

PROJECT | LAND OFF LINGFIELD AVENUE, SANDFIELDS, PORT TALBOT
PLANNING SUPPORTING STATEMENT

February 2020

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1. Introduction

This planning supporting statement forms part of a non-statutory pre-planning application submission on behalf of Tai Tarian Ltd for the development of five energy efficient bungalows on vacant land accessed off Lingfield Avenue, Sandfields, Port Talbot and located within the boundaries of Neath Port Talbot County Borough Council. The application is being submitted following a non-statutory pre-application submission reference no. Q2019-5128.

The proposed development will be for 5 x 2 bedroom 3 person bungalows and will provide 100% affordable housing.

The application site is described as flat/level. The land is currently owned and maintained by Tai Tarian.

The application site is located within Neath Port Talbot Local Development Plan.

There are no underground services that could cause concern for the development of the application site.



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Satellite image indicating the site boundaries



Satellite image indicating the site boundaries

2. Appraisal

Development in the streets surrounding the site predominantly consist of two storey, terraced and semi-detached houses. There also detached blocks of apartments and bungalows under Tai Tarian's ownership. The characteristics of these properties are of traditional form including pitched tiled roofs with facing brickwork and rendered walls. Recent developments undertaken by Tai Tarian have targeted low maintenance and high energy efficient homes to contribute to housing needs within the local area.



