

Land at Dan y Graig

Planning Statement Appendix 2024

APPENDIX 1 – Plans

Location plan

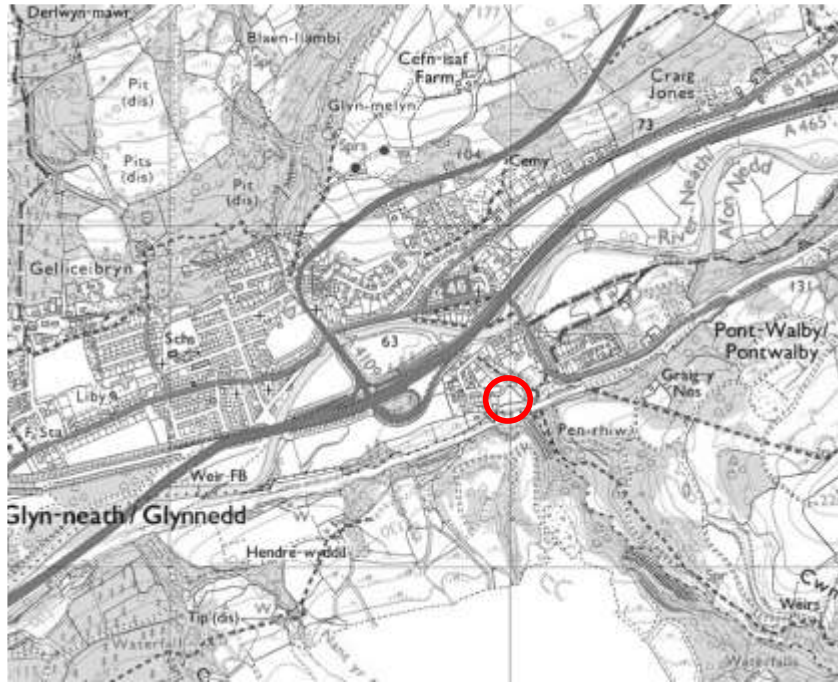
Site plan

Ownership Plan

Historic plan

Topographical Plan

Plan showing Location of Site

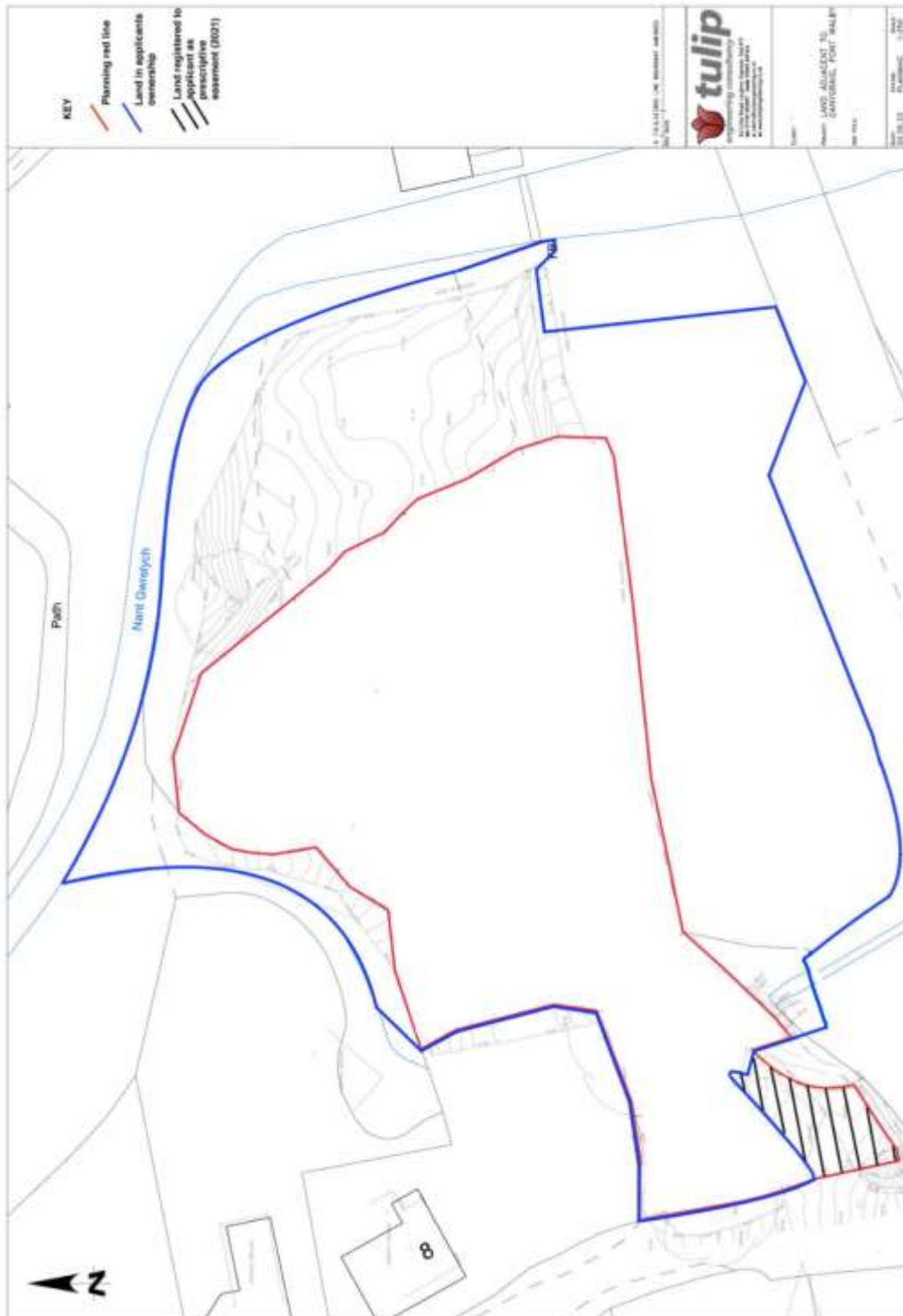


