

Planning Committee – 1st November 2022

Item 1

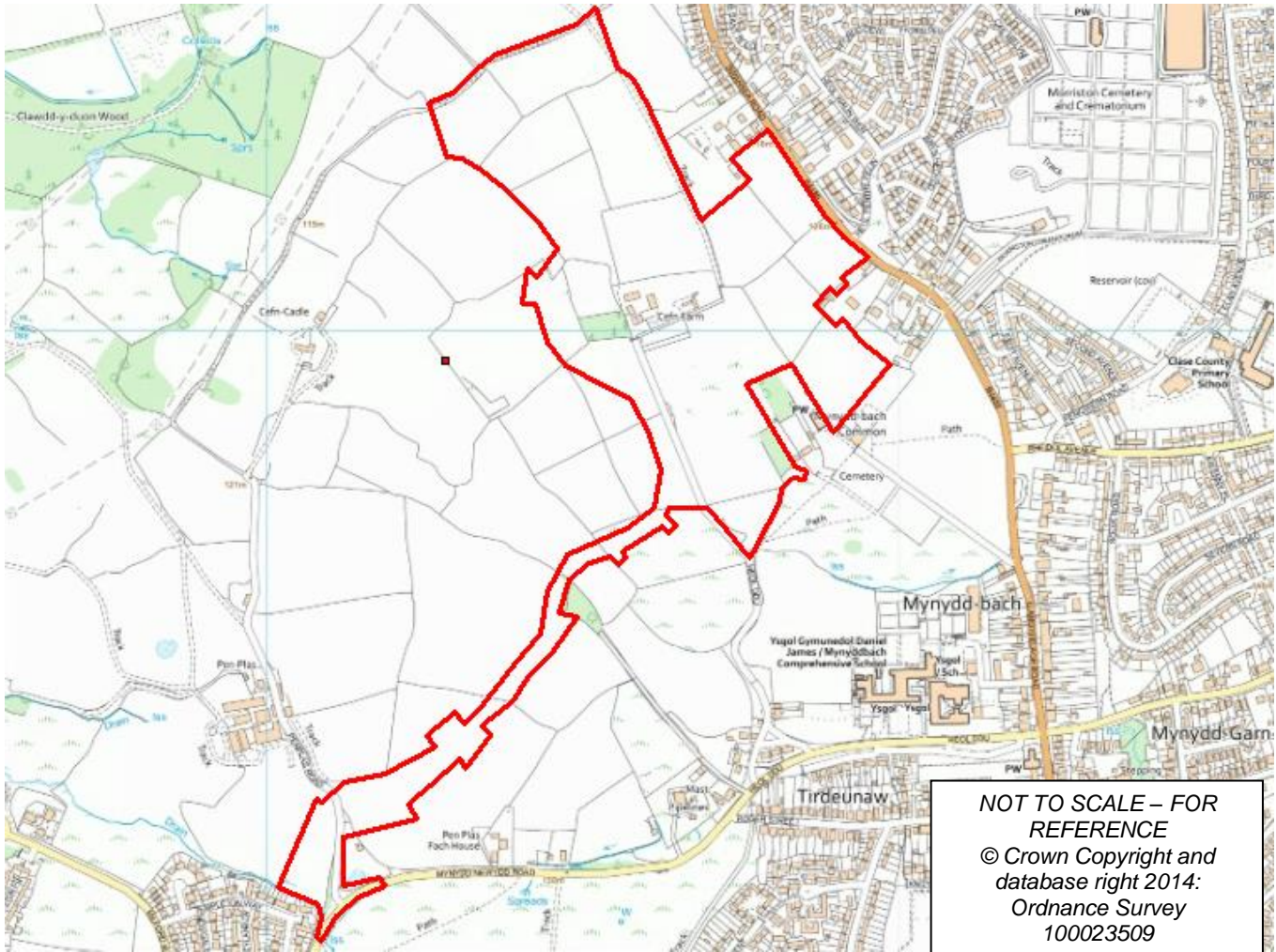
Application Number: 2019/2881/RES

Ward: Llangyfelach - Area 1

Location: Land West Of Llangyfelach Road, Tirdeunaw, Swansea,

Proposal: Details of Reserved Matters pursuant to condition 2 of outline planning permission 2017/1822/OUT granted 9th October 2019 for 471 residential units Phases 1A & 3A together with Phase 0 -Spine Street

Applicant: Mr Simon Grey Llanmoor Developments Ltd



Background

This application is being reported to Planning Committee as the outline application was accompanied by an Environmental Statement and the development is therefore EIA development. In addition, the proposal exceeds the development threshold set out within the Council's constitution.

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Outline planning permission (with all matters reserved except the strategic accesses) for the residential led development of this site for up to 1,950 dwellings with a commercial centre, school and associated facilities was granted on 9th October 2019 subject to a S106 agreement (ref: 2017/1822/OUT).

Condition 6 of the outline permission required the submission of Sub-Area Masterplans (SAMP) prior to the submission of any reserved matters applications. A SAMP was submitted to cover Phase 0 (the Spine Street) along with residential development within Phases 1A and 3A. The SAMP was approved on 10th December 2019 (ref: 2019/2461/DOC). Separate applications have subsequently been submitted to discharge conditions 12, 15 and 19 of the outline permission pertaining to site-wide information for intrusive investigations, contamination and Green Infrastructure respectively (2019/2829/DOC and 2019/2853/DOC). Conditions 12 and 15 have been partially discharged and condition 19 has been discharged.

Since the outline permission was granted three non-material amendment (NMA) applications have been submitted by the applicant to amend the wording of conditions 24 (foul water), 26 (phase specific surface water details) and 27 (surface water removal). Following further discussions with DCWW and the Council's drainage officer in relation to these matters, all three NMA applications have been approved under Refs: 2022/1965/NMA, 2022/2285/NMA, 2022/1903/NMA respectively.

The Local Planning Authority has determined that the EIA submitted with the outline application remains fit for purpose and has taken the environmental information contained therein into account in the determination of this application.

Site Location

The outline application site covers an area of approximately 115 hectares of land situated adjacent to Llangyfelach Road (which is to the east) and Mynydd Newydd Road to the south and falls within 3 wards: Llangyfelach, Mynydd Bach and Penderry.

The reserved matters site is located at the northern end of the site predominantly, but does include the spine street (Phase 0) which links to the previously approved northern and southern accesses into the site. Phases 1A and 3A are located on either side of the spine street and would be accessed initially from Llangyfelach Road. Phase 1A contains Cefnygfelach Farm (which is used as a distribution depot) and extends to the south and east to adjoin properties on Llangyfelach Road, the Welcome Inn, Mynydd Bach Chapel and Mynyddbach Cottages. Phase 3a slopes down towards Penplas Road, which runs along the northern boundary of the site. Two registered Rights of Way enter the site from Penplas Road but peter out in the middle of the site and don't lead anywhere. These footpaths do not appear to be well utilised at present.

The site comprises primarily agricultural land set aside for grazing, and areas of unmaintained grassland with occasional grassland and hedgerows. Broadly, the site lies on the crown of a small hill.

Description of Development

This application seeks reserved matters approval for access, appearance, landscaping, layout and scale for Phases 0, 1A and 3A of outline planning permission 2017/1822/OUT.

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For the avoidance of doubt, as the reserved matters application was submitted before the 7th January 2020, the proposals are not subject to SAB legislation/ approval.

This reserved matters application seek consent for the development of 471 dwellings located in the northern section of the site, accessed from the already permitted northern strategic access. However, the proposals also include details of the strategic Spine Street linking the northern and southern accesses.

The Spine Street (Phase 0) would wind its way from north to south through the site. As envisaged at outline stage, the street would cut through the rock at the northern end with a pavement on one side and a 3m wide active travel route on the other side, with 2m wide verges for planting. This northern gateway to the development has been the subject of extensive discussions with the Local Highway Authority (LHA) to provide satisfactory attenuation measures adjacent to the access off Llangyfelach Road. As the Spine Street reaches the brow of the hill, the verges would become wider as they would accommodate swales to convey water from various parcels into attenuation features dotted along the route. The Spine Street was always intended to have avenue trees planted along its length, which have been incorporated into the design.

Phase 1A is located on the southern side of the Spine Street to the north of the proposed local centre and with active travel links to the Welcome Inn and Mynydd Bach Chapel. Phase 1A would accommodate 336 dwellings comprising detached, semi-detached and terraced properties along with three storey blocks of flats at key locations along the Spine Street. Within this area is a proposed Local Landscaped Area of Play (LLAP) within the proposed Cefngyfelach Park and a triangular Local Area of Play (LAP) further north within the proposed Daniel James Place. The primary route through this phase would have grass verges on one side with tree build outs located on secondary and tertiary streets. Two vehicular access points are proposed from the Spine Street and the development has been laid out to face out onto retained open space/ hedgerows/ green infrastructure. An Active Travel route would also be provided from the Spine Street, past Cefngyfelach Park and alongside the Chapel to provide links to the existing facilities to the south and east of the site.

Phase 3A is located on the north side of the Spine Street which drops down towards the proposed Parc Calon Lan along the northern edge of the site. This phase would accommodate 135 dwellings and would be accessed via a spur off the spine street which would drop down towards the edge and provide two access points into the phase. Again, a LAP would be located centrally within this phase together with a Local Equipped Area of Play within Parc Calon Lan.

The application has been submitted with a compliance statement clarifying how the development has progressed since the application was submitted both in terms of the SAMP and what has changed as a result since then. The Authority has worked collaboratively with the applicant in order to further refine the layout, provide increased GI throughout the site and amend the dwelling types to provide a distinctive, high quality place throughout.

Finally, it should be noted that the applicant has also submitted information within the submission in order to discharge various conditions for these phases including the following which will also be considered as part of this application:

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- Finished Levels (condition 8)
- Parking details for motorised and non-motorised vehicles (condition 10)
- Details of Bus Stops, Shelters & Street Furniture (condition 11)
- Phase Specific Shallow Mining / Mine Entries / Exclusion Zones (condition 13)
- Phase Specific Green Infrastructure Plan (condition 20)
- Phase Specific Landscape Environment Management Plan (condition 22)
- Phase Specific Construction Environment Management Plan (condition 23)
- Details of Foul Water Discharge (condition 24)
- Details of a scheme for potable water (condition 28)
- Phase Specific Arboricultural Impact Assessment and Tree Protection Plan (condition 30)
- Tree protection measures (condition 31)
- Phase Specific Public Art Strategy (condition 46)
- Phase Specific Landscape Implementation and Management Plan (condition 47)

The applicant had initially submitted details in relation to the discharge of condition 25 (site wide surface water drainage strategy), however, as discussions are ongoing with the Council's Drainage section in relation to this matter, details to satisfy the requirements of this condition will be agreed with the Local Planning Authority prior to the commencement of development, as per the requirements of the condition.

Planning Policy

The National Development Framework: Future Wales - the National Plan 2040

Future Wales sets out the Welsh Government's land use priorities and provides a national land use framework for SDPs and LDPs. Future Wales concentrates on development and land use issues of national significance, indicating areas of major opportunities and change, highlighting areas that need protecting and enhancing and helping to co-ordinate the delivery of Welsh Government policies to maximise positive outcomes.

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping urban growth and regeneration - Strategic placemaking

Policy 7 - Delivering affordable homes

Policy 9 - Resilient ecological networks and Green infrastructure

Policy 28 - National Growth Area - Swansea Bay and Llanelli

Planning Policy Wales (11th Edition - February 2021)

Good Design Making Better Places

3.3 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 surroundings area.

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3.4 Design is an inclusive process, which can raise public aspirations, reinforce civic pride and create a sense of place and help shape its future. For those proposing new development, early engagement can help to secure public acceptance of new development. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales.

Access and Inclusivity

3.5 Good design is inclusive design. Development proposals should place people at the heart of the design process, acknowledge diversity and difference, offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.

3.6 Development proposals must address the issues of inclusivity and accessibility for all. This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children. There will often be wider benefits to be gained through the sensitive consideration of such provision, for example, whilst the presence of visual cues will be invaluable in assisting those with hearing loss to engage in a noisy environment, a navigable environment will benefit all. 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.

Environmental Sustainability

3.7 Good design promotes environmental sustainability and contributes to the achievement of the well-being goals. 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. An integrated and flexible approach to design, including early decisions regarding location, layout, built form, the choice of materials, the adaptability of buildings and site treatment will be an appropriate way of contributing to resilient development.

3.8 Good design can help to ensure high environmental quality. 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 function together to contribute toward the quality of places. This embraces the principles of 'ecosystems services' and sustainable management of natural resources where multiple benefits solution become an integral part of good design. In a similar manner, addressing environmental risks can make a positive contribution to environmental protection and improvement, addressing land contamination, instability and flood risk and providing for biodiversity, climate protection, improved air quality, soundscape and water resources benefits.

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Character

3.9 The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations. A clear rationale behind the design decisions made, based on site and context analysis, a strong vision, performance requirements and design principles, should be sought throughout the development process and expressed, when appropriate, in a design and access statement.

Community Safety

3.11 Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take. Crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions. The aim should be to produce safe environments that do not compromise on design quality in accordance with the cohesive communities well-being goal.

Movement

3.12 Good design is about avoiding the creation of car-based developments. It contributes to 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. 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

Car Parking

4.1.49 Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.1.50 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.1.51 Planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. Car parking should be overlooked by surrounding properties, to provide natural surveillance.

Integrating Green Infrastructure and Development

6.2.4 Green infrastructure plays a fundamental role in shaping places and our sense of well-being, and are intrinsic to the quality of the spaces we live, work and play in.

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The planning system should protect and enhance green infrastructure assets and networks because of these multi-functional roles. The protection and enhancement of biodiversity must be carefully considered as part of green infrastructure provision alongside the need to meet society's wider social and economic objectives and the needs of local communities. The multiple benefits that resilient ecosystems and green infrastructure offer to society, including the economic and social contribution they make to local areas, should be taken into account when balancing and improving these needs.

6.2.5 The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, helping to overcome the potential for conflicting objectives, and contributing towards health and well-being outcomes. There are multiple ways of incorporating green infrastructure, dependent on the needs and opportunities a site presents. Landscaping, green roofs, grass verges, sustainable urban drainage and gardens are examples of individual measures that can have wider cumulative benefits, particularly in relation to biodiversity and the resilience of ecosystems as well as in securing the other desired environmental qualities of places.

Trees, Woodlands and Hedgerows

6.4.24 Trees, woodlands, copses and hedgerows are of great importance for biodiversity. They are important connecting habitats for resilient ecological networks and make a valuable wider contribution to landscape character, sense of place, air quality, recreation and local climate moderation. They also play a vital role in tackling the climate emergency by locking up carbon, and can provide shade and shelter, a sustainable energy source and building materials. The particular role, siting and design requirements of urban trees in providing health and well-being benefits to communities, now and in the future should be promoted as part of plan making and decision taking.

6.4.25 Planning authorities should protect trees, hedgerows, groups of trees and areas of woodland where they have ecological value, contribute to the character or amenity of a particular locality, or perform a beneficial and identified green infrastructure function. Planning authorities should consider the importance of native woodland and valued trees, and should have regard, where appropriate, to local authority tree strategies or SPG. Permanent removal of woodland should only be permitted where it would achieve significant and clearly defined public benefits. Where woodland or trees are removed as part of a proposed scheme, developers will be expected to provide compensatory planting

6.4.27 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

Sustainable Drainage Systems (SuDS) and Development

6.6.17 New developments of more than one dwelling or where the area covered by construction work equals or exceeds 100 square metres also require approval from the SuDS Approval Body (SAB) before construction can commence.

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Adoption and management arrangements, including a funding mechanism for maintenance of SuDS infrastructure and all drainage elements are to be agreed by the SAB as part of this approval. This will ensure that SuDS infrastructure is properly maintained and functions effectively for its design life.

6.6.18 The provision of SuDS must be considered as an integral part of the design of new development and considered at the earliest possible stage when formulating proposals for new development.¹⁴⁰ In guiding new development the planning system should at the very least ensure the incorporation of measures at an individual site scale, particularly in urban areas, in order to secure cumulative benefits over a wider area. A concerted effort of this nature will bring benefits over a whole catchment. At a development plan level, however, there will be considerable advantages associated with developing collaborative approaches which, drawing on evidence obtained through green infrastructure assessments, integrate SuDS as part of growth strategies for particular areas.

6.6.19 Development proposals should incorporate design for surface water management, based on principles which work with nature to facilitate the natural functioning of the water cycle, providing issues such as land contamination would not result in the mobilisation of contaminants which may have an impact over a wider area. 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. It may, in some circumstances, be necessary for 'hard' infrastructure solutions to be preferred because of practical or archaeological considerations, but taking into account the role of water services in contributing to the quality of place, nature based solutions should be the preference.

Technical Advice Notes

Technical Advice Note 5: Nature Conservation and Planning (2009): This Technical Advice Note provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. This TAN brings together advice on sources of legislation relevant to various nature conservation topics which may be encountered by local planning authorities.

Technical Advice Note 11: Noise (1997): This TAN provides advice and guidance on technical issues in relation to noise and development. It states that Local Planning Authorities must ensure that noise generating developments do not cause an unacceptable degree of disturbance. It also states that Local Planning Authorities should consider whether proposals for new noise sensitive development would be incompatible with existing activities, taking into account the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the future. This TAN also gives detailed guidance on how to assess such issues.

Technical Advice Note 12: Design (2016): The purpose of this TAN is to equip all those involved in the design of development with advice on how 'Promoting sustainability through good design' and 'planning for sustainable building' may be facilitated through the planning system.

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This TAN defines good design and stresses the importance of good design. Specifically in relation to Residential Development it states that achieving more sustainable residential environments is dependent on linking development to public transport and other uses and services, providing access to local services, and securing the most efficient use of land. For a successful residential area, the design of housing should establish a sense of place and community, with the movement network used to enhance these qualities, and to incorporate features of environmental sustainability. This TAN gives detail advice on good design and states that development proposals, in relation to housing design should aim to:

- create places with the needs of people in mind, which are distinctive and respect local character
- promote layouts and design features 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 layouts which manage vehicle speeds through the geometry of the road and building
- promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards
- secure the most efficient use of land including appropriate densities
- consider and balance potential conflicts between these criteria.

Technical Advice Note 16: Sport, Recreation and Open Space (2009): This TAN advises on the role of the planning system in making provision for sport and recreational facilities and informal open spaces, as well as protecting existing facilities and open spaces in urban and rural areas in Wales.

Technical Advice Note 18: Transport (2007): This TAN provide advice and guidance on transport issues including the design and location of the development, parking requirements, walking and cycling, public transport, assessing impacts and managing implementation.