Image showing panoramic view of the application site and surrounding property

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3. Local Searches

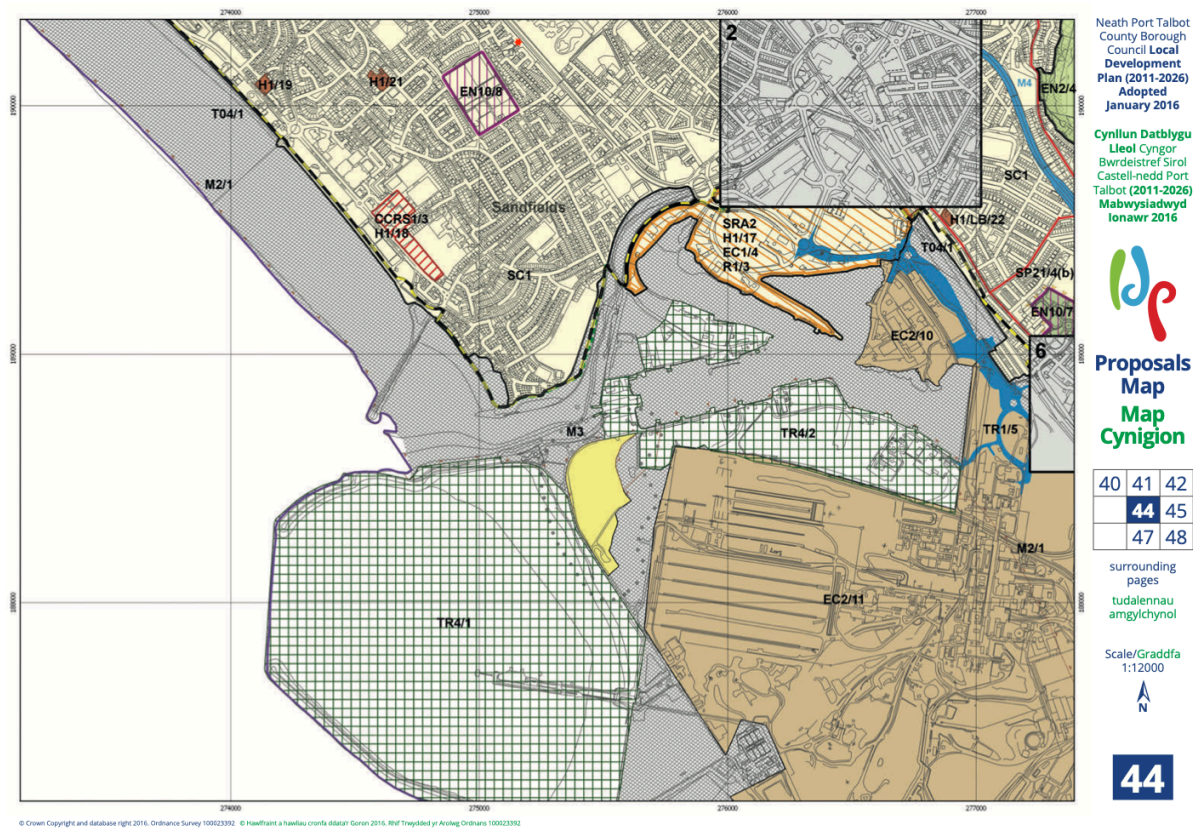


Image of NPT LDP and site location identified by a red dot

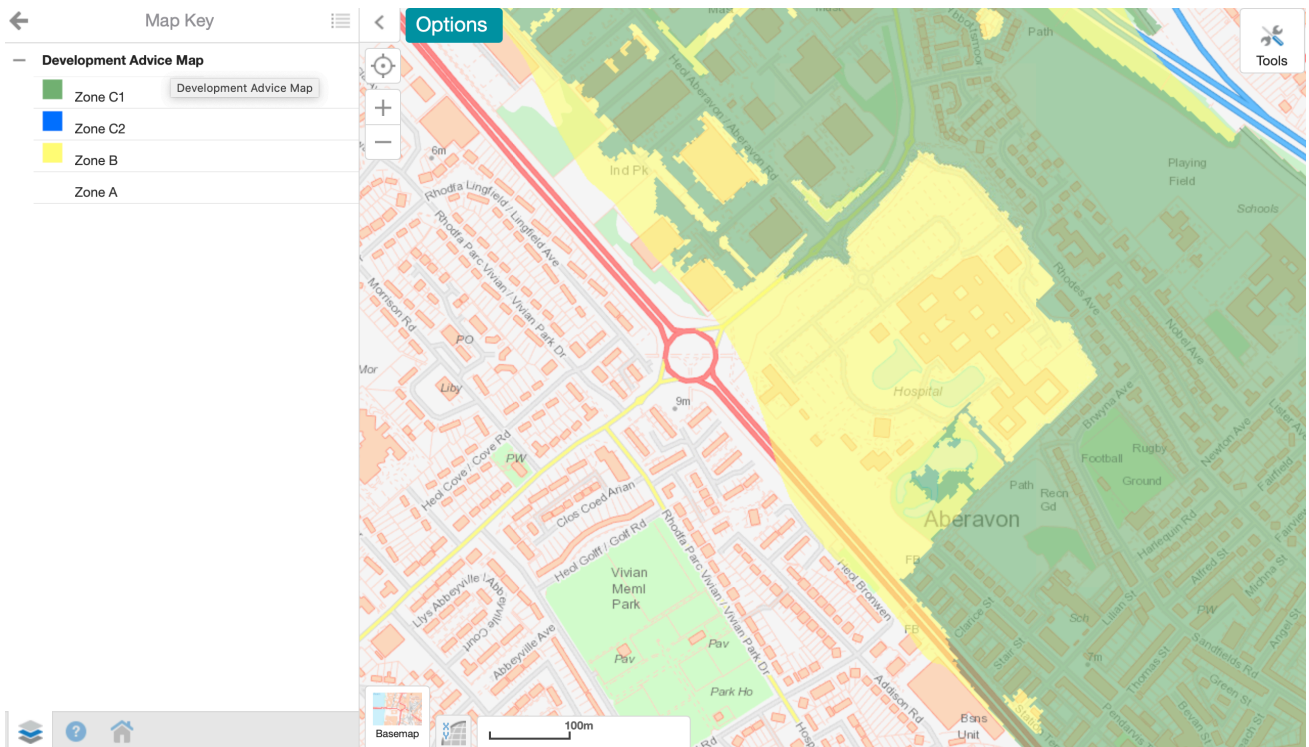


Image of National Resource Wales Development Advice Map

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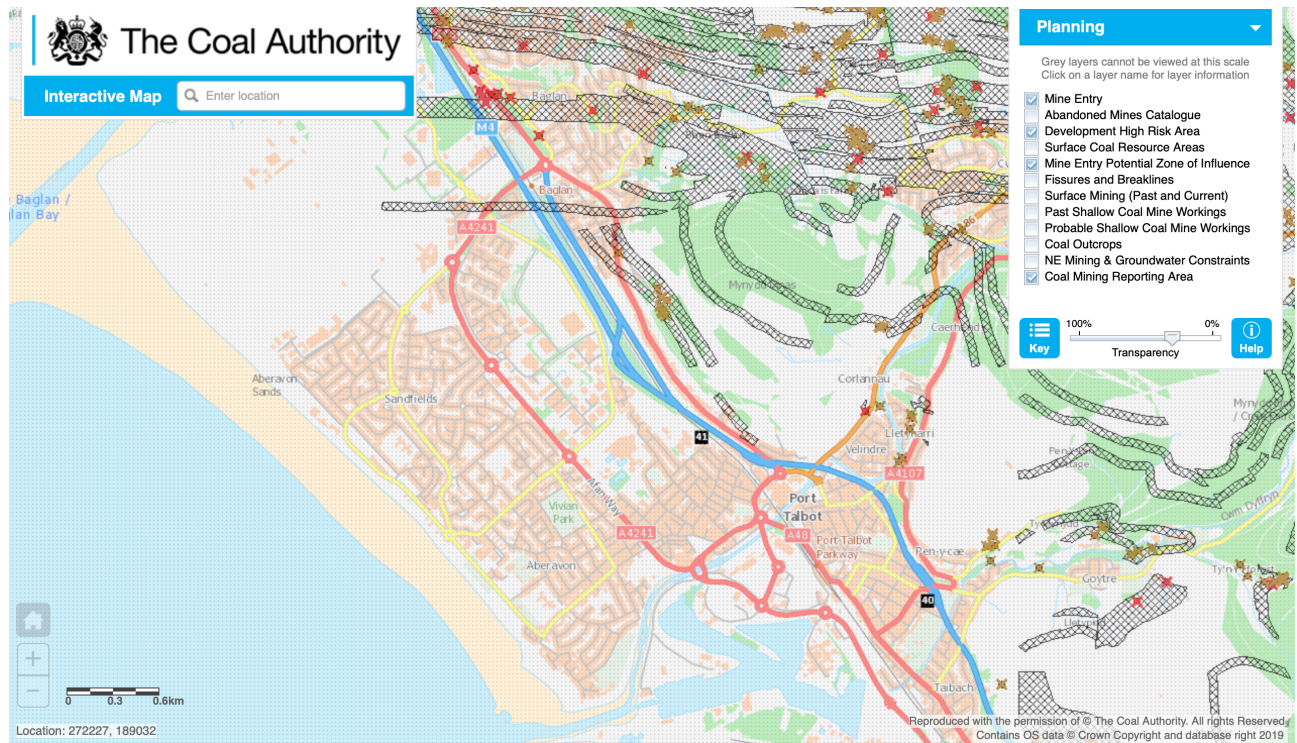


