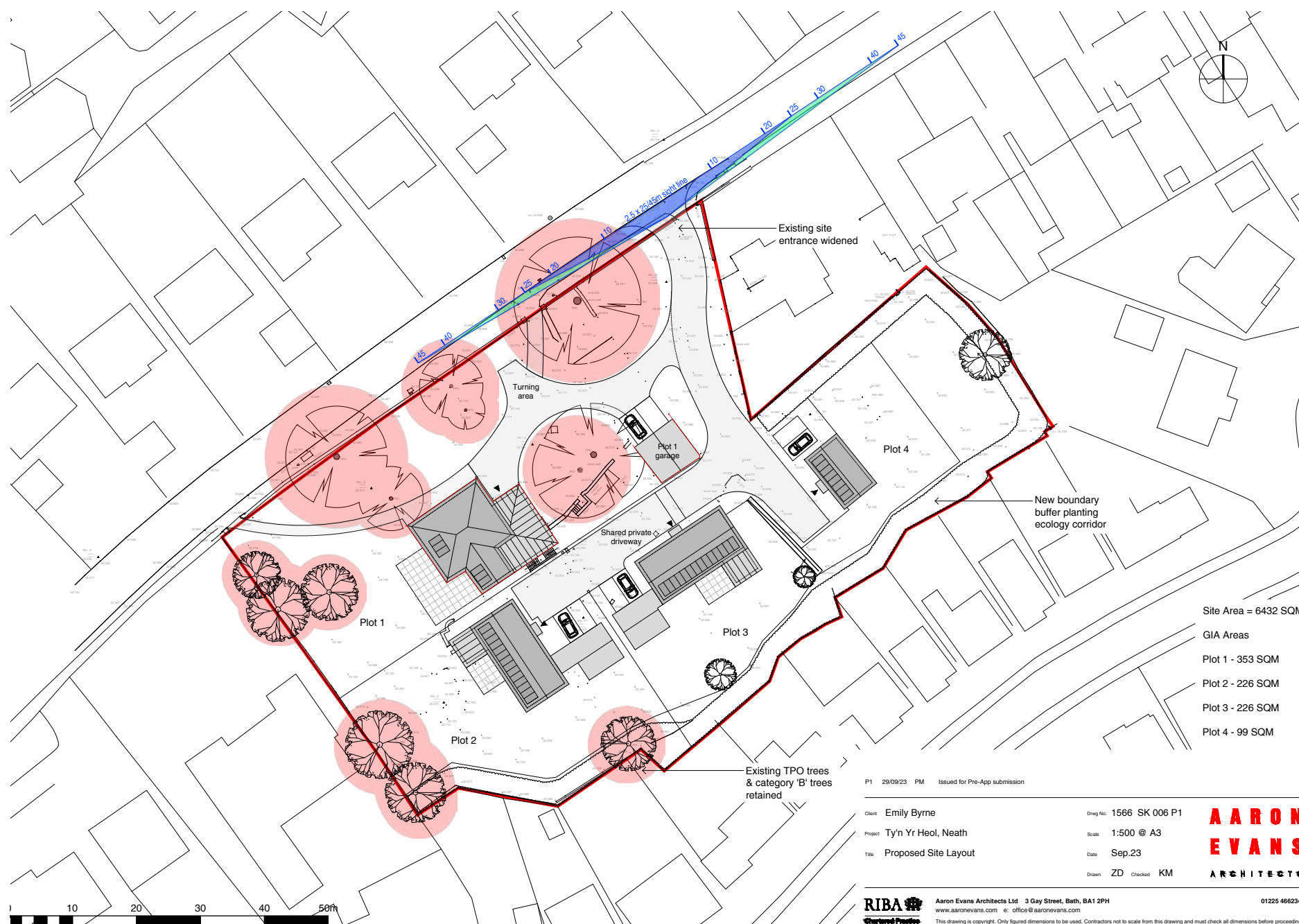


Fig. 8 PRE-APP - SITE LAYOUT & STREET ELEVATION

4.0 PRE-APPLICATION

4.1 Pre-Application Submission - September 2023.

As noted above a Pre-application submission was made to the Council in 2023 with a full written response issued 27 April 2024.

