

Neath Town Centre Redevelopment

Planning Statement

April 2020.

Phase 3: Retail & Leisure



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1.Introduction.

In total the development will provide 7,082 sq m of development providing a new leisure centre, with swimming pool, gym, health suite and ancillary café with 6 commercial units, plus library. 5,375 sqm will be provided at ground floor, with an additional 1,707m² of first floor space, together with service yard, and public realm

At ground floor the development provides swimming pool, health suite and café, plus 6 commercial units, and foyer to first floor.

At first floor the development proposes an additional 1,707m² (18374 sqft) of floor space (First floor Gym within the leisure centre, and library over Units 3-6) with separate access onto the main Water Street frontage to Unit 7 serving the library.

The application site lies with Neath town centre, and extends from Prince of Wales Drive to the east, and incorporates Water Street to the West. To the south it bounds the existing Phase 1 development incorporating the Wilko store and multi storey car park, crosses Fairfield Way and runs to Wind Street in the North. The site measures approximately 1.17 ha.

A large portion of the site housed the former Wilko and Tesco Metro stores and multi-storey car park which have previously been demolished under separate permission.

In addition off site highway works to Water Street have being undertaken that allow for the stopping up of Fairfield Way whilst retaining access and Parking to those properties on Water Street, and access for service vehicles to the service yard serving Boots and other stores sited within the town centre.



2.Planning History.

Previously permission was approved for the full planning for the demolition of the Magistrates Court and adjacent demountable buildings, and the development of a 4 deck, 604 space multi-storey car park, 1 No. Retail unit (Class A1), and Shopmobility unit; together with associated permanent and temporary public realm improvements.

Together with outline planning for the demolition of existing multi-storey car park (incorporating Wilkinson and Tesco) and the Greyhound PH, and the development of 9 No. Retail units (Class A1); 7 No. Retail/Food and Drink units (Classes A1/A3); 2 No. Retail/office units (Classes A1/A2); 1 No. Office/Community facility unit (Class B1/A2/D1), and up to 31 No. Residential Units, together with associated public realm improvements, reconfigured service yard and car parking.

Development of the first phase (granted full planning permission) has been completed. This includes the existing Wilko Store and Multi-storey car park.

A further phase of that development, was granted full planning permission under P2016/0654 on the 9th January 2017 for a 3 Storey mixed use block comprising 6 commercial units (Class A1/A2/A3 with 12 No. residential units and associated works, including changes to existing service yard and public realm improvements.

That permission has been implemented on site.



Phase One.

Previous development phases

Phase 1 (Detailed Application): approximately 2,148m² for commercial floor space (approximately 2,216 m² including shop mobility) and a 604 space multi storey car parking area over four deck levels.



Phase Two.

Phase 2 (Outline Application): approximately 12,309m² in total including commercial floor (A1/A3), offices (B1) and residential areas (C3) with approximately 27 units



P2013/0863- Full Planning Application for the demolition of the Magistrates Court and adjacent demountable buildings, and the development of a 4 deck, 604 space multi-storey car park, 1 No. Retail unit (Class A1), and Shopmobility unit; together with associated permanent and temporary public realm improvements.

Outline Planning Application for the demolition of existing multi-storey car park (incorporating Wilkinson and Tesco) and the Greyhound PH, and the development of 9 No. Retail units (Class A1); 7 No. Retail/Food and Drink units (Classes A1/A3); 2 No. Retail/office units (Classes A1/A2); 1 No. Office/Community facility unit (Class B1/A2/D1), and up to 31 No. Residential Units, together with associated public realm improvements, reconfigured service yard and car parking.

Approved- 13th Nov 2013.

P2014/0196-Details pursuant to discharge Condition 6 (Alignment of access and exit to car park) of planning permission P2013/0863 (Approved on the 12/11/2013)

Approved- 7th Mar 2014.

P2014/0638-Details pursuant to Condition 5 (Site Waste Management Plan) of Planning Permission P2013/863 (Approved on the 13/11/13)

28th July 2014

P2014/0639-Details pursuant to Condition 14 (Surface Water Drainage Strategy for Phase 1) of Planning Permission P2013/863 (Approved on the 13/11/13)

24th Oct 2014

P2014/0651-Details pursuant to Condition 4 (Construction method statement) of Planning Permission P2013/0863 (Approved on the 12/11/13)

Approved- 16th Oct 2014.

P2014/0824-Details pursuant to Condition 17 (Bat and Bird Boxes) of Planning Permission P2013/0863 (Approved on the 13/11/13)

Approved- 16th Sept 2014

P2014/927-Details pursuant to the discharge of Condition 2 (External Materials) of Planning Permission P2013/0863 (Approved on the 13/11/13)

Approved- 3rd Oct 2014

P2015/0083-Non-material amendment to Planning Permission P2013/0863 (Approved on the 24/09/2013) for the reduction of car parking spaces from 604 to 594, widening of exit door to stair tower, alteration to vehicular car park entrance, removal of feature structure at pedestrian access to car park plus removal of Conditions 18, 19 and 20 in respect of BREEAM.

Approved- 29th May 2015.

P2015/0354-Variation of Condition 3 (Timing of installation of advance car parking capacity signage) of Planning Permission P2013/0863 (Approved on the 13/11/13)

Approved- 9th July 2015

P2015/0545- Details pursuant to Conditions 2, 8, 10,15 (Service bay layout, landscaping, street lighting and external materials: Mesh screen) of Planning Permission P2013/0863 (Approved on the 13/11/13)

Approved- 7th July 2015

P2016/0654-3 Storey mixed use block comprising 6 commercial units (Class A1/A2/A3 with 12 No. residential units and associated works, including changes to existing service yard and public realm improvements.

Approved- 9th Jan 2017

P2018/0765- 3 Storey mixed use block comprising of 5 commercial units (Class A1/A3) with 12 No. residential units and associated works, including changes to existing service yard and public realm improvements.