Image of Coal Authority High Risk Development Areas

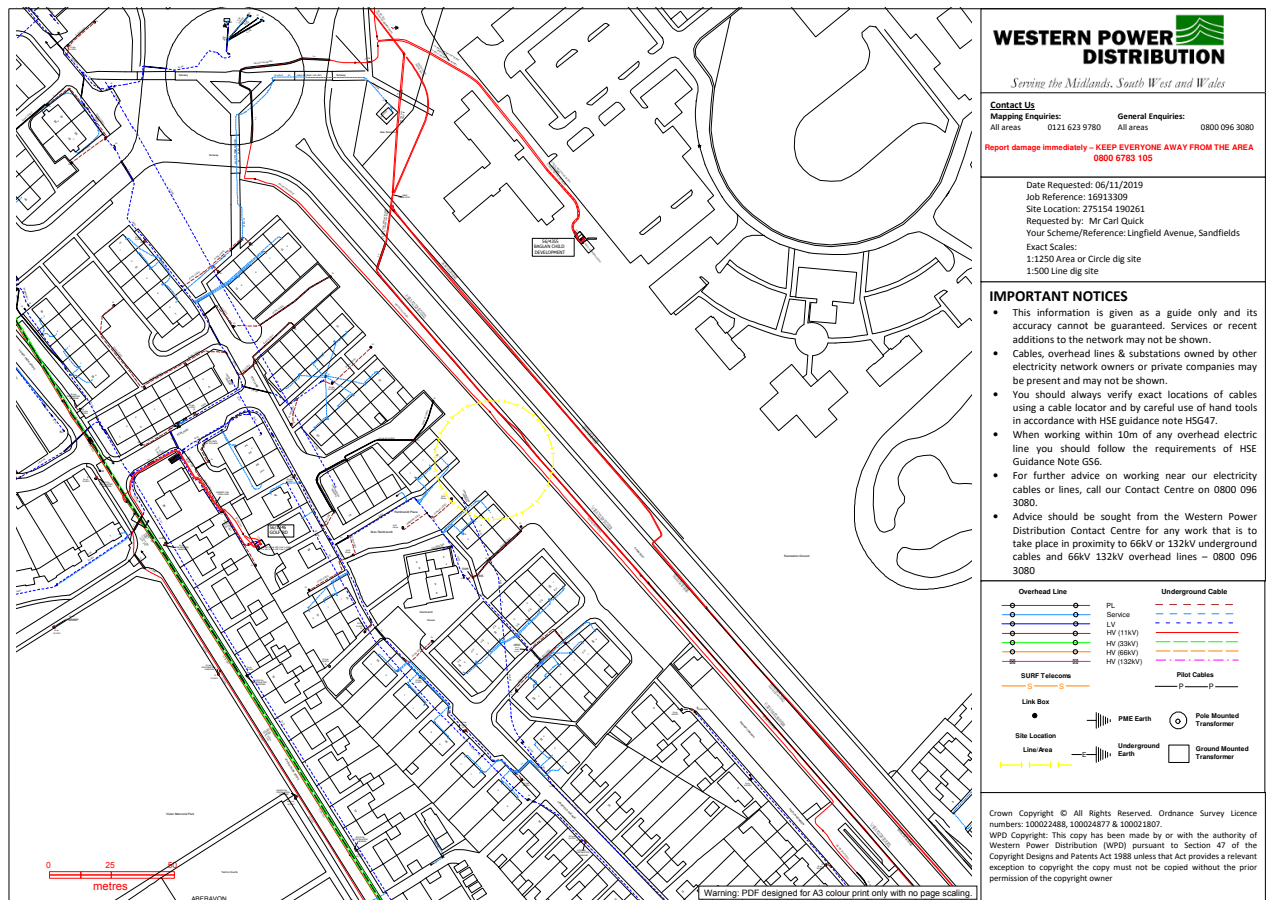


Image indicating Western Power Utilities (Electric)

