Reference No: P2012/0581

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CASTELL-NEDD PORT TALBOT

TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012

APPROVAL OF OUTLINE PLANNING PERMISSION

Name and address of the applicant	Name and Address of the agent
GRACELANDS INVESTMENTS **CASTLETON BAPTIST CHURCH** **NEWPORT ROAD** **CASTLETON** **NEWPORT** **CF3 2UR**	**RPS PLANNING &** **DEVELOPMENT** **PARK HOUSE** **GREYFRIARS ROAD** **CARDIFF** **CF10 3AF**

Whereas on the Friday, 24 January 2014 you submitted an application for the following development:-

PROPOSAL Variation of Condition 31 to amend the details of the landscape buffer including its size, of Planning Permission P2008/0514 granted on the 30/09/2011 (amended description, revised illustrative layout plan and revised landscaping scheme.)

LOCATION LAND NORTH OF ELBA CRESCENT Crymlyn Burrows NEATH

THE NEATH PORT TALBOT COUNTY BOROUGH COUNCIL AS THE LOCAL PLANNING AUTHORITY IN PURSUANCE OF ITS POWER UNDER THE ABOVE MENTIONED ACT AND ORDER HEREBY PERMITS THE DEVELOPMENT TO BE CARRIED OUT IN ACCORDANCE WITH THE APPLICATION AND THE PLANS SUBMITTED THEREWITH, SUBJECT TO COMPLIANCE WITH THE CONDITIONS SPECIFIED HEREUNDER:

Conditions:-

(1) Approval of the details of the layout, scale and appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called the reserved matters) shall be obtained from the Local Planning Authority in writing before any development is commenced on that phase of development.

Reason
The application was made for outline planning permission.

(2)Plans and particulars of the reserved matters referred to in Condition 1 above, relating to the layout, scale and appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, shall be submitted for that phase of development in writing to the Local Planning Authority and shall be carried out as approved.

Reason
The application was made for outline planning permission.

(3)Application for approval of the Reserved Matters for each phase of development shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason
To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(4)The first phase of development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.

Reason
To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(5) No development shall take place on any agreed phase of the site until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site.

The report of the findings shall include:

(i) A desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) and all identified potential source, pathway, and receptor linkages must be assessed;

(ii)an intrusive investigation to assess the extent scale and nature of contamination which may be present;

(iii) the risk to following should be addressed: human health, groundwaters and surface waters, adjoining land, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, ecological systems; and any other receptors identified at (i)

(iv)an appraisal of remedial options, and proposal of the preferred remedial option(s).

Reason
To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

(6) No development shall take place on any phase of development until a detailed remediation scheme and verification plan to bring the phase of the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be prepared and submitted to the Local Planning Authority for its approval. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason
To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

(7) The remediation scheme for each phase as approved by condition 12 must be fully undertaken in accordance with its terms prior to the commencement of any other development within that phase unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of the measures identified in the approved remediation scheme for that phase, a verification report that demonstrates the effectiveness of the remediation carried outwithin that area must be produced, and shall be submitted to and approved in writing by the Local Planning Authority prior to the start of construction of any building within that phase of the approved scheme.

Reason
To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

(8) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority, all associated works must stop in that area of the development site, and no further development in that area shall take place unless otherwise agreed in writing or until a scheme to deal with the contamination found has been approved in writing by the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 12, which shall be submitted to and approved in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, submitted to and approved in writing by the Local Planning Authority in accordance with condition 13.

Reason
To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

(9) A monitoring and maintenance scheme to include details of the monitoring of the long-term effectiveness of the proposed remediation over a

period of 5 years following its completion, unless otherwise agreed in writing by the Local Planning Authority, and the provision of reports on the same must be prepared and shall be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of any development within that phase of development. Within 3 months of completion of the monitoring and maintenance measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and shall be submitted to and approved in writing by the Local Planning Authority.

Reason
To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

(10) Prior to the commencement of works on any phase of development a scheme to investigate and monitor the site for the presence of gases being generated within that phase/part of the site or land adjoining thereto, shall be submitted to and approved in writing by the Local Planning Authority. Within 3 months following completion of the approved monitoring scheme the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the Local Planning Authority. All required gas protection measures shall be installed in accordance with the approved details and appropriately verified before occupation of any building within that phase of the development by the submission of a verification report and its approval in writing by the Local Planning Authority and must be retained and maintained until such time as the Local Planning Authority agrees in writing.

Reason
To ensure that the safety of future occupiers is not prejudiced.

(11) Any topsoil [natural or manufactured],or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation to be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures

specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, verification sampling of the material received at the development site is required to verify that the imported soil is free from contamination and shall be undertaken in accordance with a scheme which shall first have been submitted to and approved in writing by the Local Planning Authority. The completed verification report shall be submitted to and approved in writing by the local Planning Authority prior to the importation of any subsoil or top soil on to the site.

Reason
To ensure that the safety of future occupiers is not prejudiced.

(12) Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation to be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, verification sampling of the material received at the development site is required to verify that the imported soil is free from contamination and shall be undertaken in accordance with a scheme which shall first have been submitted to and approved in writing by the Local Planning Authority. The completed verification report shall be submitted to and approved in writing by the local Planning Authority prior to the importation of any subsoil or top soil on to the site.

Reason
To ensure that the safety of future occupiers is not prejudiced.

(13) No phase or part of the development approved by this permission shall be commenced until a method statement detailing all necessary pollution prevention measures for the construction stage of that development phase is submitted to and approved in writing by the Local Planning Authority. At a minimum the method statement should identify storage facilities for all fuels, oils and chemicals, construction compounds, car parks, offices etc. Details of surface water drainage arrangements to be installed to intercept and treat contaminated surface water run-off, details of measures to ensure no polluting discharge from haul roads/disturbed areas, details of the nature,

type and quantity of materials to be imported on to the site, measures for dealing with any contaminated material (demolition waste or excavated waste) Identification of any buried services, such as foul sewers, so that they are protected, details of emergency contacts, for example, the Natural Resources Wales Pollution Hotline: 0800 807060. The development shall be constructed in accordance with the approved method statement.

Reason
Prevention of pollution.

(14) No phase or part of the development hereby permitted shall be commenced until such time as a scheme to treat and remove suspended solids from surface water run off during construction works for that part or phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented as approved throughout the construction of that phase of development.

Reason
Prevention of pollution.

(15) As part of the first of the Reserved Matters for each phase of development and prior to any development taking place, including any site clearance an ecological survey of the site shall be undertaken to identify habitats and species (especially botanical) on the site. The subsequent report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development within that area or phase, and should include details of all mitigation strategy proposed for any habitat or species impacts identified, and a timescale for its implementation. Any mitigation scheme approved shall be fully implemented as approved.

Reason
In the interests of Biodiversity.

(16) As part of the first of the Reserved Matters for each phase of development and prior to any development taking place within that phase, including any site or vegetation clearance a reptile survey shall be undertaken. The subsequent report shall be submitted to and approved in writing by the Local Planning Authority and shall include details of capture and release programme if reptiles are discovered. This should include the identification of a suitable receptor site a scheme for any habitat creation works required at that location and details of any fencing works needed. The capture and release programme should then be fully implemented on site prior to vegetation clearance in accordance with the approved details.

Reason
In the interests of biodiversity and ecology.

(17) As part of the first reserved matters application for each phase of residential development, a scheme detailing fully how the development will be designed to achieve indoor ambient noise levels that do not exceed that values specified within Table 5 of BS8233:1999 and gardens areas which achieve at least 50% of the garden areas where the maximum day noise level does not exceed 55dBA Leq 16 Hour (free field) shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include details of the construction specification of the sound insulation performance of each structure and the layout of the dwellings. If the developers are unable to achieve the required noise levels within the garden areas, a report fully detailing why and where this can not be achieved and the methods that would be employed to reduce the levels down as far as possible shall be submitted to and approved in writing as part of the submitted scheme. The development shall be constructed as approved and retained as such thereafter.
Reason
In the interests of the residential amenity of the future occupiers of the dwellings.

(18) As part of the first reserved matters application for the first phase of residential development full details of the proposed construction of the accoustic barrier fence or wall shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the proposed located of the fence or wall, details of the proposed materials and a typical section of the fence or wall's elevation. The approved scheme shall be fully implemented on site prior to the occupation of any dwelling and shall be retained as such thereafter.
Reason
In the interests of the residential amenity of the future occupiers of the dwellings and in the interests of the existing and proposed commercial developments.