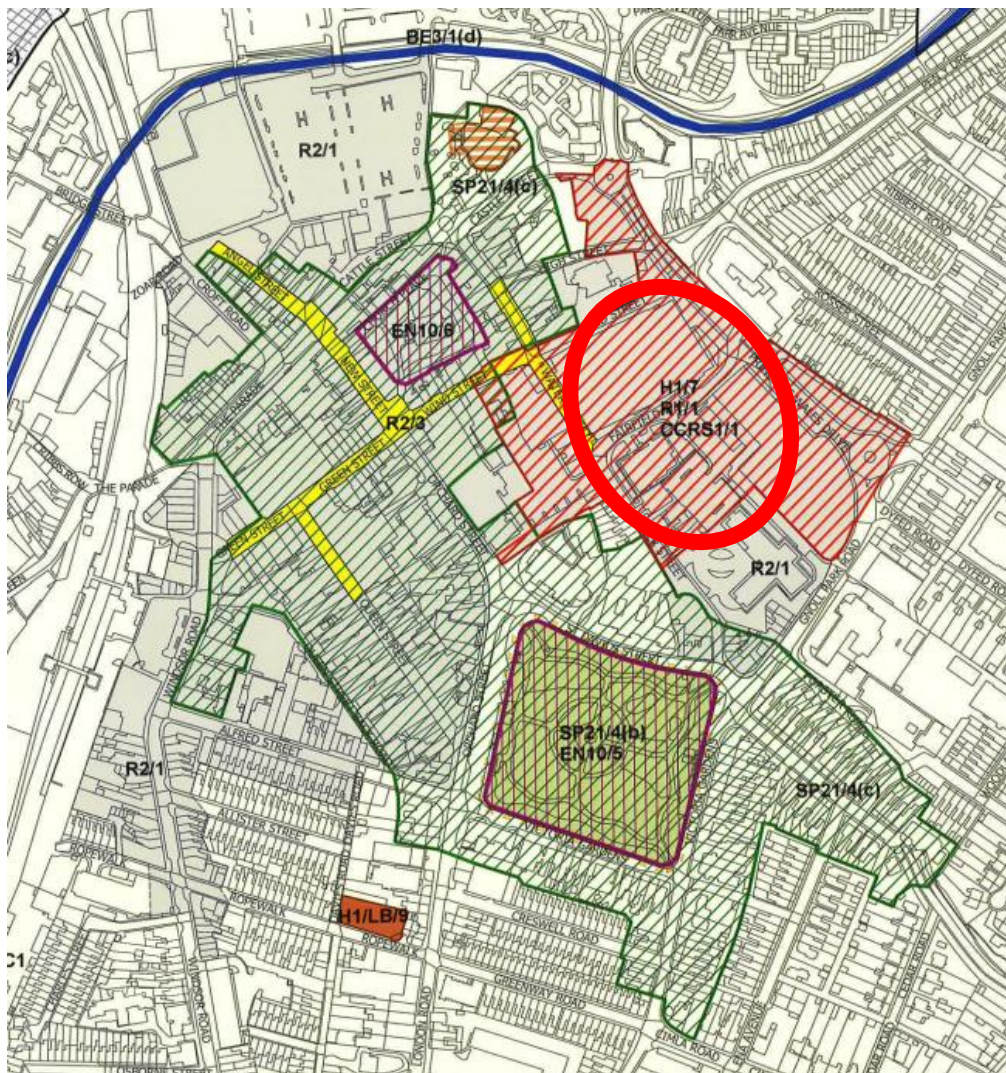
Approved- 6th Nov 2018

Neath Port Talbot County Borough Council

Local Development Plan
(2011-2026)

Adopted January 2016

in January 2016.



The following overarching policies are relevant to the proposed development, or specifically relevant to within this area of the town centre.

Strategic Policies:

Policy SP1 Climate Change
Policy SP2 Health
Policy SP3 Sustainable Communities
Policy SP4 Infrastructure
Policy SP5 Development in the Coastal Corridor Strategy area
Policy SP7 Housing Requirement
Policy SP8 Affordable Housing
Policy SP10 Open Space
Policy SP12 Retail
Policy SP16 Environmental Protection
Policy SP18 Renewable and low carbon energy
Policy SP19 Waste Management.
Policy SP20 Transport Network
Policy SP21 Built Environment and Historic Heritage

Detailed Policies:

Policy SC1 Settlement limits
Policy SC2 Protection of existing community facilities.
Policy I1 Infrastructure Requirements
Policy CCRS1 Coastal Corridor Regeneration Schemes
Policy H1 Housing Sites
Policy AH1 Affordable Housing
Policy OS1 Open Space Provision
Policy R1 Retail Allocations
Policy R2 Proposals within retail centres
Policy RE2 Renewable and low carbon energy in new development.
Policy W3 Waste management in new development
Policy TR2 Design and Access of New Development
Policy BE 1Design

Policy CCRS1 Specifically refers to this regeneration proposal as a whole.

Policy CCRS1 Coastal Corridor Regeneration Schemes

Within the Coastal Corridor Strategy Area there are three key mixed use regeneration schemes which are central to delivery of the strategy for the area

Policy CCRS1 Coastal Corridor Regeneration Schemes

Mixed use regeneration schemes are designated at the following locations:

Reference	Location	Allocations	Uses
CCRS1/1	Neath Town Centre Redevelopment	H1/7	Residential
R1/1	Retail		
CCRS1/2	Glanafan Comprehensive School, Port Talbot	H1/16	Residential
R1/2	Retail		
CCRS1/3	Afan Lido and land to the rear of Tywyn School, Sandfields	H1/18	Residential Tourism/Recreation

The schemes are located in Neath and Port Talbot town centres and on Aberafan Seafront. They will help to enhance and support the growth and development of the coastal corridor.

Neath Town Centre Mixed Use Regeneration Scheme

The regeneration scheme in Neath Town Centre is a major redevelopment which includes the site of the former Council offices, surface car park, Magistrates Court, multi-storey car park and two retail stores below and other surrounding land.

The site is allocated as a retail-led mixed use scheme which will contain a small element of housing (approximately 50 units). The site lies in very close proximity to the historic heart of Neath and offers the potential to sympathetically redevelop the site to provide facilities to enhance the vitality of the town centre while the additional residential accommodation will help make the area more vibrant.

4. Application supporting documentation and plans.

The application is supported with the following plans and documentation.

Documents

- Application forms
- Design and access statement.
- Planning Statement.
- PAC report.
- Transport Statement.
- Travel Plan/Sustainable transport statement.
- Retail Statement.
- Noise Assessment
- Ecological Assessment
- Tree survey update.
- Waste Management Plan
- Construction management plan.
- Energy Assessment
- Land contamination report.

Plans.

A-90001 C01	Existing Site Plan
A-90002 C02	Proposed Site Plan
A-90003 C02	Proposed Site Plan - Roof
A-00002 C02	LC Ground Floor Plan
A-00003 C02	LC First Floor Plan
A-00005 C02	LC Roof Plan
A-00008 C02	Proposed Basement Plan
A-00011 C02	Building Ground Floor Plan
A-00012 C02	Building First Floor Plan
A-00013 C02	Building Roof Plan
A-00100 C02	Proposed Sections A and B
A-00101 C02	Proposed Section C

A-00200 C02	N & E Elevations
A-00201 C02	SW & W Elevations
A-00202 C02	SE Elevation
A-00203 C02	Leisure Centre Elevations
A-01300 C01	Illustrative Image 1
A-01301 C02	Illustrative Image 2
A-01302 C02	Illustrative Image 3

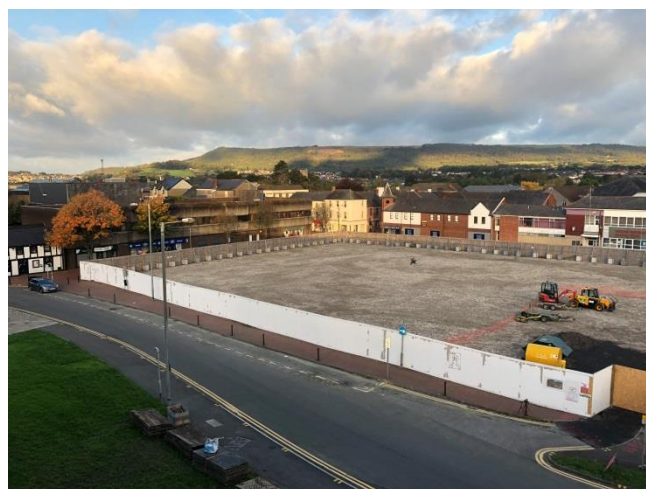
5. Application site and context.

The site is located within the designed Town Centre of Neath, as defined under Policies R1 and R2 of the Neath Port Talbot Local Development Plan.

The site extend to both the area of the former multi-storey car park, Wilko, and Tesco Metro Stores, which have been demolished, extending from Wind Street through to Fairfield Way, and encompasses Fairfield Way itself to the side of the existing Wilko store, which was erected under Phase 1 of this re-generation scheme.

The site is bounded to the east by Prince of Wales Drive which provides one of the main circulatory routes around the Town Centre, and provides access to the south of the site to the multi-storey car park. The development will incorporate public realm improvements to Water Street to the West.

The Town centre incorporates in its wider extent a Conservation Area, and a number of Listed Buildings, neither of which are affected by this development phase





6. Development Proposals.

The application proposes to build out 5,375 sqm of ground floor space, with an additional 1,704 sqm of first floor space, together with service yard, and public realm improvements.

The scheme includes a new leisure centre, with swimming pool, gym, health suite and ancillary café over 2 floors providing 3,345.8 sq m, together with 6 commercial units, at ground floor, and public library at first floor.

Unit Number	sqm	sqft	Use class
1	338sq m	3638.2 sqft	A1/D1
2	292sq m	3143.06 sqft	A1/D1
3	217sq m	2335.77 sqft	A1
4	193sq m	2077.43 sqft	A1
5	169sq m	1819.1 sqft	A1/D1
6	145sq m	1560.77 sqft	A1/D1
Total	1,354 sq m	14574.33 sqft	

Based on the previous hybrid planning permission, and the subsequent Phase 2 development (with full planning), the commercial floor space approximately equates

Approx sq.m	Hybrid Application Totals	Phase 1	Phase 2	Proposed Development Retail & Leisure
Total Floor space	12,711sq.m	2,409 sq.m	312 sq.m	7,082.2 m2
Ground floor	8,926 sq.m	2,409 sq.m	312sq.m	5,375 m2

Remaining floor space		10,302sq.m	9,990sq.m	2,907.8 m2
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7. Character and Design.