Adopted Swansea Local Development Plan (2010-2025)

PS1: Sustainable Places - the delivery of new homes, jobs, infrastructure and community facilities must comply with the plan's sustainable settlement strategy.

PS2: Placemaking and Place Management - development must enhance the quality of places and spaces and shall accord with relevant placemaking principles.

PS3: Sustainable Housing Strategy - land is identified for the development of 17,106 homes to promote the creation and enhancement of sustainable communities.

PS4: Sustainable Employment Strategy - opportunities for business growth and the potential for the creation of up to 14,700 additional jobs over the Plan period, including within Strategic Development Areas.

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SD1: Strategic Development Areas - Strategic Development Areas (SDAs) are allocated at 12 locations to provide new homes and opportunities for job creation and commercial investment at a strategic scale. Six SDA's are capable of delivering a greater number of homes beyond the plan period.

SD2: Masterplanning Principles - all SDA development must deliver a comprehensively planned, sustainable neighbourhood with distinct sense of place complying with place-making criteria.

SD D: West of Llangyfelach Road, Site specific policy for Strategic Development site West of Llangyfelach Road, Penderry setting out placemaking principles and development requirements.

IO1: Supporting Infrastructure - development must be supported by appropriate infrastructure, facilities and other requirements considered necessary as part of the proposal.

H2: Affordable Housing Strategy - provision will be made to deliver a minimum 3,420 affordable housing units over the Plan period.

H3: Affordable Housing - sets the percentage of affordable housing provision required in the 3 different Strategic Housing Policy Zones (20% for this zone).

SI1: Health and Wellbeing - health inequalities will be reduced and healthy lifestyles encouraged by complying with set criteria.

SI6: Provision of New Open Space - open space provision will be sought for all residential development proposals with capacity for 10 or more units. This will include the creation of new on site facilities, or the improvement of existing local provision off site, along with appropriate maintenance contributions.

SI8: Community Safety - development must be designed to promote safe and secure communities and minimise the opportunity for crime.

ER1: Climate Change - Development proposals will be expected to take account of the effects of climate change, adapt to its impacts, and to ensure resilience.

ER2: Strategic Green Infrastructure Network - development will be required to maintain or enhance the extent, quality and connectivity of the County's multi-functional green infrastructure network.

ER6: Designated Sites of Importance for Nature Conservation - development will not be permitted that would result in a likely significant adverse effect to sites of international or national nature conservation importance. Development that would affect locally designated sites of nature conservation importance should maintain or enhance the nature conservation interest of the site.

ER8: Habitats and Species - development proposals should not have a significant adverse effect on the continued viability of habitats and species, including those identified as priorities in the UK or Swansea Local Biodiversity Action Plan unless it meets specific criteria.

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ER9: Ecological Networks and Features of Importance for Biodiversity - development proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. Particular importance will be given to maintaining and enhancing the connectivity of ecological network which enables the dispersal and functioning of protected and priority species.

ER11: Trees and Development - development that would adversely affect trees, woodlands and hedgerows of public amenity, natural/cultural heritage value, or that provide important ecosystem services will not normally be permitted.

T1: Transport Measures and Infrastructure - development must be supported by appropriate transport measures and infrastructure, and development that would have an unacceptable impact on the safe and efficient operation of the transport network will not be permitted.

T2: Active Travel - Development must enhance walking and cycling access either by incorporation within the site, and/or making financial contributions towards the delivery offsite of specific measures.

T5: Design Principles for Transport Measures and Infrastructure - provides design criteria that all transport measures/ infrastructure must adhere to.

T6: Parking - proposals must be served by appropriate parking provision, in accordance with maximum parking standards, and consider the requirements for cycles, cars, motorcycles and service vehicles. In those instances where parking cannot be provided on site, or is judged not to be appropriate, the developer will be required to provide a financial contribution towards alternative transport measures where appropriate.

T7: Public Rights of Way and Recreational Routes - development that significantly adversely affects the character, safety, enjoyment and convenient use of a Public Right of Way (PROW) will only be permitted where an acceptable alternative route is identified and provided. Linkages, and where appropriate extensions, to the existing PROW network will be expected from all new developments, which must have regard to the existing character of the PROW and the aspiration to improve access for all.

EU2: Renewable and Low Carbon Energy Technology in New Development - development will be required to maximise the contribution of renewable or low carbon energy technology to meet the energy demands of the proposal, particularly for Significant Energy Consuming Developments. Residential developments on sites where there is capacity for 100 homes or more, and non-residential developments with a total floorspace of 1000 sq m or more, will be required to submit a comprehensive Energy Assessment to determine the feasibility of incorporating low carbon or renewable energy installations into the scheme and/or connect to renewable or low carbon energy technology and district heating networks.

EU4: Public Utilities and New Development - development will be permitted where the utility infrastructure is adequate to meet the needs of the development.

RP1: Safeguarding and Public Health and Natural Resources - development that would result in significant risk to: life; human health and wellbeing; property; controlled waters; or the natural and historic environment, will not be permitted.

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RP2: Air, Noise or Light Pollution - where development could lead to exposure to a source of air, noise or light pollution it must be demonstrated that appropriate mitigation measures will be implemented, and incorporated into the design of the development to minimise the effects on future occupants.

RP3: Water Pollution and the Protection of Water Resources - development that compromises the quality of the water environment, or does not comply with good water resource management, will not be permitted. Development proposals must make efficient use of water resources and, where appropriate, contribute towards improvements to water quality. Sustainable drainage systems (SuDS) must be implemented wherever they would be effective and practicable.

RP4: Avoidance of Flood Risk - new development will be expected to be located away from unnecessary risk.

RP5: Land Contamination - development proposals on land where there is a risk from actual or potential contamination or landfill gas will not be permitted unless it can be demonstrated that measures can be taken to satisfactorily overcome any significant risk to life, human health, property, controlled waters, or the natural and historic environment.

RP6: Land Instability - development which would create, affect or might be affected by unstable or potentially unstable land will not be permitted where there would be a significant direct risk to life, human health, property, buildings and structures, or the natural heritage on the site or in its vicinity.

RP9: Sustainable Waste Management for New Development - development will be required to incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

Supplementary Planning Guidance:

The following supplementary planning guidance (SPG) documents are considered to be relevant to the determination of this application:

- Placemaking Guidance for Residential Development (adopted 2021)
- City and County of Swansea Parking Standards (adopted 2012)
- Trees, Hedgerows and Woodlands (adopted 2021)
- Biodiversity and Development (adopted 2021)

The above SPG provide information and guidance to clarify the policy aims of the relevant LDP Policies as set out above. These documents are referenced in the amplification text of these Policies. These SPG have been formally adopted by the Council following public consultation and stakeholder engagement that informed the content of the documents. The Parking Standards SPG document was adopted by the Council prior to the LDP being formally adopted, and in due course the SPG document will be subject to an updated public consultation and a re-adoption process.

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Notwithstanding this, it is considered appropriate to have regard to the content of the SPG given: it is fundamentally aligned to (and referenced as a supporting document within) the relevant LDP Policies and are considered to be consistent with national guidance and the overarching principles of Placemaking set out within PPW and the relevant TANs. Ultimately the SPG documents provide useful guidance to confirm how the Council considers the relevant LDP Policy aims and objectives should be interpreted.

Consultations:

Placemaking and Strategic Planning

The following paragraphs provide a placemaking assessment of the final versions of the submitted documents, using the overarching 'placemaking principles' headings (A - L) that are referenced in the Council's adopted Placemaking Guidance for Residential Development SPG:

A - Neighbourhoods

The proposals will deliver the first new homes and supporting infrastructure of a significant new neighbourhood in Swansea, known as Pentref Rhosthir, as established by the approved outline planning application. The current initial phase is most closely linked to the existing community of Llangyfelach and will have easy access to the existing facilities at Mynydd Bach Chapel and the Welcome Inn both of which are immediately adjacent to the site. The initial phase is split into two distinct places by the new spine street:

- To the north of the Spine Street the area known as 3A comprises 135 homes and includes new northern linear park called Parc Calon Lan.
- To the south of the Spine Street the area known as 1A comprises 336 homes and includes a number of new spaces includes new Cefngyfelach Park.

All parts of the site follow the walkable neighbourhoods concept established via the outline application parameters and approved sub area masterplan with legible connected streets that are attractive and well overlooked to encourage active travel and ensure the streets are positive places for communities in their own right. The connectivity of the first phase into Llangyfelach means that the existing community will have access to significant high quality open spaces.

B - Density and mixed uses

This first phase is residential land use only and the new local centre and school will be triggered in future phases as set out in the approved outline application.

The proposed new homes range from 1 bed flats to 4 bed houses which are distributed across the site to create a mixed community with townscape buildings such as three storey flats on key corners and three storey town houses on key spine street frontages.

The net site area is 20ha including extensive park areas and excluding strategic infrastructure elements. This gives a density of circa 23.5 dwellings per hectare. This is lower than the 35 dwellings per hectare as required in the LDP however it is not a 'net dph' figure and represents this first phase of a larger strategic site that incorporates a greater area of open space to serve future phases.

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Furthermore, future phases such as the local centre will have significantly higher densities. Overall across the entire site it is expected that the average density will be 35 dwellings per hectare in line with LDP aspirations.

With an average occupancy of 2.4 persons per home, the 471 homes would accommodate a population of circa 1300 residents.

Affordable housing will be provided in accordance with the approved outline s106 agreement, provided as flats on the Spine Street frontages and as 2 bed and 3 bed homes arranged as semi detached pairs. The design of the affordable housing matches the overall contemporary aesthetic and is well integrated.

C - Blue/ Green Infrastructure

The layout is founded upon an extensive multi-functional green infrastructure approach. This includes working with existing natural assets of the site such as retained trees, hedges and soil areas and enhancing these as features within the new residential development.

It should be noted that Sustainable Drainage was not mandatory for buildings and development when this application was submitted. However this will be required for future phases and the layout design proposes SUDs for highway drainage only. This includes linear drainage swales alongside Spine Street which adds character and interest to this 1.5km corridor, plus attenuation basins alongside the spine street within open spaces designed as focal landscape features.

Green Infrastructure is integrated at all scales in accordance with the adopted Placemaking Guidance for Residential Developments. This includes:

- Retained vegetation as the structure to key spaces with space to mature.
- Substantial new parks north and south of the spine street - these incorporate retained landscape features and include new play and recreation facilities for existing and new residents.
- Local parks within the residential areas - these provide informal space close to homes for younger years play.
- Street trees which bring interest seasonality, shading and ecology into the streetscene as follows:
 - Avenue tree planting along the spine street with varied tree species for seasonal interest and resilience.
 - Continuous street trees and planted verges alongside primary streets
 - Carriageway buildouts with trees on lower hierarchy streets
- Extensive planting in back garden areas to soften back to back relationships addressing overlooking where plots are at different slab levels.
- Hedgehog holes within rear fences and the exact location of these can be controlled via condition.
- The planting specifications refer to native shrubs, wildflowers and tree mixed within plots and open spaces to deliver increased ecosystem services and connectivity.

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The outline planning approval acknowledges that areas of hedges and trees must be removed to facilitate this strategic development. This first phase shows the extent of extensive compensatory hedge and tree planting within plots and open spaces. There are a handful of category B trees and hedges and one category A tree proposed for removal. An assessment against the Tree Replacement Standard as set out in the adopted Trees and Hedgerows SPG is not provided but the Council's Tree officer has confirmed there would be sufficient replacement planting proposed including new trees within park areas with space to mature.

The Council's Tree officer has expressed a preference for the retention of an A category tree within the site (T198), however, as indicated above, it was recognised at the SAMP stage that this tree could not be retained within the development.

The proposed new planting within private plots is an integral element of the green infrastructure strategy for the site including planting with street frontages and within rear gardens both as GI and privacy screening addressing homes at different levels. This planting is within private plots and needs to be protected from removal via Tree Preservation Orders (TPOs) where necessary.

D - Making connections

A key LDP policy requirement for this site is to deliver a Spine Street linking Llangyfelach Road to Mynydd Newydd Road. The requirement is not for a bypass or distributor road dominated by vehicles, but rather an active busy street lined by active building frontages and street trees. In this way, the spine street is a 'place' that forms part of the community whilst providing access for vehicles to the development and a through route for slow speed traffic.

This strategic site is well placed to link to the wider community, both Llangyfelach to the east and Penderry to the west. Currently the site has very limited access and many of the footpaths are unpassable, therefore this development with many connections and open spaces will improve access to green space for existing communities.

A key facet of Welsh Government Policy is Active Travel to support walking and cycling. Strategically for this site the new school and local centre is sited at a central walkable location within a future phase. The current first phase proposals encourage active travel as part of a new walkable neighbourhood by various means:

- Dedicated active travel shared pedestrian and cycle path along the spine street
- Controlled and uncontrolled crossing points for pedestrians and cyclists along the spine street
- Active travel link from the spine street to Parc Calon Lan and Penplas Lane
- Dedicated off street active travel route linking Mynydd Bach Chapel to Penplas Lane along the east side of the site following a green corridor along the alignment of a former colliery tramway.
- Slow speed connected legible street hierarchy within the residential area that facilitates cycling on carriageway and encourage walking.

The Spine Street also accommodates public transport with in carriageway bus stops and waiting shelters located at strategic locations in relation to walking distances for the wider site. The ongoing dialogue has indicated that there may be potential to install bus shelters with green roofs as an element of the green infrastructure strategy.

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The spine street plans also shows benches with space for a wheelchair/ buggy alongside as regular resting points for all ages and abilities.

E - Public spaces

The strategic scale of the first phase with 471 homes includes an extensive range of new open spaces for the new community in accordance with the approved outline placemaking parameters. All spaces have a different character and function as outlined below:

Parc Calon Lan - this is the eastern start of the sloping linear park along the north side of the development that will run along the entire edge of the development linking Llangyfelach to Penderry. This park includes a new LEAP play area, trim trail, retained vegetation, new planting, paths and benches plus SUDs dry drainage basins designed as landscape features. The park will be well overlooked by the outward facing edge of homes and will be highly accessible on the new active travel route and will also serve the existing community accessible via the historic Penplas Road around the north perimeter of the site.

Penplas Field - this is an incidental 'pocket park' within the neighbourhood north of the spine street providing doorstep play and relaxation well overlooked by surrounding homes

Cefngyfelach Park - this is the main multi-functional park south of the spine street in the location of a historic coal mine site. This will be a strategic park comprising LLAP, cycle track, retained planting, paths and benches. The park will be well overlooked by new homes and highly accessible on the new active travel route.

The Pines - this is an incidental space designed around a positive group of skyline trees group adjacent to the new Spine Street alignment with paths and benches for informal use.

Orchard Place - this is an open space along the Spine Street with orchard trees as local food opportunities with paths and benches for informal use.

Daniel James Place - this is an incidental space responding to the constraint of a mine shaft to create local green space linking to a retained hedgerow corridor within the neighbourhood south of the spine street.

Northern Gateway - this will be a substantial open space where the Spine Street drops down to Llangyfelach Road. This area will be steep and a visual landscape space as the gateway to the development prioritising biodiversity and wildlife with substantial new planting including woodland, hedges and scrub.

Spine Street - a 1.5km green corridor with linear swale drainage verges and street trees lined by building frontages. The linearity of the spine street opens up at key points with the Pines and Orchard Place within phase 1 and this approach continues in future phases including dry drainage basins as landscape features.

Colliers Way - a linear green space along the east side of the site linking Mynydd Bach Chapel to historic sunken Penplas Lane following the route of a historic colliery tramway.

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The play strategy comprises a Local Equipped Area for Play (LEAP) within Parc Calon Lan which comprises multiple play experiences for all ages, a Landscape Local Area for Play (LLAP) within Cefngyfelach Park which has more naturalistic features and bike trail. Plus two Local Areas for Play (LAP) for younger years doorstep play, one within Penplas Field and the other within Daniel James Place.

The concept of a Trim trail within Parc Calon Lan is also shown - this is supported but the nature of the trim trail equipment is not defined so this needs to be agreed via condition.

Within spaces and routes, foraging trails are proposed with apples, pears, elderflower and damson plus information boards for information to connect people with the landscape and nature.

The open space proposals include a Public Art Strategy for all phases. This identifies that the public art influences include landscape/ ecology, heritage, community and well-being. An overall budget of £100k is set and the process will encompass appointment of an artist for each phase including engagement with local partners and communities.

For the first phase, specific public art locations that reinforce the foraging trails in Parc Calon Lan, Cefngyfelach Park, adjacent to Mynyddbach chapel and the northern gateway area are suggested. This process is welcomed and the detail of the public art installations will follow the artist appointment and engagement processes.

F - Streets as places

As a walkable neighbourhood the site has a legible street hierarchy in accordance with the adopted Placemaking Guidance for Residential Developments where the status of streets, (reflecting connectivity) is communicated by townscape and green infrastructure. This ensures that the scheme does not feel like a housing estate where every street is the same and it is easy to become lost or disorientated. The legible street hierarchy is as follows:

- 1.5km Spine Street which is lined by active frontages as a 'place' not a vehicle dominated bypass
- Low speed (20mph) connected streets that accommodate vehicles whilst creating space for people.

All streets are designed as places incorporating green infrastructure:

- Spine Street - shallow swale drainage ditches to both sides and separate parallel verge with tree planting creating 3m green infrastructure zones to both sides of the carriageway. Outside of the GI zone is an active travel route with shared cycle and pedestrian path to one side and footway to other. The spine street plan shows numerous uncontrolled pedestrian crossings and a controlled pedestrian crossing within the current residential phase. The public realm plans show small bridges over swales lining Spine Street are shown but no detail so this can be controlled via condition plus the crossing locations may need to be amended in future phases once desire lines and routes are defined.

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- Primary and Secondary Streets - planted 2m verges to one side and 2m footways to both sides
- Tertiary/ Mews Streets - green infrastructure buildouts that narrow carriageways as traffic calming to incorporate planting and trees. These buildouts have been tested with refuse truck tracking and cars manoeuvring into and out of off street parking spaces and have been confirmed there are no safety conflicts. Pedestrian provision is via 2m footway to one side and 1m paved verge to other.
- The street network is supplemented by strategic off street active travel routes providing north south connectivity along green corridors with retained trees and hedges as landscape features.

It is expected that all streets will be adopted and it is important that the quality and character of the green place-led people focussed streets agreed via the planning process are not unravelled by the S278 adoption process and there is Head of Service agreement that to deliver the place led streets proposed.

The overall site plan identifies contrast street materials for carriageway areas which should also be applied to the footway area. Discussion with Highway Colleagues regarding the emerging Streets Design Guide has identified Marshalls Modal block as acceptable adoptable alternatives to tarmac.