(19) Prior to any development taking place, on any part of any phase of the development site hereby approved, any Japanese Knotweed and Sea Buckthorn present on the site shall be eradication in accordacne with Natural Resources Wales Guidance.

Reason
In the interests of Biodiversity.

(20) A Landscape Management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas including the landscaped buffer zone, other than small privately owned domestic gardens, within the area hereby approved for residential development, shall be submitted as part of the first reserved matters for each phase of development and approved by the Local Planning Authority prior to the occupation of any development within that phase. The landscape management plan shall be carried out as approved.

Reason
In the interest of visual amenity and to accord with Section 197 of the Town and Country Planning Act 1990.

(21)As part of the first Reserved Matters application for any residential phase of the development a scheme shall be submitted to and approved in writing by the Local Planning Authority for the upgrade of the existing signals at the junction of Elba Crescent with Fabian Way. The scheme as approved shall be fully implemented on site to the approval of the Local Planning Authority, prior to the first occupation of any dwelling on the application site.

Reason
In the interests of Highway and Pedestrian safety, and the free flow of traffic.

(22) Prior to the occupation of any dwelling a 2m wide footpath shall be constructed to adoptable standards along the entire frontage of the development site, to the surface level and with kerbing to adjoin the existing footway adjacent to the bus shelter to the eastern side of the site and this land shall remain open for the public thereafter.

Reason
In the interests of Highway and Pedestrian.

(23) All heavy goods vehicles, including all related construction traffic shall enter and exit the site via the Crymlyn Burrows Industrial Estate access road off Baldwin's Crescent, west of the existing bus gate. No heavy goods vehicles or related construction traffic shall enter or exit the site via Elba Crescent, unless otherwise first agreed in writing by the Local Planning Authority or under any other condition of this permission. Only residential traffic for the approved development shall access and exit the site via Elba Crescent.

Reason

In the interest of Highway and Pedestrian safety.

(24) No traffic shall be allowed to gain access to or from the site, identified on the Masterplan, as edged green, via any existing access onto Elba Crescent, apart from that area of car parking, fronting USE Superheaters, as identified on the masterplan hereby approved. There shall be no through access allowed, and the gate as identified on the plan hereby approved adjoining USE Superheaters, shall remain closed at all times to vehicular traffic, and be used for emergency vehicle access only.

Reason
In the interests of highway and pedestrian safety, as Elba Crescent is unsuitable for heavy goods vehicles.

(25) Together with the first of the Reserved Matters for any development on that area or phase of the site identified on the masterplan hereby approved for B1, B2 or B8 uses, a scheme for parking for those units shall be submitted to and approved in writing by the Local Planning Authority. These details shall include hard surfaced, lit and lined, and drainage details, all industrial access roads shall consist of a 7.3m wide carriageway with 2m footways each side and shall have gradients no greater than 1 in 12 or less than 1 in 150. The approved details shall be fully implemented on site prior to the first benefical use of each associated building, unless otherwise agreed in writing by the Local Planning Authority.

Reason
In the interests of Highway and Pedestrian safety.

(26) As part of the first Reserved Matters for each phase of the development a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority for that area or phase. The approved statement shall be adhered to throughout the construction period, and shall include;
-the parking of vehicles of site operatives and visitors.
-Loading and unloading of plant and materials
-storage of plant and materials used in constructing the development.
-The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
-wheel washing facilities
-measures to control the emission of dust and dirt during construction
-a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason
In the interests of highway and pedestrian safety.

(27) Unless otherwise agreed in writing by the Local Planning Authority, all buildings within the development hereby approved shall be connected to the main sewer prior to its first beneficial use.

Reason
In the interests of Highway and Pedestrian safety.

(28) Unless otherwise agreed in writing by the Local Planning Authority, no surface water or land drainage run off shall connect directly or indirectly into the public sewerage system.

Reason
In the interests of amenity, and to prevent overloading of the public sewerage system.

(29) As part of the first reserved matters application for each respective phase of development, a scheme shall be submitted to and approved in writing by the Local Planning Authority that fully details the proposed surface water run-off scheme for that phase of development which shall demonstrate that surface water shall be discharged and maintained at 'green field' run off levels, unless otherwise agreed in writing by the Local Planning Authority. The approved scheme shall be fully implemented on site prior to the first benefical use of each association building and shall be retained as such thereafter.

Reason
In the interests of ensuring the provision of a sustainable surface water drainage scheme.

(30) Any existing drainage pipes, land drains, highway drain or highway run-off entering, crossing, or discharging onto the development site shall be accommodated into the site development works by the developer. There shall be no interference, alteration, or diversion of a ditch, watercourse, stream or culvert crossing or bordering the site, without a scheme first being submitted to and approved in writing by the local Planning Authority. The development scheme shall be carried out on site in accordance with the approved details.

Reason
In the interests of amenity.

(31)Notwithstanding the details submitted the residential development shall be confined to that area edged in green on drawing Plan 1, and shall exclude from the residential development the area hatched green fronting Elba Crescent which shall be incorporated within the landscaped buffer.

Reason
In order to protect the viability of and not to prejudice the development of adjoining land.

(32) Notwithstanding the submitted details and prior to the start of any works on the first residential phase of development full details of a planting scheme for the landscape buffer shall be submitted to and approved in writing. The submitted planting scheme shall incorporate native grass and wildflower mix, which are wildlife friendly, and promote habitat creation, together with pockets of dense planting of species which would impede pedestrian access and movement throught the landscape buffer area. The construction of all bunds and engineering works associated with the landscaping buffer shall be completed prior to any development taking place on any residential unit, apart from that required to provide temporary construction access. The landscaping shall be fully implemented within the first planting season following completion of the bunds/engineering works within the landscape buffer zone, any trees or plants which within a period of five years from the completion of the residential development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same species, unless the Local Planning Authority gives written consent to any variation. Upon completion of the construction phase of the residential development, or the occupation of the last dwelling, whichever is the sooner, the temporary access through the landscaped buffer zone shall be removed, and the landscaping bund/engineering works completed in accordance with the approved scheme, landscaped, and retained as such thereafter in accordance with the landscape management strategy required under condition 26.

Reason
In the interests of amenity, community safety and biodiversity.

(33) Prior to the submission of the first reserved matters application for any phase of development a detailed construction phasing plan for the whole of the development shall be submitted to and approved in writing. The development shall be carried out in accordance with these details unless otherwise agreed in writing by the local planning authority.

Reason
In the interests of highway and pedestrian safety and the free flow of traffic.

(34) As part of the first reserved matters application for each phase of the residential development a scheme detailing the access roads construction shall be submitted to and approved in writing by the Local planning Authority. The submitted scheme shall show all residential access roads having a width of 5.5m wide carriageway with 2m footways to each side and shall have gradients no greater than 1 in 12 or less than 1 in 150. Each residential driveway shall be 3.6m minimum width and a minimum of 6m in length from back of footway to garage door, and shall be hardsurfaced in concrete, tarmacadam or block paving to a maximum gradient of 1 in 9 and maintained as such thereafter. Pedestrian vision splays of 2.4 metres (measured back from back of footway) shall be provided and maintained each side of each access within nothing over 600mm in height shall be erected or allowed to grow. Vision splays of 2.4 metres x 90 metres shall be provided in either direction at each point of access throughout the development. Prior to work commencing on site a scheme shall be submitted to and approved in writing by the Local Planning Authority, which include:

-Longitudinal and vertical carriageway alignment.
-Cross sections through the highway every 10 metre intervals.
-Surface water drainage proposals including highway gully's and manhole positions.
-Street lighting proposals

This scheme shall be fully implemented in accordance with those details as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason
In the interests of Highway and Pedestrian safety.

(35) As part of the first reserved matters for any phase of residential development pursuant to this planning permission, a scheme for the provision of affordable housing social rented and/or low cost home ownership within the development site, in accordance with Policy H4 of the Neath Port Talbot Unitary Development Plan of not less than 20% of the total number of residential units provided within the development site, or a commuted sum for off site provision shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall be fully implemented in accordance with the agreed phasing submitted as part of the approved details.

Reason
In order to secure an appropriate level of affordable housing in accord with Policy H4 of the Neath Port Talbot Unitary Development Plan

REASON FOR GRANTING PLANNING PERMISSION

The decision to grant planning permission has been taken in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise.