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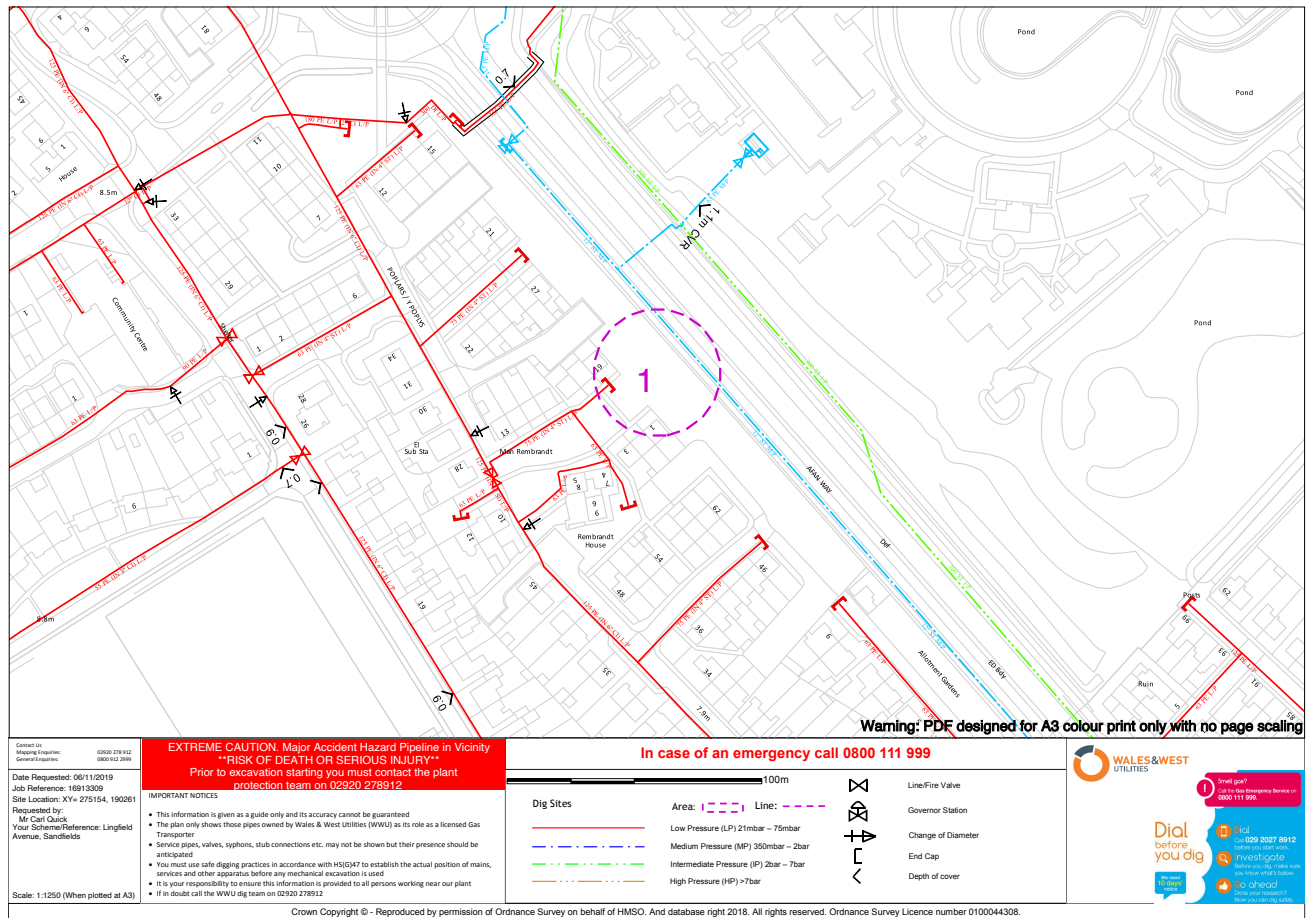


Image indicating Wales & West Utilities (Gas)

4. Local Development Plan

Neath Port Talbot County Borough Council Local Development Plan (LDP) adopted in January 2016. The LDP identifies a number of key issues and included within this document reference is made for the 'need for additional homes' and the 'need for additional affordable housing throughout the County Borough'.

The site is located within the settlement limits for Sandfields and subject to the following policies:

Overarching Policies

Policy SP 1

Climate Change

The causes and consequences of climate change will be addressed by implementing the following measures.

In relation to the causes of climate change:

1. The efficiency and sustainability of the County Borough's settlements will be enhanced through developing more cohesive and efficient settlements and settlement patterns, and consequently more sustainable travel patterns;

2. Greenhouse gas emissions from transport will be minimised through encouraging freight / commercial transport by alternatives to road (e.g. rail or sea);

3. Dependence on the private car and the need to travel in general will be reduced through promoting alternative means of transport and more efficient use of existing facilities, co-location and joint use of facilities;

4. Provision will be made for the County Borough's appropriate contribution to renewable and low carbon energy generation. In relation to the consequences of climate change:

1. Likely increased flood risk will be taken into account and addressed by ensuring that there is greater resilience by avoiding development on land that is at risk from flooding in the first instance in accordance with the sequential approach set out in national guidance or in locations that could increase the risk of flooding elsewhere;

2. The fragmentation of habitats will be minimised and opportunities made for habitat and species change and migration where possible.

Policy SP 2

Health

The following measures will be taken in relation to the high levels of poor long term health and sickness in Neath Port Talbot:

1. The development of sustainable, safe and confident communities will be promoted through the colocation of jobs and facilities and the development of community facilities and services in accordance with the settlement framework;

Relevant Key Policies: SC1-SC2; I1; EC1-EC6; BE1.

2. People's exposure to those elements that can have an adverse impact on their health (such as their social, economic or physical environment) will be reduced where possible through consideration of the environmental and safety impacts of new developments;

Relevant Key Policies: H1; AH1-AH2; GT1-GT2; OS1-OS2; EN8-EN10; W1; BE1.

3. Healthier, more active and safer lifestyles will be encouraged through the retention of a range of accessible leisure, recreational, health, retail, social, cultural and community facilities throughout the County Borough;

Relevant Key Policies: OS1-OS2; SC2; I1; R1-R3; BE1.

4. Accessibility within and between communities will be improved to encourage active travel;

Relevant Key Policies: TR1-TR2; BE1.