Overview

This revised Phase 2 Town Centre regeneration proposal comprises a new leisure centre with wet and dry facilities over two floors; retail and other uses floor space, split into six single storey units of varying sizes and a first floor provided over the ground floor units allowing a supporting alternative non-retail use, together with service yard, associated public realm and landscaping works.

The off-site highway works to Water Street have been undertaken allowing for the stopping up of Fairfield Way whilst retaining access and parking to those properties on Water Street, and access for service vehicles to the service yard serving Boots and other stores sited within the town centre.

Phase 1 comprised the development of a new multi-storey car park, Wilko's retail unit and Shopmobility unit; together with associated permanent and temporary public realm improvements.

Context & Masterplan

The initial brief from the Authority was to commission a masterplan for the town centre which sought to connect the Civic Centre and the adjoining multi-storey car park and retail unit to the established town centre and Wind Street in particular.

The key objective behind the masterplan proposals was to regenerate this particular area of the town centre and in doing so stimulate economic activity and commercial enterprise in the town while delivering significant improvements in placemaking and public realm provision.

This was achieved through the masterplan proposals, featuring the reorganisation of this block of the town centre, reorganising and enhancing traffic and pedestrian flows in the process.

This sought to deliver a new sense of placemaking, while creating high quality public realm, exhibiting appropriate proportions and scale which integrated the new development into the Phase 1 development, and provides a high quality development to further enhance the town centre. This is characterised by and consistent with Neath's character, which consists of a series of linked, sometimes different buildings in a terrace to create an interesting and stimulating streetscene.

From a commercial perspective this would create a destination lined with shops and active frontages to bring a new dynamic to the town centre and provide a logical flow of pedestrians around the town centre, linking to existing transport and parking hubs.

Phase 1

The Phase 1 scheme was designed, constructed and open to the public in 2014. This comprised a new store for the relocation of Wilko's and a multi storey car park as well as defining a new public realm route in the form of a wide plaza space – beginning the connection from the Civic Centre to Wind Street and the remainder of the town centre; with the new Wilko's retail unit starting to define the new frontage line to accommodate and inform future phases of development down to the junction with Wind Street.

The development exhibited appropriate levels of scale and massing relative to each frontage and juxtaposition with neighbouring properties within the established street scene, whilst creating a new contemporary addition to this, reflecting the evolving nature of retail within the UK, whilst being sympathetic to the local character and traditions in the area.

The alignment of the public realm and shopping environment was as important a design feature as the buildings themselves. This has necessarily also informed the frontage alignment of the Phase 2 proposals, and the proposals put forward for the extended and enhanced areas of public realm.

The character and appearance of Phase 1 feature a palette of brickwork panels and defined feature cladding panels of small unit stone facings, with a clean parapet flat roof line to maintain a sense of human scale for what constitutes a large floorspace occupier within the town centre. The scheme starts to offer a sense of scale and rhythm which can inform the adjacent Phase 2 proposals.

Street scene

The retail elements of the new proposals seek to continue and, more significantly, evolve and refine the design principles, character and design parameters inherent within the Phase 1 built scheme. The theme of continuity occurs throughout both the layout and elevations – in both scale and composition. Whilst allowing a variation within the length of this terrace to ensure that the rhythm of the existing pattern of the historic centre is respected. Given the significance and nature of its use, the leisure centre necessarily exhibits a completely different form and scale while maintaining character and continuity with the adjacent retail units via relationship of external finishes, particularly the plaza elevation.

Town centres should provide high quality place making – the public realm and street scene provide the network of routes, connections and nodes which are enclosed and defined by the buildings which line and front them. The proposals continue the public realm plaza from the Civic Centre and Phase 1 through to the intersection of the plaza and Wind Street. The development frontage alignment along the plaza continues the Phase 1 alignment between Units 1 to 6, ensuring consistency of public route, street definition and enclosure. The frontage to the leisure centre sits in a different plane to that for the retail units; this differing alignment, along with the other buildings fronting and forming the intersection with Wind Street, creates a new node within the Town Centre and is of appropriate scale and proportion as a space taking into account the heights and character of the enclosing building frontages. This node space also forms a 'breathing space' in the street pattern and provides a gentle funnelling effect from the Civic Centre route into the Wind Street intersection. It is considered appropriate to provide accessible parking provision as per the Council's Brief along Wind Street; this is achieved within the red line with the leisure centre frontage being set back from Wind Street accordingly. From a technical perspective this also provides further 'breathing space' in relation to the underground sewer pipework and additional clearance from the subterranean basement areas of now-demolished buildings.

The form and spatial definition within the layout provided in the street scene and public realm represents an evolution of the original town centre masterplan proposals, and has both responded to, and developed, the principles set out therein. This enhances the public realm provision in providing safe, secure and attractive routes and node points as further improvements to the network and street pattern within the town centre. In doing so, the layout and, in particular, key frontages along the plaza and the return on Wind Street, provide both appropriately scaled enclosure to the public realm but also attractive active frontage opportunities for retailers and occupiers, which are vital features in today's competitive retail markets. The leisure centre presents its entrance and café at the key corner of the plaza and Wind Street; the opportunity exists to provide al fresco style seating and tables on the plaza as the café's external space.



Along Wind Street, the proposal for the leisure centre ends on the approach to Prince of Wales Drive. The corner area between Wind Street and Prince of Wales Drive is allocated for a visual amenity soft landscaped area which will also incorporate the requirements arising out of the SuDS regulations. This area will be securely enclosed, with a highly visually permeable fence or railings on the back of the widened public footpath at the front of the landscaped area and backed at the rear interface with the service yard by a solid and secure high fence. This area will only be accessible for authorised maintenance personnel from within the service yard area.

A 2m wide 'shadow gap' between the end of the leisure centre on Wind Street and the landscaped area will permit safe and secure access for staff, access to a dedicated staff cycle park shelter and also provides a critical underground services route linking the existing Wind Street infrastructure to this regeneration proposal. This route will be secured with an appropriate solid gate set back slightly from the end elevation of the leisure centre.

The overall design of the built form represents a progressive evolution of Phase 1. Key considerations of height, scale and massing have been integrated with appearance, texture and finishes to create a set of development proposals which cohesively and comfortably sit within the town centre context.

Units 1-7

The town centre is generally characterised by a series of relatively small building units and accompanying frontages, thereby providing a human scale to the built environment. The frontages naturally vary in width and height, and therefore overall proportions also vary however, while being distinctive they relate to each other as a series of cohesive street scene enclosures.

The proposals for the retail units seek to continue and evolve this characteristic. While exhibiting a wide overall frontage area onto the public realm plaza, the overall mass and scale of the frontage has been broken down to create a series of related, linked, yet distinctly separate and rhythmical elevational forms, representing the unit configuration behind the frontages as illustrated clearly on the floor plan layouts. The architectural philosophy has been to evolve the Phase 1 built development, while still exhibiting human scale elements and proportions, thereby creating an interesting yet separate frontages linked through their overall composition fronting onto the plaza space.



The design of the retail units has a series of horizontal parapets across Units 1 to 6 reflecting Phase 1. The entrance to Unit 7 is via a separate, slightly recessed lobby enclosure; this is reflected by a lower parapet height and noticeable entrance composition. This also serves to differentiate between Phase 1 and the evolved Phase 2 development. The main 1st floor Unit 7 floorspace is defined elevationally by a large horizontal picture window positioned in a strong enclosing frame feature clad with a diagonal pattern shingle system. This creates a distinctive feature in the façade composition and will ensure that visual connections between the 1st floor occupier operation and the public plaza below will ensue, assisting with overlooking while providing an active frontage opportunity at the upper floor levels.