Furthermore it will be important to ensure the S278 adoption process does not result in functional features such as motorway style crash barriers where there are drops down to lower levels. The residential streets above the northern gateway area sit above a retaining wall dropping down to a slope and estate railings are currently shown along the edge. Therefore at the adoption stage if vehicle restraint is required this should be place-led such as the timber clad vehicle barriers as installed by the Highway Authority along Morfa Road in Swansea and this can be controlled via condition.

G - Inclusive places

All homes will be designed to meet Part M of the Building Regulations which addresses access for all to domestic properties. Some homes may have stepped frontages due to site levels, this is acceptable within Part M.

On the basis that the streets are to be adopted there are no gradients steeper than 1 in 12 which relates to carriageway and footway areas.

All public open spaces have direct and convenient access with accessible gradients. Parc Calon Lan drops steeply down to Penplas Road along the northern edge of the development with the new homes and streets at a higher level. Following dialogue with the applicant the access to this park has been amended to ensure accessible gradients at all access points.

Further clarifications have been provided that along key routes such as the spine street there will be benches at regular intervals as resting points for all abilities/ ages with a space alongside for wheel chair users/ buggies.

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H - Townscape

The scheme has very well considered townscape qualities. The layout is predominantly based upon organic shaped perimeter blocks which ensure active frontages and secure rear gardens whilst responding to site features, retained vegetation and topography. The slightly looser layout also works well with the medium density of development to create a more informal feel with gently curving streets following contours creating interesting vistas.

Active frontages are a key positive feature comprising front elevations of new homes with habitable room windows and entrance doors facing streets and open space. This also takes the form of 'outward facing edges' where along the landscape edges, the new homes face the countryside to ensure a positive relationship and good quality views of the new suburb from external locations.

Throughout the site there are well defined building lines to streets and spaces where the varied house types follow a consistent alignment and are unified by repeating architectural features such as frontage gables.

The key frontages onto busy and important areas are defined by three storey town houses. These face the spine street with the extra scale ensuring a positive sense of enclosure to the wider spine street corridor with trees and drainage swales.

Although direct access to parking off the spine street is not precluded, the designers have chosen to access the three storey town houses on plots from the rear. This is where the perimeter block format does change to allow vehicles and people to access via a mews. This arrangement is acceptable in this instance on the basis that the active frontage onto the spine street is an essential requirement and the rear parking area is well overlooked with robust boundaries and planting for visual softening.

The key frontages onto open spaces are defined by two and a half storey homes often with gables and front boundaries as unifying features to give a stronger backdrop to these key spaces.

Throughout the layout following negotiations there are strong corner turning houses where habitable room windows face onto side streets and shared parking court accesses. This is welcomed to ensure a legible and welcoming layout with adequate natural surveillance. The streets are legible via the hierarchy reflected in the Green Infrastructure planting such as verges and buildouts.

The streets are also made interesting via the curving alignments which create interesting vistas with views deflected as the street bends and views terminated at junctions by focal buildings.

I - Quality and character

As the basic building block of this new place to live, it is noted that Llanmoor Homes have redesigned their standard house type range to have a fresh contemporary feel. This takes long standing house plans and brings a more modern use of materials and details.

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The range of house types from 1 bed flats to 4 bed house use common materials and details to ensure coherence, quality and carefully designed variety. The end result will be a high quality place with a distinct character as outlined below.

The distribution of house types and materials creates strong character areas such as along the Spine Street active frontage where larger three storey gable fronted town houses and three storey flats incorporating gables to create a formal character with distinct focal spaces. Elsewhere across the site, there is a more informal varied character and this is made coherent onto key frontages such as facing open spaces through the use of linking features such as front gables.

Many areas such as facing onto open spaces are treated as uplift frontages with feature surrounds linking ground and first floor windows, contemporary bay windows, flat topped entrance canopies, larger windows often combined with quality boundary treatments.

The materials have sufficient variety to ensure interest yet coherence across the 471 homes bringing in red brick, render, weather boarding and grey recon stone. The red brick for key frontages is the 'Epsom smoked red brick' as used in other high quality schemes along Langdon Road in SA1.

Further high quality contemporary details through the scheme include grey UPVC windows, many with lowered cills, plus attention to small details such as grey meter cupboards which can often appear jarring in white. Ultimately the materials and details controlled a condition to require samples of all materials plus large scale drawn details of key aspects such as ensuring the feature front elevation gables have crisp verge continuous edges trims.

J - Community Safety

All streets, spaces and pedestrian routes are well overlooked from front elevations and habitable rooms to side elevations.

Backland parking areas are limited to locations where frontage parking is inappropriate:

- Along the spine street and facing onto some of the public open space areas, car parking for the town houses is access from the rear via a well overlooked 'back lane' mews areas. This has been flagged by the Police Architectural Liaison Officer as a concern but is considered acceptable on the basis that the parking is well overlooked by neighbouring houses and the area is designed as a high quality public area.
- In a handful of locations (such as between plots 226/227, 285/290, 312/313, 404/406), the parking is located in small rear parking courts. This has been flagged by the Police Architectural Liaison Officer as a concern but is acceptable on the basis that the parking courts serve only a small number of homes as private areas and having well overlooked access points from habitable room windows to side elevations.

All houses have front garden areas as defensible space that can be personalised giving interest to the street scenes. The flats have defensible boundaries to ground floor terraces and communal parking/ amenity areas to flats are enclosed by railings.

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K - Privacy and amenity

To ensure sufficient private amenity space for residents, the layout provides rear gardens that are at least same size as the relevant house footprint. This is welcomed to accord with the adopted Placemaking Guidance for Residential Development.

On the basis that the site is sloping with significant level changes, the back to back separation distance across the rear gardens has increased as much as possible. However this does not fully meet the increased distance for homes at different levels as set out in the adopted Placemaking Guidance for Residential Development, therefore the proposed landscape drawing shows additional rear garden planting as screening which is considered acceptable. However it will be important to ensure that the trees incorporated to ensure sufficient privacy are retained by occupants, so these may need to be protected via a Tree Preservation Order (TPO).

The proposed upper floor flats have balconies of a useable size, whilst the ground floor flats have similar sized enclosed useable private terraces and all share a communal garden area. This is welcomed in accordance with adopted Placemaking Guidance for Residential Development.

The site location and nature of the edge conditions mean that there are no impacts on amenity of existing residents surrounding the site

L - Accommodating parking

The proposed layout accommodates sufficient car parking without dominating the street scene in accordance with the adopted Placemaking Guidance for Residential Development. Most parking spaces are incorporated as side drives. There are limited areas of frontage parking and these are acceptable on the basis that they are softened by planting.

The formal three storey town houses have parking accessed from the rear which is considered acceptable on the basis that these areas are well overlooked from other homes and planted as a public place.

The parking for the flats is arranged as enclosed courtyard areas which is well overlooked by residents and enclosed by railings.

In addition overspill residential and visitor parking is provided on street in laybys. This can also be used by visitors to the adjacent park areas.

Cycle parking is provided via secure stores for flats and within gardens for houses.

There is no current Policy requirement for electric vehicle charging points, however as the majority of parking is on plot as side drives, this could be retrofitted by occupants.

Requirements for Planning Conditions

Reserved Matters Conditions are required to address the following aspects which are not covered by the Outline Application Conditions:

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Prior to the commencement of development (except demolition) on any phase and notwithstanding the details submitted to date, full details including large scale drawings (between 1:2 and 1:20) of the following details for that phase shall, be submitted to and approved in writing by the Local Planning Authority:

- Gable verge
- Eaves and rainwater goods
- Range of windows and openings/ surrounds
- Bay windows or Range of front doors and canopies
- Full details of all external finishes including the technical specification of any render used in that phase.

For the avoidance of doubt, no GRP/ fibreglass/ moulded porches are considered acceptable with the exception of flat roof porches and garage doors shall either be black or match the colour of the front door of the dwelling.

Prior to any external above ground works on the buildings on any phase, a composite sample panel indicating the pattern and distribution of materials on site shall be submitted to and approved in writing by the Local Planning Authority. The approved composite sample panel shall thereafter be erected on site prior to any external above ground works on the buildings in that phase and shall be retained on site for the duration of the works in that phase.

No meter cupboards shall be installed on the principal elevation of any detached, semi-detached or end-of-terrace properties unless otherwise approved in writing by the Local Planning Authority. All meter cupboards installed within the principal elevations of building shall be black or grey unless otherwise approved in writing by the Local Planning Authority.

Details of trim trail equipment

Agreement of final highway designs such as street/ footway surfacing and details of any highway edge restraints

Final Placemaking Comments

Llanmoor Homes, their architects and agents, have demonstrated to the Council through the submitted documents and in discussions with the LPA that they are clearly committed to the placemaking agenda including delivering multifunctional green infrastructure. The applicant has engaged with officers throughout the process which is to their considerable credit.

The final versions of the submissions clearly show that significant positive amendments to the proposals have been made since the original reserved matters application in 2020. It is clear that the proposals have given detailed consideration to, and taken account of, the range of requirements that have arisen and evolved in respect of national policy (Future Wales and PPW) as well as locally adopted policy and guidance that have come into force since the original submission.

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The details submitted and assessed above are the culmination of significant collaboration, workshops, and positive discussions relating not just to this specific application, but the discharge of outline conditions that served to put in place high quality placemaking requirements for delivery of each phase of the scheme. It is very pleasing that the detailed proposals meet the numerous and interrelated requirements of Swansea LDP Policies, related SPGs, outline planning application parameters and strategic conditions.

In summary the proposals will serve to deliver the first part of what will be a high quality, walkable neighbourhood of contemporary homes, extensive integrated green infrastructure (from expansive new parks to 'green streets', and a range of complementary facilities, all of which will create the building blocks for the creation of a truly sustainable new community.

Placemaking and Strategic Planning - Green Infrastructure (GI) comments:

"To discharge Condition 19, the council must be satisfied the proposals have sufficiently explored the multi-functionality, connectivity, and ecosystem service functions of each of the proposed GI components to be fully compliant with LDP Policy PS2 Placemaking, Policy ER 2 Green Infrastructure, as well as the site-specific requirements of Policy SD D and Appendix 3.

The applicant responded to the previous PSP response and has submitted a detailed written GI Statement, and an update of the Site Wide GI Plan. The structure and content of both documents address the points raised in the previous PSP response in the following manner:

- Demonstrates a comprehensive understanding of the principles of GI and how they apply across and outside the site to all scales of development.
- Clearly shows an understanding of the concepts of multifunctionality and provision of ecosystem services throughout the document and how they will be delivered across the site
- Presents a clear vision of the scale, nature and quality of the GI that will be delivered
- Signposts to technical information, which provides a very useful tool to assist appraisal of the various technical documents that sit behind the GI strategy and their influence on the design and layout of the site. To receive this information in alternative format, please contact the above.
- Clarifies which aspects are addressed at the strategic scale and how GI will be dealt with at later detailed phases.
- Provides additional details requested to to clarify the nature, function, and delivery of specific elements of the proposals. I consider the written statement and updated site wide GI Plan to be a high quality and appropriate set of documents capable of providing a clear framework to appraise detailed submissions for future development phases at the site."

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Highways:

"Swept path analysis demonstrates the main spine street is of suitable width, although some widening may be required on bends, there is sufficient space within the overall proposed highway to allow this.

Tree planting

The applicant has provided visibility drawings which show trees are outside of the junction visibility splays, tree planting will not be permitted within the forward visibility envelope on approach to the proposed Zebra crossing. Trees will also not be permitted within 6m of any lighting column, however the lighting and crossing design is yet to be finalised.

Drainage

The proposed surface water attenuation accessed from Swansea Road is accepted in principal, through the section 278 process the applicant will be required to demonstrate satisfactory access and working space for plant, men and materials to allow construction, maintenance and eventual replacement without affecting the operation of the strategic highway network.

Retaining Wall

The Council's Principal Structural Engineer has been consulted on the proposal to utilise a proprietary retaining wall system, with response detailed below:

"It would appear that Tobermore have yet to determine the most appropriate wall solution. They have narrowed it down to three possible versions of their 'Secura Grand' wall system.

They are allowing for full Highway loading within their design parameters, but I couldn't see anywhere within the literature of this wall solution being used to support public Highway.

I contacted their Technical Help, who confirmed that the Secura wall system is approved for use in supporting Highways (see attached response).

The BBA HAPAS certificate however only seems to reference the Geogrid option.

I am therefore prepared to accept this proposal, but on the basis of using the Geogrid solution option."

"Highways raises no objections to the application."

Comments in relation to conditions 10 (motorised and non-motorised parking) and 11 (Phase 0 street furniture details):

"I am content the at the details supplied allow the conditions to be discharged, parking levels accord with the SPG, and sufficient cycle parking is proposed. The provision of bus stops and other street furniture has been presented together with analysis of forward visibility which demonstrates the locations are suitable".

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Trees:

In respect of condition 30 (arboricultural impact assessment and tree protection plan):

"My main concern had been catered for - the significant individual trees.... considering the type of tree stock on this site what they have produced is adequate to protect the trees, which is the desired outcome".

"The document is suitable to partially discharge condition 31 for this phase. Full discharge would be when the fence is erected".

"The removal of most of the higher quality trees are related to the spine road and cannot be avoided. There is suitable compensatory planting. However, category A tree T198 is being removed to facilitate two plots. Ideally this tree should be retained to provide a mature tree in the landscape".

Housing:

"Agree with the proposed location, mix of property type and tenure of the onsite affordable housing".

Pollution Control:

No comments received to date.

Landscape:

No comments received to date.

Ecology:

Concerns in relation to the: CEMP, LEMP, lighting plan, bat and bird boxes and fencing plan for the protection of habitats have been addressed through the submission of further information by the applicant.

"No objections to the application".

Parks:

Concerns raised in relation to the play value of the proposed LEAP equipment and the use of wooden equipment. Wooden equipment is unlikely to be adopted by the Parks department.

Rights of Way:

"We have given various comments and discussed various proposals to improve access in the area, to include diverting the current public rights of way, Penplas Road being dedicated as a bridleway, and also links being forged into Penllergaer woods.

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I assume all the previous comments / proposals with regards to this site from the Countryside Access team are still relatable to any changes / revised plans?"

Cultural Services:

"I've reviewed the public art strategy and generally it's fine, and its ambitions fit well with the green infrastructure agenda.

A couple of points:

- Page 11: the strategy quotes PL insurance of £5M; when commissioning artists, Swansea Council requests PL insurance of £10M
- The budget for artworks is relatively small, so expectations will need to be managed through the selection and approval process".

Natural Resources Wales:

No objection to the discharge of conditions 19 (site wide GI), 20 (site specific GI) and 22 (LEMP).

Concerns raised regarding condition 23 (CEMP):

"We have reviewed the additional document and note that after identifying two watercourses in proximity to the site, section 4.6 states "Both watercourses are located sufficiently far away from the development to be immediately at risk of construction related activities. The risk of impact upon watercourse quality and morphology is considered to be very low." It appears that no consideration has been given to the pathways from the large development area to these watercourses, site-specific risks have not been highlighted and we are not satisfied that our concerns have been adequately addressed at this stage. We therefore continue to refer the Applicant to our previous comments for our advice on the information required to support this condition".

Coal Authority:

"I have reviewed these plans and note that the areas where the mine entries, and their zones are influence, are present have been retained devoid of built development. On this basis I can confirm that we have no objections to the revised layout proposed.

It should be noted that where SUDs are proposed as part of the development scheme consideration will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site".

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Mine Gas

It should be noted that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered by the LPA. The Planning & Development team at the Coal Authority, in its role of statutory consultee in the planning process, only comments on gas issues if our data indicates that gas emissions have been recorded on the site. However, the absence of such a comment should not be interpreted to imply that there are no gas risks present. Whether or not specific emissions have been noted by the Coal Authority, local planning authorities should seek their own technical advice on the gas hazards that may exist, and appropriate measures to be implemented, from technically competent personnel".

Dwr Cymru Welsh Water (DCWW)

"Firstly, with respect to our previous response we offer no objection in principle to this application (Ref: 2019/2881/RES) for approval of reserved matters, pursuant to condition 2, for 471 no. residential units on Phases 1A & 3A together with Phase 0.

As part of this latest consultation (Ref: 2019/2881/RES) we acknowledge receipt of the full 'Drainage Strategy Report' (No. 21342) including accompanying appendices. As above, Appendix D includes the drainage scheme for the whole development site whereas Appendix E refers to a connection point draining to Swansea Bay WwTW catchment. In relation to Phases 1A & 3A, we acknowledge proposals to discharge foul water flows to the 9" foul sewer in Penplas Road and 300mm combined sewer in Llanyfelach Road respectively with annotation note indicating no more than an initial 225 no. units for the latter. The scheme also indicates proposals to discharge surface water flows from Phases 1A & 3A to the 600mm public surface water sewer, via detention basin, located to the north of the site and is acceptable in principle as per our pre-application correspondence referred to at Appendix E.

Accordingly, as previous (Ref: PLA0066652), we offer no objection in principle to the application for approval of reserved matters and can recommend partial discharge of conditions 24 - 26, as it relates to the foul and surface water drainage schemes for Phases 1A & 3A. However, we remind of the requirement to vary condition 24 to account for the increase in no. of units draining foul flows to Swansea Bay WwTW catchment as well as condition 25 to enable a connection for surface water flows to the public sewerage system.

Notwithstanding this, whilst we can corroborate ongoing discussions into opportunities for surface water removal, in the absence of a scheme to satisfy the MoU we are unable to support the discharge of condition 27 as it relates to Phase 1A at this time. In addition, we remind of the requirements of condition 28 to deliver a potable water scheme, including any necessary off-site reinforcement work(s), to ensure the site can be served by a suitable water supply.

As per the correspondence attached in Appendix E, we continue to engage in positive discussions with the developers in relation to the wider site drainage strategy as well as the MoU compensatory surface water removal scheme and welcome further consultations on these matters".

Further comments in relation to condition 28 (water supply) following the submission of further information by the applicant:

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"With respect to the attached, which I note includes the applicants' accompanying statement (19th August), I have had an opportunity to liaise with our design and build team and can confirm that the 'Pentref Rhostir - DCWW Potable Water Supply Plan' (Drawing No. 001) conforms to the planned watermain works being undertaken by DCWW and is acceptable for these initial phases. Any future phases, however, will be subject to further planned schemes and off-site reinforcement works and therefore would recommend the developers contact us to further discuss these phases. Therefore, we can recommend partial discharge of condition 28 as it relates to the potable water supply scheme for Phases 1A & 3A; the condition can only be fully discharged following confirmation of the completed said works".

Mid and West Wales Fire Rescue Service:

The Fire Authority has no comment to make on access for fire appliances or water supplies.

Police Designing Out Crime Officer:

"I am concerned with a number of aspects of the proposed layout especially the fact that a number of the parking bays proposed are at the rear of properties and are not overlooked which make them vulnerable to crime. These parking areas also provide easy access for criminals to the rear of the properties.