Ordnance Survey Data © Crown Copyright and Database Right 2022

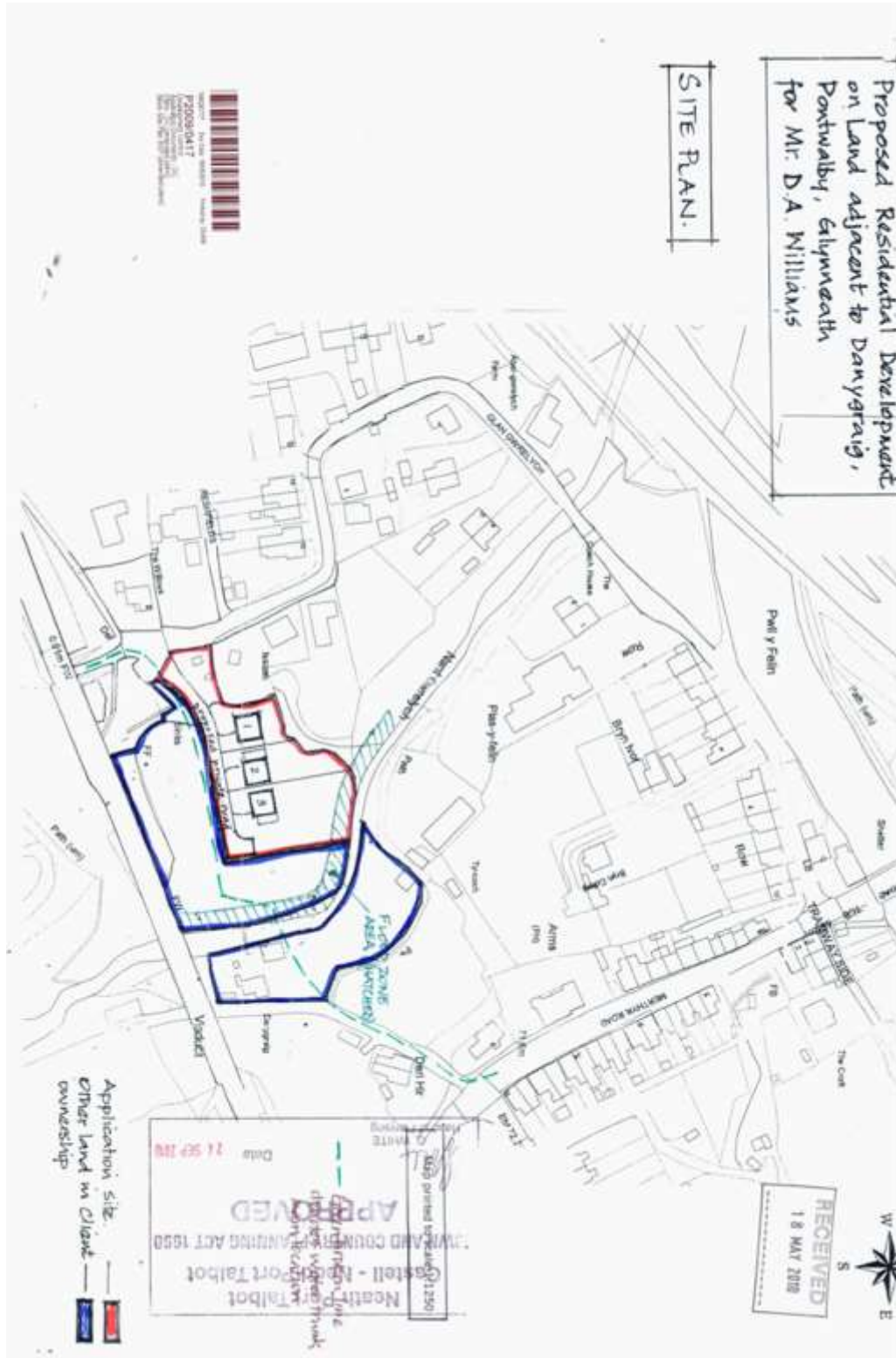
Proposed Residential Development Site Layout Block Plan - land adjacent to Dan y Graig
(also provided as a separate PDF)