Leisure Centre

The leisure centre generally occupies the site previously allocated as Retail Units 1 and 2 in the 'old' Phase 2 scheme. A series of design strategy options have been explored, including organogram and relationship diagrams, to inform the proposal. The main entrance and other key public areas e.g. café needed to front onto the main plaza and there has been a strong desire to align the pool and its distinctive roof form along Wind Street, providing interest and definition to the street scene.



Relevant guidance has been utilised in assessing the design options available, most notably and primarily the relationship between the entrance, changing, pool entry on the one hand and the relationship between main pool, learner pool and public seating areas on the other. The location of the gym has also been an important consideration – not only its relationship within the floorplan configuration but also the private vs public debate about visibility into gyms from outside weighed up against privacy and security, particularly in today's climate. The team considered and explored whether the pool could be rotated 90 degrees from the final proposal and what that did to the plan layout and external appearance. This was not considered to be a valid approach. The team also explored various layouts for the 'flipping' of the main pool and learner pool and corresponding upper floor layout together with assessments as to whether the gym should be located at the front of the scheme or rear.

The leisure centre proposal consists of two floors of accommodation, together with a small basement area for pool and building plant at the rear. The ground floor footprint length is longer from the plaza to the soft landscaped area but has narrowed so that the main frontage to Wind Street has been 'pulled in' to permit space for angled, chevron-type accessible parking bays in close proximity to the main entrance and café.

The ground floor primarily comprises entrance, café, wet changing, main pool, learner pool and public seating. The first floor comprises the gym, dry changing and two flexible and different sized multi-purpose studios.

The entrance and café front the plaza, with the café located at the corner with Wind Street, permitting external seating on the piazza, providing life and activity on the plaza in this location. The pool is aligned along the Wind Street frontage with changing and ancillary areas set on the inside of the plan adjacent the retail units. The pool location allows provision of an interesting elevational composition along Wind Street, including upper level windows to allow light into the pool area while maintaining privacy for pool users. At first floor level, the large 100 station gym fronts the plaza with visual connectivity achieved through the introduction of a large

picture window. Along the internal side of the leisure centre at the upper floor level sit the two multi-purpose studios and the corresponding dry change facilities. The pool hall itself is full height from ground floor level to underside of roof.

The mass of the leisure centre is defined externally by a distinctive feature curved roof profile; to provide a cohesive form sitting over a strong linear ground floor envelope. A strong horizontal strip of curtain walling glazing on the Wind Street frontage creates the device of the roof appearing to float over the wall below, an appropriate use of solid and void in this context. Roof-lights located over the pool area will allow natural light to flood the pool volume, providing an attractive environment for pool users.

The different mass, scale and appearance of the leisure centre also serves to address the node point within the public realm and provides an appropriate sense of enclosure and height against this larger public space.

Materials

The proposed range of materials and finishes again represents an evolution from the Phase 1 development, featuring panels of masonry, stone facings or feature stonework, high quality cladding façade panels; all of which will be non-combustible of fire retardant graded, together with glazed shopfronts and entrance doors. The feature leisure centre roof will be a natural curved standing seam system with raised rib profile. Of particular significance will be the nature and high quality detailing at the junctions of the various components, providing a visually pleasing series of related detailing while delivering the levels of technical performance required of external materials and finishes including longevity and durability parameters. The elevations define in relevant detail the materials and finishes proposed for the development – the material key references ‘letters’ for the Units No’s 1-7 and ‘numbers’ for the Leisure Centre materials. Materials have been proposed which satisfy BREEAM criteria in conjunction with other key criteria including ease of minimum maintenance, durability, longevity and resistance to the environmental conditions.

Accessibility

All entrances to the leisure centre and adjacent units will be flush with the external plaza paving surfaces to ensure full compliance with DDA and accessibility requirements under Part M of the Building Regulations. Given the significant level differences along the plaza and Wind Street frontages, coupled with the objective of creating a smooth, continuous plaza surface uninterrupted by flat plateaus and noticeable slopes, the units will exhibit a series of stepped floor slab levels to ensure a flush entrance approach in each unit. The leisure centre reconciles the main entrance area with the café and ability to sit out on the piazza as the café’s external space.

8. Transport Travel Plan/Sustainable transport statement.

Planning Policy Wales states that the main objectives of Welsh Government in respect of transport are;

8.1.1 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel¹. This will be achieved through integration:

- within and between different types of transport;
- between transport measures and land use planning;
- between transport measures and policies to protect and improve the environment; and
- between transport measures and policies for education, health, social inclusion and wealth creation. For example, ensuring that development is accessible by means other than the private car will help to meet the Welsh Government's objectives for social inclusion. Encouraging cycling and walking will contribute to the aim of improving the levels of health in Wales.

In respect of the Development Management process, and Local Development Plan it is considered that land use planning can help to achieve the Welsh Government's objectives for transport through:

- reducing the need to travel, especially by private car, by locating development where there is good access by walking, cycling and public transport;
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- improving accessibility by walking, cycling and public transport;
- ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- promoting walking and cycling;
- supporting the provision of high quality public transport;
- supporting traffic management measures;
- promoting sustainable transport options for freight and commerce;
- supporting sustainable travel options in rural areas;

- supporting necessary infrastructure improvements; and
- ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.



Local Development Plan

Policy SP20 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 TR2 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.

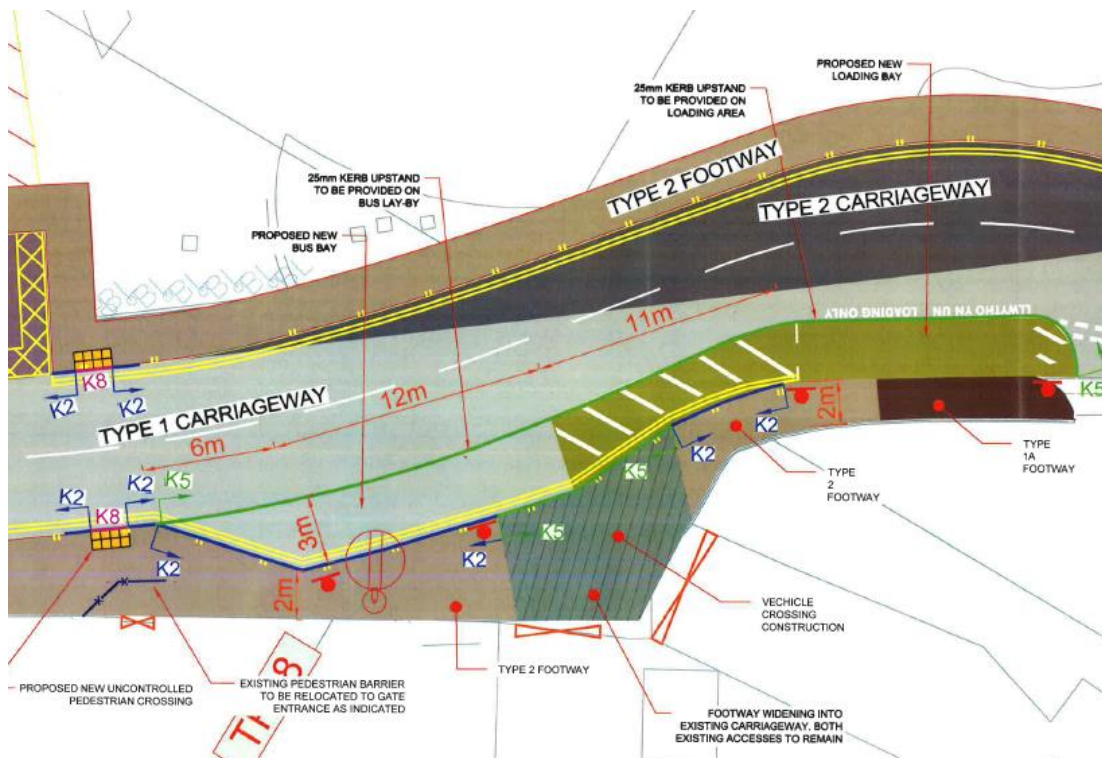
The proposal relates to the provision of 3,626 sq m of retail floor space, Clearly each operator may have specific programmes and incentives, and therefore at this stage, being too prescriptive in the content of programmes offered would potentially stifle any new ideas. However, the physical measures that can be incorporated into the development itself to encourage sustainable transport will be as follows.