5. The provision of new employment opportunities will be promoted to reduce unemployment and economic inactivity rates.

Policy SP 3

Sustainable Communities

The delivery of sustainable, healthy and cohesive communities and the conservation of the countryside will be promoted by:

1. Defining sustainable communities and locations for development by the identification of a settlement hierarchy that reflects the role and function of settlements;

2. Defining settlement limits within which development which accords with the settlement hierarchy will be permitted in principle;

3. Resisting inappropriate development outside settlement limits.

Policy SC 1

Settlement Limits

Development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy will be acceptable in principle. Outside settlement limits, development will only be permitted under the following circumstances:

- 1. It constitutes a sustainable small scale employment use adjacent to a settlement limit; or*
- 2. It constitutes live-work unit(s) immediately adjacent to a settlement limit in the Valleys Strategy Area only; or*
- 3. It constitutes the small-scale expansion of an existing business or the suitable conversion of an existing building; or*
- 4. It constitutes the appropriate replacement of an existing dwelling; or*
- 5. It is an affordable housing exception site; or*
- 6. It is an appropriate rural enterprise dwelling; or*
- 7. It is an appropriate 'One Planet Development'; or*
- 8. It is a sustainable tourism or farm diversification proposal that is suitable in a countryside location; or*
- 9. It is associated with the provision of public utilities, infrastructure and waste management facilities that cannot reasonably be located elsewhere; or*
- 10. It is associated with either agriculture, forestry, minerals or energy generation; or*
- 11. It relates to the appropriate provision of accommodation for Gypsies / Travellers; or*
- 12. It constitutes the provision of open space and small scale ancillary facilities adjoining the settlement limit.*

Where development is permitted outside settlement limits, any new buildings must be located adjacent to existing buildings or settlements wherever possible and be of an appropriate scale and form.

Policy SP 4

Infrastructure

Developments will be expected to make efficient use of existing infrastructure and where required make adequate provision for new infrastructure, ensuring that there are no detrimental effects on the area and community.

Where necessary, Planning Obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable.

Area Based Policies

Policy SP 5

Development in the Coastal Corridor Strategy Area

In the Coastal Corridor Strategy Area, sustainable growth and development will be promoted to benefit the County Borough as a whole, while protecting and enhancing the area's character and environment. This will be achieved through the following area-specific measures:

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1. Making provision for the majority of new residential development along the coastal corridor;
2. Allocating Strategic Regeneration Areas at Coed Darcy (Neath) and Harbourside (Port Talbot);
3. Allocating Strategic Employment Sites at Baglan Bay and Junction 38 (M4) Margam;
4. Safeguarding existing employment uses and sites for employment purposes;
5. Promoting mixed use regeneration schemes at Neath Town Centre, Port Talbot Town Centre and Aberafan Seafront;
6. Developing a University Campus at Fabian Way;
7. Managing urban form and setting through the designation of Green Wedges;
8. Improving public and private transport provision including the following schemes:
 - (a) Highway improvements at Baglan Energy Park, Coed Darcy, Ffordd Amazon, and Harbour Way;
 - (b) New interchange and railway station improvements at Port Talbot;
 - (c) Park and Share scheme at Junction 38 (M4) Margam.

Topic Based Policies – communities and housing

Policy SP 8

Affordable Housing

Provision will be made to deliver 1,200 affordable housing units within Neath Port Talbot over the Plan period (2011-2026) through the following measures:

1. Setting thresholds and targets requiring housing developments to contribute to affordable housing provision; and
2. Providing a framework for determining affordable housing exception sites.

Policy AH 1

Affordable Housing

All new housing developments, including conversions, on sites accommodating 3 or more units will be required to contribute to affordable housing provision.

Affordable Housing Percentage Targets will be sought in the following spatial areas.

Coastal Corridor:

- Neath - 25%
- Port Talbot - 25%

Valleys:

- Pontardawe - 10%

The exact affordable housing contribution to be provided will depend on the circumstances of each proposal and the viability of the scheme.

The provision of affordable housing will be implemented through the use of planning conditions, obligations and/or legal agreements between the Council, Developers and Registered Social Landlords.

Policy SP 10

Open Space

Provision will be made to ensure that all residents have access to adequate open space through the following measures:

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1. Ensuring that new development addresses local needs;
2. Retaining and protecting existing open space.

Policy OS 1

Open Space Provision

Where there is a quantitative deficiency in outdoor sport, children's play, informal space or allotments, provision will be sought, including the requirement for maintenance, in conjunction with all new residential developments of 3 or more dwellings, based on the following standards:

Open Space Standard

Outdoor Sport 1.6 hectares per 1,000 population

Children's Play 0.25 hectares per 1,000 population

Informal Space 0.55 hectares per 1,000 population

Allotments 0.19 hectares per 1,000 population

In the case of employment or commercial development proposals of over 1,000 sqm, provision will be sought for associated amenity space.

Policy OS 2

Protection of Existing Open Space

Any proposals which would result in the loss of an existing area of open space will only be permitted where it can be demonstrated that:

1. *The open space is no longer needed; and*
2. *There is no shortfall of provision of that category of open space in the ward, before or as a result of the development; and*
3. *The site would not be suitable to provide an alternative type of open space for which there is a shortfall.*

Or:

It can be demonstrated that equivalent or enhanced facilities can be provided on a suitable and accessible replacement site which would serve the local community equally well.

Consideration against policy OS 2

The site is within an unallocated area of informal open space, the pre-application response from the LPA indicated that consideration should be given to this policy and that justification should be provided for the loss of the space.

As part of the LDP process during 2013, supporting documentation produced by the Local Authority included an 'LDP Open Space Assessment – January 2013'. Within this document it is noted that the calculated open space provision is satisfied for the Sandfields East Ward. The following table is an extraction from the document that indicates the provision of space calculated using the FIT standard.