The submission proposed the construction of four new dwellings and illustrated the following accommodation:

- Plot 1 350-360 sqm - 6 / 7 bed detached house (market)
- Plot 2 220-230 sqm - 5 bed detached house (market)
- Plot 3 220-230 sqm - 5 bed detached house (market)
- Plot 4 95-105 sqm - 3 bed detached house (affordable)

TOTAL 885 - 925 sqm GIA

The overall footprint of the proposed buildings was approximately 7% greater than the existing dilapidated structures on site, totalling 752 sqm.

The street scene was proposed to be reinstated by introducing a new, sustainable frontage building (Plot 1) of a similar size to the existing property with three further dwellings set to the rear and served by a new shared surface driveway.

Plot 1 followed a similar the footprint of the original historic building and extensions, comprising a two-storey main house with attic rooms, together with single storey family accommodation wrapping around. The three properties at the rear were also two storey and all detached, including one affordable home. All buildings were orientated to maximise privacy and solar gain. A traditional, vernacular design approach was illustrated.

Access was provided by widening an original entry point on the western side, with adequate visibility in both directions. A 4.8m wide shared surface, private drive provided vehicular access for cars, refuse and emergency vehicles.

4.2 Pre-Application Response

The Pre-application response provided an overview of local context and constraints as well as planning history and relevant policy. It commented upon the key design and layout aspects of the submitted proposals:

4.2.1 Principle of Development:

The letter notes that Policy BE1 requires a density of 30 dwellings per hectare and raises concerns that the provision of only four units on site would not satisfy this criteria. It was noted that approval will be required from CADW for demolition of the remaining dilapidated listed structures

Cont./

**AARON
EVANS**
ARCHITECTS

4.0 PRE-APPLICATION

4.2 Pre-Application Response - cont./

4.2.2 Design and visual impact:

The response acknowledged the layout sought to follow the existing pattern of development and considered the locations of trees and their root protection areas on the site. The introduction of PV panels was also welcomed.

‘While consideration is given to the context and constraints of the site, noting the TPOs and principles of development centred on the historic layout of the site, concerns are raised within regard to the proposed density and the ineffective use of land.’

4.2.3 Impact upon neighbouring properties:

The layout submitted was *‘not considered to result in an unacceptable overbearing or overlooking impact upon neighbouring properties’*. It was noted that levels and window positions would need to be determined, including the relationship between plots 1 and 2.

4.2.4 Parking and highway safety:

The principle issues raised were:

- A shared drive was not considered acceptable. A new access road built to highway authority standards (min 5.5m width with 2m footways) with adequate turning facility should be provided.
- Vehicular vision splays should be in accordance with TAN 18.
- ‘Parking spaces’ / driveways and should be a minimum of 6m long and 3.6m wide for a single driveway, 6m x 6.2m for double side by side parking. Minimum garage sizes were also advised. Notwithstanding the above it was acknowledged that the current Parking Standards SPG only requires spaces to be at least 4.8m x 2.6m.
- Parking standards are ‘maximum’ standards and shall be provided at a rate of 1 space per bedroom up to 3 spaces.
- A pedestrian crossing point to be provided at the new access point.
- A street lighting scheme shall be submitted.
- SAB approval would be required prior to any work commencing.

4.2.5 Biodiversity & arboriculture

A ‘green infrastructure statement’ is required to be submitted proportionate to the scale and nature of the development proposed. Bat and Barn Owl Surveys were advised. The response noted that a replanting scheme at a ratio of 3:1 should be provided for the five Category B and C trees proposed to be removed.

4.2.6 Drainage, Contaminated Land and Coal Mining Risk

The response advised that a sustainable drainage scheme together with a Coal Mining Risk Assessment would be required.

**AARON
EVANS**
ARCHITECTS



Fig. 9 PRE-APP - ILLUSTRATIVE SITE SECTIONS & ELEVATIONS