My main concerns are as follows:-

The parking for plots 225-228, 286-289, and 405-407 are not overlooked and the layout at these parts of the development needs to be changed.

The parking for plots 249-251 and 312-314, are at the rear of the properties. Consideration must be given to moving these properties back and moving the parking to the fronts of the homes.

The other concerns I have as follows:-

(i). In respect of plots 1-10, consideration must be given for the apartments to be moved to the garden area so that they fully overlook the parking bays. As it stands the view from the apartments will be restricted. If the apartments are not moved the properties at plots 12 and 70 must also overlook the parking bays.

(ii). In relation to plots 12-19, consideration should be given to turning these properties so that they front onto the road and face properties 58-63. This would improve the security of these properties as the fronts would be overlooked. It would also make the parking for these homes more secure as it would be within curtilage.

If this layout is to remain the parking bays must be gated with lockable gates.

(iii). In relation to plots 71-73 and plots 81 and 82, consideration should be given to turning these properties so that they front onto the road. In respect of the current layout the parking bays for these properties are not overlooked as they are at the rear. If the layout is to stay as it is, all the parking bays must be brought within the curtilage of the rear gardens and the bays gated with lockable gates.

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(iv). In respect of the parking for plots 110-113, consideration should be given to turning these plots around again to overlook their parking bays. It would also improve the security of these homes and also that of the properties at plots 108-109.

If the layout is to remain unchanged at this point, plot 109 must overlook the parking for plot 110, and the path that runs alongside 112 into the rear parking area must be blocked off as it makes the parking area more vulnerable.

(v). Plots 293-298 and 319-326 should ideally be turned round so that the parking is accessed via the front and is within curtilage. The fronts of the properties are also then overlooked making them safer. If this layout is to remain the parking must be brought within the curtilage of the rear gardens and gated with lockable gates.

(vi). The apartments at plots 327-332 must overlook the parking bays.

(vii). Consideration should be given to moving the apartments at plots 337-345 to the garden area to overlook the parking bays. At the present time the bays are afforded only limited surveillance and are vulnerable.

(viii). The parking for plots 414 and 415 is not overlooked. Plot 415 should be moved.

adjacent to the parking bays to overlook them.

(ix). The footpath that runs between plots 414 and 415 should be designed out. Why is it needed?

The parking on this development must comply with the City and County of Swansea's own Parking Guide. At the present time there are too many cases, as outlined above which do not.

All the vehicle parking bays should be within curtilage and/or overlooked.

Pedestrian routes must be designed to ensure that they are visually open, direct, overlooked, lit and well used. They must not undermine the defensible space of neighbourhoods which many footpaths proposed on this development do. Routes must not ideally be segregated from one another or provide access to rear gardens as such paths have been proven to generate crime. Paths ideally should be 3 metres wide.

Consideration should be given to the number of routes going into the estates and where possible they should be reduced as in my opinion at the moment the estate is too permeable.

Homes ideally should be overlooked by properties opposite to provide surveillance of them, thus making them safer.

Entry onto the estate must be restricted to the designated routes."

Note: other specific comments also made in relation to secure by design requirements.

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Glamorgan Gwent Archaeological Trust (GGAT):

"You will recall from our previous correspondence that archaeological mitigation for this site included an archaeological desk-based assessment, and a programme of geophysical survey followed by archaeological evaluation. The results of this did not indicate that any significant archaeological resource existed that would require mitigation and subsequently and no further archaeological work was recommended.

There has been no change to our understanding of the situation and therefore it remains the case that no further archaeological mitigation is necessary".

Neighbour comments:

As an EIA development, the application was advertised in the Press and on site. There have been three plan resubmissions by the applicant and each one has been the subject of a re-consultation exercise with press and site notices. One letter of objection has been received, which may be summarised as follows:

- Flooding concerns in relation to the use of Penplas Lane for vehicle access during construction and thereafter.

APPRAISAL

Main Issues

The main issues to consider in the determination of this application relate to the impacts of the development upon the character and appearance of the area, the impacts upon the residential amenity of existing and future occupiers, the impacts upon highway safety, ecology, drainage, land stability and land contamination having regard to the prevailing provisions of the relevant LDP Policies and National Policy guidance. There are considered to be no additional issues arising from the provisions of the Human Rights Act.

SAMP Approval and Key Changes from Outline Masterplan

Since the outline application, the SAMP has been approved for this part of the site, termed CA3. The SAMP process effectively created a further level of detail, building on the key principles approved under the outline masterplan, in order to develop and refine the proposals as greater amounts of survey and design work were undertaken. Through the SAMP process the following changes have been progressed and these were accepted in principle by the LPA when the SAMP was approved:

1) Alignment of northern cross link: The northern cross-link walking route has been diverted around the intersection with the Spine Street due to topography constraints of providing the access. Whilst this does result in a longer walking route, additional planting would be provided to ensure corridor connectivity is maintained either side of the Spine Street for biodiversity.

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2) Changes to Secondary Edges: The site layout has been amended to provide rear gardens on to certain edges within the development rather than fronting on to them. Key areas have been reconfigured at the request of Officers and dual fronted properties have been incorporated on key walking routes.

3) Facilitation of Active Travel Route near District Centre: The existing lane access serving the former transport yard is not formally acknowledged in the Design and Access Statement (DAS) as an Active Travel Route. However, the SAMP recognises the importance of retaining the lane as part of the wider integration of active travel opportunities and connections to the existing network.

4) Design of inner block spaces / interstitial spaces: The outline DAS sets a principle of 'interstitial spaces'. These are described as breathing spaces, 50x50m in dimension, associated with the prime routes. Llanmoor has reviewed this aspect as part of the SAMP and have focused upon the enhancement of the existing softer natural features that are dispersed around CA3 to provide 'breathing spaces'. The layout in phase 1a has various focal points that would act as interstitial places given the natural constraints in that part of the site. Phase 3a has less constraints and the layout is more standard but the LAP has been located in a central location on the corner of two main roads leading through the parcel.

5) Reduction in size of focal point at terminus of A48 spur: The outline masterplan identifies a generous area of hard/soft public space, within which surface water features and hedges are accommodated. Through detailed design the function and extent of this area has been refined. Detailed site investigation and modelling has determined the reservation of a large swathe of land to serve a drainage function is no longer required at this junction. This presents the opportunity to tighten the urban form, create more enclosure and increase street frontage. The masterplan still proposes the creation of an extensive landscape focal space, terminating the Park Link view.

6) Replacement of Local Equipped Area of Play (LEAP) with Local Landscape Area of Play (LLAP) in Phase 1a: Within Phase 1a, a LLAP is proposed (as referenced in the S.106 Agreement). In keeping with the naturalistic open space proposed, this space will provide a different experience, featuring an unequipped areas that are specifically laid out to encourage imaginative play and recreation for all ages. The LLAP would require more space than a LEAP and is considered to fit well within the location identified offering a larger area of more naturalistic open space.

7) Loss of Category A tree T198: The topography is difficult in some parts of the site and will require significant earthworks. In the vicinity T198 the topography has a gradient of 1 in 14 (7.14%). Inevitably levels will need to be lifted and retained on the leading edge of the development above Llangyfelach Road. This process will result in the loss of tree T198. However, the substantial reinstatement and planting of new trees in the Northern Gateway area, including a more mature specimen, will more than compensate for the loss of this tree.

8) Inclusion of T173 in garden area: T173 is no longer located with the proposed focal space. The tree will however, be retained and will be within a large private rear garden with a suitable tree protection zone and ensuring that usable garden space remains.

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Under this reserved matters application the scheme for CA3 has undergone further design evolutions following detailed comments from officers and other consultees including feedback following a Design Commission for Wales Design Review Panel. Notwithstanding this, and despite the various iterations to the scheme through the course of considering the application, it is considered that the proposals for consideration would substantially accord with both the approved masterplan and the SAMP for CA3, as required by condition 6 of the outline permission.

Placemaking and Visual Amenity

The key changes to the scheme as the application has progressed have been set out within the applicant's Design Evolution Compliance Statement. There are general layout and design changes which are applicable across the site, which are listed below, together with more area specific changes which are discussed in greater detail below within the assessment of the scheme.

General Layout Changes Across the Site:

- 1) Extension of Green Infrastructure network. Creation of green verge/street planting within Primary Street network.
- 2) Introduction of build outs and street planting to soften secondary, tertiary and mews areas.
- 3) Introduction of rear garden tree planting.
- 4) Back to back separation distances increased in places to address privacy/amenity concerns.
- 5) Removal of back-land development areas.
- 6) Reduction in use of cranked corner turner units and removal of all integral units.
- 7) Plot adjustments and substitutions to ensure focal buildings are located opposite road junctions.
- 8) Contemporary house type range created and used across the site, incorporating revisions to house types, elevations and materials palette.
- 9) Creation of additional house type styles to increase the range of uplift properties.
- 10) Changes to streetscape and landscaping strategy to better differentiate areas of uplift.
- 11) Further detailed design of street lighting and crossings to Spine Street and improved connections to the Cross Link.
- 12) Refinement of plot planting and soft landscaping proposals across the site.

The proposal is for 471 new dwellings within phases 1A and 3A together with the construction of the main spine street (phase 0) through the entire strategic site, looping from the northern gateway at Llangyfelach Road to its southern extent where it would join Penlas Road and Mynydd Newydd Road. For the avoidance of doubt, the strategic access points into the site have already been approved. The new spine street would bisect phases 1A and 3A with the former located to the south and the latter to the north. The new northern gateway would rise up from Llangyfelach Road with a drainage attenuation feature on its northern side comprising of underground storage tanks with associated above ground infrastructure and service access. This feature has been the subject of detailed discussions with the LHA, as referenced within the LHA comments.

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The development includes the provision of significant new planting including tree planting around the northern gateway and along the spine street itself, creating a tree lined avenue in order to enhance the street environment, to mitigate the visual impacts of the engineering works and to provide ecological mitigation for the loss of the existing hedgerow along Llangyfelach Road.

Phase 1A:

Located to the south of the main spine street, phase 1A is by far the larger of the two phases submitted under this application and would accommodate 336 dwellings.

The existing mature landscaping within this phase has been successfully integrated into the layout, principally within the parks and open space areas but also the central corridor of mature trees on a north - south alignment has been retained and will provide a pleasant backdrop to the central footpath that runs from the Northern Gateway housing to connect to the footpath leading to the Welcome Inn. Where possible within this phase the housing has been orientated to face onto key frontages and open spaces. This follows the approved SAMP and will provide a positive outlook for the future occupiers. While this has resulted in some mews areas at the rear (notably to the rear of plots 293-298 and 319-326), these have been designed to be short lengths of housing which are generally well overlooked. In the southern part of the site (Mynyddbach West), adjacent to the area indicated for a primary school and district centre, the layout has changed significantly since the original submission to create a loop road rather than the cul-de-sac arrangement that was initially proposed. This is a positive amendment that has simplified the layout, improved permeability and reduced the extent of private drives. The affordable housing element within this phase is accommodated within two blocks fronting the spine street with the remainder being well distributed around 1A within pairs of semis that have similar designs to the private housing.

Phase 3A:

Phase 3A forms two large cul-de-sacs with two feeder streets from the spur off the main spine street. The street structure within phase 3A follows the same principals as phase 1a with large perimeter blocks of housing linked by pedestrian routes to create a permeable street network that links to the active travel routes at the southern end of Parc Calon Lan and the old tramway route on the eastern end of phase 3A.

Like Phase 1A the affordable housing is evenly distributed throughout the phase, albeit confined to the western side of the layout, and includes the only terrace of units within the development. The affordable block of flats on plots 337-345 occupies a prominent location in the street scene at the junction of the spine street and the main spur into phase 1A. This block is entirely appropriate in this location and forms a key building in the run of 2.5 and 3 storey housing that front onto the spur street.

In view of the changes in levels across this phase there will be a requirement for retaining walls and steps on a number of plots and these have been indicated within the submission drawings. For the most part these features would not detract from the overall quality of the street scene and, where highly visible, these features would generally be softened by landscaping.

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The development will now be considered under the headings within the Council's adopted Placemaking Guidance for Residential Development SPG.

Neighbourhoods:

Located on the western side of Llangyfelach Road the application site is mainly greenfield land with existing communities to the south and east. With phases 1A and 3A located in the northern portion of the strategic site, the nearest existing communities are those opposite the site on the eastern side of Llangyfelach Road. Due to the increase in levels that rises up from Llangyfelach Road, it is acknowledged there are limited opportunities for the new neighbourhood at Pentref Rhostir to connect directly with existing communities. Despite the change in levels, however, the provision of a landscaped Northern Gateway off Llangyfelach Road with an active travel route along the main spine street will provide an attractive link between new and existing communities. This is supplemented by a network of walkable tree lined streets within the new neighbourhood that will provide permeability and links to green spaces, local walking routes and existing community facilities. The layout also includes connections to future phases.

Density and Mixes Uses:

Policy SD2 requires for all sites where there is a capacity for 100 homes or more, that development must achieve net residential density across the site of at least 35 homes per hectare, with higher density residential and mixed uses located along public transport corridors and in focal areas, lower densities on rural/sensitive edges, and a range of densities elsewhere to meet different needs and create distinct character areas.

Future Wales: The National Plan 2040 sets national placemaking principles including the suggestion that 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. Given the characteristics of the area on the rural fringe, attaining such densities would not be appropriate and would result in harmful impact to the character of the area and the masterplanning placemaking principles established at the outline stage.

This first phase is residential land use only and the new local centre and school will be triggered in future phases as set out in the approved outline application. The proposed new homes range from 1 bed flats to 4 bed houses which are distributed across the site to create a mixed community with townscape buildings such as three storey flats on key corners and three storey town houses on key spine street frontages.

The net site area is 20ha including extensive park areas and excluding strategic infrastructure elements. This gives a density of circa 23.5 dwellings per hectare. This is lower than the 35 dwellings per hectare as required in the LDP, however it is not a 'net dph' figure and represents this first phase of a larger strategic site that incorporates a greater area of open space to serve future phases. Furthermore, future phases such as the local centre will have significantly higher densities. Overall across the entire site it is expected that the average density will be 35 dwellings per hectare in line with LDP aspirations. With an average occupancy of 2.4 persons per home, the 471 homes would accommodate a population of circa 1300 residents.

Blue / Green Infrastructure:

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Policy ER 2 states that Green Infrastructure should be provided through the protection and enhancement of existing green spaces that afford valuable ecosystem services. Development that compromises the integrity of such green spaces, and therefore that of the overall Green Infrastructure network, would not be permitted.

In accordance with the requirements of the outline permission, this application has been accompanied by a site wide green infrastructure plan for the whole outline site (condition 19) and a site specific green infrastructure plan for this reserved matters application (condition 20). These documents have been reviewed by Strategic Planning and Placemaking and are considered to be satisfactory. The overarching plan for the site indicates areas where existing GI will be lost to facilitate the development. It sets out, at a high level, those areas of existing GI which are proposed to be retained and indicates ecological corridors, new blue and GI routes, such as the strategic spine street and indicates how they would have a multifunctional purpose. For example, the main spine street will have a SuDS function, a transportation function and an ecological function by virtue of its tree lined nature with adjacent SuDS basins.

The site specific green infrastructure plan has evolved through discussions with officers, particularly in relation to the provision of more street level GI through enhanced tree planting. This has resulted in increased tree planting on tertiary street within the development. The main spine street will have tree planting on both sides of the street, whereas the secondary streets have tree planting on at least one side of the street within verges. Within tertiary streets the tree planting has been achieved within street buildouts and within the plot frontages. A good level of tree planting has also been achieved within the rear gardens, thus providing further GI corridors.

As indicated within the SAMP, there are several key areas of open space that would serve CA3 and will have a multifunctional purposes including recreation/ecology/SuDS. There is Parc Calon Lan proposed to the north of 3A - an extensive liner park with retained trees and hedgerows providing a mature landscaped setting with an area of approximately 3ha including a LEAP. Drainage basins are proposed in the lowest part of the Parc to the north and active travel connections to surrounding paths and the old tramway (LC89) on the eastern side of 3A. Parc Cefngyfelach located in the southern part of 1A is an irregular shaped park fronting onto the main east-west route through 1A. The northern part of the park will be an open area with tree planting and LLAP. The southern part of the park towards Mynyddbach cottages where the existing tree coverage will be retained with informal trails. There are also several other smaller open space/play spaces including Penplas Fields (LAP) located centrally within 3A, Orchard Place adjacent to the spine road, Daniel James Place (LAP) located centrally within phase 1a and The Pines.

Both the site wide GI plan and the phase specific GI plan and accompanying strategy demonstrate how the detailed consideration of GI can significantly improve the sense of place created within these built up areas, and would increase opportunities to achieve biodiversity gain, recreation benefits and drainage benefits. In this respect the GI proposals for the site are considered to be in accordance with LDP Policy ER2.

Making Connections:

An important placemaking principle to ensure new neighbourhoods are well connected, where possible, to existing communities through the provision of multiple access points with key routes ideally provided alongside GI features to encourage active travel.

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Within new developments connected streets that are well overlooked will provide welcoming and safe travel routes for future residents.

The provision of the spine street through the site with its active travel route will provide key connections to existing communities to the north in Llangyfelach and to the south in Mynydd Bach that will benefit from the new facilities and public open spaces that will be created within the strategic site. In addition to the permeable street structure within the development, there will be a new active travel link running north/south through the site that picks up the old tramway route (LC189) and connects Penplas Road to the lane leading to the Welcome Inn and Mynydd Bach Chapel. On this basis the development will incorporate the public rights of way within the site and the S106 attached to the outline provided for further off site enhancements to improve local connections.

Public Spaces:

As indicated above, there are a range of public open spaces that would be created within these phases providing convenient access to a range of play opportunities. The number and nature of play facilities within phases 1A and 3A were agreed through the S106 agreement attached to the outline permission.

In relation to phases 1A there is a requirement for 1x LEAP/LLAP to be provided prior to occupation of the 200th unit and for 1x LEAP/LLAP to be provided prior to the occupation of 75% of the dwellings in phase 3A. In addition, there is a requirement for 1 x LAP to be provided within each phase of the development prior to the occupation of 50% of the dwellings.

The future management of the open space areas is secured through the S106 agreement with the clear intention that the open space land would be transferred to the Council for future management in accordance with the agreed commuted sums. The location of the play facilities was agreed at the SAMP stage and have been followed through into this reserved matters application. The Council's Parks department have reviewed the proposals and have expressed concerns with regards to play value of the equipment proposed within the LEAP and their wooden construction. It is considered the specific details of the equipment can be agreed by a condition to allow for a proposal to be brought forward that is agreeable to both parties that would allow for future adoption by the Council (if that's the developers intention). Subject to this condition, the proposals are therefore considered to be in accordance with LDP Policy SI6.