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Table 5.0.4 Open Space Provision in Port Talbot showing the Surplus / Shortfall based on the FIT Standard⁽⁹⁾

Ward	Total Outdoor Sport	Pitch Sport	Total Children's Play	Children's Play	Informal
Aberavon	-5.90	-3.45	2.06	-1.30	3.36
Baglan	-7.78	-4.86	1.22	-1.34	2.57
Bryn & Cwmafan	-4.23	-1.82	2.00 ⁽¹⁾	-0.60	2.60*
Margam	4.25	4.99	-0.72*	-0.68	-0.04*
Port Talbot	-6.74	-4.64	-3.36	-1.18	-2.19
Sandfields E	-2.85	-0.26	2.19	-1.46	3.66
Sandfields W	0.92	2.51	-2.56	-0.63	-1.93
Taibach	0.84	3.00	-2.01	-1.07	-0.94

1. * wards which have areas of informal open space which serve more than local need and have not been included in the calculations as detailed in para 6.0.21 above

LDP Open Space Assessment (January 2013)

The following plan is also extracted from the document and indicates the open space provision for the area:



The development of the proposed site equates to 0.14ha and therefore still maintains an open space area within the ward of 3.52ha. It is considered that there is sufficient informal space within the ward.

The LPA have also suggested financial open space S106 contributions under Policy OS 1 with a total value of £11,085. Tai Tarian accept that this contribution will be made in full as part of the S106 agreement.

Topic Based Policies – environment and housing

Policy SP 15

Biodiversity and Geodiversity

Important habitats, species and sites of geological interest will be protected, conserved, enhanced and managed through the following measures:

1. The identification of the following Internationally and Nationally designated sites within the County Borough to enable their protection:

- (a) Special Areas of Conservation (SACs) and Ramsar Sites;*
- (b) Sites of Special Scientific Interest (SSSIs);*
- (c) National Nature Reserves (NNRs).*

2. The identification and protection of sites of regional and local importance;

3. The protection of important natural heritage features.

Policy EN 6

Important Biodiversity and Geodiversity Sites

Development proposals that would affect Regionally Important Geodiversity Sites (RIGS), Local Nature Reserves (LNRs), Sites of Interest for Nature Conservation (SINCs), sites meeting SINC criteria or sites supporting Local Biodiversity Action Plan (LBAP) or S42 habitats or species will only be permitted where:

- 1. They conserve and where possible enhance the natural heritage importance of the site; or*
- 2. The development could not reasonably be located elsewhere, and the benefits of the development outweigh the natural heritage importance of the site.*

Mitigation and/or compensation measures will need to be agreed where adverse effects are unavoidable.

Policy EN 7

Important Natural Features

Development proposals that would adversely affect ecologically or visually important natural features such as trees, woodlands, hedgerows / field boundaries, watercourses or ponds will only be permitted where:

- 1. Full account has been taken of the relevant features in the design of the development, with measures put in place to ensure that they are retained and protected wherever possible; or*
- 2. The biodiversity value and role of the relevant feature has been taken into account and where removal is unavoidable, mitigation measures are agreed.*

Policy SP 16

Environmental Protection

Air, water and ground quality and the environment generally will be protected and where feasible improved through the following measures:

- 1. Ensuring that proposals have no significant adverse effects on water, ground or air quality and do not significantly increase pollution levels;*
- 2. Giving preference to the development of brownfield sites over greenfield sites where appropriate and deliverable;*

3. Ensuring that developments do not increase the number of people exposed to significant levels of pollution.

Topic Based Policies – transport and access

Policy SP 20

Transport Network

The transport system and infrastructure will be developed in a safe, efficient and sustainable manner through the following measures:

1. Implementing key transport projects and supporting schemes identified in the Joint Transport Plan;
2. Promoting connectivity and access to public transport through improving bus and rail facilities;
3. Supporting enhancements to the walking and cycling network;
4. Promoting park and share schemes along key highway routes;
5. Promoting efficient use and links to the transport network through the identification of a road hierarchy;
6. Restricting development which would have an unacceptable impact on highway safety;
7. Requiring development proposals to be designed to provide safe and efficient access and promote sustainable transport;
8. Requiring appropriate parking provision;
9. Facilitating movement of freight by means other than road.

Policy TR 2

Design and Access of New Development

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

Topic Based Policies – culture and heritage

Policy SP 21

Built Environment and Historic Heritage

The built environment and historic heritage will, where appropriate, be conserved and enhanced through the following measures:

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1. Encouraging high quality design standards in all development proposals;
2. Protecting arterial gateways from intrusive and inappropriate development;
3. Safeguarding features of historic and cultural importance;
4. The identification of the following designated sites to enable their protection and where appropriate enhancement:
 - (a) Landscapes of Historic Interest;
 - (b) Historic Parks and Gardens;
 - (c) Conservation Areas;
 - (d) Scheduled Ancient Monuments; and
 - (e) Listed Buildings and their curtilage.

Policy BE 1

Design

All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.

Proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment;
2. It respects the context of the site and its place within the local landscape, including its impact on the important arterial gateways into the County Borough, its effects on townscape and the local historic and cultural heritage and it takes account of the site topography and prominent skylines or ridges;
3. It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate;
4. It would not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the community;
5. Important local features (including buildings, amenity areas, green spaces and green infrastructure, biodiversity and ecological connectivity) are retained and enhanced as far as possible;
6. It achieves and creates attractive, safe places and public spaces, taking account of 'Secured by Design' principles (including where appropriate natural surveillance, visibility, well lit environments and areas of public movement);
7. It plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community;
8. It uses resources, including land and energy, as efficiently as possible through:
 - (a) Making the best and most efficient use of the land available through being of appropriate density taking into account the character and appearance of the area, normally a minimum of 35 dwellings per hectare in the Coastal Corridor Strategy Area or a minimum of 30 dwellings per hectare in the Valleys Strategy Area;

- (b) The layout and form of the development does not preclude the reasonable use of other adjacent land;*
- (c) Developing brownfield land in preference to greenfield land where possible;*
- (d) Minimising building exposure while maximising solar gain.*

9. Its drainage systems are designed to limit surface water run-off and flood risk and prevent pollution;

10. The layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities.

5. Planning Policy Wales

Planning Policy Wales (PPW) (8th Edition) is the principal national planning policy document which sets out the land use policies of the Welsh Government against which development proposals should be assessed. The latest version is the eighth edition, published in January 2016.