The proposed application for the variation of the wording of condition 31 and the agreement of the details for the landscape buffer and bund area would have no detrimental impact upon the visual amenity of the area, upon the residential amenity of the occupiers of adjacent properties, upon highway safety of the road network or upon the biodiversity of the area subject to additional conditions to ensure that at reserved matters stage the development has an appropriate layout and design of dwellings to provide noise attenuation to achieve the required levels within both the dwellings and their garden areas, while also requiring a revised planting plan for the landscape buffer area. The permission would also be subject to a legal agreement which would transfer the obligations from the original outline permission over to this application. The agreement secures the payment of £100,000 to be paid towards the provision and/or improvement of open space play provision and community facilities within the area of Crymlyn Burrows. As such, the proposed development is considered to be in accordance with the policies of the Neath Port Talbot Unitary Development Plan.

NOTES TO DEVELOPER

(1)For the relocation of public lighting columns, you are advised to contact the Highways and Engineering Manager of Neath Port Talbot County Borough Council at the Quays, Brunel Energy Park, Neath, SA11 2GG (Fao: Mr J Jenkins telephone number: 01639 686292 or e-mail j.jenkins1@npt.gov.uk)

(2)For extending the footway, in order to ensure the road works you are required to undertake are carried out to the satisfaction of the Local Planning Authority and subsequently adopted if you so wish you are advised prior to commencing any work on these works to contact the Head of Engineering and Transport Services at The Quays, Brunel Way, Baglan Energy Park,

Neath, SA11 2GG (Fao: Mr D. Boot- Telephone 01639 686399 or e-mail d.boot@npt.gov.uk to agree the specification, enter an adoption agreement and arrange on site inspection of your works.

(3)The developer is made aware by Dwr Cymru Welsh Water that the site is crossed by a public sewer. It is stated that no part of any building will be permitted within 3m either side of the centreline of this public sewer.

(4) The developer is made aware by Dwr Cymru Welsh water that a contribution under Section 40-41 of the Water Industry Act 1991, towards the provision of new off-site and/or on site watermains and associated infrastructure may be required.

(5) The developer is made aware that a number of site investigations have been carried out on the adjacent land of Gower Chemicals where elevated concentrations of Volatile Organic Compounds (VOC's) have been found in a plume of groundwater beneath the site. This is mainly related to the incident in 1996 when Gower Chemicals spilled several tonnes of Freon-11. The most recent investigation conducted by MWH in 2008 indicated the centre of the plume had moved 60-80m south west from the location of the spill, towards the proposed development. Investigations are still ongoing to establish the full extent of the plume and to further understand the risk to human health from volatilisation of VOC's. It is vital this information is considered when carrying out any intrusive or maintenance that involves underground work at the site. It is recommended that, as a minimum, air sampling and monitoring be carried out prior to and during intrusive works, and results compared against occupational exposure limits (OEL's). Appropriate PPE, including breathing apparatus where necessary, should be used during any future intrusive maintenance work, especially those using confined spaces or underground working.

(6) The developer should avoid vegetation clearance during the bird breeding season 1st March to 31st July inclusive in accordance with the Wildlife and Countryside Act 1981 (as amended).

(7)The developer is advised that the phasing of the residential development, as required under condition 29 of this permission, shall ensure that the minimum amount of development would require construction traffic to utilise Elba Crescent, and that the majority of the residential development can be constructed using the temporary access created through the landscaped buffer zone.

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(8)The developer is advised that any question of viability with regard to the residential element of this site shall be undertaken in accordance with the Authority's adopted SPG on Affordable Housing. As such all known on and off site costs, existing site constraints and developer contributions including affordable housing should be taken into full consideration. The cost of which should be reflected in the value of the land. The Local Authority would not look favourably upon the development of this site for residential purposes without the provision of affordable housing and a financial contribution towards play and community facilities, especially given its location on an employment site, as the development of the site for residential development is considered to be a departure from the Development Plan.

Signed : …… ……

Nicola Pearce – Head Of Planning

Date: 27/11/2014

Reference No: P2012/0581

Important Notes:

(1) The developer should have regard to Sections 4, 7, 8 and 8A of the Chronically Sick and Disabled Persons Act 1970 and to the British Standards Institution's Code of Practice for Access for the Disabled to Buildings (BS 5810: 1979).

(2) Please note that any works carried out without compliance with the conditions attached to this approval will be entirely at the risk of the persons involved and may result in formal action being taken by the Local Planning Authority.

(3) From 1st October 2012 it will be an offence to install a public sewer or lateral drain without having an adoption agreement in place. From the 1st October 2012 the vast majority of all existing private sewers and lateral drains which link with the public sewer network will transfer to Welsh Water. For further details on how this will affect your development please contact: Welsh Water developer Services, PO Box 3146, Cardiff, CF30 0EH. Telephone No. 0800 9172652 or email: developer.services@dwrcymru.com

Design and Access Statement

Land North of Elba Crescent, Crymlyn Burrows, Neath

RPS

HolderMathiasarchitects

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1 INTRODUCTION

Purpose and Scope

This Design and Access Statement (DAS) has been prepared in support of an application made under Section 73 of the Town and Country Planning Act 1990 to vary condition 31 of planning permission reference P2008/0514.

Outline planning permission P2008/0514 was granted on the 30th September 2011 and relates to proposals for a 'Mixed use development comprising business (B1, B2 and B8) and residential (C3) with associated car parking, landscaping and infrastructure requirement'. The approved scheme shows the application site divided into two distinct sections; with the southern section proposed for residential development and the northern section proposed for B1, B2 and B8 employment uses. The approved plans show the industrial and proposed residential areas separated by a landscape buffer zone.

Condition 31 requires that as part of the first Reserved Matters for any residential phase, a scheme for the proposed landscaping buffer must be submitted and approved. This s73 application seeks an amendment to condition 31 to remove the link between discharging condition 31 and the submission of reserved matters.

This DAS has been produced having regard to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, the Welsh Government's Interim Guidance on Design and Access Statements (May 2009), Appendix 1 of TAN12: Design (June 2009) and TAN 22: Planning for Sustainable Buildings (November 2010). The guidance indicates that DASs should be readily identifiable as meeting statutory requirements; however, the amount of information provided should reflect the scale of the proposal and the sensitivity of the context.

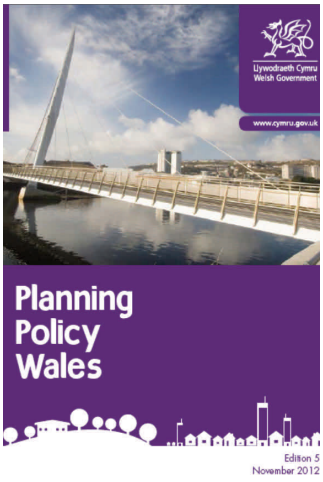
Following this introduction, Section 2 reviews the planning policy context for the development whilst Section 3 provides an appraisal of the site and surrounding area. Finally Section 4 explains how the scheme addresses the objectives of good design, where appropriate, having regard to issues of environmental sustainability, movement, accessibility, character and community safety.

This Statement should be read in conjunction with the s73 application documents and drawings which comprise :

- Site Location Plan/Proposed Site Plan (Drawing No. D AX101 rev L(A)) – John Wotton Architects).
- Illustrative Landscape Buffer Planting Proposals (Drawing No. 303 Rev A).
- Environmental Noise Assessment.

2 PLANNING POLICY CONTEXT

Planning Policy Wales (Edition 5) November 2012



National planning policy in Wales consists of Planning Policy Wales (Edition 5, November 2012), which is supplemented by a series of Technical Advice Notes (TANs).

Sustainability Objectives

PPW5 outlines the Welsh Government's duty under Section 79 of the Government of Wales Act 2006 to place the principles of sustainability and sustainable development at the heart of its decision making processes (section 4.1.3 refers). PPW confirms that the planning system must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change. Paragraph 4.4.3 sets out a list of key policy objectives that should be taken into account in the control of development throughout Wales. They include:

- Preference for the reuse of suitable previously developed land and buildings, wherever possible avoiding development on Greenfield sites;
- The location of development so as to minimise the demand for travel.
- Facilitating development that reduces emissions of greenhouse gases, energy efficient development and the use of renewable energy.
- Ensuring that all communities have sufficient good quality housing for their needs.
- Promoting access to, inter alia, employment and community facilities, maximising opportunities for community development and social welfare.
- Promoting quality, lasting, environmentally-sound and flexible employment opportunities.
- Respecting and encouraging diversity in the local economy.