Streets as Places:

The streets within the development have been designed to provide a clear hierarchy from the main spine street at the top of the hierarchy through to the tertiary lane/mews streets at the bottom. The width of the spine street at 6.5m together with a dedicated 3m wide active travel route emphasises the importance of the spine street as the primary public and private transportation route, yet the curvature of the road, its tree lined nature (on both sides of the street) and the interspersed nature of green spaces and prominent 2.5 and 3 storey housing along its length will make this an attractive route for motorists and pedestrians alike. The park link is also treated in the same way.

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Working down the street hierarchy the primary streets and secondary streets (both 5.5m wide) provide the main movement routes within the site. These are designed as low speed 20mph routes with tree planting generally on one side of the street within verges and/or within adjacent open spaces. The tertiary streets (4.8m to 5.5m) and mews/lanes (4.5 to 4.8m) vary in width with street planting in buildouts to reduce speeds and improve the street environment. Alternative surface treatments for the streets are indicated within the drawings to further signal a change in hierarchy within these areas. The precise nature of the surface can be controlled by a condition and subsequent highway adoption agreements.

It is considered the connected layout of street, the integration of existing GI and proposed planting to enhance the street environment, would accord with the principles of good placemaking and would provide an appropriate balance in relation to the streets place and movement functions.

Inclusive Places:

The provision of a network of paths providing access to and within the site will provide opportunities for interaction between the new and existing communities. Existing routes will be improved for the benefit of all users. The low vehicles speeds within the development and dedicated footways within the main streets would result in an inherently inclusive development. The gradients in parts of the site are challenging within phase 3A, however, stepped accesses to dwellings have been avoided where possible. There are level access routes to all open spaces. Further measures to enhance the inclusive environment will be subject to the submission of further details including satisfactory street lighting and the provision of suitable alternative surface treatments for the carriageways and footways. Benches would be provided at appropriate locations within the open space areas to provide rest stops and foster interaction.

Townscape:

Officers have worked closely with the developer at the SAMP stage and through further dialogue post submission which has resulted in the evolution of scheme and, ultimately, the changes referenced at the start of this section of the report.

As indicated previously there is a clear hierarchy of streets within the development which sets the broad townscape characteristics. The most obvious and prominent facet of this is the inclusion of a distinctive modern 2.5 and 3 storey uplift character area along the main spine street. This is emphasised through the provision of a tree lined avenue along the length of the spine street and the use of taller house types (notably the Woodberry) connected by carports in order to create rhythm and repetition along this key route.

Heading lower through the street hierarchy the townscape quality is maintained through the provision of dedicated corner turning units at junctions with active frontages on both street facing elevations. Similarly, larger house types and those with feature gables have been used to overlook key open space areas to enhance the townscape quality in key locations. The orientation of the roof ridge throughout both phases would be parallel to the road frontage unless a corner turning unit is proposed. There are no gable fronted dwellings within the development. While this forms part of the architectural character of these phases, this would not preclude their use in future phases where such house types could be used to create distinctive character areas.

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A good mix of house types is proposed creating a varied street scene while clear building lines give the streets continuity and focus views towards key buildings or other features such as trees or access routes.

The successful integration of existing and proposed GI into the street scene will enhance the townscape in all areas of the development, to the benefit of the future occupiers.

Quality, Character & Identity:

The character of the built form in the locality is mixed. The developer has worked closely with officers to identify uplift areas within the SAMP and revise their standard house type range post submission. This has resulted in significant improvements to the design of the individual house types and the overall aesthetic of the development has shifted to be more contemporary. This approach is in accordance with the Placemaking Guidance for Residential Development SPG.

The vast majority of the dwellings would be semi-detached or detached properties. There are three block of flats that would accommodate affordable units (plots 1-9 and 327-332, 337-345) spread at intervals along the spine street which, together with 2.5 and 3 storey housing along this key frontage form a distinctive spine street character area that is replicated in the park link.

Specific uplift areas within 1A are: the Primary Street linking the spine street to Cefyngfelach Park; the housing facing directly onto Cefyngfelach Park, Orchard Place, Daniel James Place, The Pines, Mynyddbach West and the Northern Gateway. The uplifts include the provision of planted verges, specific materials palettes including the use of red brick, stone, repeat chalk render gables, weatherboarding, alternative street surface treatment, and the use of landscaping to define key areas. The key uplift areas within phase 3A are: the areas fronting onto Parc Calon Lan; Penplas Field and; Colliery Way (the old tramway). These areas are uplifted through similar design, materials, scale and landscaping treatments as those within phase 1A.

The materials have sufficient variety to ensure interest yet coherence across the 471 homes through the use of red brick, render, weather boarding and grey stone. The red brick for key frontages is the 'Epsom smoked red brick' as used in other high quality schemes along Langdon Road in SA1. Further high quality contemporary details through the scheme include grey UPVC windows, many with lowered cills, plus attention to small details such as grey meter cupboards which can often appear jarring in white. Ultimately the materials and details controlled a condition to require samples of all materials plus large scale drawn details of key aspects such as ensuring the feature front elevation gables have crisp verge continuous edges trims.

Community Safety:

All streets, spaces and pedestrian routes are well overlooked from front elevations and habitable rooms to side elevations.

Backland parking areas are limited to locations where frontage parking is inappropriate. Along the spine street and facing onto some of the public open space areas, car parking for the town houses is access from the rear via a well overlooked 'back lane' mews areas.

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This has been flagged by the Police Architectural Liaison Officer as a concern but in accordance with the advice of the Council's Placemaking officer is considered acceptable on the basis that the parking is well overlooked by neighbouring houses and the area is designed as a high quality public area.

In a handful of locations (such as between plots 226/227, 285/290, 312/313, 404/406), the parking is located in small rear parking courts. This has also been flagged by the Police Architectural Liaison Officer as a concern but the Council's Placemaking officer considers this is acceptable on the basis that the parking courts serve only a small number of homes as private areas and have well overlooked access points from habitable room windows to side elevations.

All houses have front garden areas as defensible space that can be personalised giving interest to the street scenes. The flats have defensible boundaries to ground floor terraces and communal parking/ amenity areas to flats are enclosed by railings.

Privacy and Amenity:

Broadly the topography across the site rises from the north to the south and from east to west. The levels within 3A in particular have presented challenges to the developer with the floor levels of the dwellings dropping down significantly from the spine street to the northernmost dwellings - recording a levels difference of some 13m.

To ensure sufficient private amenity space for residents, the layout provides rear gardens that are at least same size as the relevant house footprint. This is welcomed to accord with the adopted Placemaking Guidance for Residential Development.

Separation distances and impacts upon the amenity of the future occupiers of the development are discussed below in the "Residential Amenity" section.

The proposed upper floor flats have balconies of a useable size, whilst the ground floor flats have similar sized enclosed useable terraces and all share a communal garden area. This is welcomed in accordance with adopted Placemaking Guidance for Residential Development.

Accommodating Parking:

The proposed layout accommodates sufficient car parking without dominating the street scene in accordance with the adopted Placemaking Guidance for Residential Development. Most parking spaces are incorporated as side drives. There are limited areas of frontage parking and the Council's Placemaking officer considers these are acceptable on the basis that they are softened by planting.

The formal three storey town houses have parking accessed from the rear which is considered acceptable on the basis that these areas are well overlooked from other homes and planted as a public place. The parking for the flats is arranged as enclosed courtyard areas, which is well overlooked by residents and enclosed by railings. In addition, overspill residential and visitor parking is provided on street in laybys. This can also be used by visitors to the adjacent park areas. Cycle parking is provided via secure stores for flats and within gardens for houses.

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There is no current Policy requirement for electric vehicle charging points, however as the majority of parking is on plot as side drives, this could be retrofitted by occupants.

Residential Amenity

The vast majority of the site would not directly adjoin existing properties. The exception to this is on the eastern side of the site where plots 130-140 would be adjacent to 1126 Llangyfelach Road and where plots 124-130 adjoin the extensive garden of 1100 Llangyfelach Road. For both existing properties, satisfactory distances would be maintained to the garden boundaries and dwellings such that there would be no significant overbearing, overlooking or overshadowing impacts upon the occupiers of these properties.

The applicant has worked extensively with officers in order to address concerns in relation to achieving satisfactory separation distances internally across the site, in the interests of protecting the living conditions of the future occupiers of the development.

The levels at the site are challenging with a considerable fall from north to south and from east to west. This has resulted in the need for small retaining walls and embankments in certain locations within the plots in order to provide level development platforms and usable private gardens. The minimum 21m back-to-back separation distances set out within the SPG are achieved throughout the site and where there is a change in levels the separation distances are generally increased as set out within Placemaking Guidance for Residential Development SPG.

Parts of the site, notably in phase 3A, have challenging changes in levels that have required increased separation distances to be provided together with the introduction of design solutions including the introduction of higher boundary treatments, tree planting along common boundaries to aid with screening between properties, and designing longer gardens for lower properties to mitigate any significant adverse overlooking impacts. It is considered that the introduction of these measures would mitigate any significant amenity impacts upon the future occupiers resulting from the challenging levels at the site.

Given the challenging levels, it has not been possible in every instance to increase the separation distances by 2m for every 1m change in levels as advised within the SPG. There are also instances around the site where the full 15m back-to-side distance would not be achieved, however, this is considered to be acceptable on the basis that the scheme was originally developed and submitted on the basis of the separation distance guidance within the previous design guide SPG, which required a minimum back to side distance of 12.5m. Overall, having regard to the quality of the submission, it is considered the design of the development has responded positively to the challenging change in levels throughout the site and, on balance, would not result in any significant amenity impacts upon the future occupiers of the development in terms of overbearing, overlooking or overshadowing impacts.

The size of private gardens within the development has been assessed against the guidance set out within the SPG which states the gardens serving dwellings should be no smaller than the footprint of the dwelling they would serve. The minimum garden size standard would be achieved and it is considered that all garden areas would provide satisfactory usable areas for sitting out and clothes drying.

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In terms of the sizes of the proposed homes, these have been considered against the Council's guidance on space standards as set out within the Placemaking Guidance SPG. Generally the sizes of the proposed dwellings compare favourably to the guidance, however, there are some instances where house types would fall below the standards, most notably the Chelsea housetype which is some 8 sqm below the space standard recommended in the SPG. This is a 2 bed 3 person house type and it is recognised that such dwellings would appeal to first time buyers including young professionals, young families looking for a starter home and older couples looking to downsize. Reference to the floor plans for these properties indicates the provision of an open plan kitchen dining area at the rear opening out onto the garden and a separate lounge at the front of the property. The overall impression from the plans and the flythrough is that the properties would be small but not excessively cramped. It should also be noted that the applicant's scheme was largely designed prior to the introduction of the Placemaking Guidance SPG and having regard to the overall placemaking quality of the development it is that the overall mix and size of house types in considered to be acceptable.

Access and Highway Safety

At the outline planning stage the officer's Committee report noted the following in respect of the general impact of the development upon the local highway network:

"It is considered that the development would have a significant impact on the existing highways infrastructure in Llangyfelach. However, the location and accessibility of the site are considered to be good and the presence of a new primary school on site is of significant benefit to internalise education trips and improve the overall accessibility and sustainability of the site. Improvements and enhancements to existing bus services have also been put forward to improve access to public transport. This site was promoted in the LDP as it is anticipated that the spine street would remove existing traffic from Mynydd Bach Junction as many cars would utilise the strategic access road and improvements are also proposed to existing junctions in the vicinity (but not J46 of the M4)".

Highways and Transportation issues were addressed at the outline stage through the submission of an Environmental Statement and Transport Assessment.

The S106 agreement attached to the outline permission secured a contribution of £1,020,000 towards procurement of public transport to serve the development in year 1 initially, with the balance to be spread over years 2-4, together with £385,000 towards off-site highway infrastructure improvements to mitigate the impact of the development on the local network. A contribution of £250,000 was also secured for public right of way and active travel improvements in the area.

Turning to the current application, the northern access to the spine street would comprise of a signal controlled junction on to Llangyfelach Road (including a right turn lane for movements into the site from the north) whilst the southerly access would join Heol Ddu / Mynydd Newydd via a new roundabout. There is a requirement within the outline permission for the northern access to be constructed prior to the first beneficial occupation of any of the dwellings within phase 1A. The southern access must be constructed prior to the first beneficial occupation of any of the dwellings within phases 1B and 1C.

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In terms of active travel, there is a dedicated route along the length of the spine street with spurs off to the linear park to the north connected to Penplas Road, Cefngyfelach Park to the south, and leading to the Welcome Inn and Calon Lan centre to the south.

The LHA has reviewed the detailed layout, including parking provision, and has offered no objection to the proposed development. The spine street is a suitable width, however, the LHA notes some widening may be required on the bends, however, there is sufficient space within the highway to allow for this. Such matters can be finalised through Highways agreements and any changes to the approved layout would need to be agreed via a non-material amendment application or S73 minor amendment application.

Tree planting within the streets has been demonstrated to be outside of the junction visibility splays. However, the LHA notes that tree planting will not be permitted within the forward visibility envelope on approach to the proposed Zebra crossing or within 6m of any lighting column. Again, any changes to the approved layout would need to be agreed through a subsequent application when the final lighting and crossing designs have been agreed.

There has been extensive discussions with the LHA and the applicant in relation to a below ground surface water attenuation area accessed off Swansea Road. Agreement has been reached, in principal, however, through the section 278 process the applicant will be required to demonstrate satisfactory access and working space for plant, men and materials to allow construction, maintenance and eventual replacement without affecting the operation of the strategic highway network.

To mitigate the change in levels at the northern end of the site a retaining wall will be required along the northern edge of phase 1A. This retaining wall will support a highway and the LHA considers the proposed proprietary retaining wall system would be acceptable, subject to confirmation of the specific type of system to be used. This matter can be dealt with through the submission of further details by a condition.

The proposals are therefore considered acceptable in terms of access, highway safety and parking.

Affordable Housing

Affordable housing will be provided in accordance with the approved outline S106 agreement, provided as flats on the Spine Street frontages and as 2 bed and 3 bed homes arranged as semi-detached pairs. The design of the affordable housing matches the overall contemporary aesthetic and is well integrated. A total of 71 affordable dwellings are being provided as 35 low cost home ownership / intermediate and 36 social rented. The Council's Housing section have confirmed that the proposed affordable housing would be acceptable in terms of the its location, mix of property type and tenure.

Other Matters

Concerns raised in a letter of objection regarding access along Penplas Road are afforded little weight in the determination of this application.

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While this is an adopted lane, vehicle access is restricted and there are no proposals to use this access for construction vehicles or for vehicles when the development is occupied. Penplas Road would be used as an active travel link when the development is occupied.

Conditions of the Outline Permission

Condition 8 - Finished Levels

The following details have been submitted:

1008-306 (Site Section - Section 1-1)
1008-307 (Site Section - Section 2-2)
1008-308 (Site Section - Section 3-3)
1008-309 (Site Section - Section 4-4)
1008-310 (Site Section - Section 5-5)
1008-311 (Site Section - Section 6-6)
1008-312 (Site Section - Section 7-7)
1008-116 (Site Section - Section 8-8)
1008-117 (Site Section - Section 9-9)
1008-118 (Site Section - Section 10-10)
1008-119 (Site Section - Section 11-11)
1008-120 (Site Section - Section 12-12) received 17th June 2022

1008-100 REV P2 (Parcel 1A External Levels - Sheet 1 of 16)
1008-101 REV P2 (Parcel 1A External Levels - Sheet 2 of 16)
1008-102 REV P2 (Parcel 1A External Levels - Sheet 3 of 16)
1008-103 REV P2 (Parcel 1A External Levels - Sheet 4 of 16)
1008-104 REV P2 (Parcel 1A External Levels - Sheet 5 of 16)
1008-105 REV P2 (Parcel 1A External Levels - Sheet 6 of 16)
1008-106 REV P2 (Parcel 1A External Levels - Sheet 7 of 16)
1008-107 REV P2 (Parcel 1A External Levels - Sheet 8 of 16)
1008-108 REV P2 (Parcel 1A External Levels - Sheet 9 of 16)
1008-109 REV P2 (Parcel 1A External Levels - Sheet 10 of 16)
1008-110 REV P2 (Parcel 1A External Levels - Sheet 11 of 16)
1008-111 REV P2 (Parcel 1A External Levels - Sheet 12 of 16)
1008-112 REV P2 (Parcel 1A External Levels - Sheet 13 of 16)
1008-113 REV P2 (Parcel 1A External Levels - Sheet 14 of 16)
1008-114 REV P2 (Parcel 1A External Levels - Sheet 15 of 16)
1008-115 REV P2 (Parcel 1A External Levels - Sheet 16 of 16)
1008-300 REV P2 (Parcel 3A External Levels - Sheet 1 of 7)
1008-301 REV P3 (Parcel 3A External Levels - Sheet 2 of 7)
1008-302 REV P2 (Parcel 3A External Levels - Sheet 3 of 7)
1008-303 REV P2 (Parcel 3A External Levels - Sheet 4 of 7)
1008-304 REV P2 (Parcel 3A External Levels - Sheet 5 of 7)
1008-305 REV P2 (Parcel 3A External Levels - Sheet 6 of 7)
1008-313 REV P0 (Parcel 3A External Levels - Sheet 7 of 7)
21090-C-012 REV C (Proposed S278 Highways Spine Road Longsection)
21090-C-108 REV F (Proposed Spine Road Longsection) received 22nd August 2022.

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The above information is considered to be acceptable to satisfy the requirements of condition 8 insofar as it relates to phases 0, 1A and 3A.

Condition 10 - Parking details for motorised and non-motorised vehicles

The following details have been submitted:

GARAG-G11 (Garage G11: Double Twin Garage)

GARAG-G12 (Garage G12: Double Garage)

GARAG-G14 (Garage G14: Single Garage Gable) received 17th June 2022

PS-01 Rev B (Parking Cycle Strategy Sheet 1 of 2)

PS-02 Rev B (Parking Cycle Strategy Sheet 2 of 2) received 8th August 2022

TP-01 Rev G (Site Layout Sheet 1 of 3)

TP-02 Rev G (Site Layout Sheet 2 of 3)

TP-03 Rev H (Site Layout Sheet 3 of 3),

TP-1000 Rev J (Overall Site Layout), received 21st September 2022

In consultation with the LHA, the above information is considered to be acceptable to satisfy the requirements of condition 10 insofar as it relates to phases 0, 1A and 3A.

