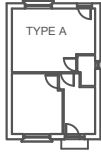
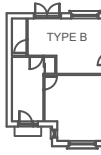


DWELLING TYPES

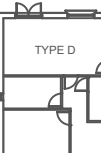
TYPE A "AMAN"
6 NO. DETACHED
TWO-STOREY
2 BEDROOM
56 SQ.M FOOTPRINT
91 SQ.M GIA



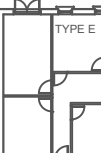
TYPE B "BRYN"
7 NO. DETACHED
TWO-STOREY
3 BEDROOM
58 SQ.M FOOTPRINT
94 SQ.M GIA



TYPE D "OLCHFA"
9 NO. DETACHED
TWO-STOREY
4 BEDROOM
83 SQ.M FOOTPRINT
142 SQ.M GIA



TYPE E "ISAF"
4 NO. DETACHED
TWO-STOREY
4 BEDROOM
94 SQ.M FOOTPRINT
162 SQ.M GIA



- 1800MM CLOSE BOARD
TIMBER FENCE
- 5 NO. HEBERNACULUM (SEE DETAIL)
- CAR PARKING SPACE
(5000MM X 2000MM)
- 50M ROTARY CLOTHES
DRYER
- COMPOST BIN
(RECYCLING)
- DOMESTIC
WATER BUTT
- TIMBER SIDE GATES

ALL ROADS AND FOOTWAYS TO BE
CONSTRUCTED IN ACCORDANCE
WITH THE AUTHORITY'S CURRENT
HIGHWAY DESIGN SPECIFICATION
GUIDE.

A CORRIDOR WELL IN EXCESS OF 7000MM RETAINED
BETWEEN PROPOSED DEVELOPABLE AREA OF SITE
AND EDGE OF RIVER BANK

MIN 1000mm WIDE PERIMETER
PATH AROUND EACH DWELLING

6000 MM WIDE SEWER PROTECTION CORRIDOR

3000MM WIDE
ACCESS PATH
(POROUS
TARMACADAM)

PROVISION OF CYCLEWAY LINK
IT IS A CONDITION REQUIREMENT THAT "A SCHEME
WHICH MAKES PROVISION FOR A CYCLEWAY LINKING
THE APPLICATION SITE TO THE EXISTING
FOOTBRIDGE SHALL BE SUBMITTED TO AND
APPROVED".
THE EXISTING "OFF-SITE" SECTION OF RIVERSIDE
WALK IS TO BE RETAINED AND IS NOT AFFECTED BY
THE DEVELOPMENT.
THE NEW PATH LINKING THE FOOTWAY AND THE
EXISTING FOOTBRIDGE WILL BE FORMALLY
SURFACED AND WILL BE PERMEABLE.

TIMBER LEDGE AND BRACED
SIDE GATES (AS APPROPRIATE)
WITH 1800mm HIGH CLOSE
BOARDED TIMBER SIDE FENCE
PANEL TO SEPARATE CURTILAGES.

MIN. 2 NO. CAR PARKING
SPACE FOR EACH DWELLING

ALL ROADS AND FOOTWAYS TO BE
CONSTRUCTED IN ACCORDANCE
WITH THE AUTHORITY'S CURRENT
HIGHWAY DESIGN SPECIFICATION
GUIDE.

SCHEDULE OF LANDSCAPING DETAILS - (HARD LANDSCAPING)

CARRIAGEWAY AND FOOTWAY - BITUMEN TARMACADAM (STANDARD
LOCAL HIGHWAY AUTHORITY DETAILS) - TO BE CONFIRMED AT ADOPTION STAGE.

THE CARRIAGEWAY WILL BE A MINIMUM OF 5000MM THICK TO PREVENT FROST HEAVE (SEE DIAGRAM)

PRIOR TO THE CONSTRUCTION OF THE ACCESS ROADS THE PROPOSED ROUTE SHOULD BE CAREFULLY
SITE STRIPPED TO REMOVE ANY DELETERIOUS MATERIAL.
CIR VALUES SHOULD BE TAKEN AT REGULAR INTERVALS TO DETERMINE THE BEARING STRENGTH OF THE
SURFACE SUB-GRADE TO ASSIST IN THE DESIGN OF THE CARRIAGEWAY CONSTRUCTION.
THE NEW CARRIAGEWAY SHOULD BE CONSTRUCTED ON TOP OF THE SURFACE SUB-GRADE (AS
PREVIOUSLY RECOMMENDED BY AUSTIN PARTNERSHIP ENGINEERS)

ACCESS DRIVES/DRIVEWAYS - PERMEABLE BITUMEN TARMACADAM AND PERMEABLE BLOCK PAVING (GREY
COLLOID) - (MARSHALLS) 500MM/100MM RECTANGULAR MODULE WITH INTERLOCKING JOINTS LAID ON
SUB-BASE AND SHARP SAND LAYING COURSE AND ALLOWING SURFACE WATER INFILTRATION
INTO SUB-LAYERS. FULL COMPLIANCE WITH BS EN1338:2003, BS EN13242:2002 ETC.