In respect of those policy objectives, it is germane that the scheme approved under outline planning consent P2008/0514 will:

- Involve the efficient reuse of a previously developed site to create a high quality scheme, thereby making a positive contribution to the existing environment.
- Will provide much needed good quality housing in a sustainable location.
- Will involve the use of renewable technologies; and
- Will create a number of new jobs.

Transport

Chapter 8 of PPW relates to transport issues and outlines that when determining applications for development, Local Planning Authorities should take into account a number of factors including the impacts of the proposed development on travel demand; the accessibility of the site by a different range of transport modes and the effects the development may have on the safety and convenience of other users of the transport network.

Planning Policy Wales (Edition 4) February 2011 (Cont.)

Housing

Chapter 9.1.1 explains that the Welsh Government's approach to housing is to provide more housing of the right type and offer more choice; improve homes and communities, including the energy efficiency of new and existing homes. In furtherance of these objectives, paragraph 9.1.1 states that the Welsh Government will seek to ensure that previously developed land is used in preference to Greenfield sites and that new housing and residential environments are well designed, meeting national standards for the sustainability of new homes and make a significant contribution to promoting community regeneration and improving the quality of life. The application scheme would accord with these criteria, being a brownfield development that will provide new homes that are well designed and environmentally sound.

PPW also advises that Local planning authorities should address the scope and potential for rehabilitation, conversion, clearance and redevelopment when considering suitable sites for housing development. Maximising the use of suitable previously developed land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites. In particular, local authorities should consider the contribution to the overall provision of land for housing that can be made by reclaimable or reclaimed urban land and by disused or underused buildings (para 9.2.6).

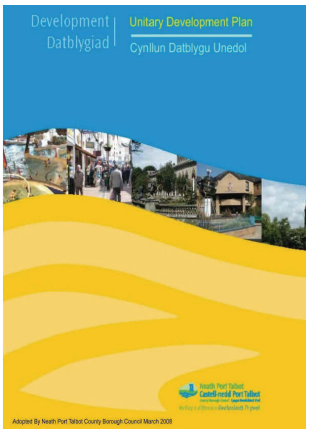
Technical Advice Note 12: Design, 2009

TAN 12 seeks to encourage a high standard of design for all new developments which respects the character of the surrounding area. Specifically the advice notes sets out the following key objectives of good design: achieving sustainable design solutions, sustaining or enhancing character in townscape or landscape, promoting innovative design, promoting a successful relationship between public and private space; promoting high quality in the public realm; ensuring ease of access for all, promoting legible development, designing for change and promoting quality, choice and variety. TAN 12 further confirms that 'good design will almost always be dependant on working within the natural constraints of the landscape and this would be the starting point from which the design of development evolves'.

In relation to design and layout, TAN 12 advises that housing design should aim to:

- create places with people in mind, which are distinctive and respect local character;
- promote layouts and designs which encourage community safety and accessibility;
- focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles;
- avoid inflexible planning standards and encourage reduced road widths;
- promote energy efficiency in new housing;
- secure the most efficient use of land including appropriate densities; and
- consider and balance potential conflicts between these criteria.

The Neath Port Talbot Unitary Development Plan



The 'Development Plan' at present comprises the Neath Port Talbot Unitary Development Plan (UDP), which was adopted in March 2008. UDP policies which are considered relevant are outlined below.

Policy ENV17 seeks to ensure that proposals which involve new construction works or alterations to an existing building's appearance are well designed, have sufficient regard to the character of the area and conserve biodiversity and strengthen habitat connectivity. It further seeks to ensure that the design and operation of any proposals would not have any unsatisfactory impacts on the occupants of any other properties (including proposals with the benefit of planning permission); and that they have had sufficient regard of the need to address climate change and sustainability issues. Lastly the policy seeks to ensure that such proposals incorporate good design that addresses the safety and security of people and property and reduces the opportunities for crime.

Policy ENV2B(iv) identifies land to the south of Fabian Way and north of the former railway line as Green Wedge to protect the setting of built up areas and prevent urban coalescence between settlements.

Policy ENV4 identifies areas of land to the north and south of the application site as areas of international or national nature conservation significance. It goes on to state that proposals which would adversely affect candidates sites of European significance (for example, Crymlyn Bog) will not be permitted other than in exceptional circumstances. The policy also presumes against development which would be likely to damage or destroy a SSSI except where it can be demonstrated that there is a national need for the development which outweighs the nature conservation value of the site and that the proposal safeguards the national network of such sites.

In addition to the above, Policy EC2 favours the redevelopment, intensification and expansion of existing industrial and business premises unless the proposals create unacceptable impacts on local amenities, existing industrial and commercial activities, townscape, landscape, biodiversity or highway safety impacts.

Policy T1 deals with the location, layout and accessibility of new proposals. It requires development to be well located in terms of reducing the need for travel, have good access to a choice of means of transport, provide a safe, convenient, efficient and attractive transport infrastructure that encourages non private car modes and does not create or unacceptably worsen highway safety or congestion on the highway network. Development should also provide appropriate car parking and servicing.

Policy T8(b) safeguards the line of the southern highway access to the Llandarcy Urban Village (also providing a link to the northern part of the application site) and states that this will be provided early in the plan period. Indeed significant highway works are currently ongoing in conjunction with the Amazon development to the east of the application site.

3 SITE APPRAISAL

Site Location

The application site is situated on the northern side of Elba Crescent, which is set back from and runs parallel to Fabian Way (A483), one of the main arterial routes into Swansea City Centre. Located close to the boundary of the City and County of Swansea, the site lies within the Visteon industrial area within the administrative area of Neath Port Talbot County Borough Council.

The Site and Surrounding Area

The site is level with the southern boundary fronting onto Elba Crescent and onto the rear curtilages of existing residential properties along the northern side of Elba Crescent. Further residential development lies on the opposite side of Elba Crescent which provides direct vehicular access to the site and both pedestrian and vehicular access onto Fabian Way which lies to the south. To the north the site bounds an area of land which has planning permission for a proposed public transport link road. Surrounding the Visteon industrial area there is a significant amount of green space with its close proximity to Crymlyn Burrows which has been designated a Site of Special Scientific Interest (SSSI).

The site itself currently accommodates a mixture of existing industrial scale buildings, primarily located to the west and north along with areas of open vacant land to the south, which previously formed part of former industrial uses within this area.

The Site and Surrounding Area (Cont.)

Existing Site Photographs

The application site and much of the surrounding area is flat and therefore easily accessible and navigable to both pedestrians and cyclists. Elba Crescent is street lit and subject to a 30mph speed limit. The street benefits from footways on both sides of the carriageway, which extends from its junction with Fabian Way to No.17 Elba Crescent. At this point the northern footway terminates, the southern footway continues and connects to the wider footway network. The footways along Fabian Way link with other residential areas such as Jersey Marine to the east and Port Tennant and St. Thomas to the west. Existing footways / cycleways lead into Swansea City Centre.

The site benefits from excellent cycle access, with a shared cycle/pedestrian footpath running along both sides of Fabian Way. This cycle route forms part of the National Cycle Network and links the site to Swansea, Port Talbot, Neath and other on route villages such as Skewen and Jersey Marine. To the north of the site, an additional traffic free cycle path is provided, running alongside the Tennant Canal linking to the Fabian Way path to the west of the site.

The site is well served by public transport. There are three bus stops on Elba Crescent, two for westbound passengers to Swansea City Centre and one for eastbound passengers. A further three stops are provided at Baldwins Crescent and an additional two bus stops are provided on Fabian Way directly opposite the site. All stops are within acceptable walking distance from the site. The site is well linked therefore to Swansea, Neath, Port Talbot, Jersey Marine, Briton Ferry and Skewen. The frequency of services also indicates the viability of bus travel, with approximately 105 services operating throughout a typical weekday. Swansea Railway Station is located approximately 4 miles to the northwest of the proposed development from which all major national destinations can be reached.

Vehicular access to Fabian Way for the residents off Baldwins Terrace and Elba Crescent is provided via a signal controlled junction to the east of the site. A Toucan crossing installed across Elba Crescent provides a controlled crossing that links both ends of the cycle path along the northern side of Fabian Way, allowing safe passage for both pedestrians and cyclists. Fabian Way is a dual carriageway and provides excellent linkages to the surrounding highway network, including the M4, 3 miles to the east. At the western extremity of the existing residential area, a bus gate has been installed that prevents access to Elba Crescent for vehicles from the west. The bus gate only permits service bus passage into the residential area and prevents ‘rat running’ through the residential area by HGV’s from the nearby industrial units and forms a no through road.