Welcome packs to each operator addressing the key aspects

- **Promotion of active travel**
- **supporting public transport.**
- **Managing parking and traffic.**



Bus pick up and drop off



Often schools arrange trips for swimming, and buses can be accommodated in proximity to the site along Water Street, and this provision is already in place. As shown on the plan above.

Taxis and disabled parking



Where the remaining sq m commercial floor space could be accommodated within smaller kiosk units within the public realm, to both provide variety in the scale and range of units and facilities on offer, and to accommodate other uses that would support and enhance the vitality, viability and attractiveness of the centre, including uses in Classes A, B1 and D, and in principle according with the overarching retail strategy set out within Policies R1 and R2 of the Local Development Plan.

Complementary Leisure/community Uses.

Transforming Towns a Welsh Government Initiative to encourage investment within town centres, for businesses, housing, leisure facilities, commercial premises or community facilities has been launched to increase viability. To increase footfall and the attractiveness of town centers for multiple uses, thereby removing its reliance on retail alone, but complementing it with other uses that attract people and businesses into centres that have seen decline due to the changing retail market.

The Transforming Towns package includes measures to increase footfall by making sure the public sector locate services in town centre locations, tackle empty buildings and land to help bring them back into use, and greening our town centres.

Towns are vital to environmental, economic, social and cultural well-being in Wales – around 40% of our population live in small towns of less than 20,000 people but nearly everyone identifies emotionally with a town – or city – in some way.

Many towns are struggling in the wake of declining retail sales and the way we use town centres has changed.

To help breathe new life into town centres, the Welsh Government unveiled a new 'Town Centre First' approach, which means locating services and buildings in town centres wherever possible. As part of this approach, all Welsh Government departments will put the health and vibrancy of town centres as the starting point for their location decision-making processes.

Utilising this approach, the public sector is also being encouraged to support towns by locating offices, facilities and services within them in order to drive footfall and create or sustain vibrancy.

Town centres play a vital role in Wales, and they have long been a hub of day-to-day life. However, it is no secret that they have faced huge difficulties in recent years in the wake of retail closures, online shopping, public sector cutbacks and continued lack of investment.

The Town Centre First approach, which will ensure that their strategic importance is considered in any new planning and investment decisions. Local authorities recognise the value of town centres for whole communities, which is why many councils have decided to open new civic offices, public sector offices, one stop shops, or schools in their local town centres.

Although a town centre location will not be appropriate for all services and facilities, this approach will ensure that these locations are given primary consideration, and that any decisions for locating elsewhere should be backed by evidence.

The relocation of the leisure centre, and library into the heart of this new phase of development, and the town centre, will comply completely with this emerging strategy, and compliment other retail and commercial uses, together with enhanced public realm, and landscaping. That together with 21st century parking provision within the new multi-storey car park, and a location that is accessible to sustainable means of public transport, and for pedestrians, provide a destination with multiple uses, that will enhance the offer available within the existing town centre, and increase its variety, its vitality and viability, and its standing within the retail hierarchy of the region.

10. Noise

Construction phase.

In relation to the construction phase, these issues are transient in nature and can relate to the effects of construction noise on sensitive receptors, effects of construction and demolition vibration; construction traffic, and dust .

It is considered that these matters can be mitigated through the imposition of a suitably worded condition requiring a construction management plan. Specifically one that deals with the proposals and the confined nature of the site, within the town centre, including the routing of construction vehicles, construction compound location, hours and methodologies of work etc etc. With specific regard to piling methodology and timing, and dust suppression, that are issues raised under previous phases of development in this area.

Subject to these mitigation measures, it is considered that the noise and disturbance from the construction phase can be appropriately controlled.

Operational Phase.

Plant and Machinery installation.

The proposed development, dependant on the occupiers may require plant and machinery, in respect of air conditioning, refrigeration etc,

As these units are to be constructed speculatively the exact specification or requirements are yet to be clarified.

The Installation of this plant and machinery needs to consider both impacts upon the nearest noise sensitive properties off site, but also the impacts upon adjoining units, through the carrying or vibration and noise through the building fabric.

A condition stating that all plant and machinery to be installed must achieve noise levels no greater than existing background noise levels can be imposed. This will ensure that there are no impacts on noise from this equipment. With the potential for further details to be submitted where these levels cannot be achieved, for example the condition would state;

The noise rating level emitted from and plant or machinery including air conditioning or refrigeration equipment shall not the existing background noise level. The noise levels shall be determined at the nearest noise-sensitive premises or at another location that is deemed suitable by the Authority. Measurements and assessments shall be made in accordance with "BS 4142:2014 Method for rating and assessing industrial and commercial sound".

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy

Servicing and deliveries.

In relation to increased traffic generation through servicing, a management plan for the service yard is necessary and should be dealt with via a suitably worded planning condition. This could prevent or limit servicing of the units between specific hours, to mitigate any potential impacts upon any nearby noise sensitive properties, especially those on the opposite side of Prince of Wales Drive.

In addition screening to the service yard, to provide physical screening in the interests of visual amenity, plus landscaping will again mitigate any noise impacts within the yard itself on any noise sensitive properties.



In the production of this management plan the Quiet Deliveries, good practice guidance should be considered.

<https://www.gov.uk/government/publications/quiet-deliveries-demonstration-scheme>

It is considered that subject to the aforementioned mitigation measures, to be imposed as appropriately worded planning conditions (as in some cases these are dependent on the potential operators of the units) that issues of noise on existing sensitive receptors can be minimised.

As such it is considered that the proposals would comply with Policy EN8 of the Neath Port Talbot Local Development Plan.

11. Air Quality

The applicant has previously provided an Air Quality Assessment on the potential impacts of the development upon existing air quality in the surrounding area. As the application introduced a multi-storey car park, albeit, a replacement car park, as part of the full planning element of the proposals.

The Authority's Air Quality Section confirmed that;

"Demolition is considered to be high risk so I would recommend daily visual assessments be carried out by a person designated with that responsibility. A log should be kept of these assessments and any action taken to mitigate problems. This will be helpful for Environmental Health should they become engaged by people affected by the work. All staff should receive appropriate training on dust minimisation in keeping with their roles. Ideally, such matters as described above should be covered by a suitable Environmental Management System agreed with the Council"

These matters would be controlled through the submission of a Construction management plan, to be provided prior to any demolition or construction works taking place.

On Air Quality post construction;

"The model indicates that PM10 is not likely to pose a problem. This is also largely true of nitrogen dioxide in the operational phase. However, there is a slight adverse impact at the junction of Victoria Gardens."

To mitigate this, the applicant proposed to ensure that all delivery vehicles will be routed into and out of the area by a different route, and that advance warning variable signs would be erected on main routes into the centre, to ensure that congestion in the centre is minimised, by directing traffic to car parks with availability prior to entering the town centre.

Supplementary Planning Guidance : Pollution 2016.

The 2013 Air Quality Assessment concluded, in relation to mitigation that the following could be considered during the construction phase;

- vehicles carrying loose aggregate and workings should be sheeted at all times;
- implementation of design controls for construction equipment and vehicles and use of appropriately designed vehicles for materials handling;
- completed earthworks should be covered or vegetated as soon as is practicable;
- regular inspection and, if necessary, cleaning of local highways and site boundaries to check for dust deposits (and removal if necessary);
- minimise surface areas of stockpiles (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pickup;

- where appropriate, windbreak netting/screening should be positioned around material stockpiles and vehicle loading/unloading areas, as well as exposed excavation and material handling operations, to provide a physical barrier between the site and the surroundings;
- where practicable, stockpiles of soils and materials should be located as far as possible from sensitive properties, taking account of prevailing wind directions and seasonal variations in the prevailing wind;
- during dry or windy weather, material stockpiles and exposed surfaces should be dampened down using a water spray to minimise the potential for wind pick-up;
- use of dust-suppressed tools for all operations;
- ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use;
- restrict on-site movements to well within site and not near the perimeter, if possible; and
- no unauthorised burning of any material anywhere on site.

