

Robert Bowen Planning and Development Ltd

Our ref:

Your ref:

Date: 27/10/2022

Mr. C Morris
Head of Planning Services
Neath Port Talbot Council
The Quays
Brunel Way
Neath
SA11 2GG

RE: Land to the north of Maes Ty Canol Baglan

Construction of highway, 8 detached self-build dwellings with associated landscaping and drainage (Phase1)

Dear Sir,

Please find attached revised plans in respect of the above application

1. Revised plans as follows

1	Site Layout PL0-A100 Rev D	IM Design Studio
2	3D View PL0-A101 Rev C	IM Design Studio
3	Site Section 1 PL0-A102 Rev C	IM Design Studio
4	Site Section 2 PL0-A103 Rev C	IM Design Studio
5	Location and site Plan PL0-A104 Rev B	IM Design Studio
6	Site section 3 PL0-A105Rev B	IM Design Studio
7	Road Section PL0-A106 Rev B	IM Design Studio
8	Context Section PL0-A107 Rev A	IM Design Studio
9	Plot 1 Plans and elevations PL1-A141 rev C	IM Design Studio
10	Plot 2 Plans and Elevations PL2-A141Rev C	IM Design Studio
11	Plot 3 Plans and Elevations PL3-A141Rev E	IM Design Studio
12	Plot 6 Plans and Elevations PL6-A141 Rev B	IM Design Studio
13	Plot 7 Plans and Elevations PL7-A141 Rev B	IM Design Studio
14	Plot 8 Plans and Elevations PL8-A141 Rev B	IM Design Studio

PHONE

MOB PHONE

EMAIL

15	Plot 9 Plans and Elevations PL9-A141 Rev B	IM Design Studio
16	Plot 10 Plans and Elevations PL10-A141Rev A	IM Design Studio
17	Drainage Layout- TO FOLLOW	Tulip Engineering

Plot 1

As requested by the Council Plot 1 will now seek full consent. As you will note the submitted details, as previously discussed, the proposed dwelling is further forward, has increased separation between the existing dwelling and a lower ridge line.

Highway Revisions

You will be aware from our meeting with the Highways & Drainage section that whilst they were satisfied that the submitted SAB scheme was technically acceptable they had significant concerns over the attenuation tanks underneath the adopted highway. The SAB authority indicated that they would not approve the scheme, although technically it worked, due to the complexity of adopting and maintaining SAB features under the public highway.

In order to overcome this objection there was some discussion over shortening the length of the adopted highway and placing the attenuation tanks within new area of private drive in front of plots 4-8.