A MINIMUM OF 600MM OF TOPSOIL WILL BE PROVIDED FOR GARDENS AND PLANTING AREAS.

REAR GARDENS - LAID TO GRASS WITH PERMEABLE PAVED FOOTWAYS/PATIOS (MARSHALLS)

REAR GARDENS - 1800MM X 1200MM HIGH CLOSE BOARDED TIMBER
FENCING AROUND REAR AND SIDE BOUNDARIES. (SEE DETAILS)

TIMBER LEDGE AND BRACED SIDE GATES TO EACH PROPERTY (AS APPROPRIATE).

215MM DWARF BRICK RETAINING WALLS TO MATCH RESPECTIVE DWELLING

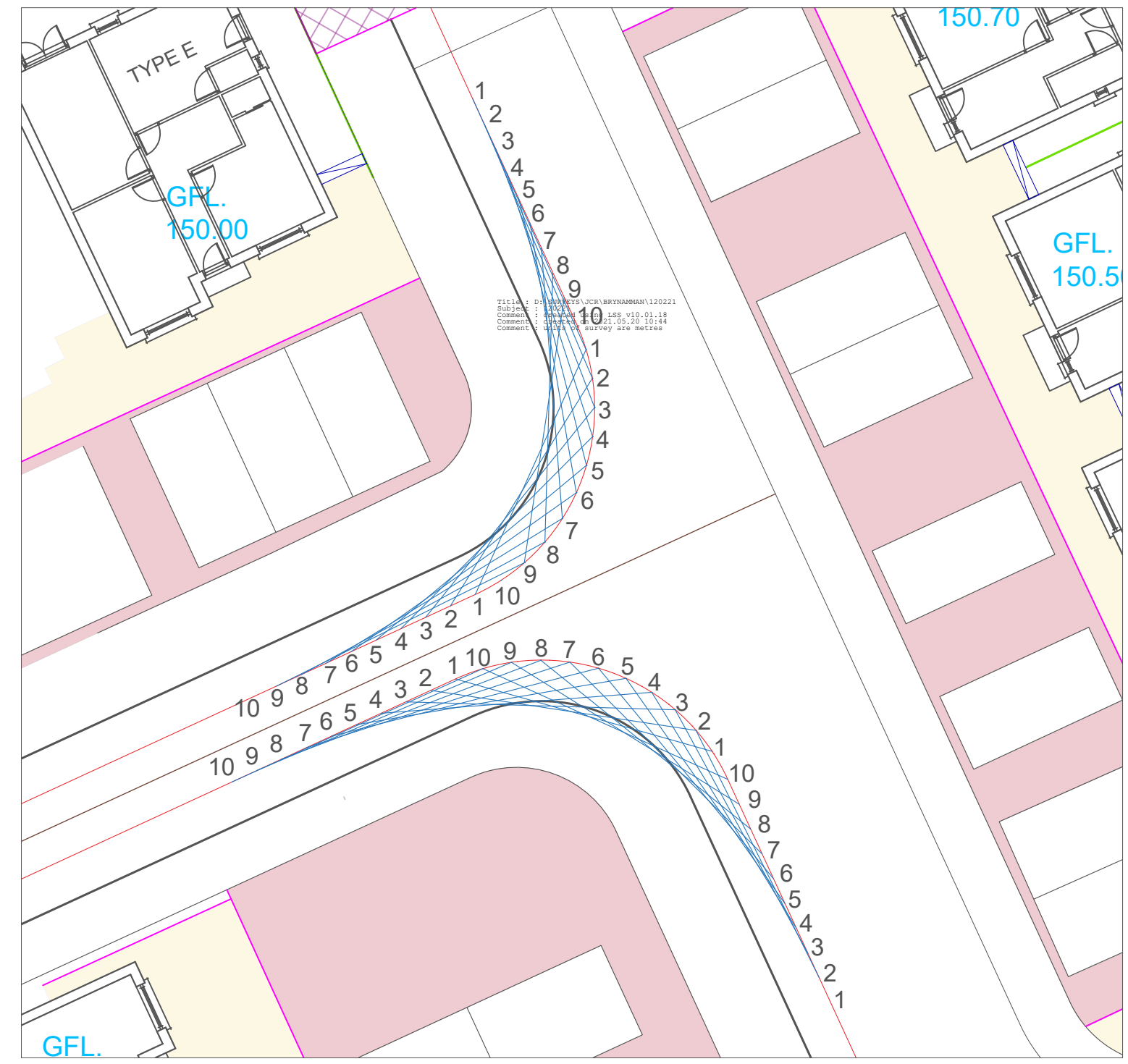
- 3000MM WIDE
PAVEMENT FOR
ACTIVE TRAVEL
REQUIREMENTS
- 2000MM WIDE
PAVEMENT
- 3500MM WIDE
BUILD-OUTS - EXACT
DESIGN CONTROLLED BY
CONDITION.