Detailed mitigation measures to control construction traffic should be discussed with NPT to establish the most suitable access and haul routes for the site traffic. The most effective mitigation will be achieved by ensuring that construction traffic does not pass along sensitive roads (residential roads, congested roads, via unsuitable junctions, etc.) where possible, and that vehicles are kept clean (through the use of wheel washers, etc.) and sheeted when on public highways. Timing of largescale vehicle movements to avoid peak hours on the local road network will also be beneficial.

It is considered that these matters can be dealt with through an appropriately worded construction management plan.

Operational mitigation.

1. A management plan for the delivery/servicing of the proposed units, including routing of delivery vehicles to avoid the junction at Victoria Gardens.
2. Travel Plan for staff and employees of the units, prior to occupation to promote sustainable modes of transport.
3. Continued monitoring of the multi-storey car park usage and capacity to prevent congestion, through the potential implementation of “live signage” directing visitors to alternative car parks.

As such it is considered that the conclusions of the previous report, together with the subsequent evidence or a reduction of NO₂ concentrations at the Neath monitor. Together with the mitigation measures, as set out in this report, both during construction, and during the operational phases, would ensure that the proposed development does not raise any significant issues in relation to air quality.

12. Ecological Assessment

The majority of the application site is brownfield, with existing areas of public realm and highway. In addition those buildings that were on the site have been demolished. As such the site holds little if any existing biodiversity interest.

The proposed development clearly has a role in both providing a significant uplift in visual amenity, and in increasing the role of the Town centre as a retail destination, but also in improving the public realm, and environment around these buildings to enhance the ecological and biodiversity value.

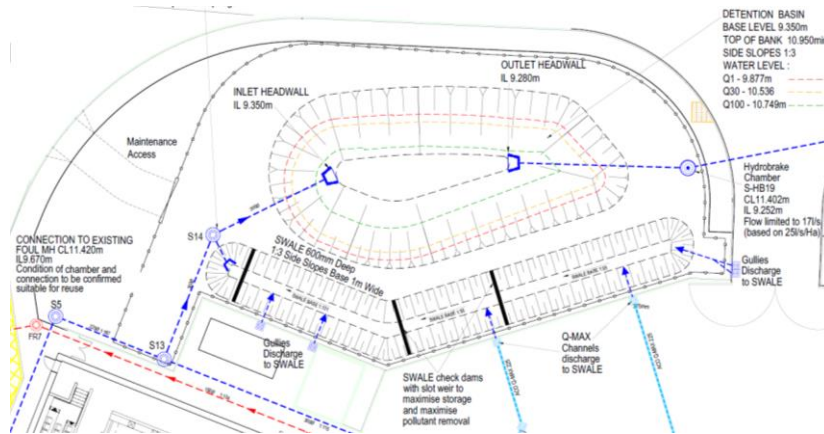
Intrinsic elements can be incorporated within both the built form, and the public realm to increase the value of the site.

The measures could include.

- Bird boxes and bat roosting boxes/bricks incorporated into the design/fabric of the building.
- **Green wall** – Scope to provide a green wall as part of the screening to the service yard.



There is opportunity to create sections of this wall in gabian basket type construction on in a form of construction that can accommodate native climbing plants, that are wildlife friendly.



Landscaping within public realm.

Native or wildlife friendly species used in any landscaping, including tree planting within the public realm works. Together with wildlife and native planting within the ephemeral water features required to facilitate a sustainable drainage system for the site.



This document provides detail advice on native and wildlife friendly species, and their suitability for use within public realm works, ensuring that the correct species for the location, and surrounding constraints are utilised.

A suitably worded condition can be imposed to secure the above enhancements as part of the application process.

It is considered that subject to the completion of the development, incorporating the above matters, that the proposals will enhance the biodiversity and ecological value of the site, in accordance with the National Policy and Guidance, and specifically Policies BE1, EN6, EN7, of the Neath Port Talbot Local Development Plan, and Supplementary Planning Guidance, Biodiversity and geodiversity (May 2018).



13. Waste Management Plan

This Waste Management plan has been undertaken to address Local Development Plan Policies SP19 and W3 of the Neath Port Talbot Local Plan



Policy SP19 Waste Management

Provision will be made for the delivery of an integrated network of waste management facilities through the following measures:

1. Continuation of the treatment of waste arisings at the Materials Recovery and Energy Centre;
2. Identification of preferred sites for in-building waste treatment capacity;
3. Continuation of the disposal of residual non-hazardous waste and inert waste at Pwllfawatkin landfill site;
4. Ensuring that provision is made for the sustainable management of waste in all new developments.

In line with national guidance, the strategy seeks to adopt a sustainable approach to waste management and contribute to making provision for an integrated and adequate network of waste management facilities.

In regard to waste treatment capacity, the Materials Recovery and Energy Centre (MREC) will continue to treat a significant proportion of the County Borough's waste arisings. The site is identified on the Proposals Map.

Advances in technology and the introduction of new legislation, policies and practices mean that many modern waste management / resource recovery facilities on the outside look no different to any other industrial building, and on the inside contain industrial processes or energy generation activities that are no different to many other modern industrial processes in terms of their operation or impact. For this reason, many existing land use class B2 'general industrial' employment sites are considered suitable locations for the new generation of in-building waste treatment facilities.

Whilst there is potential for waste related development to occur on any B2 employment sites listed under Policies EC1 and EC2, preferred locations are identified where proposals for new in-building waste treatment facilities will be directed. The LDP also provides clear criteria against which all future proposals will be assessed.

In regard to landfill, the disposal of residual non-hazardous waste and inert waste will continue at Pwllfawatkin landfill site and the site is identified on the Proposals Map. The remaining capacity at the site is sufficient to cater for both current and anticipated future demand over the Plan period and beyond. The development of further landfill will therefore be resisted.

The policy also seeks to ensure that new development includes provision for the storage, recycling and management of waste. This will encourage waste reduction, recycling, composting and separation at source. Minimising or re-using waste generated through site development, including demolition waste will reduce the amount of waste that has to be managed and ultimately disposed of.

Policy W3 Waste Management in New Development

Proposals for new built development will need to demonstrate that provision is made for the design, layout, storage and management of the waste generated by the development both during the construction phase and occupation. The following proposals will be required to produce Site Waste Management Plans:

- (a) Residential development for 50 or more dwellings;
- (b) Industrial or commercial development that would generate in excess of 1,000 tonnes of waste per annum;
- (c) Development that would generate hazardous waste.

This policy relates to all new built development including residential, industrial, commercial and retail. Early consideration of the waste management needs for any proposal is essential to ensure planning for waste is considered at the outset.

Where appropriate, Site Waste Management Plans will be required which would state how the waste will be dealt with including the “kitchen waste” produced by the workforce during construction. An assessment of the waste generated by the development will be required at the planning application stage.

To minimise the quantity of construction waste disposed of to landfill it is essential to have consideration of a waste hierarchy.

- **prevention (preferred option);**
- **preparing for re-use;**
- **recycling;**
- **other recovery (e.g. energy recovery); and**
- **disposal**

Waste Management Responsibility : Responsibility for waste management will fall to a nominated person /coordinator who should be in place prior to the commencement of site works.

The responsibilities of the coordinator should include;

- ensuring that all staff and contractors are aware of site requirements for management of waste.
- monitoring of material and waste
- liaison with waste contractors regarding removal of waste;

- dealing with any known or unexpected hazardous wastes appropriately;
- liaison with project manager/s to ensure that materials are managed sustainably

Operational Phase.

Businesses have a legal duty to dispose of waste responsibly. Businesses must use a registered waste carrier to dispose of their waste and have documents to demonstrate the arrangements they have in place for waste disposal.

Neath Port Talbot County Borough Council as owners of the development will be available to offer advice and assistance with the disposal of waste.

Businesses can choose to enter into an agreement with the Council or a private contractor for the collection and disposal of their waste. Details will be provided to each potential occupier as part of their welcome pack, which also includes information in respect of sustainable transport, and energy efficiency.