Condition 11 - Details of bus stops, shelters and street furniture

The following details have been submitted:

SD_B003 Rev B (Typical Detail Bus Bay)

Bench (photo)

Bus Bay (photo)

Bus Bay 2 (photo)

Metal Bin (photo), received 11th February 2020

21090-C-100 REV G (Proposed Spine Road General Arrangement Plan)

21090-C-101 REV F (Proposed Spine Road General Arrangement Sheet 1 of 6)

21090-C-102 REV F (Proposed Spine Road General Arrangement Sheet 2 of 6)

21090-C-103 REV F (Proposed Spine Road General Arrangement Sheet 3 of 6)

21090-C-104 REV F (Proposed Spine Road General Arrangement Sheet 4 of 6)

21090-C-105 REV F (Proposed Spine Road General Arrangement Sheet 5 of 6)

21090-C-106 REV F (Proposed Spine Road General Arrangement Sheet 6 of 6) received 22nd August 2022

In consultation with the LHA, the above information is considered to be acceptable to satisfy the requirements of condition 11.

Condition 13 - Phase specific shallow mining / mine entries / exclusion zones

The following details have been submitted:

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Integral Geotechnique Supplementary Site Investigation Report (11554/GNS/19/SSI) dated June 2019
Integral Geotechnique letter dated 9th January 2020
Integral Geotechnique letter dated 20th February 2020
TPMS-01(Site Layout Extract - Mine Shaft Location), received 24th March 2020

In consultation with the Coal Authority, the above information is considered to be acceptable to satisfy the requirements of condition 13 insofar as it relates to phases 0, 1A and 3A.

Condition 20 - Phase specific green infrastructure plan

The following details have been submitted:

Edp2708_d053c (Detailed Green Infrastructure Plan for Character Area 3)
Edp2708_r015b (Green Infrastructure Strategy) prepared by EDP dated June 2022, received 17th June 2022.

In consultation with the Placemaking and Strategic Planning section, the above information is considered to be acceptable to satisfy the requirements of condition 20 insofar as it relate to phases 0, 1A and 3A.

Condition 22 - Phase Specific Landscape and Ecological Management Plan

The following details have been submitted:

edp2708_r012c (Landscape and Ecological Management Plan) prepared by EDP dated August 2022, received 22nd August 2022.

Horizontal Illuminance Lux (Phase 1A -1 Lighting Strategy)
Horizontal Illuminance Lux (Phase 1A -2 Lighting Strategy)
Horizontal Illuminance Lux (Phase 1A -3 Lighting Strategy)
Horizontal Illuminance Lux (Phase 3A Lighting Strategy), received 31st August 2022

GC4267-CAP-79-XX-DR-C-1301 P01 Street Lighting Phase 1(a) (Drawing 1 of 3)
GC4267-CAP-79-XX-DR-C-1302 P01 Street Lighting Phase 1(a) (Drawing 2 of 3)
GC4267-CAP-79-XX-DR-C-1303 P01 Street Lighting Phase 1(a) (Drawing 3 of 3)
GC4267-CAP-79-XX-DR-C-1304 P01 Street Lighting Phase 3(a) (Drawing 1 of 1)
Outdoor Lighting Report Phase 1a
Outdoor Lighting Report Phase 3a, received 12th September 2022

In consultation with NRW and the Council's ecologist, the above information is considered to be acceptable to satisfy the requirements of condition 22 insofar as it relate to phases 0, 1A and 3A.

Condition 23 - Phase specific Construction Environment Management Plan

The following details have been submitted:

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Construction Environmental Management Plan - Development at Llangyfelach Phase 1A, 3A & Spine Street (Version 4), prepared by Llanmoor Homes, dated August 2022, received 8th August 2022.

edp2708_r013b (Construction Environmental Management Plan) prepared by EDP dated August 2022, received 22nd August 2022.

While NRW have raised a concern in relation to a specific pollution prevention aspect of the CEMP in relation to adjacent watercourses, following consultation with the Council's ecologist, it is considered that the information provided is acceptable.

The above information is therefore considered to be acceptable to satisfy the requirements of condition 22 insofar as it relate to phases 0, 1A and 3A.

Condition 24 - Foul water disposal

The following details have been submitted:

21342 (Drainage Strategy Report Rev C), prepared by Quad Consult received August 2022

In consultation with Dwr Cymru Welsh Water, the above information is considered to be acceptable to satisfy the requirements of condition 24 insofar as it relate to phases 0, 1A and 3A.

Conclusion

Having regard to all material planning considerations, including the provisions of the Human Rights Act, this reserved matters application, providing details of access, appearance, landscaping, layout and scale is considered to be acceptable in terms of the impacts of the development on the character and appearance of the area, residential amenity impacts upon neighbouring occupiers, the impact of the development on access, parking and highway safety, and impacts upon trees, ecology, drainage, and environmental interests.

As such, the application is considered to comply with the relevant adopted Swansea Local Development Plan (2010-2025) Policies and Supplementary Planning Guidance documents listed within the previous sections of this report.

Furthermore, the information submitted in respect of Conditions 8, 10, 11, 13, 20, 22, 23, 24, 28, 30, 31, 46 and 47 of outline planning permission 2017/1822/OUT are also considered to be acceptable.

Regard has been given to the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principles, under Part 2, Section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act"). In reaching this recommendation, the Local Planning Authority has taken into account of the ways of working set out at Part 2, Section 5 of the WBFG Act and consider that this recommendation is in accordance with the sustainable development principles through its contribution towards one or more of the public bodies' well-being objectives set out as required by Part 2, Section 9 of the WBFG Act.

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RECOMMENDATION

APPROVE, subject to the following conditions:

- 1 The development shall be carried out in accordance with the following approved plans and documents:

SLP-01 (Site Location Plan) received 17th December 2019

BIKE-01 (4M FalcoQuarter)

SD_B003 Rev B (Typical Detail Bus Bay)

Bench (photo)

Bus Bay (photo)

Bus Bay 2 (photo)

Metal Bin (photo)

SHED-01 (Timber Shed) , received 11th February 2020

TPMS-01 (Site Layout Extract - Mine Shaft Location), received 24th March 2020

2B3/F01 (Planning - Floor Plans) Chelsea

2B3/ST1 (Planning - Elevations Style 1 Brick) Chelsea

2B3/ST2 (Planning - Elevations Style 2 Render) Chelsea

2B3/ST4 (Planning - Elevations Style 4 Cladding) Chelsea

3B12/F01 (Planning - Floor Plans) Ferndale

3B12/ST1 (Planning - Elevations Style 1 Brick) Ferndale

3B12/ST2 (Planning - Elevations Style 2 Render) Ferndale

3B12/ST4 (Planning - Elevations Style 4 Cladding) Ferndale

3B12/ST5 (Planning - Elevations Style 5 Front Render) Ferndale

3B12/ST6 (Planning - Elevations Style 6 Full Render Stone Gable) Ferndale

3B12/ST7 (Planning - Elevations Style 7 Full Render Cladding Gable) Ferndale

3B13/F01 (Planning - Floor Plans) Ogmore

3B13/ST1 (Planning - Elevations Style 1 Brick) Ogmore

3B13/ST2 (Planning - Elevations Style 2 Render) Ogmore

3B18/F01 (Planning - Floor Plans) Ewenny

3B18/ST1 (Planning - Elevations Style 1 Brick) Ewenny

3B18/ST2 (Planning - Elevations Style 2 Render) Ewenny

3B18/ST3 (Planning - Elevations Style 3 Stone) Ewenny

3B19/F01 (Planning - Floor Plans) Litchard

3B19/ST1 (Planning - Elevations Style 1 Brick) Litchard

3B19/ST2 (Planning - Elevations Style 2 Render) Litchard

3B4/F01 (Planning - Floor Plans) Nash

3B4/ST1 (Planning - Elevations Style 1 Brick) Nash

3B4/ST2 (Planning - Elevations Style 2 Render) Nash

3B4/ST3 (Planning - Elevations Style 4 Cladding) Nash

3B4/ST5 (Planning - Elevations Style 5 Front Render)

3B4/ST8 (Planning - Elevations Style 8 Full Stone) Nash

3B5/F01 (Planning - Floor Plans) Moulton

3B5/ST1 (Planning - Elevations Style 1 Brick) Moulton

3B5/ST2 (Planning - Elevations Style 2 Render) Moulton

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3B5/ST4 (Planning - Elevations Style 4 Cladding) Moulton
3B5/ST8 (Planning - Elevations Style 5 Front Stone) Moulton
3B7/F01 (Planning - Floor Plans) Coity
3B7/ST2 (Planning - Elevations Style 2 Render) Coity
3B7/ST3 (Planning - Elevations Style 3 Stone) Coity
3B7/ST4 (Planning - Elevations Style 4 Cladding) Coity
3BC/F01 (Planning - Floor Plans) Cedars
3BC/ST1 (Planning - Elevations Style 1 Brick) Cedars
3BC/ST2 (Planning - Elevations Style 2 Render) Cedars
3BC/ST3 (Planning - Elevations Style 3 Stone) Cedars
3BC/ST4 (Planning - Elevations Style 4 Cladding) Cedars
3BC/ST8 (Planning - Elevations Style 8 Full Stone) Cedars
3S/F01 (Planning - Floor Plans) Woodberry
3S/ST1 (Planning - Elevations Style 1 Brick) Woodberry
3SCD/F01 (Planning - Floor Plans) Rosewood
3SCD/ST1 (Planning - Elevations Style 1 Brick) Rosewood
3SCE/F01 (Planning - Floor Plans) Rosewood
3SCE/ST1 (Planning - Elevations Style 1 Brick) Rosewood
421/F01 (Planning - Floor Plans) 4.2.1 House
421/ST1 (Planning - Elevations Style 1 Brick) 4.2.1 House
421/ST3 (Planning - Elevations Style 3 Stone) 4.2.1 House
4B1/F01 (Planning - Floor Plans) Newton
4B1/ST2 (Planning - Elevations Style 2 Render) Newton
4B1/ST4 (Planning - Elevations Style 4 Cladding) Newton
4B1/ST6 (Planning - Elevations Style 6 Full Render Stone Gable) Newton
4B13/F01 (Planning - Floor Plans) Llandow
4B13/ST2 (Planning - Elevations Style 2 Render) Llandow
4B13/ST4 (Planning - Elevations Style 4 Cladding) Llandow
4B13/ST5 (Planning - Elevations Style 5 Front Render) Llandow
4B13/ST6 (Planning - Elevations Style 6 Full Render Stone Gable) Llandow
4B13/ST7 (Planning - Elevations Style 7 Full Render Cladding Gable) Llandow
4B18/F01 (Planning - Floor Plans) Frampton
4B18/ST1 (Planning - Elevations Style 1 Brick) Frampton
4B18/ST2 (Planning - Elevations Style 2 Render) Frampton
4B18/ST3 (Planning - Elevations Style 3 Stone) Frampton
4B18/ST4 (Planning - Elevations Style 4 Cladding) Frampton
4B18/ST8 (Planning - Elevations Style 8 Full Stone) Frampton
4B2/F01 (Planning - Floor Plans) Llanmaes
4B2/ST1 (Planning - Elevations Style 1 Brick) Llanmaes
4B2/ST2 (Planning - Elevations Style 2 Render) Llanmaes
4B2/ST3 (Planning - Elevations Style 3 Stone) Llanmaes
4B2/ST4 (Planning - Elevations Style 4 Cladding) Llanmaes
4B2/ST5 (Planning - Elevations Style 5 Front Render) Llanmaes
4B2/ST6 (Planning - Elevations Style 6 Full Render Stone Gable) Llanmaes
4B2/ST7 (Planning - Elevations Style 7 Full Render Cladding Gable) Llanmaes
4B2SP/F01 (Planning - Floor Plans) Llanmaes
4B2SP/ST1 (Planning - Elevations Style 1 Brick) Llanmaes
4B2SP/ST2 (Planning - Elevations Style 2 Render) Llanmaes
4B2SP/ST3 (Planning - Elevations Style 3 Stone) Llanmaes

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4B2SP/ST4 (Planning - Elevations Style 4 Cladding) Llanmaes
4B2SP/ST5 (Planning - Elevations Style 5 Front Render) Llanmaes
4B2SP/ST6 (Planning - Elevations Style 6 Full Render Stone Gable) Llanmaes
4B2SP/ST7 (Planning - Elevations Style 7 Full Render Cladding Gable) Llanmaes
4B3/F01 (Planning - Floor Plans) Llancarfan
4B3/ST1 (Planning - Elevations Style 1 Brick) Llancarfan
4B3/ST2 (Planning - Elevations Style 2 Render) Llancarfan
4B3/ST3 (Planning - Elevations Style 3 Stone) Llancarfan
4B6/F01 (Planning - Floor Plans) Meadow
4B6/ST1 (Planning - Elevations Style 1 Brick) Meadow
4B6/ST2 (Planning - Elevations Style 2 Render) Meadow
4B7/F01 (Planning - Floor Plans) Oakfield
4B7/ST1 (Planning - Elevations Style 1 Brick) Oakfield
4B7/ST2 (Planning - Elevations Style 2 Render) Oakfield
4B7/ST4 (Planning - Elevations Style 4 Cladding) Oakfield
4C/F01 (Planning - Floor Plans) Mulberry
4C/ST1 (Planning - Elevations Style 1 Brick) Mulberry
4C/ST2 (Planning - Elevations Style 2 Render) Mulberry
4C/ST3 (Planning - Elevations Style 3 Stone) Mulberry
4C/ST4 (Planning - Elevations Style 4 Cladding) Mulberry
4C/ST8 (Planning - Elevations Style 8 Full Stone) Mulberry
4C3S/F01 (Planning - Floor Plans) Brambles
4C3S/ST1 (Planning - Elevations Style 1 Brick) Brambles
4C3S/ST2 (Planning - Elevations Style 2 Render) Brambles
4C3S/ST4 (Planning - Elevations Style 4 Cladding) Brambles
4C3S/ST5 (Planning - Elevations Style 5 Full Brick Render Gable) Brambles
4C3S/ST6 (Planning - Elevations Style 6 Full Render Stone Gable) Brambles
4C3S/ST7 (Planning - Elevations Style 7 Full Render Cladding Gable) Brambles
531/F01 (Planning - Floor Plans) 5.3.1 House
531/ST1 (Planning - Elevations Style 1 Brick) 5.3.1 House
531/ST3 (Planning - Elevations Style 3 Stone) 5.3.1 House
5C/F01 (Planning - Floor Plans) Fairfield
5C/ST1 (Planning - Elevations Style 1 Brick) Fairfield
5C/ST8 (Planning - Elevations Style 8 Full Stone) Fairfield
5CSP/F01 (Planning - Floor Plans) Fairfield
5CSP/ST1 (Planning - Elevations Style 1 Brick) Fairfield
APT4/ST4 (Apartment 1 Plans and Elevations Style 4)
APT4/ST4 (Apartment 4 Plans and Elevations Style 4)
EN-02 (900 Pose & Wire)
EN-03 (Timber Knee Rail)
EN-05 (Close Board Gate)
EN-07 (1100mm Ball Top Rails/Handrail)
EN-09 (Steel Knee Rail)
EN-10 (890/1792mm Stone Wall)
EN-11 (900mm Post & Rail Fence)
EN-13 (1200mm Estate Railing)
SS-01 (Area 1A Street Scenes)
SS-02 (Area 3A Street Scenes) received 27th October 2021

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UKP9352-DWG100 (Construction Details - Substation 1&2)
1008-306 (Site Section - Section 1-1)
1008-307 (Site Section - Section 2-2)
1008-308 (Site Section - Section 3-3)
1008-309 (Site Section - Section 4-4)
1008-310 (Site Section - Section 5-5)
1008-311 (Site Section - Section 6-6)
1008-312 (Site Section - Section 7-7)
1008-116 (Site Section - Section 8-8)
1008-117 (Site Section - Section 9-9)
1008-118 (Site Section - Section 10-10)
1008-119 (Site Section - Section 11-11)
1008-120 (Site Section - Section 12-12)
MPS-01 (Masonry Pump Station)
21090-C-109 REV B (Spine Road Typical Cross Section)
21342-C-450 A (Typical Basin Sections)
21342-C-450 (Proposed Basins Typical Sections)
21342-C-451 (Proposed Linear Park Basin Typical Sections)
2B3SP/F01 (Planning - Floor Plans) Chelsea
2B3SP/ST1 (Planning - Elevation Style 1 Brick) Chelsea
3B12SP/F01 (Planning - Floor Plans) Ferndale
3B12SP/ST1 (Planning - Elevation Style 1 Brick) Ferndale
3B19SP/F01 (Planning - Floor Plans) Litchard
3B19SP/ST1 (Planning - Elevation Style 1 Brick) Litchard
3B19SP/ST2 (Planning - Elevation Style 2 Render) Litchard
3B4SP/F01 (Planning - Floor Plans) Nash
3B4SP/ST4 (Planning - Elevation Style 4 Cladding) Nash
3B5SP/F01 A (Planning - Floor Plans) Moulton
3B5SP/ST1 A (Planning - Elevation Style 1 Brick) Moulton
3B7SP/F01 A (Planning - Floor Plans) Coity
3B7SP/ST2 (Planning - Elevation Style 2 Render) Coity
3B7SP/ST3 (Planning - Elevation Style 3 Stone) Coity
3B7SP/ST4 (Planning - Elevation Style 4 Cladding) Coity
4B13SP/F01 (Planning - Floor Plans) Llandow
4B13SP/ST5 (Planning - Elevation Style 5 Front Render) Llandow
4B18SP/F01 (Planning - Floor Plans) Frampton
4B18SP/ST4 (Planning - Elevation Style 4 Cladding) Frampton
4B1SP/F01 (Planning - Floor Plans) Newton
4B1SP/ST6 (Planning - Elevation Style 6 Full Render Stone Gable) Newton
4B3SP/F01 (Planning - Floor Plans) Llancarfan
4B3SP/ST2 (Planning - Elevation Style 2 Render) Llancarfan
4B6SP/F01 (Planning - Floor plans) Meadow
4B6SP/ST1 (Planning - Elevation Style 1 Brick) Meadow
4C3SSP/F01 (Planning - Floor Plans) Brambles
4C3SSP/ST4 (Planning - Style 4 Cladding) Brambles
CPD-01 (Car Port Details)
Edp2708_d043e (Site Wide Green Infrastructure Plan)
Edp2708_d053c (Detailed Green Infrastructure Plan for Character Area 3)
GARAG-G11 (Garage G11: Double Twin Garage Eaves)

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GARAG-G12 (Garage G12: Double Garage)
GARAG-G14 (Garage G14: Single Garage Gable)
EN-01 A (1800 Close Board Fence)
EN-04 A (Screen Wall)
EN-14 (1.83 Durlok-Lite Fence), received 17th June 2022