HORIZONTAL DISPLACEMENT TECHNIQUES (HDT) IN ACCORDANCE WITH NPT HIGHWAY DESIGN
GUIDE. ADEQUATE HIGHWAY DRAINAGE AND STREET CLEANSING FUNCTIONS TO BE
INCORPORATED.
REFLECTIVE BOLLARDS TO WARN OF THE OBSTRUCTION TO APPROACHING VEHICLES
THE USE OF CHICANES TO PROVIDE HORIZONTAL DEFLECTION OF TRAFFIC ON AN OTHERWISE
STRAIGHT LENGTH OF CARRIAGEWAY - COMPRISING BUILD-OUTS ON ONE SIDE OR BOTH SIDES
OF THE CARRIAGEWAY, STAGGERED SO THAT THE FIRST ONE APPROACHED IS LOCATED ON
THE NEARSIDE.

MAXIMUM UNRESTRAINED LENGTHS OF 60M APPLIED, TO ACHIEVE A DESIGN SPEED OF 20 MPH
(40KPH). ROAD NARROWING'S IN THE FORM OF PINCH POINTS TO A MINIMUM WIDTH OF 4.8
METRES IS AN OPTION COVERING A MAXIMUM DISTANCE OF 10 METRES CONSIDERED AT
ADOPTION STAGE & CONTROLLED BY CONDITION.



EXAMPLE OF EXISTING BUILD-OUT IN GENERAL LOCALITY



FORMATION OF FORWARD
VISIBILITY CURVES :-

- VEHICLE PATHS ARE ASSUMED
TO BE PARALLEL TO THE INSIDE
KERB @1500 MM DISTANCE
- 10M (33FT) REQUIRED
STOPPING DISTANCE
MEASURED ALONG THE
VEHICLE PATH FROM TANGENT
POINTS
- STOPPING DISTANCE IS
DIVIDED INTO EQUAL
INCREMENTS AND NUMBERED
IN SEQUENCE AND REPEATED
AROUND THE CURVE -
FINISHING AT A FULL STOPPING
DISTANCE BEYOND THE
TANGENT
- CORRESPONDING INCREMENTS
JOINED TOGETHER TO
CONFIRM VISIBILITY SPLAY
ENVELOPE
- NOTHING 600MM IN HEIGHT
SHALL BE ERRECTED OR
ALLOWED TO GROW WITHIN
ENVELOPE