4 DEVELOMENT PROPOSALS

Design Principles & Concepts

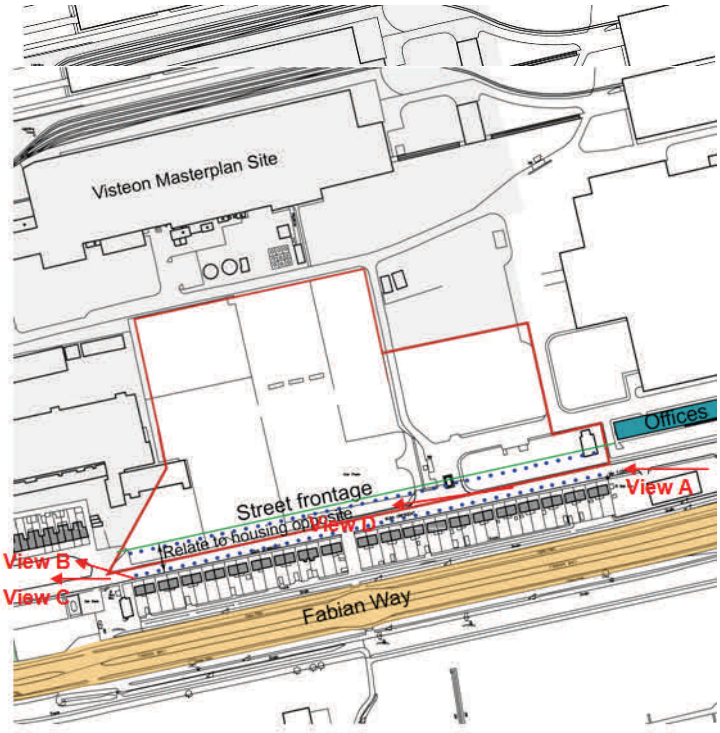
The residential development proposals for the southern part of the site will provide a clear use of a site that is currently under-utilised and undesirable and in doing so will enhance and redefine the character of the existing community as well as strengthen it. The proposals aim to integrate the existing properties along Elba Crescent by responding positively to the existing streetscene and improving the environment in the immediate vicinity. The design will have a direct dialogue with the surrounding buildings; modelled and influenced by its context.

View A

View B

View C

View D



The business site which lies to the north of the proposed residential development provides an opportunity to bring employment to the area and to bring existing complexes back into use. An additional industrial site is located to the east, along Fabian Way, which will contain showrooms, giving the opportunity to advertise on the side of a main road.

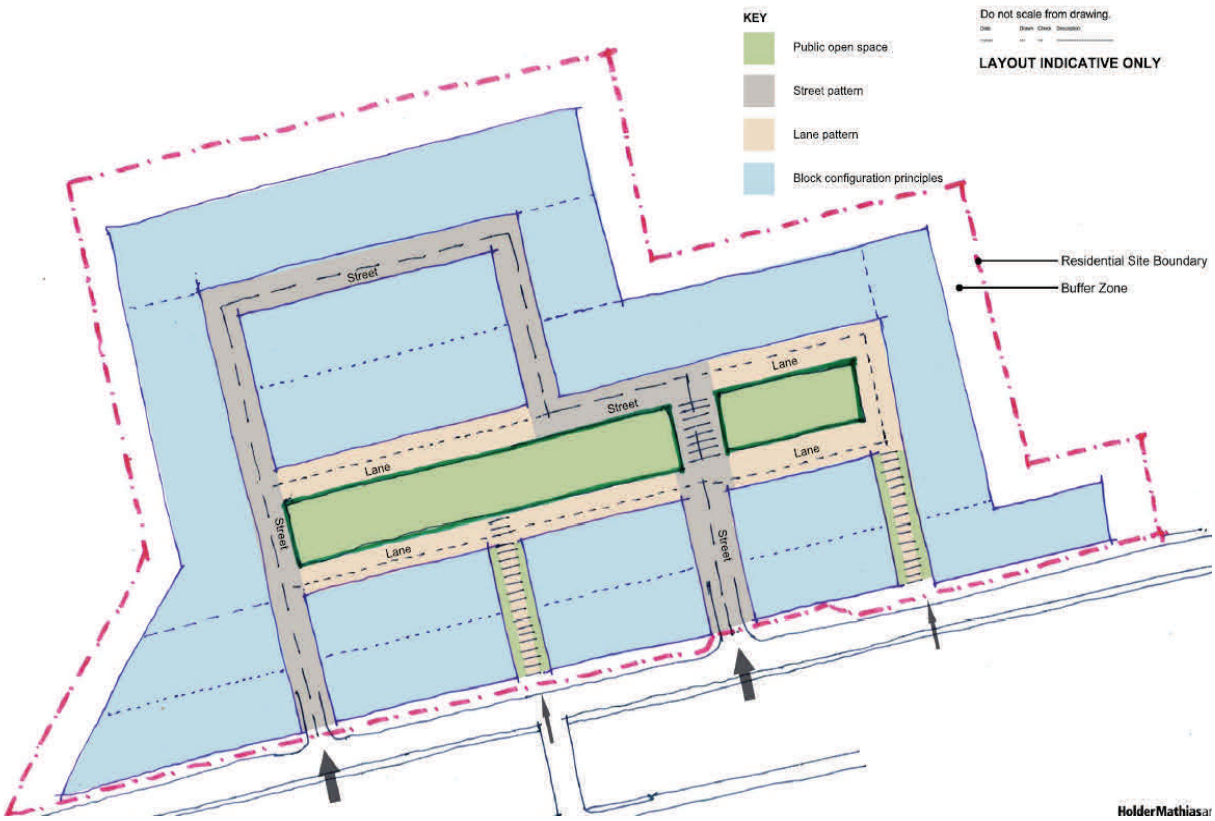
The business development will create a pleasant working environment and respect its surroundings. Smaller scale starter units are proposed along the road giving a friendlier approach to the development that bridges in scale the large industrial units and the residential development. Parking and loading areas will be set behind both the showrooms to the east and the starter units in order to create a more humane environment and to achieve a more attractive front to the proposed buildings.

Design Principles & Concepts (Cont.)

The development proposals aim to create a people-priority domestic environment both within the site itself and the frontage along Elba Crescent. The development will be screened both visually and acoustically from surrounding developments through an extensive buffer zone which will be heavily landscaped around all sides; this also provides a significant degree of physical separation from other uses to the benefit of the development.

The principles behind the layout are well established and respected and will provide a cohesive and legible pattern within the site. In turn, this provides clarity for residents and visitors while creating an open, safe and inviting living environment for people. The layout principles define the character of the development whilst also giving the area a sense of distinctiveness.

Public Open Space/Street Pattern/Block Configuration Principles



Character

Amount, Layout, Scale and Appearance

The use of the southern part of the site for residential is realistic with regard to market characteristics and plays a key part in enhancing the value of the site as a whole. The part of the site proposed for residential development covers an area of 4.45 hectares and seeks to make efficient use of the land by providing 141 units at a housing density of 37 dwellings per hectare (excluding the 10m buffer zone) through a mixture of tenures and affordability of varying scales and typology. As well as ensuring a lively mix of residents, the increase in the density will create economies of scale in the provision of public transport, commercial and community services which may be included in future.

Amount, Layout, Scale and Appearance (Cont.)