001 02 (Proposed Water Main Layout)
FIRE-01 B (Parking/Cycle Strategy) Sheet 1 of 2
FIRE-02 B (Parking/Cycle Strategy) Sheet 2 of 2
HF-01 C (House Finishes) Sheet 1 of 3
HF-02 D (House Finishes) Sheet 2 of 3
HF-03 D (House Finishes) Sheet 3 of 3
HSL-01 B (House Style Layout)
PS-01 B (Parking/Cycle Strategy) Sheet 1 of 2
PS-02 B (Parking/Cycle Strategy) Sheet 2 of 2
RF-01 B (Roof Finishes), received 8th August 2022

1008-100 REV P2 (Parcel 1A External Levels - Sheet 1 of 16)
1008-101 REV P2 (Parcel 1A External Levels - Sheet 2 of 16)
1008-102 REV P2 (Parcel 1A External Levels - Sheet 3 of 16)
1008-103 REV P2 (Parcel 1A External Levels - Sheet 4 of 16)
1008-104 REV P2 (Parcel 1A External Levels - Sheet 5 of 16)
1008-105 REV P2 (Parcel 1A External Levels - Sheet 6 of 16)
1008-106 REV P2 (Parcel 1A External Levels - Sheet 7 of 16)
1008-107 REV P2 (Parcel 1A External Levels - Sheet 8 of 16)
1008-108 REV P2 (Parcel 1A External Levels - Sheet 9 of 16)
1008-109 REV P2 (Parcel 1A External Levels - Sheet 10 of 16)
1008-110 REV P2 (Parcel 1A External Levels - Sheet 11 of 16)
1008-111 REV P2 (Parcel 1A External Levels - Sheet 12 of 16)
1008-112 REV P2 (Parcel 1A External Levels - Sheet 13 of 16)
1008-113 REV P2 (Parcel 1A External Levels - Sheet 14 of 16)
1008-114 REV P2 (Parcel 1A External Levels - Sheet 15 of 16)
1008-115 REV P2 (Parcel 1A External Levels - Sheet 16 of 16)
1008-300 REV P2 (Parcel 3A External Levels - Sheet 1 of 7)
1008-301 REV P3 (Parcel 3A External Levels - Sheet 2 of 7)
1008-302 REV P2 (Parcel 3A External Levels - Sheet 3 of 7)
1008-303 REV P2 (Parcel 3A External Levels - Sheet 4 of 7)
1008-304 REV P2 (Parcel 3A External Levels - Sheet 5 of 7)
1008-305 REV P2 (Parcel 3A External Levels - Sheet 6 of 7)
1008-313 Rev P0 (Parcel 3A External Levels - Sheet 7 of 7)
21090-C-012 REV C (Proposed S278 Highways Spine Road Longsection)
21090-C 013 REV C (278 Layout - Vison Splays)
21090-C-100 REV G (Proposed Spine Road General Arrangement Plan)
21090-C-101 REV F (Proposed Spine Road General Arrangement Sheet 1 of 6)
21090-C-102 REV F (Proposed Spine Road General Arrangement Sheet 2 of 6)
21090-C-103 REV F (Proposed Spine Road General Arrangement Sheet 3 of 6)
21090-C-104 REV F (Proposed Spine Road General Arrangement Sheet 4 of 6)
21090-C-105 REV F (Proposed Spine Road General Arrangement Sheet 5 of 6)
21090-C-106 REV F (Proposed Spine Road General Arrangement Sheet 6 of 6)

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21090-C-107 REV G (Proposed A48 Link General Arrangement)
21090-C-108 REV F (Proposed Spine Road Longsection)
Edp2708-D049G (On Plot Planting Plans) Sheets 1-11
Edp2708-D050K (Public Open Space Design) Sheets 1-6, received 22nd August 2022

BBH-01 (Bird, Bat & Hedgehog Plan) Sheets 1&2, received 20th September 2022

EW-01 REV G (External Works) Sheet 1 of 3
EW-02 REV G (External Works) Sheet 2 of 3
EW-03 REV H (External Works) Sheet 3 of 3
TP-01 Rev G (Site Layout Sheet 1 of 3)
TP-02 Rev G (Site Layout Sheet 2 of 3)
TP-03 Rev H (Site Layout Sheet 3 of 3),
TP-1000 Rev J (Overall Site Layout), received 21st September 2022

Reason: For the avoidance of doubt and to ensure compliance with the approved plans.

- 2 Prior to any external above ground works on the buildings on any phase and notwithstanding the details submitted to date, full details including large scale drawings (between 1:2 and 1:20 or other scale to be agreed) of the following elements for that phase shall, be submitted to and approved in writing by the Local Planning Authority:

- Gable verge
- Eaves and rainwater goods
- Range of windows and openings/ surrounds
- Bay windows
- Range of front doors and canopies
- Retaining walls
- Full details of all external finishes including the technical specification of any render used in that phase.

The development shall thereafter be undertaken in accordance with the approved details which shall be applied prior to the first beneficial occupation of the building on which they are located.

For the avoidance of doubt, no GRP/ fibreglass/ moulded porches are considered acceptable with the exception of flat roof porches and garage doors shall either be black or match the colour of the front door of the dwelling.

Reason: In the interests of visual amenity and placemaking to ensure the development is of sufficient quality.

- 3 Prior to any external above ground works on the buildings on any phase, a composite sample panel indicating the pattern and distribution of materials on site shall be submitted to and approved in writing by the Local Planning Authority. The approved composite sample panel shall thereafter be erected on site prior to any external above ground works on the buildings in that phase and shall be retained on site for the duration of the works in that phase.

Reason: In the interests of visual amenity.

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- 4 No meter cupboards shall be installed on the principal elevation of any detached, semi-detached or end-of-terrace properties unless otherwise indicated as such on the approved plans. All meter cupboards installed shall be black or grey unless otherwise approved in writing by the Local Planning Authority.
Reason: In the interests of placemaking and visual amenity.
- 5 Prior to its installation, full details of the equipment and its location to be installed within the LEAP, LLAP, LAPs and trim trail shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the approved details and shall be retained as such for the lifetime of the development.
Reason: To ensure appropriate equipment is installed within the play and recreation areas.
- 6 Prior to its installation, full details of the retaining wall system above the northern gateway, including its external finishes, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be retained as such for the lifetime of the development.
Reason: In the interests of highway safety and visual amenity.
- 7 No above ground development works shall commence on any building within each phase of the development until full details of the surface materials of the proposed highways and pathways, together with any edge restrain for any highway forming part of the development hereby approved, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.
Reason: To ensure a proper standard of development and appearance in the interests of conserving the amenities and architectural character of the area.
- 8 The boundary enclosures for the site shall be implemented in accordance with the approved details set out within the plans below. The boundary enclosures for the dwellings and blocks of flats shall be implemented in accordance with the approved details set out below prior to the first beneficial occupation of the respective units. All boundary enclosures shall thereafter be retained as approved for the lifetime of the development:

EN-01 A (1800 Close Board Fence)
EN-02 (900 Post & Wire)
EN-03 (Timber Knee Rail)
EN-04 A (Screen Wall)
EN-05 (Close Board Gate)
EN-07 (1100mm Ball Top Rails/Handrail)
EN-09 (Steel Knee Rail)
EN-10 (890/1792mm Stone Wall)
EN-11 (900mm Post & Rail Fence)
EN-13 (1200mm Estate Railing)
EN-14 (1.83 Durluk-Lite Fence)
BBH-01 (Bird, Bat & Hedgehog Plan) Sheets 1&2

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EW-01 REV G (External Works) Sheet 1 of 3
EW-02 REV G (External Works) Sheet 2 of 3
EW-03 REV H (External Works) Sheet 3 of 3

Reason: In the interests of visual amenity, residential amenity, ecology and highway safety.

- 9 The ecological enhancements comprising of bat and bird boxes, as indicated on Plan No: BBH-01 (Bird, Bat & Hedgehog Plan - Sheets 1&2), shall be implemented in accordance with the approved details and the approved LEMP prior to the occupation of 50 units on the site unless the mitigation measures are affixed to buildings, in which case they shall be provided prior to the first beneficial occupation of the respective buildings. The enhancements shall thereafter be retained as approved for the lifetime of the development.

Reason: In the interests of providing a net benefit to biodiversity.

- 10 The junior bike track shall be implemented in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority prior to the beneficial occupation of the 175th unit within phase 1A. The details shall include the confirmed route, the construction details of the track and the location of any jumps or obstacles. The bike track shall be implemented in accordance with the approved details and shall be retained as such thereafter for the lifetime of the development.

Reason: In the interests of providing satisfactory recreation opportunities within the site.

- 11 The following infrastructure shall be implemented in accordance with the approved plans and in accordance with a timescale for their implementation which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any dwelling hereby approved:

- The Colliery Way active travel link from Penplas Road to the spine street
- The Colliery Way active travel link from the Welcome Inn / Mynydd Bach Chapel to the spine street
- The trim trail
- The active travel link from Penplas Road to the park link road

The infrastructure shall thereafter be constructed and available for use in accordance with the approved timescales for their implementation and shall remain as approved for the duration of the development.

Reason: To ensure the infrastructure through the site is provided in the interests of encouraging active travel to, from and within the community.

Informatives

- 1 The national development plan is Future Wales: The National Plan 2040. The following policies were relevant to the consideration of the application:

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping urban growth and regeneration - Strategic placemaking

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Policy 9 - Resilient ecological networks and Green infrastructure
Policy 28 - National Growth Area - Swansea Bay and Llanelli

The development plan covering the City and County of Swansea is the Swansea Local Development Plan. The following policies were relevant to the consideration of the application: PS2, ER8, ER9, T5, T6, RC2, RC6, RP4, RP5 and SI2.

2 **Development Low Risk Area - Standing Advice**

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

- 3 Please note that the Ecological Enhancement Measures could include: bat boxes, bird boxes, green walls / roofs, the provision of hibernacula in the garden for animals, a pond or native planting / wildflowers in any landscaping scheme. The above are provided as an example and are not an exhaustive list.
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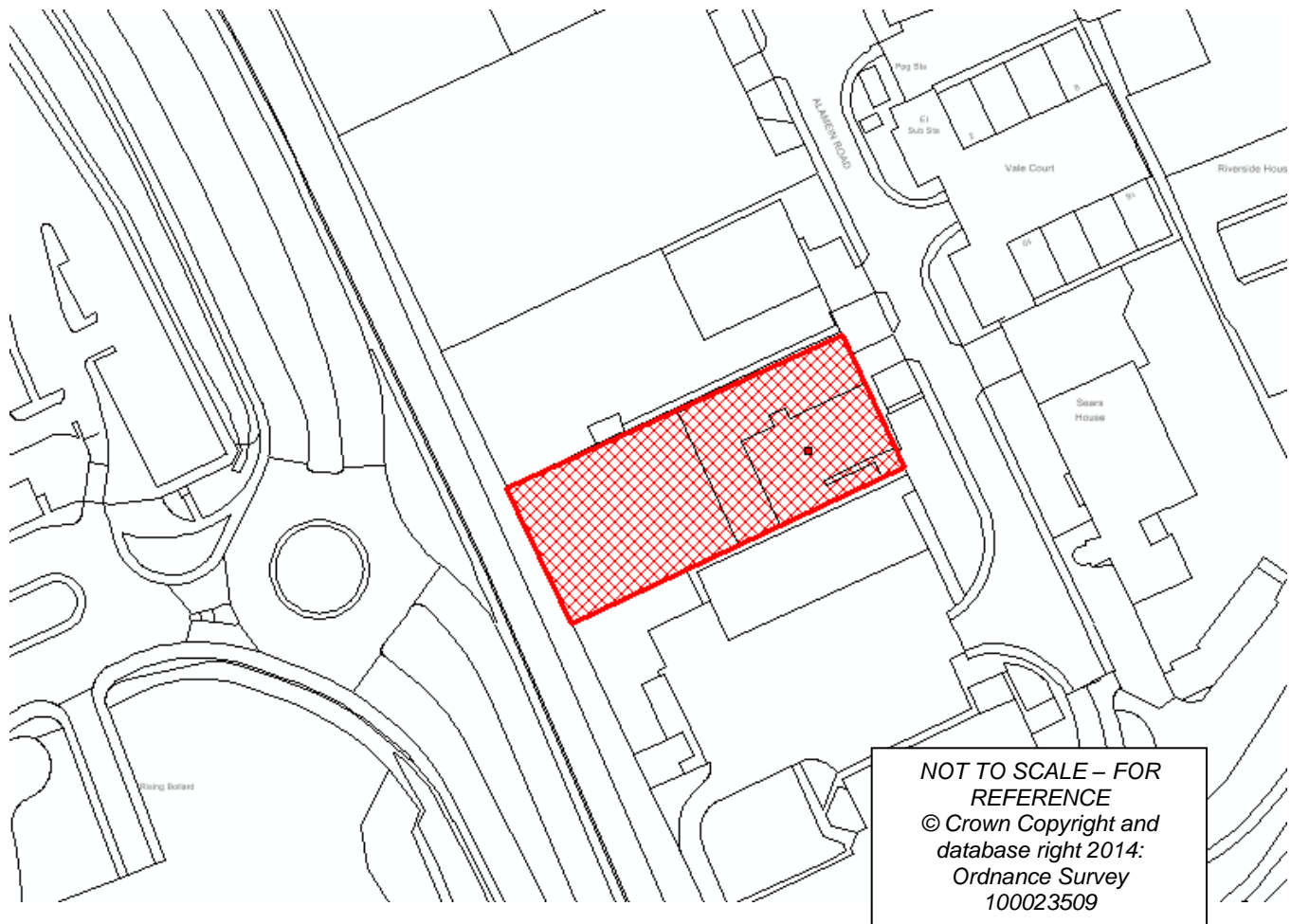
Ward:

Landore - Area 1

Location: Morfa Industrial Estate, Unilift South Wales Ltd , Alamein Road, Landore, Swansea, SA1 2HY

Proposal: Pre-fabricated refrigerator to the rear of the existing warehouse

Applicant: Mr Hasan Hasan



Background

The application is reported to Committee for decision as it is considered a departure from the Swansea Local Development Plan 2010-2025.

The application site comprises the former Unilift South Wales Ltd premises on Alamein Road, Landore, located within the Morfa Industrial Estate. AA Catering Food Ltd have recently taken on the premises.

The site is located approximately 180m north of the River Tawe and is designated as being within Flood Zone C1 of the Development Advice Map (DAM) contained in TAN15. The application therefore needs to meet the criteria set out in Policy RP 5.

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Site Description

The application site comprises a large industrial unit located within a predominantly hard surfaced site on the western side of Alamein Road, Landore, with the unit used until relatively recently by Unilift South Wales Ltd, with Bidfood to the north and an Army Reserve Centre to the south, with a large industrial unit sited along the majority of the shared boundary with the application site. There is limited landscaping at the site, with a modest grassed area to the front and established greenery/overgrowth along the entire rear boundary, with the remainder of the site hard surfaced.

Description of Development

Full planning permission is sought for a single storey rear extension to facilitate a refrigeration unit at the rear of the existing industrial unit.

The extension would measure 9m deep by 14m wide with a shallow lean to roof at a height of 5m sloping to 4.59m.

Relevant Planning History

Other than associated signage for the previous occupiers, there is no historic planning history associated with this site.

Relevant Planning Policy

The National Development Framework: Future Wales - the National Plan 2040

Future Wales sets out the Welsh Government's land use priorities and provides a national land use framework for SDPs and LDPs. Future Wales concentrates on development and land use issues of national significance, indicating areas of major opportunities and change, highlighting areas that need protecting and enhancing and helping to co-ordinate the delivery of Welsh Government policies to maximise positive outcomes.

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

Policy 9 - Resilient Ecological Networks and Green Infrastructure

Policy 28 - National Growth Area - Swansea Bay and Llanelli

Planning Policy Wales (Edition 11) February 2021

3.3 - Good design is fundamental to creating sustainable places where people want to live, work and socialise.

3.4 - Meeting the objectives of good design should be the aim of all those involved in the development process and should be applied to all development proposals, at all scales.

Access and Inclusivity

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3.5 Good design is inclusive design. Development proposals should place people at the heart of the design process, acknowledge diversity and difference, offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.

3.6 Development proposals must address the issues of inclusivity and accessibility for all. This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children. There will often be wider benefits to be gained through the sensitive consideration of such provision, for example, whilst the presence of visual cues will be invaluable in assisting those with hearing loss to engage in a noisy environment, a navigable environment will benefit all. 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.

Environmental Sustainability

3.7 Good design promotes environmental sustainability and contributes to the achievement of the well-being goals. 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. An integrated and flexible approach to design, including early decisions regarding location, layout, built form, the choice of materials, the adaptability of buildings and site treatment will be an appropriate way of contributing to resilient development.

3.8 Good design can help to ensure high environmental quality. 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 function together to contribute toward the quality of places. This embraces the principles of 'ecosystems services' and sustainable management of natural resources where multiple benefits solution become an integral part of good design. In a similar manner, addressing environmental risks can make a positive contribution to environmental protection and improvement, addressing land contamination, instability and flood risk and providing for biodiversity, climate protection, improved air quality, soundscape and water resources benefits.

Character

3.9 The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations. A clear rationale behind the design decisions made, based on site and context analysis, a strong vision, performance requirements and design principles, should be sought throughout the development process and expressed, when appropriate, in a design and access statement.

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Community Safety

3.11 Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take. Crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions. The aim should be to produce safe environments that do not compromise on design quality in accordance with the cohesive communities well-being goal.

Movement

3.12 Good design is about avoiding the creation of car-based developments. It contributes to 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. 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.

Car Parking

4.1.49 Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.1.50 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.1.51 Planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. Car parking should be overlooked by surrounding properties, to provide natural surveillance.

Integrating Green Infrastructure and Development.

6.2.4 Green infrastructure plays a fundamental role in shaping places and our sense of wellbeing, and are intrinsic to the quality of the spaces we live, work and play in. The planning system should protect and enhance green infrastructure assets and networks because of these multi-functional roles. The protection and enhancement of biodiversity must be carefully considered as part of green infrastructure provision alongside the need to meet society's wider social and economic objectives and the needs of local communities. The multiple benefits that resilient ecosystems and green infrastructure offer to society, including the economic and social contribution they make to local areas, should be taken into account when balancing and improving these needs.

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6.2.5 The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, helping to overcome the potential for conflicting objectives, and contributing towards health and well-being outcomes. There are multiple ways of incorporating green infrastructure, dependent on the needs and opportunities a site presents. Landscaping, green roofs, grass verges, sustainable urban drainage and gardens are examples of individual measures that can have wider cumulative benefits, particularly in relation to biodiversity and the resilience of ecosystems as well as in securing the other desired environmental qualities of places.

Swansea Local Development Plan (LDP) (2010-2025)

PS 2 states that "[d]evelopment should enhance the quality of places and spaces, and respond positively to aspects of local context and character that contribute towards a sense of place." It continues "[a]ll proposals should ensure that no significant adverse impacts would be caused to people's amenity."