As part of the development itself bin storage areas have been provided to the rear of each unit, designed to accommodate recycling. All refuse would be collected from the rear service yard, and secured in areas to prevent open storage and clutter.

Clearly, dependant on the final occupiers of these units, the type and level of waste will vary, as such final details would need to be agreed by each operator as part of a Waste Management plan that would be submitted to the Authority, as part of a suitably worded planning condition.

Conclusion.

It is considered that the assessment provides a clear statement on the hierarchy of waste disposal and how the development through both procurement, construction and post occupation stage will attempt to achieve the overarching principles of Policies SP19 and W3 of the Neath Port Talbot Local Development Plan. But also to ensure that the development also complies with the sustainability principles within Planning Policy Wales.

14. Construction management plan.

A construction management plan has been submitted as part of this application that covers the following main topic areas;



Project Summary

Project Information and Constraints

- Site Boundaries, Security and Access
- Ecology and Pollution Control
- Dealing with Contaminated Land
- Working Hours
- Adjacent Buildings and Features
- Community Engagement and Liaison
- Public Safety
- Existing Services

Site and Construction Logistics

- Deliveries off Loading, Lifting and Storage
- Plant and Machinery
- Temporary Accommodation and Welfare
- Waste Disposal
- Control of Dust and Emissions
- Control of Noise and Vibration
- Roles and Responsibilities for Environmental Controls

Roles and Responsibilities – Environmental Controls

Traffic Management Plan

Emergency Contacts

Construction Sequencing

It is considered that these details provide clarity on any environmental and amenity issues raised during construction, offering mitigating measures and control, together with relevant site safety information.

15. Energy Assessment

Policy SP18 Renewable and Low Carbon Energy

A proportionate contribution to meeting national renewable energy targets and energy efficiency targets will be made while balancing the impact of development on the environment and communities.

Policy RE2 Renewable and Low Carbon Energy in New Development

Schemes that connect to existing sources of renewable energy, district heating networks and incorporate on-site zero / low carbon technology (including microgeneration technologies) will be encouraged.

The Supplementary Planning Guidance : Renewable & Low Carbon Energy, states that;

Policy RE2 seeks to encourage the use of renewable or low carbon energy, including the connection to existing supplies, the provision and use of district heating networks and the use of on-site renewable / low carbon technology.

The Council is generally supportive of small scale proposals such as domestic solar panel installations or proposals to install renewable energy technologies in existing buildings.

Some types of renewable / low carbon energy installation may not be appropriate

for sensitive buildings, sites or areas (e.g. Listed Buildings or Conservation Areas) and in all cases, careful consideration should be given to the design of installations and their effects on the appearance of a building or area.

Schemes that are shown by the assessment to be viable will be required to be implemented as part of the development. In order to meet the requirements of Policy RE2, an Energy Assessment will need to address the matters set out below. Energy Assessments, as required by Policy RE2 for larger scale developments, will be expected to investigate fully the feasibility of incorporating any type of renewable or low carbon energy into new development schemes. An assessment will be expected to include the following information:

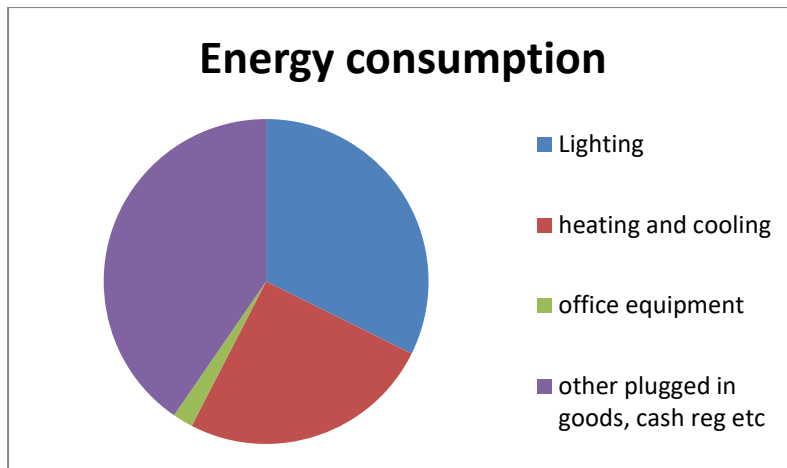
- **The likely energy demand of the development;**
- **The potential for renewable / low carbon energy generation on the site;**
- **The availability and potential to connect to existing sources of renewable / low carbon energy;**
- **The potential for incorporating or being part of a District Heating System; an**
- **The potential to share renewable / low carbon energy generated on the site.**

The likely energy demand of the development;

“On average, three quarters of the total energy demand of a sales outlet account for power consumption. The electricity is mainly used for lighting, air conditioning and food refrigeration. Add to this the energy required for heating the sales floor and for water heating.

- ***Lighting***
- ***Ventilation systems***
- ***Heating/air conditioning***
- ***Food cooling and refrigeration***

The pie chart below provide a rough outline of the main energy rubrics for non-food driven retailers.



Building Fabric.

The shell and core of the development would be undertaken initially by the appointed contractor, in this case Kier. This will have to achieve current Building Regulation standards, and can be signed off at that stage.

Fit out and co2 emissions and energy efficiency of services heating etc.

An additional SBEM sign off will also be necessary for the fit out including the heating,

SBEM is a software tool developed by BRE that provides an analysis of a building's energy consumption. **SBEM** is used for non domestic buildings in support of the National **Calculation** Methodology (NCM), the Energy Performance of Buildings Directive (EPBD) and the Green Deal.

The tool is currently used to determine CO₂ emission rates for new buildings in compliance with Part L of the Building Regulations (England and Wales) and equivalent Regulations in Scotland, Northern Ireland, the Republic of Ireland and Jersey. It is also used to generate Energy Performance Certificates for non-domestic buildings on construction and at the point of sale or rent. SBEM was developed by BRE for the Department for Communities and Local Government.

The SBEM Calculation measure four specific criteria;

- Making sure the Building Emission Rate (BER) does not exceed the Target Emission Rate (TER).
- Assessing building fabric and the HVAC systems (heating, cooling and ventilation), hot water and fixed lighting systems to make sure they achieve reasonable overall standards of energy efficiency.

- Demonstrating appropriate passive control measures to limit solar gains during summer months, in order to reduce the need for air conditioning systems.
- Making sure there are the necessary provisions for enabling the energy efficient operation of the building put in place.

The following options were considered and dismissed for this development site and proposal;

- **Wind Energy**
- **Anaerobic Digestion**
- **Biomass**
- **Hydropower**
- **Energy from Waste:**