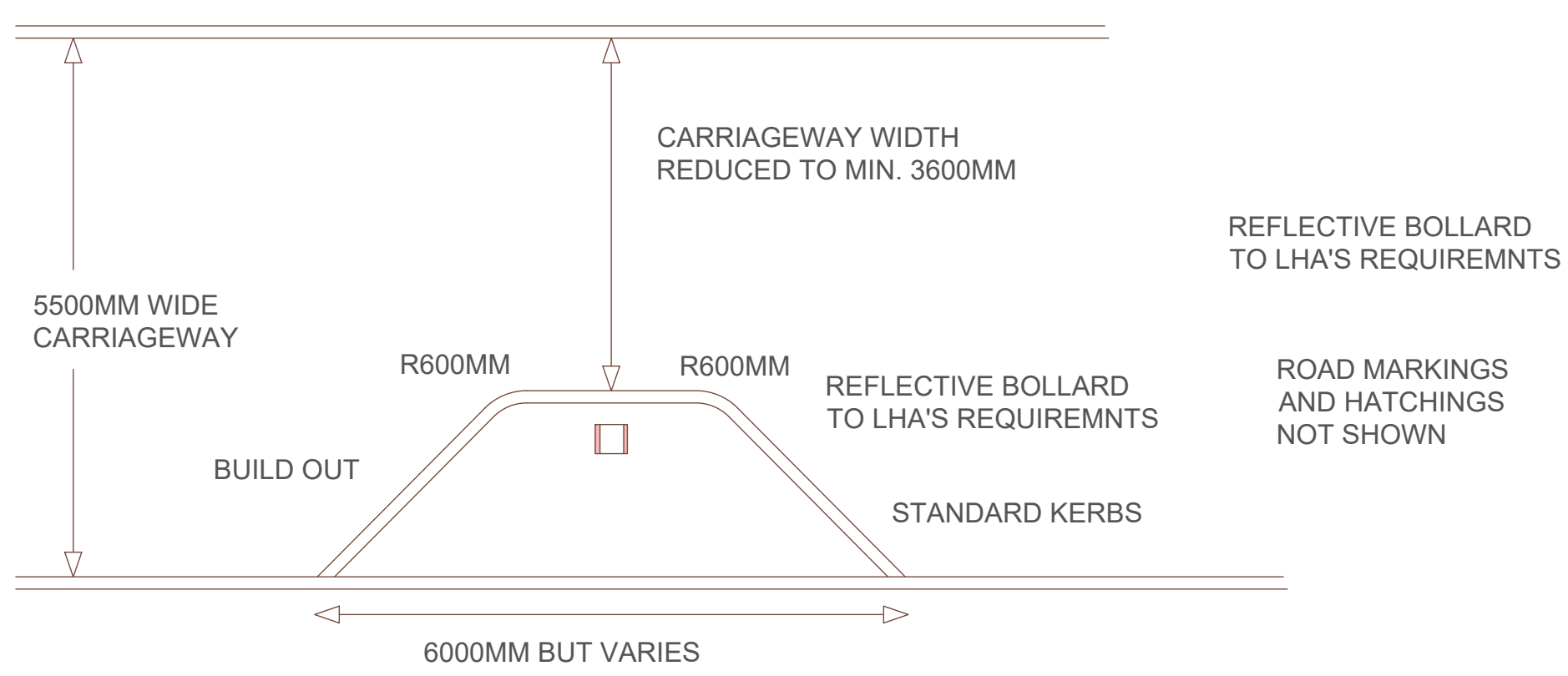
PERMISSION PREVIOUSLY
GRANTED FOR UPGRADING
OF APPROACH ROAD TO
PROPOSED RESIDENTIAL
DEVELOPMENT AREA.

NEW ACCESS ROAD
COMPRISING 5.5M WIDE
CARRIAGEWAY WITH
TWO FOOTWAYS -
ONE 3000MM WIDE &
ONE 2000MM WIDE



HORIZONTAL DEFLECTION
TRAFFIC CALMING TO BE
AGREED AS PART OF
S38/S278 PROCEDURES

HORIZONTAL TRAFFIC CALMING MEASURES TO LHA'S APPROVAL

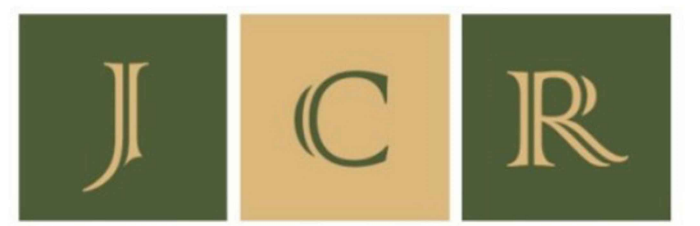


SITE LAYOUT

'PENTRE EFALL'
FORGE WASHERY, LOWER BRYNAMMAN,
NEATH PORT TALBOT, SA18 1SW

SCALE @ A1	DATE	DRAWN BY OW
1:500	OCT 2022	CHECKED BY CJ
JOB NO.	DRAWING NO.	REVISION
2020.a	LAYOUT2A(REV5)	5

THIS DRAWING HAS BEEN PRODUCED SOLELY FOR
THE PURPOSES OF OBTAINING PLANNING APPROVAL.
ALL CONSTRUCTION DETAIL AT BUILDING REGULATIONS STAGE



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