The main thrust of PPW is to promote sustainable development. It states at paragraph 1.2.2 that: *"The planning system must provide for an adequate and continuous supply of land, available and suitable for development to meet society's needs"*.

It sets out a series of objectives that reflect the Welsh Government's sustainability agenda and that should be taken into consideration through development proposals. Chapter 4 deals specifically with Planning for Sustainability and lists a series of sustainability objectives, included amongst which is a requirement to *"ensure that all local communities have sufficient good quality housing for their needs, including for special needs where appropriate, in safe neighbourhoods"*.

Chapter 9 relates to Housing and states that the Welsh Government recognises the importance of a home to people's lives insofar as it affects their health and well-being, quality of life and the opportunities open to them. Accordingly, it is a priority within PPW to provide more housing of the right type and offer more choice, as defined within para. 9.1.1.

In terms of housing need and supply, para. 9.2.3 emphasises that:

"Local planning authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing judged against the general objectives and the scale and location of development provided for in the development plan".

6. Technical Advice Note – TAN 12

The objective in respect of Access, as defined in TAN 12: Design (March 2016), is as follows:

- *"Ensuring ease of access for all by adopting inclusive design principles that deliver adequate provision for all people including those with mobility impairments, sensory impairments and learning difficulties."*

The manner in which the design solution will achieve this objective is outlined in the points below.

Access

- Access to all dwellings has been designed in accordance with the following Lifetime Homes Criteria in order to ensure that access to the building is possible for the widest range of people:
 1. Parking width

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2. Approach to dwelling from parking
3. Approach to all entrances

- The proposed development has been designed from the outset to address the accessibility needs of all people who may use it by incorporating the standards required by the Building Regulations Approved Document Part M 2004.
- These standards, which will be an integral part of the development, will be designed to ensure that the development is robust enough to adapt to varying contexts and requirements of inclusiveness as the demographic profile and needs of residents and visitors changes through time.
- The practical access needs of delivery and emergency vehicles are met by the existing highway network.
- Car parking has been designed to be as close as possible to the entrances of proposed houses in order to ensure easy access to accommodation for occupants and visitors, including those whose mobility may be limited.
- All dwellings will have a path and views over the driveway providing a safe and level route from the highway to the principal access. Gradients for level access routes will be no steeper than 1:20 and a minimum of 900mm wide, in accordance with AD Part M paragraphs 6.11 to 6.13. Parking spaces are located behind secure gates and fences where natural surveillance of the spaces from habitable rooms is not practicable.

Because the objective of ensuring ease of access for all has been considered from the outset, it is anticipated that steps will not be required to individual properties.

Character

The objectives in respect of Character as defined in TAN 12: Design (March 2016), are as follows:

- "Sustaining or enhancing local character"
- "Promoting legible development"
- "Promoting a successful relationship between public & private space"
- "Promoting quality, choice & variety"
- "Promoting innovative design"

These objectives are to be achieved by responding to:

- "Landscapes and townscapes, culture and biodiversity"
- "Locally distinctive patterns and forms of development"
- "Existing buildings, infrastructure, urban/rural landscape and public art"
- "Clear boundaries and established building lines"
- "Appropriateness of uses and the mix of uses and densities"
- "Easily recognisable and understood features and landmarks"

Landscape

The design proposals provide safe and secure private garden amenity areas for then residents of the proposed houses in compliance with Secured by Design.

Detailed landscaping proposals are to be agreed with the local authority planning department and will seek to use appropriate planting to enhance privacy, security, amenity and biodiversity.

Scale

The design has been developed to integrate its scale with that of the surrounding context. The scale of the proposed buildings directly reflects that of the context. The houses are limited to two storeys in height and the street scene is broken through the use of semi-detached properties.

The attention paid to ensuring that the scale and massing of the proposals reflect those of the context negates any adverse impact on privacy daylight or sunlight, whilst the site microclimate will be suitable for the intended use. The attractiveness and safety of street frontages will be enhanced by residential development of the proposed scale and the natural surveillance it will provide to all frontages.

Amount

The layout has been developed to demonstrate how the following principles can be achieved.

- The layout illustrates that 5 properties, comprising of two bedroom bungalows, is suitable and achievable within the site area and responds to the existing mix of properties in the locality by satisfying a local needs.
- The robust nature of housing designed in accordance with Welsh Government Development Quality Requirements along with the Lifetime Homes principles inherent to the proposals will ensure that the development can anticipate potential change in the make-up and needs of occupiers, thereby facilitating future diversity both within the development and in the wider locality.
- The form of development makes efficient use of the available land to provide a street scene with active frontage. The resultant built form also makes a positive contribution to the enhancement of the local townscape and provides enhanced natural surveillance.

Layout of development

The layout has been developed to demonstrate how the following principles can be achieved.