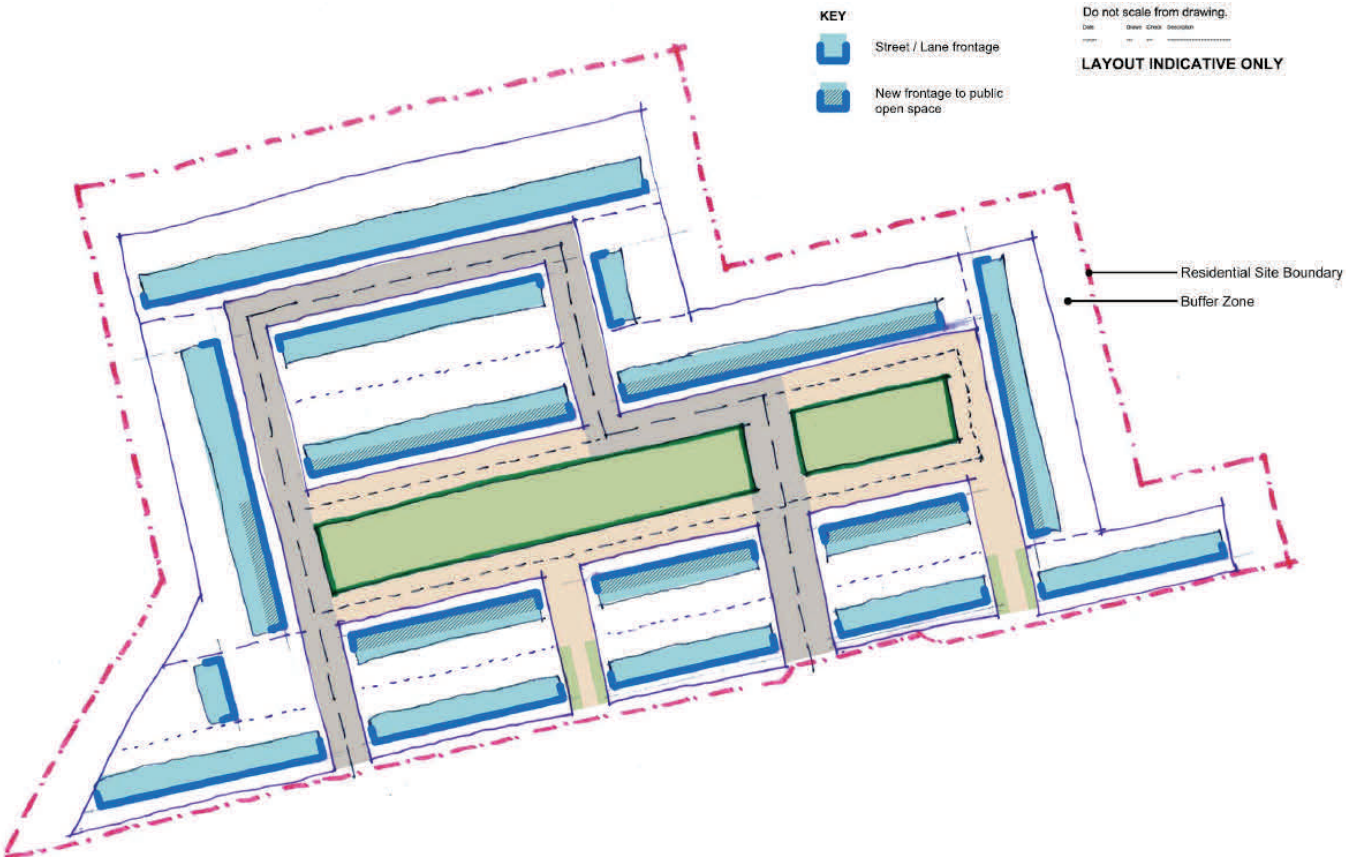
With regards to street pattern, the proposals aim to create traditional, appropriate street pattern which exhibits legibility and clarity throughout the site. Given the proportions of the site and the principle to create streets as opposed to estate roads, a series of linear streets can be created within the site. This is supplemented by the linear infill along the Elba Crescent frontage, reflecting the existing properties and enhancing the character and environment within Elba Crescent itself. The houses fronting onto Elba Crescent will be set back off the road to provide the opportunity to create a landscaped frontage while supporting safe car access. The street pattern within the site therefore creates a clear, yet indirect 'loop' route. The design of linear streets with defined junctions and change of direction into the streets provides a passive design response to provide distinct areas as well as controlling vehicular speeds.

Indicative Residential Layout with 10m Buffer Zone

Amount, Layout, Scale and Appearance (Cont.)

In terms of frontages, the street and block pattern will create the framework for frontages to provide enclosure, define the character of the streetscene and create the 'feel' of the neighbourhood environment. Frontage building lines will be largely continuous, creating a clear sense of enclosure and building definition within the streetscene. Building frontages will be set back to provide private green space at the entrance while softening the street edge. The set back also provides the opportunity to accommodate on-plot, front door dwelling access and car parking, ensuring that the streetscene is people-focused, creating the framework for communities to establish themselves and develop over time. Defined street areas fronting directly onto the POS will be more private in nature and envisaged only to be used by residents. A different surface treatment will distinguish these more private areas, consistent with the adjacent POS design and materials.

Frontage Principles



Amount, Layout, Scale and Appearance (Cont.)

In terms of the residential proposals a range of house types will ensure a variety of scales and can introduce the creative use of contemporary design and materials. The development proposes a mix of two, three and four bedroom dwellings within a terraced or semi-detached typology. Each house type will accommodate car parking provision on plot, providing front door street access and negating the need for rear-access parking solutions. This will also create a safe semi-public/semi-private streetscape for pedestrians.

Examples of the use of materials in non-conventional fashion

The scale, massing and height of the proposed development has been considered in relation to that of the adjoining environment and the scheme will form a general pattern of development common to that already found in the area. The proposed housing will comprise two storey dwellings. Some of these may incorporate additional floorspace within the roof space, however, the overall height will be the same. The scale parameters for the proposed residential dwellings (excluding ancillary detached or attached garage units) are shown in the table below.

House Type	Number	No. of Storeys	Max. / Min. Ridge Height (M)*	Width (Frontage)	Length (Depth)
2 Bed Terrace	54	2	9.8m / 6.3m	Narrow frontage: 4m – 7m Wide frontage: 7m – 15m	Narrow frontage: 8m -15m Wide frontage: 6m - 10m
3 Bed Terrace	30	2			
3 Bed Semi-Detached	24	2			
4 Bed Semi-Detached	31	2			
4 Bed Detached	2	2			
Total	**141**				

* Based on 45º Pitched Roof

Amount, Layout, Scale and Appearance (Cont.)

In terms of the industrial proposals, three of the units shown in the north and western parts of the site are existing units. These are USE Superheaters, ANC and Kings Dock. Unit. In addition a number of proposed smaller scale starter units are shown immediately to the north of the Estate Road, thereby providing a further stepped buffer from the proposed residential properties to the larger Kings Dock unit to the north. A further unit is proposed to the east of the Kings Dock unit whilst several areas in the western part of the site are identified for future employment use.

The business site to the north and west of the proposed residential development is seen as an opportunity to bring employment to the area and to bring existing units back into use. The applicant has already made significant improvements to the remainder of the site thereby creating a pleasant working environment that is respectful of its surroundings.

A variety of scales are anticipated to break up the bulk of the commercial development to provide clear visibility through the site and to make it safe and easily accessible for both workers and visitors. The scale parameters for the proposed commercial/industrial buildings are anticipated to be as follows:

Building Type	Height	Width (Depth)	Length (Frontage)	Approximate Floorspace
B1 unit to the north of Estate Road	Min - 6m Max - 12m	Min - 20m Max - 37m	Min - 160m Max - 180m	6,660m^2 split into a number of units
B1 unit to the east of Kings Dock unit	Min - 6m Max - 10m	Min - 20m Max - 28m	Min - 50m Max - 70m	1,960m^2
B1 unit to the west of the Kings Dock unit	Min - 6m Max - 10m	Min - 10m Max - 15m	Min - 35m Max - 46m	598m^2
B1 unit within site A	Min - 6m Max -10m	Min - 18m Max - 32m	Min - 42m Max - 56m	975m^2
B1 unit within site B	Min - 6m Max - 10m	Min - 12m Max - 34m	Min - 20m Max - 33m	702m^2

Amount, Layout, Scale and Appearance (Cont.)

The starter units will be set back to create a landscaped pavement, softening the edges of the road whilst giving a more humane feel to the development. The development will be easily legible with access points clear and visual. The examples below show the scale anticipated and an example of potential materials to be used.

Amount, Scale, Layout and Appearance (Cont.)

In terms of Public Open Space (POS), this will be clearly defined, accessible, safe and inviting, forming the heart of the scheme for residents and visitors alike. This creates a character and distinctiveness which symbolises this development proposal. The POS will be centrally located and will be easily accessed by all. It will be well proportioned with significant areas and zones situated away from the main street network, thereby maximising safe opportunity for relaxation, enjoyment and play. Besides being available for physical use, the POS will provide a welcome and comfortable visual amenity within the heart of the development. A variety of spaces for different uses can be provided within the POS. Various public amenity spaces including children's play areas will be incorporated in safe and pleasant locations - these will form key spaces within the wider POS area to create a true heart and hub for this new community.