The following proposals could be considered

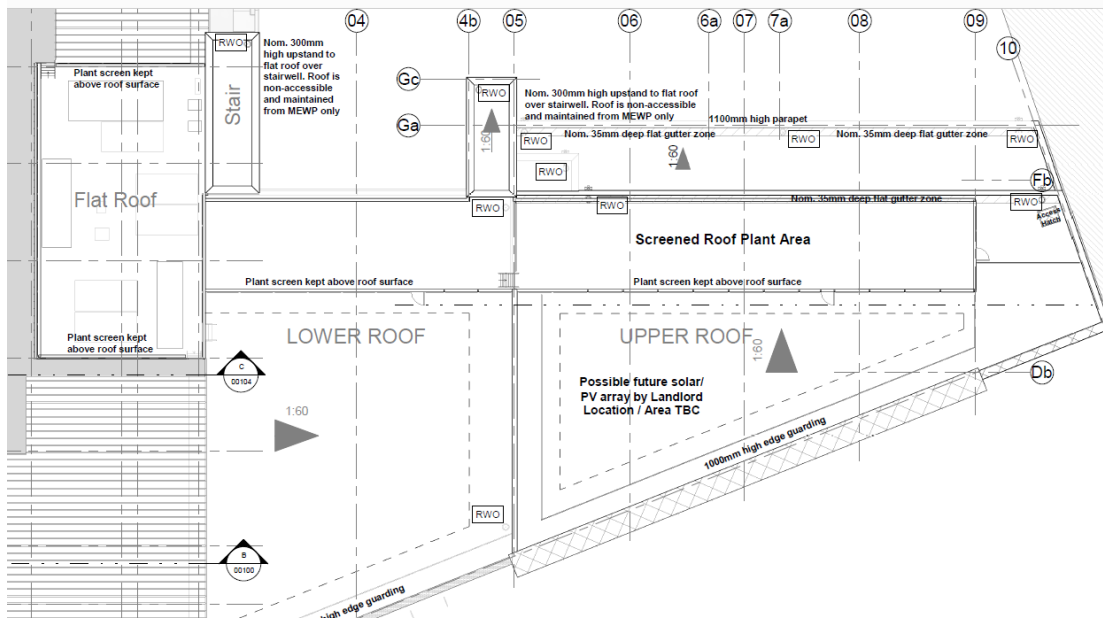
Building Integrated Renewables

Planning Policy Wales has an overarching requirement for sourcing 15% of its energy from renewable sources by 2020. Section 5.02: Building Integrated Renewables (BIR) from the NPTCBC LDP REA (2012) predicts that there is likely to be an increasing emphasis on the uptake of microgeneration and BIR technologies, and that microgeneration in NPT could play an important part in any area-wide renewable energy assessment.

Section 5.07: Modelling BIR Uptake – An Overview of the NPTCBC LDP REA (2012) acknowledges the key factors affecting uptake of BIR and microgeneration technologies are likely to be a combination of technical viability, carbon savings and the level of capital cost to a developer.

In terms of the options available there are large areas of flat roof construction clear of plant, together with areas of ridged roof that have the potential to provide approximately 1700 sqm of solar array.

These areas are indicative locations on the proposed roof plan.



There is the added potential of either utilising this energy within the existing building or to connect to existing development within the town centre, including the existing civic centre which lies adjacent to this site.

Through the inclusion of defined areas on the submitted plans for PV. Installation, this also negates the requirement for further applications once these are installed.

It is considered that the forgoing assessment provides an assessment of the opportunities and constraints of the proposed site and development, and clarifies in more details the opportunities available to achieve renewable energy opportunities within the development, through the provision of solar array to the large roof area, that can form part of a larger town centre provision, and/or supply renewable energy to this or other buildings within the immediate area. The proposals would accord with the principles and aspirations of Policies SP18 and RE2 of the Neath Port Talbot Local Development Plan.

16. Archaeology.

As part of the pre-application process Glamorgan Gwent Archaeological Trust were consulted on the principles of development at this location. In response they stated;

“We have consulted the regional HER and while there are no designated sites in the proposed development area, it is in an area of high archaeological potential. It is located within the medieval town, with Water Street known to have been a major route through the town since 1557.

However, as noted in a 2013 PPE (NPT0375), the construction of the magistrates court, and the multi-storey car park in particular, will have an adverse effect on any potential remains that may have been present in the area. Therefore it is unlikely that significant structures or features will be encountered during the course of the work.

As a result, should a similar application to the one you have outlined be submitted, we would be unlikely to recommend any pre-determination works, or any archaeological conditions be attached to any consent.

17. Land contamination.

Ground Conditions

Typically granular Made ground was encountered up to 1.5 / 3.3mbgl with possible reworked ground encountered in excess of 4mbgl. Medium dense to dense natural sands and gravels were encountered from 1.5mbgl. Depth to groundwater was not proven although damp conditions were observed between 1.5 and 3.3mbgl.

Remnant foundations / obstructions may remain within the ground.

No visual or olfactory evidence of contamination nor UXO was identified.

Radon

No radon protection is required for new development on the investigation site.

Laboratory Chemical Testing

Samples were tested for a range of contaminants including metals, non metals, semi metals, asbestos and PAHs and petroleum hydrocarbon testing.

Chemical analysis of the shallow soils identified no substances of concern for a commercial end use.

Quantitative Risk Assessment & Mitigation Measures

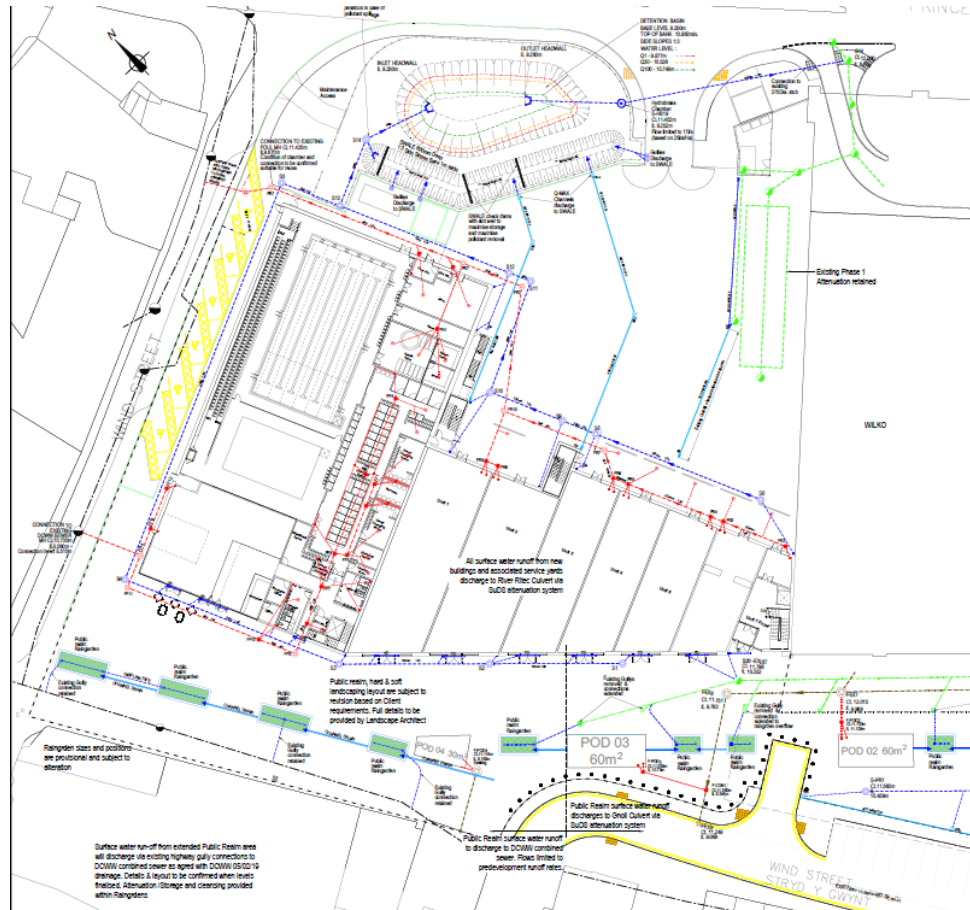
All substances tested were found at concentrations below statutory limits for a commercial end use. No contaminants of concern were identified.

It is recommended that the site be capped upon completion of the works with hardstanding and/or 'clean' imported soils in landscaped areas. At the base of the capping in the landscaped areas the use of a geotextile to reduce the likelihood of accidental soil mixing is recommended.

18. Drainage.

All new developments where the construction area is of 100m² or more, plus if the SAB authority believe that any redevelopment of land has significant surface water drainage implications now require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water.

As part of this application, surface water proposals include the opportunity for sustainable drainage features, that also provide biodiversity and landscape enhancements, such as swales, and rain gardens.



19.Conclusion.

It is considered that based on the forgoing, that the proposed development, providing retail development within a designed and protected retail centre would accord fully with the land use designated within the adopted Local Development Plan.

Together with this the detailed reports outline show that the proposed development would not have a detrimental impact upon highway and pedestrian safety, and subject to control, via suitably worded planning conditions, can provide a significant enhancement to both the immediate area, through the provision of a modern high quality retail offer, but also enhance the experience of existing visitors to the town centre, by complementing this with a modern leisure centre, that will attract visitors to the heart of the town centre, and increase the attractiveness of the centre, increasing vitality and viability, in accord with the Welsh Governments transforming towns agenda.