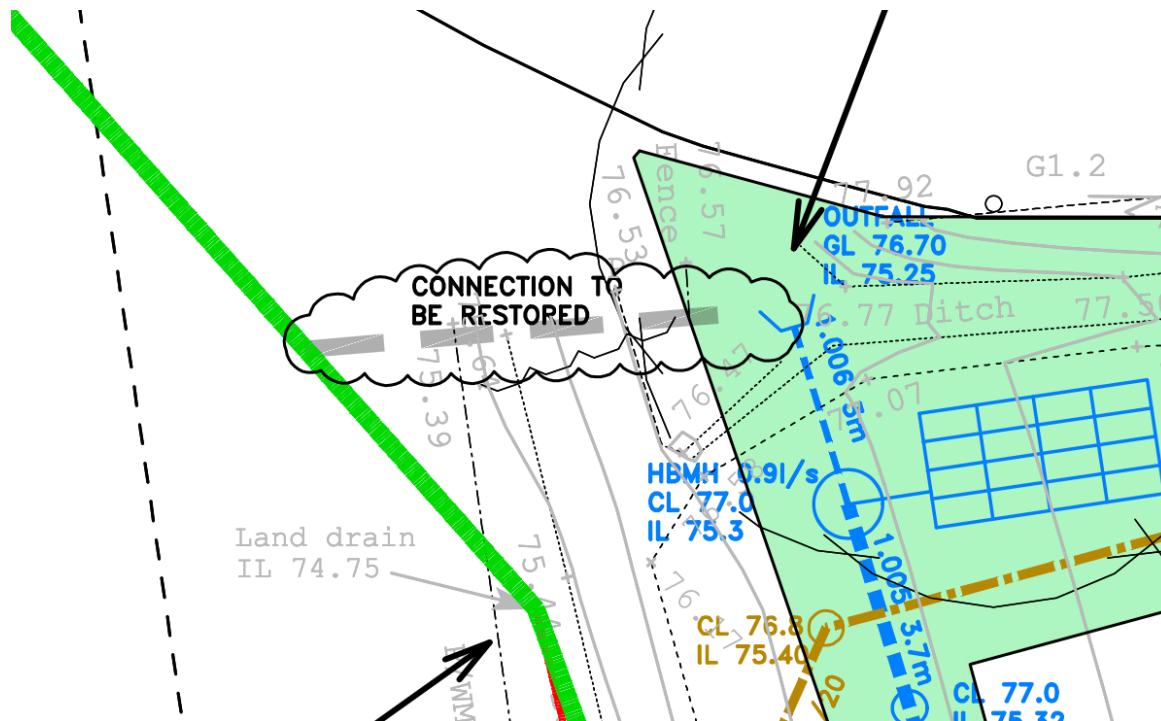
This design solution has been adopted and as you will see from the submitted detail the adopted highway has been shortened with plots 4 to 8 now served off a private drive. In order to accommodate the attenuation tanks plots 6 to 8 have been slightly reoriented. Sufficient space has also been kept to ensure a potential development corridor into the adjacent field which is a contractual requirement on the applicant from the previous land owner who also owns the adjacent field.

Foul & Surface water drainage

All foul and surface water drainage works will be undertaken within the application site. Those dwellings that cannot gravity feed into of the proposed foul drain in the adopted highway will be pumped.

Following further investigations which has included additional CCTV surveys, search of historical planning records and analysis of aerial images it has been confirmed that there was a pipe connecting the drainage ditch with in the application site to a land drain within Welsh Water land. **Figure 1** below identifies that section of pipe as “connection to be restored”

Figure 1



The SAB authority have confirmed that Welsh Water have a riparian duty to replace or repair the damaged pipe water and as such no surface water drainage works will extend outside of the application site or land owned by the applicant.

Whilst I appreciate that drainage works will occur within plots 4 and 5, which are not the subject of this application, I am of the view that as the land is within the ownership of the applicant a Grampian condition can be used.

Summary of Revisions

1. Plot 1 to become a full application
2. Highway redesigned
3. Reorientation of dwellings on plots 6 to 8
4. Narrower house on plot 3
5. No office work in relation to Foul and surface water
6. Foul water pumped to main sewer in highway

Following our meeting the applicant and I discussed the possibility of withdrawing the application and submitting a 10 dwelling proposal.

The applicant has decided not to submit a 10 dwelling scheme for the following reasons

1. The difficult site conditions have already resulted in three iterations of the proposed drainage scheme due to the poor infiltration, high velocity of the water and one discharge point for water within the site. Plots four and five are the lowest plots within the site and the closest to the surface water discharge point. Keeping these out of a scheme at this moment in time provides scope for altering the drainage scheme should it be required. This position was taken during the first iterative process and has proven to be fully justified given the drainage alterations that have subsequently ensued.
2. The applicant does not want the entire scheme to fall on the basis of the design of the dwellings on plots four and five.

I wish to iterate that the decision to submit a scheme for 8 dwellings has been driven by the financial need to recover initial costs and deal with the complex drainage issues. Further phases will take the site to a total of 10 dwellings. The applicant is not seeking to “*threshold dodge*” and avoid section 106 obligations nor is he is seeking to avoid the nominal additional cost of going through the PAC process by developing the site in two or more phases.

Where financial viability commits the applicant is prepared to pay section 106 obligations based on the final developed number of 10 dwellings.

Yours faithfully,

Robert Bowen.