Landscaping

Consideration has been given to the whole site having adequate landscaping; accordingly a 10m “green” buffer zone is proposed to the north and west of the proposed residential area to act as both a landscaped zone but also a physical buffer between the residential and industrial developments. A variety of outdoor public spaces are proposed within the buffer zone to create an attractive environment. This will ensure that the proposed development will not have a detrimental impact on the function of the area. Details of the buffer zone design and how it performs as a barrier have been submitted as part of the application.

A Noise Assessment has been undertaken by Hunters Acoustics which accompanies this application. The noise assessment tests the appropriateness of the proposed 10m landscape buffer which has been designed by a qualified landscape architect. The report demonstrates that a 10m buffer to a 3m high fence along the site boundary will prevent an adverse impact upon the amenity of the future occupiers of the residential development. The fence also acts as an immediate visual barrier between the two areas and the proposed planting will screen the fence as well as providing a green corridor between the residential and employment areas.

Community Safety

The key aims of the design are to provide a safe and secure environment which increases the likelihood of detection of criminal activity thus making crime more difficult to commit. Any communal or public areas are therefore designed to be defensible and overlooked by houses (frontages). Every part of the development will be accessible by pedestrians, fostering a real sense of community and togetherness. The main aims in terms of community safety, therefore, are as follows:

- To install a sense of identity, giving the residence a sense of ownership and control.
- Using landscape to define areas and plant species as natural security measures. Enhance the security complementing the built form but not interrupting natural surveillance.
- Access, movement and navigation through the development should be clear direct and well lit. A safe and active route will be well used.
- Public and private space within the layout of the development should have clear distinction. Typically semi private spaces to the front of dwellings with private space to the rear. Access to vulnerable areas should have ease of access restricted. Natural surveillance should be encouraged and ‘dead’ space minimised.
- The layout should provide adequate off street parking with garages where possible to reduce the opportunities for car crime.
- Public ‘green’ space should be overlooked and subject to natural surveillance with any play areas having secure boundaries.

Environmental Sustainability

The development accords with the Welsh Government and Local Authority guidance in relation to environmental sustainability at the planning stage. This will be supplemented at the detail design and construction stages through the adoption of, and compliance with, various technical regulations, including Code for Sustainable Homes where the development will achieve as a minimum the Level required at the particular time of submission or registration.

The development proposals will seek to mitigate the causes of climate change by minimising carbon and other greenhouse gas emissions, as defined by the regulations applicable at the time, associated with their design, construction, use and eventual demolition. Consideration will be given to the promotion of a range of low and zero carbon technologies as one of the means to achieve this.

The proposals also consider the inclusion of features that can provide effective adaptation to and resilience against the current and predicted future effects of climate change; examples include adequate provision of green space to provide shading, sustainable drainage to reduce run-off and design to prevent overheating. Any landscaping scheme should propose new habitats and amenity spaces that will encourage biodiversity both within and beyond the site.

The design of the site layout and constituent dwellings will incorporate design principles and specific measures that encourage fuel and power conservation; minimise water consumption, support waste segregation; and, promote sustainable transport.

The development proposals provide a beneficial reuse of suitable previously developed land and buildings, thereby avoiding development on Greenfield sites and is located within an established residential settlement area. The site is conveniently located for public transport connections and in close proximity to a dedicated cycle route.

The design principles for the site layout and dwelling design take account of environmental sustainability criteria; layouts submitted for Reserved Matters approval should incorporate inherent passive design measures, including but not limited to appropriate orientation, consideration given to solar gains, shading, water run-off and drainage, ease of pedestrian and cycle usage. Individual dwelling designs will need to respond to these criteria as well as satisfying the Code for Sustainable Homes requirements, outlined briefly below.

Code for Sustainable Homes

The dwellings and site will be designed and constructed having full regard to the Code Level 3 of the Code for Sustainable Homes Technical Guide (November 2010) which is as follows:

Category 1 – Energy and CO_2 emissions (mandatory)
25% improvement of DER over TER (Level 3)
SAP 2005 calculations by an accredited energy assessor
Use of energy efficient internal lighting
Use of energy efficient external lighting
Use of cycle storage.

Code for Sustainable Homes (Cont.)

Category 2 – Water (mandatory)
Water consumption to be less or equal to 105 litres per person per day (Level 3)
Hot and cold water system to be designed to avoid risk of microbial contamination
Location and details of rainwater and greywater collection systems for internal and external use.

Category 3 – Materials (mandatory)
At least 3 of the 5 items listed need to achieve a Green guide rating of between A+ and D they include; materials to be used for roof, external walls, internal walls (including separating walls), upper and ground floors (including separating floors) and windows
80% of basic building elements are to be responsibly sourced and any timber elements 100% legally sourced.

Category 4 – Surface Water Run Off (mandatory)
Surface water run off from the development will be managed to protect watercourses and delay the discharge into public sewers and watercourses
All surface water will discharge into soakaways.

Category 5 – Waste (mandatory)
Internal and external storage space for non recyclable and recyclable household waste should be provided
Construction waste management must comply with the set criteria
Facilities to compost household waste should be provided.

Category 6 – Pollution
Global warming potential (GWP) of insulants – all insulating materials to be used must have a GWP of less than 5 (manufacture and installation).

Category 7- Health and Well Being
Kitchens to have minimum average daylight factor of at least 2%
All living rooms, dining rooms and studies to achieve a minimum average daylight factor of at least 1.5%
80% of the working plane in each kitchen, living room, dining room and study should receive direct light from the sky
Sound insulation – to achieve higher standards than those given in Part E of the Building Regulations – to be demonstrated by pre-completion testing as necessary
An outdoor space to be provided for occupiers use
Dwelling to comply with lifetime home requirements for current and future needs of occupiers.

Category 8 – Management
A home user guide should be provided to occupants in a suitable format
On site best practice should be managed under a nationally or locally recognised certification scheme such as the Considerate Contractors Scheme
Security should comply with Secure by Design Criteria.

A suitably qualified assessor will be employed by the developer to ensure that Code Level 3 is attained.