- The design solution will integrate the development within its surroundings by ensuring that land use and pattern of development are consistent with the context.
- Orientation of the buildings have been influenced by the existing pattern of development, including the following specific factors;
- The desire to reflect the context and provide active frontage and natural surveillance.
- The proximity of adjacent residential properties
- The re-direction of the existing pathway, fronting the development.
- Front doors are clearly legible and the external areas leading to them are clearly defined with planting and boundary enclosures. In addition to clearly defining the distinction between public and private realms, these features will promote a sense of ownership and security.

All these factors will contribute to the sustainability of the development and to the enhancement of the character, security and sustainability of the local townscape.

Appearance

The design solution provides an appropriate architectural response to the character of the context. Reflecting the scale and massing of the residential context is clearly an acceptable design approach and this has been achieved in a traditional and visually sympathetic idiom, using facing rendered material as the main external wall finish and concrete interlocking roof tiles. The proposal also includes locally sourced powder coated steel cladding. Fenestration has been arranged to provide a traditional appearance of semi detached housing.

Community Safety

The objectives in respect of Community Safety, as defined in TAN 12: Design (March 2016), are as follows:

- “Ensuring attractive, safe public spaces”
- “Security through natural surveillance”

These objectives are to be achieved by promoting:

- “High quality in the public realm”
- “Routes which are fit for purpose and will provide opportunities for safe physical activity and recreation to meet the needs of all members of society”
- “A sense of ownership and responsibility for every part of the development”

The development pattern of the proposal ensures continuity of enclosure, active frontages and legibility, which will contribute to a safer built environment. Front doors are clearly legible and the external areas leading to them are clearly defined. In addition to clearly defining the distinction between public and private realms - and therefore reducing potential conflicts in uses - these features will provide defensible space and will promote a sense of ownership and responsibility.

The scheme has been designed to comply with the principles of Secured by Design and a Secured by Design submission has been made to the Police Architectural Liaison Officer.

Environmental Sustainability

The objectives in respect of Environmental Sustainability, as defined in TAN 12: Design (March 2016), are as follows:

- “Achieving efficient use & protection of natural resources”
- “Enhancing biodiversity”
- “Designing for change”
-

These objectives are to be achieved by incorporating:

- “Sustainability measures to reduce the environmental impact associated with buildings and minimising the demand for energy (low and zero carbon sources), water, and materials and creation of waste”
- “Approaches to development which create new opportunities to enhance biodiversity”
- “Adaptable and flexible development that can respond to social, technological, economic and environmental conditions/changes (e.g. the current and future effects of climate change) over time to minimise the need to demolish & rebuild”

The design responds to its townscape setting and contributes to biodiversity and local environment by achieving the objectives of Access and Character, including Landscape Design, Scale, Amount, Layout and Appearance.

The proposals will contribute to energy efficiency and carbon reduction by seeking to minimise the energy demand and carbon emissions associated with the development by the following means:

- By ensuring that the insulation qualities of the walls, floor, roof, windows & external doors achieve the minimum standards required by the current Building Regulations Approved Document L1a
- Installing a gas boiler with minimum 89% SEDBUK rating
- Providing the opportunity through orientation of properties to accommodate the future installation of solar water heating or photovoltaic panels

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- Using industry standard Accredited Construction Details to improve airtightness & reduce thermal bridges

In addition, the proposals embody a clear commitment to achieve the following aims, within the financial constraints of current socio-economic conditions:

- To use sustainable materials with low environmental impact (embodied energy) that are sourced sustainably (i.e. Forestry Stewardship Council timber) as well as maximising the use of used, reclaimed and recycled materials.
- To employ a sustainable approach to water in terms of its supply (rainwater harvesting), demand management (use efficiency) and drainage (e.g. permeable surfaces for pavements & traffic) and its effect on the local water table
- To deal with waste management both during and after construction (re-use & disposal), including the provision of appropriate facilities for sorting, storing and recycling of waste in buildings and across the site
- To demonstrate climate resilience by taking into account the climate the development is likely to experience over its lifetime by managing & minimising climate change effects (e.g. extreme temperatures)

Movement

The objective in respect of Movement, as defined in TAN 12: Design (March 2016), is as follows:

- "Promoting sustainable means of travel"

This objective is to be achieved by maximising:

- "Safe and clear connections
- "The potential to cycle, walk and use public transport safely, and reducing the reliance on the car"
- "The connection to the existing transport infrastructure by integrating development with existing footpaths, cycle ways and public and private transport infrastructure"
- "The integration of different transport types whilst minimising the adverse effects on the network"
- The ease of movement to, from and within the development for sustainable forms of transport by creating a safe and attractive environment"
- The provision of on-site facilities for sustainable forms of transport"
-

The proposal creates clear & direct connections from the site to the street, thus contributing to the improvement of and integration of the site within the pedestrian and vehicular movement framework of the locality.

The level of car parking has been designed in accordance with the supplementary planning guidance to accommodate the mix of properties proposed for the site.

The servicing requirements for transporting freight required during and after construction are met by the existing highway infrastructure.

7. Conclusion

The proposed development has sought to provide a design that integrates into the existing vernacular whilst also enhancing the built environment. In this respect, matters of scale, form, layout and materials finishes are in accordance with local character.

PROJECT | LAND OFF LINGFIELD AVENUE, SANDFIELDS, PORT TALBOT
PLANNING SUPPORTING STATEMENT

The proposed development is located in a sustainable location in close proximity to various services and amenities.

It is considered that the scheme represents a suitable and well-considered form of development and represents an opportunity for Tai Tarian to develop land within it's ownership to satisfy local housing needs.