T 6 Parking - proposals must be served by appropriate parking provision, in accordance with maximum parking standards, and consider the requirements for cycles, cars, motorcycles and service vehicles. In those instances where adequate parking cannot be provided on site, or is judged not to be appropriate, the developer will be required to provide a financial contribution towards alternative transport measures where appropriate. The provision of secure cycle parking and associated facilities will be sought in all major development schemes.

Proposals on existing car parks that would reduce parking provision will not be permitted where the loss of the parking facility would result in outcomes specified in the policy.

RP 4 Water Pollution and the Protection of Water Resources - development that compromises the quality of the water environment, or does not comply with good water resource management, will not be permitted. Development proposals must make efficient use of water resources and, where appropriate, contribute towards improvements to water quality. Sustainable drainage systems (SuDS) must be implemented wherever they would be effective and practicable. Water courses will be safeguarded through green corridors/riparian buffers. Development proposals that would have a significant adverse impact on biodiversity, fisheries, public access or water related recreation use of water resources, will not be permitted.

RP 5 Avoidance of Flood Risk - In order to avoid the risk of flooding, development will only be permitted in line with Policy principles.

ER 1 Climate Change - To mitigate against the effects of climate change, adapt to its impacts, and to ensure resilience, development proposals should take into account the climate change principles specified in the policy.

ER 9 - Ecological Networks and Features of Importance for Biodiversity - Development proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity.

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Particular importance will be given to maintaining and enhancing the connectivity of ecological networks. Development that could have an adverse effect on such networks and features will only be permitted where meet specific criteria are met relating to need and impact mitigation/compensation.

Supplementary Planning Guidance

The Council's Biodiversity and Development (2021) SPG provides guidance to augment Policies ER6, ER8 and ER9 of the LDP, and provides clarity on the interpretation of those policies, in order to ensure development within Swansea maintains and enhances the County's biodiversity and delivers long term ecosystem resilience. The document sets out the requirement to follow the stepwise approach in relation to the consideration of developments including, where necessary, the requirement for ecological mitigation and enhancement measures. This aligns with the Council's duties under s.6 of the Environment (Wales) Act 2016 and the Resilient Wales Goal of the Well Being of Future Generations Act 2015, and is consistent with National Development Plan (Future Wales) Policy.

Consultation Responses

Local Highway Authority:

It would appear that the proposals could be acceptable subject to access and parking requirements/arrangements however it is not entirely clear what the proposed use of the building will be or how many staff /visitors would require parking. Parking is shown to the side of the building, 6m reversing space is generally required for access into parking spaces, it should be demonstrated that vehicles will be able to access the spaces shown as according to the submitted plan, reversing space seems to vary between approximately 5.3m to 5.8m along the length of the bay. Also not known is how the development will be serviced in terms of any deliveries or collections and what vehicles. i.e. HGVs, are expected to need access to the development as there is no turning space shown to the rear of the buildings. Further information on staff numbers and types of vehicles that will require access in addition to details of any parking and turning space required for those vehicles are required before formal comments can be submitted.

Drainage:

Your development proposal has been identified as requiring SuDS Approval Body consent irrespective of any other permissions given. From 7 January 2019, all new developments more than 100m² will require sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by Welsh ministers. These systems must be approved by the local authority acting in its SuDS Approving Body (SAB) role before construction work begins. The SAB will have a duty to adopt compliant systems so long as it is built and functions in accordance with the approved proposals, including any SAB conditions of approval.

Ecology:

Informal comments provided that west facing elevation is considered acceptable to house both a bat and bird box. No consideration of the grassed area or planting as no further details have been provided in this regard.

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Natural Resources Wales:

We have concerns with the application as submitted because inadequate information has been provided in support of the proposal. To overcome these concerns, you should seek further information from the applicant regarding flood risk.

Flood Risk

The planning application proposes less vulnerable development, a prefabricated refrigerator to the rear of an existing warehouse. Our Flood Risk Map confirms the site to be within Zone C1 of the Development Advice Map (DAM) contained in TAN15 and the Flood Map for Planning (FMfP) identifies the application site to be at risk of flooding and falls into Flood Zone 3 Rivers.

We have reviewed the Flood Consequence Assessment (FCA) undertaken by Fairhurst Ref. 148861/01, June 2022. Our advice to you is that the FCA fails to demonstrate that the risks and consequences of flooding can be managed to an acceptable level. The FCA does not address the flood risk to the site or impacts to third parties and therefore we cannot confirm if the development complies with A1.14 or A1.15 of TAN15.

The FCA states, 'The proposed development offers no loss in flood storage capacity associated with the 1:100 event which could increase flooding elsewhere' however, no evidence has been provided to support this claim. The only way to evidence this and show compliance with TAN15 would be to carry out hydraulic modelling. However, we do wish to highlight that the extension is relatively small and unlikely to affect third parties. Your Authority will need to determine whether an updated FCA would be proportionate to the proposed development.

Other Matters

Our comments above only relate specifically to matters included on our checklist, Development Planning Advisory Service: Consultation Topics (September 2018), which is published on our website. We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

Dwr Cymru Welsh Water:

The submitted application form indicates proposals to dispose surface water flows to the "Main sewer"; however, we would advise there is no agreement to communicate such flows to the public sewerage system and is unclear how/what type of foul water flows are proposed as part of the proposed development. Accordingly, if minded to grant planning consent, we would request that the following Condition and Advisory Notes are included to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets:

Condition

No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

Pollution Control:

No objection to the above application.

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Public Consultation

The application was advertised in accordance with the Town and Country Planning (Development Management Procedure) Order 2012 (as amended) by the posting of neighbour consultation letters on 19th April 2022, and, once it was appreciated that the application would be a departure from Policy (see relevant Flooding section below for assessment), the application was advertised as such with a site and press notice on 26th September 2022.

No representations have been received to date.

APPRAISAL

Main Issues

The primary issues in the consideration of this application relate to the impact of the proposed development upon visual and residential amenity, highway safety, the ecological impact and the flood risk of the proposal, having regard to the prevailing provisions of the relevant LDP Policies and National Policy guidance. There are considered to be no additional issues arising from the provisions of the Human Rights Act.

Regard has also been given to the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under Part 2, Section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act"). As part of the assessment of this application, the Local Planning Authority has taken account of the ways of working set out at Part 2, Section 5 of the WBFG Act to ensure that the recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the public bodies' well-being objectives set out as required by Part 2, Section 9 of the WBFG Act.

Principle of the Development

The application site lies within an established industrial estate within the wider Swansea Enterprise Zone, and no change of use of the premises is proposed. An extension to the unit is therefore considered acceptable in principle subject to further consideration of the detailed issues set out below.

Visual Amenity

The pre-fabricated extension would be sited to the rear of the existing unit and would have limited visibility in the public domain. That being said, its scale and design is not considered out of keeping with the larger industrial unit and, given the industrial estate context in which it would be viewed, would not appear incongruous in the wider streetscene.

The proposal is considered to have an acceptable impact on visual amenity, in accordance with Policy PS 2 of the LDP.

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Residential Amenity

There are no residential units within the immediate vicinity and the scale and siting of the proposal is such that it is not considered an adverse impact on neighbouring occupiers would result by virtue of any overbearing impact or overshadowing, not would any privacy concerns arise given the nature of the use and lack of fenestration.

Access and Highway Safety

The Local Highway Authority have queried whether large HGV would use the site in future and the potential for limited turning within the site and whether suitable space is provided for vehicles to reverse out of the allocated spaces. However, it is of note that there are already parking bays along this side of the site. Whilst the applicant has not indicated how goods would be delivered, there are large shutter doors to the side of the unit, suggesting deliveries of large goods would be possible. The applicant has set out that approximately 5 spaces would be required for staff parking and 15 spaces are identified on the proposed site plan.

Whilst the extension itself would not significantly reduce turning facilities within the site, a grassed area is shown for the rear half of the site on the site plan where presently this is predominantly hard surfaced. Further ecological enhancement is proposed within the site such that the proposed grassed area could be omitted and a net gain for biodiversity still be achieved. Given the area is already hard surfaced and capable of allowing vehicles to turn within the site, it may be prudent to omit the grassed area to ensure any larger vehicles entering the site would still be capable of manoeuvring within the site so as to exit in forward gear. Given the existing parking provision at the site would not be reduced by the development, with ample staff and visitor parking existing to the side of the site (with further spaces shown on the site plan), it is therefore considered that highway safety would not be unacceptably impacted by this application, in accordance with Policy T 6 of the LDP.

Flooding

Policy ER 1 seeks to mitigate the effects of climate change and Policy RP 5 also seeks to avoid flood risk. The application site is located within a C1 Flood Risk Zone and the applicant has submitted a Flood Consequence Assessment (FCA).

TAN 15 describes Flood Zone C1 as areas of floodplain which are developed and served by significant infrastructure, including flood defences and states that development can take place subject to the application of the justification test, including the acceptability of consequences. Section 6.2 of TAN 15: 2004 states that development will only be justified within Zone C1 if it can be demonstrated that:

- i. Its location in zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement, OR
- ii. Its location in zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain an existing settlement or region; AND
- iii. It concurs with the aims of PPW and meets the definition of previously developed land; AND
- iv. The potential consequences of a flooding event for the particular type of development have been considered, and in terms of the criteria contained in sections 5 and 7 and appendix 1 found to be acceptable.

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Figure 2 in section 5 of TAN 15 categorises general industrial, employment, commercial and retail development, transport and utilities infrastructure, car parks, mineral extraction sites and associated processing facilities as less vulnerable development. Given the nature of the proposed development, it is considered that the extension falls under the 'less vulnerable development' category which weighs in its favour.

In relation to criterion ii, it is considered that the development would contribute to key employment objectives as described in Policies PS2 and PS4 of the Swansea LDP. The proposed use and industrial estate setting within the wider Enterprise Zone clearly accords with criteria (ii) in that it is within a key employment area.

In terms of criterion (iii), the proposal generally complies with the aims of PPW and is located on an area currently hard surfaced and predominantly used for additional storage and parking/manoeuvring of vehicles. The less vulnerable nature of the use aids this interpretation providing the consequences of flooding are considered to be acceptable within the FCA. On balance, the proposals are therefore considered to comply with criterion (iii).

The FCA submitted in support of the application demonstrates that the potential consequences of a flood event up to the extreme 0.1% flood event (1 in 1000 chance of occurring in any year) have been considered, and meet the criteria to be considered acceptable (as set out in A1.15 of TAN 15). NRW have raised concerns with that assertion within the FCA, stating that hydraulic modelling would be needed to fully evidence compliance. However, they also highlight that this might not be proportionate to the scale of the development, given the extension would unlikely affect third parties. In relation to the JBA flood maps for this site, the modelled fluvial flood depths are 0.01-0.05m for the 1 in 100 event, 0.1-0.3m for the 1 in 200 event and greater than 1m in the 1 in 1000 event. Whilst the data for the 1:100 and 1:200 events are within the accepted parameters set out in TAN 15 (A1.15), and are less than the stepped threshold to the site, ensuring the property would not be at risk during the 1:100 fluvial event nor the 1 in 200 year tidal flood event. However, TAN 15 requires the flood depth at the site to be no greater than 1m for the 1 in 1000 year event to be considered acceptable. It is of note that the main access road to the west of the site is shown to be flood free during the 1:1000 event, nor have there been any historic flooding issues at this site.

Whilst it is recognised that the proposal does not meet all of the criteria of TAN 15 in that it could flood during a 0.1% fluvial flood event (according to one model if the defences overtop), the development is for a relatively small-scale extension on an area of existing hardstanding and which will retain the current site level to ensure flooding is not increased elsewhere. Whilst the building would take up some flood storage volume, there is already a large building on site, any impact on 3rd parties is not considered to be significant.

It is noted that the existing unit is at risk of this type of flooding presently. It should also be highlighted that the site is on existing hard-standing, there will be no increase in impermeable area. It should also be noted that the 0.1% fluvial flood event (1 in 1000 years) is very unlikely and given the context of the proposal, for less vulnerable development, on balance the risk of flooding is acceptable in this particular instance for these set of circumstances.

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The application is being reported to Planning Committee as the application of TAN 15 is closely linked to the LDP policies and as the proposal does not comply with the tolerable conditions for the 0.1% event (according to one model), the Flood Consequences Assessment are not met in their entirety.

However, this technical breach needs to be considered in the planning balance. TAN 15 acknowledges that some flexibility is required in existing commercial areas at risk of flooding. In this instance, it is important to note that the development would not significantly increase flood risk elsewhere and the site meets the tolerable threshold for the 1% event + Climate Change. The development proposes within the flood zone and there is an inherent risk already. Refusing this application would not allow AA Catering Food Ltd to expand and generate additional employment and revenue to aid the local economy. The Enterprise Park has a commercial focus and given the economic benefits of the proposal, a degree of pragmatism is considered appropriate and the benefits of sustaining this business, and the overall enterprise park itself, are considered to have more weight in the balancing exercise. This approach is consistent with other applications considered in the enterprise park.

The site is not within an area benefitting from flood defences, but it is within a flood warning zone and is only at medium risk of fluvial flooding, with no risk posed by coastal or surface water flooding (given the elevated/stepped nature of the site). Furthermore, no loss of flood storage capacity would occur (being already hard surfaced), such that compensatory storage would not be required. It is, however, considered necessary to request a Flood Risk Management Plan (to be secured by condition), to demonstrate appropriate flood proofing measures and to set out flood emergency plans and procedures, to mitigate risk further.

In conclusion, the proposal is considered to be a less vulnerable development and on balance, having regard to the findings of the FCA, the impact of flooding is considered acceptable in this location.

Ecology and Ecological Enhancement

Policy 9 of Future Wales states that in all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated. Policy ER 9 of the LDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity.

In this regard, the applicant has indicated enhancement in the form of bat and bird boxes located on the rear elevation of the small existing storage building adjacent to the main unit, as well as provide a grassed area to the rear half of the site and an additional wild planting strip along the rear boundary (which is already established shrub/greenery). As set out in the Access and Highway Safety Section, given the small scale of the development, there would already be a net gain to ecology and biodiversity via the installation of bat and bird boxes, such that it is not considered necessary to require the grassed area to be implemented. This would allow ample turning facilities in the site to minimise any access or highway safety concerns arising. Furthermore, as the rear of the site is already established shrub and greenery, it would appear counterproductive to require its replacement with wild flowers.

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Conclusion

In conclusion, it is considered that the proposal represents an acceptable form of development at this location. It is not considered that the proposed development would give rise to any significant concerns with regards to visual and residential amenity and highway safety. In respect of flooding it is considered that at the present time and having regard to all material considerations, it is acceptable on balance. The proposal is therefore considered to accord with the relevant policies of the Swansea Local Development Plan 2010-2025.

Recommendation

Approve, subject to the following conditions;

- 1 The development hereby permitted shall begin not later than five years from the date of this decision.
Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act, 1990.
- 2 The development shall be carried out in accordance with the following approved plans and documents: LOCATION PLAN, PROPOSED FIRST FLOOR, EXISTING AND PROPOSED FRONT ELEVATION AND PROPOSED REAR ELEVATION, PROPOSED GROUND FLOOR, PROPOSED SIDE ELEVATION, SITE PLAN, received 13th April 2022.
Reason: For the avoidance of doubt and to ensure compliance with the approved plans.
- 3 The parking layout, as shown in SITE PLAN, received 13th April 2022, shall be set out/demarcated prior to the first beneficial use of the extension hereby approved and shall be retained as such thereafter.
Reason: In the interests of highway safety to ensure adequate parking provision is retained within the site, in accordance with Policies PS 2 and T 6 of the Swansea Local Development Plan 2010-2025.
- 4 Notwithstanding the submitted details, the proposed ecological enhancement, shown on PROPOSED REAR ELEVATION and SITE PLAN as located on the west south west facing elevation of the existing building, and specified within the supporting documentation as being 1 x Traditional Bat Box (product ref: B1BATDZZZZ or similar) and 1 x Garden Bird Nesting Box - Multi Species (or similar), shall be installed in accordance with the PROPOSED REAR ELEVATION prior to the first beneficial occupation of the proposed rear extension and retained and maintained as such thereafter.
Reason: In the interests of biodiversity and to provide a net benefit to biodiversity in accordance with Policy 9 of Future Wales and ER 9 of the Swansea Local Development Plan (2010-2025).

Informatives

- 1 The national development plan is Future Wales: The National Plan 2040. The following policies were relevant to the consideration of the application:

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Policy 1 - Where Wales Will Grow

Policy 2 - Shaping urban growth and regeneration - Strategic placemaking

Policy 9 - Resilient ecological networks and Green infrastructure

Policy 28 - National Growth Area - Swansea Bay and Llanelli

The development plan covering the City and County of Swansea is the Swansea Local Development Plan. The following policies were relevant to the consideration of the application: Policies PS 2, T 6, RP 4, RP 5, ER 1 and ER 9 of the Swansea Local Development Plan 2010-2025.

2 This consent is issued without prejudice to any other consents or easements that may be required in connection with the proposed development.

3 Bats may be present. All British bat species are protected under Schedule 5 of the Wildlife & Countryside Act 1981 (as amended) and are listed in Schedule 2 of the Conservation of Habitats and Species Regulations 2017. This legislation implements the EC Habitats & Species Directive in the UK making it an offence to capture, kill or disturb a European Protected Species or to damage or destroy the breeding site or resting place of such an animal whether a bat is present at the time or not. It is also an offence to recklessly / intentionally to disturb such an animal.

If evidence of bats is encountered during site clearance e.g. live or dead animals or droppings, work should cease immediately and the advice of the Natural Resources Wales sought before continuing with any work (0300 065 3000).

4 Birds may be present in this building and grounds please note it is an offence under the Wildlife & Countryside Act 1981 (as amended) to intentionally (intentionally or recklessly for Schedule 1 birds) to:

- Kill, injure or take any wild bird
- Take, damage or destroy the nest of any wild bird while that nest in use or being built
- Take or destroy an egg of any wild bird

No works should be undertaken between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check for active birds' nests either in vegetation or buildings immediately before the vegetation is cleared and/or work commences on the building to ensure that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

5 **Development Low Risk Area - Standing Advice**

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

6 Under the provisions of Schedule 3 of the Flood and Water Management Act 2010, your development may require Sustainable Drainage Approval before any construction work commences.

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Further details can be found on the Authority's website:- <https://www.swansea.gov.uk/sustainabledrainage> and the SuDS Approval Team can be contacted via SAB.Applications@swansea.gov.uk for further advice and guidance.

- 7 The applicant is advised that the grassed area and planting strip shown in the approved plans is not required as part of this application.
 - 8 DCWW have advised that no surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network. To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
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