Movement to, from and Within the Development

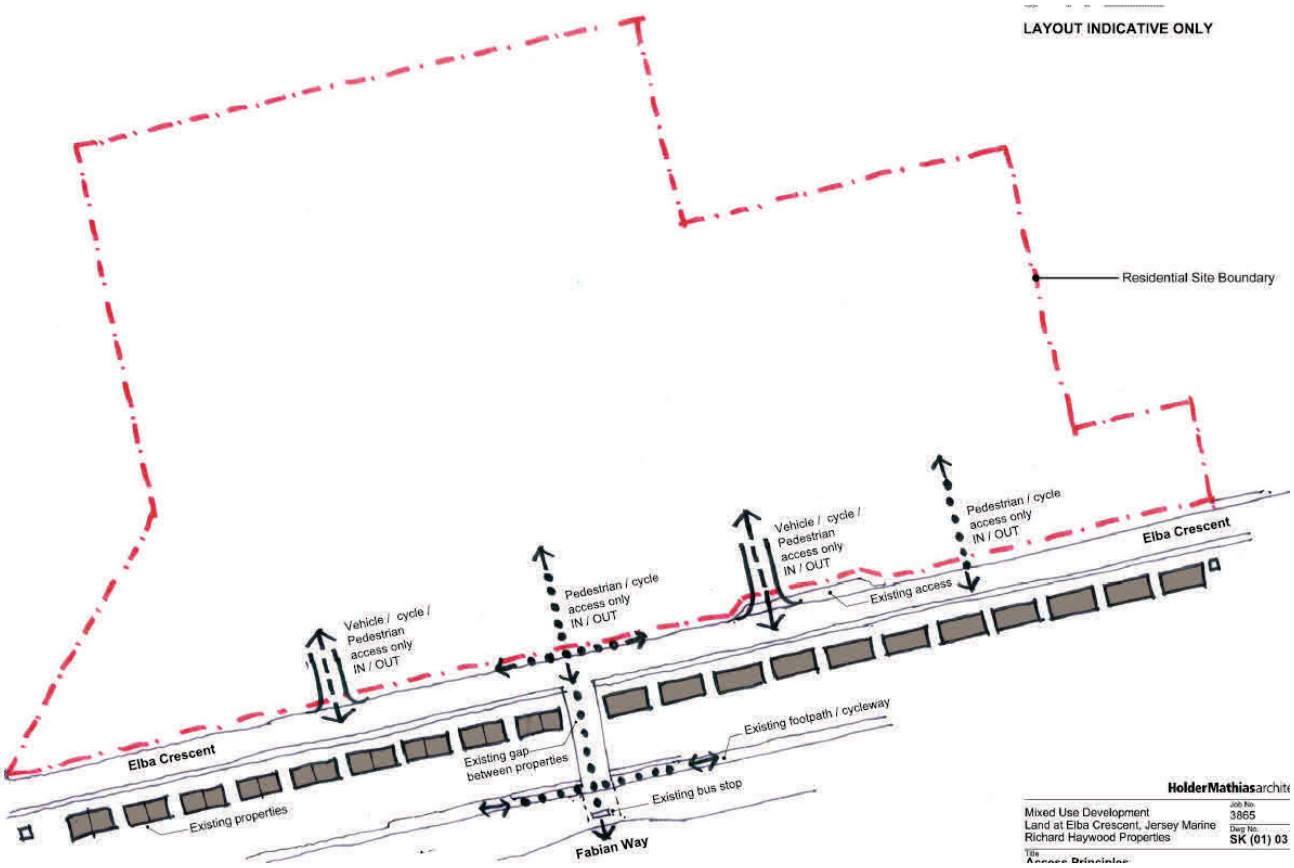
Access Principles

The approved plans for the site demonstrate that the site is capable of providing a high level of inter-connectivity and permeability between the site and the surrounding area. The development is easily legible and access points are clear and visual. A variety of scales are anticipated to break up the bulk of the development and there is clear visibility through the site making it safe and easily accessible for residents, workers and visitors.

Within the site a network of footpaths will also be created to provide permeability for pedestrians to all areas of the site. The paths will be constructed to a high standard, slip resistant, free from trip hazards, sufficiently wide and well lit. The development will be easily legible to both residents and visitors.

There will be three dedicated vehicular access points to the site. The two off Elba Crescent will serve the residential element of the development. No vehicular access will be provided to the other areas of the site form this access. The second will be via the new link road to the north of Elba Crescent, which will provide access to the commercial uses.

The proposal will include an adequate provision of parking spaces in accordance with the Council's adopted parking standards. Parking Spaces will be well integrated within the public realm. Disabled Parking Bays will be provided within all the business use car-parks along with cycle and motorcycle parking facilities.



Access Principles (Cont.)

Primary pedestrian access to the development will be via the existing footway infrastructure on Fabian Way and the new access link road. Pedestrian/cycle access between the residential development and the industrial use will also be provided. The link will be overlooked by adjoining uses, and well lit, which will ensure the link is safe and attractive to use. This will also provide a safe, convenient and accessible route to / from the business parts of the site through the residential element linking up with the footway / cycleway and public transport facilities in the area. The existing break in footway provision on the northern side of Elba Crescent will be addressed, providing access for pedestrians to the proposed residential properties. Footpaths will be designed with all users in mind, to be free from obstructions and to incorporate tactile paving where appropriate.

The cycle paths that run either side of Fabian Way provide cycle access to the development site. These provide access to both the commercial and residential sectors. The provision of cycle stands at each of the development proposals will encourage travel via this sustainable transport mode.

A travel plan for the commercial sectors of the development will be produced to promote sustainable modes of transport to employees and visitors of the proposed units. Initiatives such as car sharing schemes, provision of bus timetable information, interest free loans for public transport, and shower / changing facilities. Travel information could be shared with adjoining employment units to create a travel database for employees wishing to commute. The proposals aim to reflect an inclusive approach to access, providing equal access to all users, including those with impaired mobility. Part 'M' of the Buildings Regulations will be adopted as the minimum benchmark for accessibility within all buildings and all access points to new units will be to DDA requirements. It is considered therefore that the existing access arrangements are either maintained or enhanced and that the development proposals are consistent with the aim of promoting inclusive access arrangements for all.

As already explained there is access to public buses that run regularly along the A483 in both directions. Although car ownership can be supported on site, the close proximity to public transport and cycle path reduces car-dependency and encourages a more sustainable pattern of movement. The new link road being proposed towards the north of the site will see a reduction in the use of A483 in the future. This does not pose as a threat, and in fact will create a safer haven for the residents with the vehicular access to the Industrial Estate diverted to the North towards the new link road.

The proposals therefore create a positive and legible connection to the existing public transport stop and cycle path route; this forms a fundamental principle in relation to the layout of the site. The development is easily legible to both residents and visitors, while access points are clear, visual, overlooked and safe.

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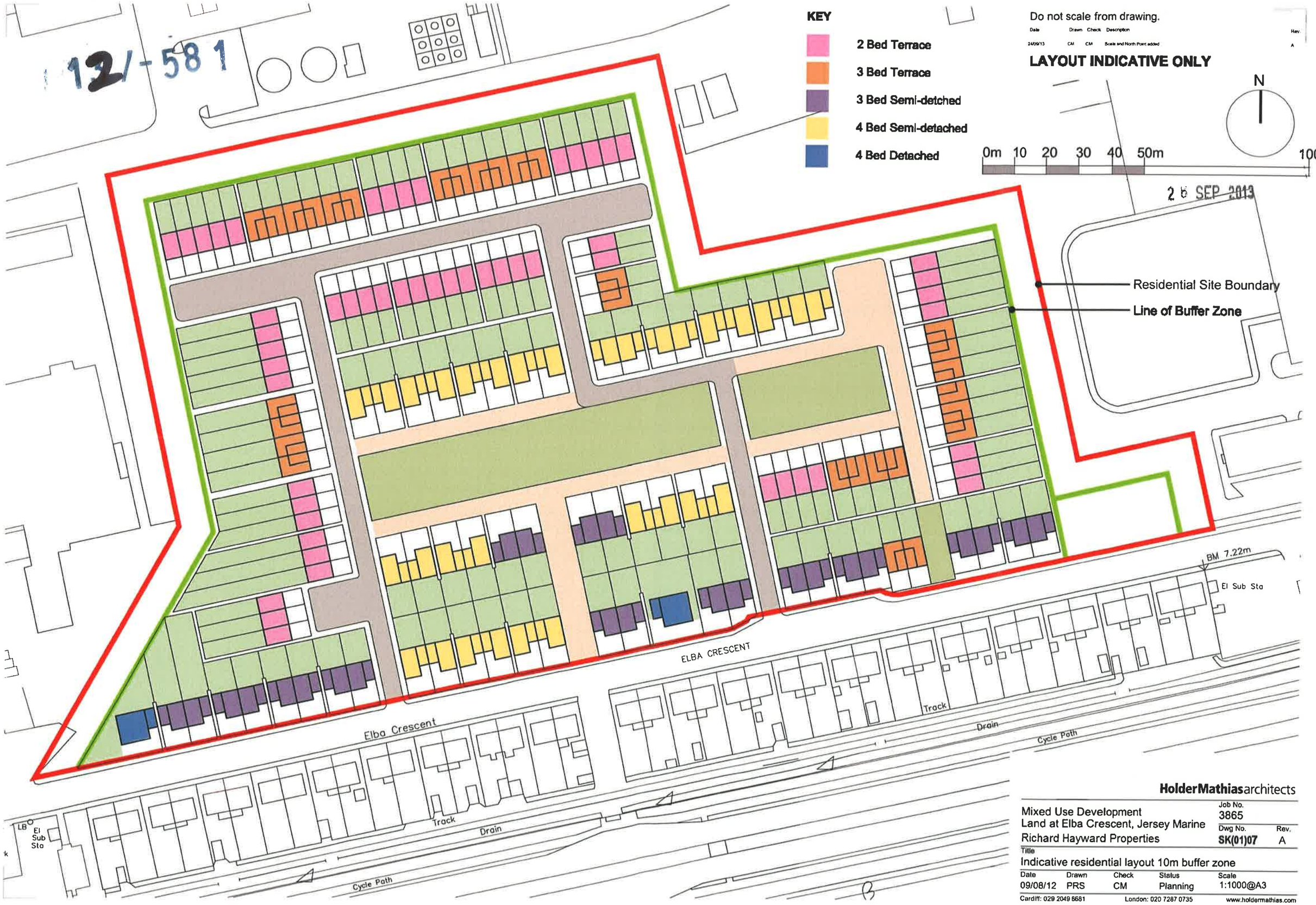
Neath Port Talbot
Castell-Nedd Port Talbot
TOWN AND COUNTRY PLANNING ACT 1990
Outline Approved

N. Pearce
Head of Planning

Date 20 Nov 2014

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