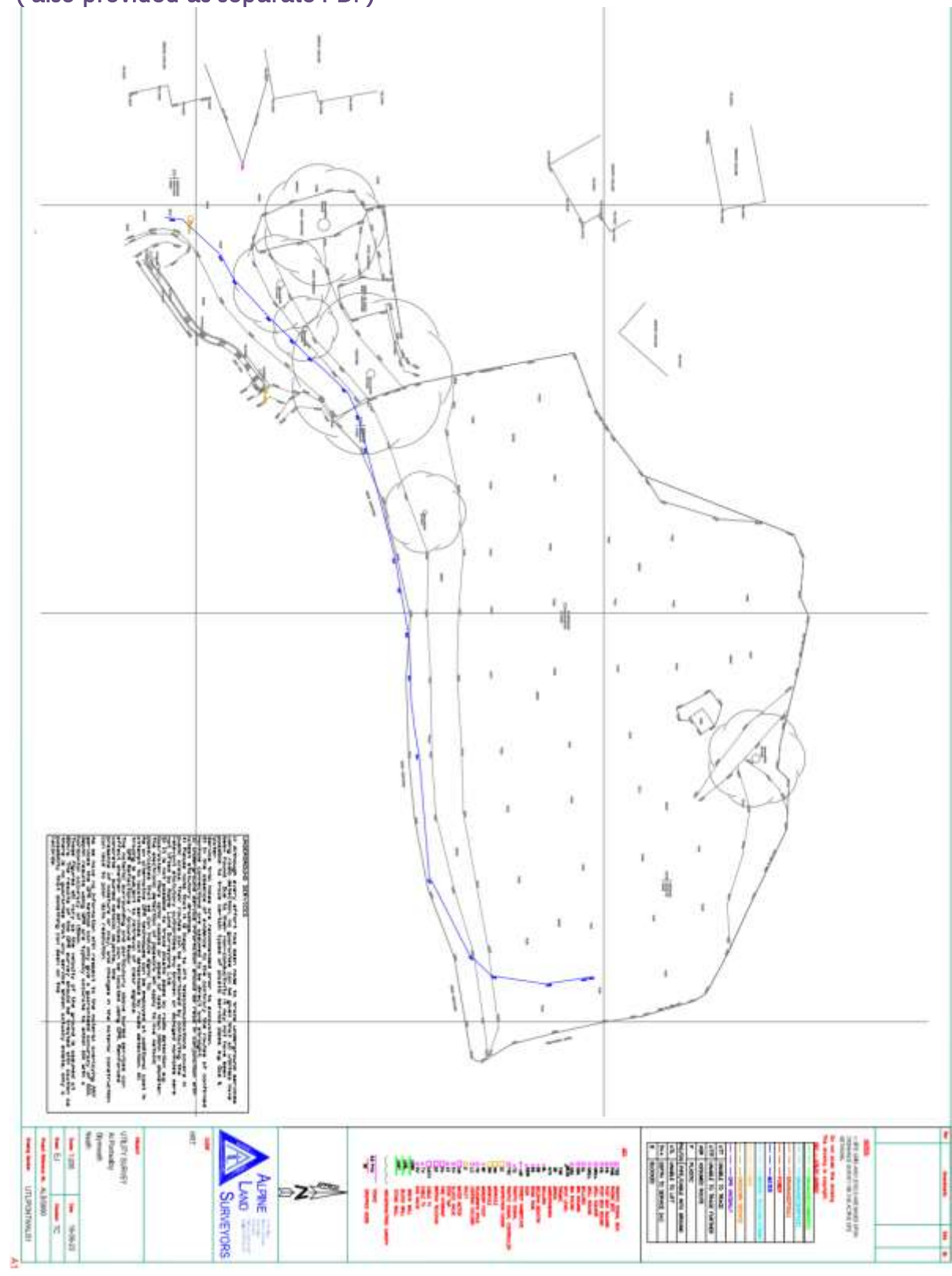
Ownership Plan
(also provided as a separate PDF)



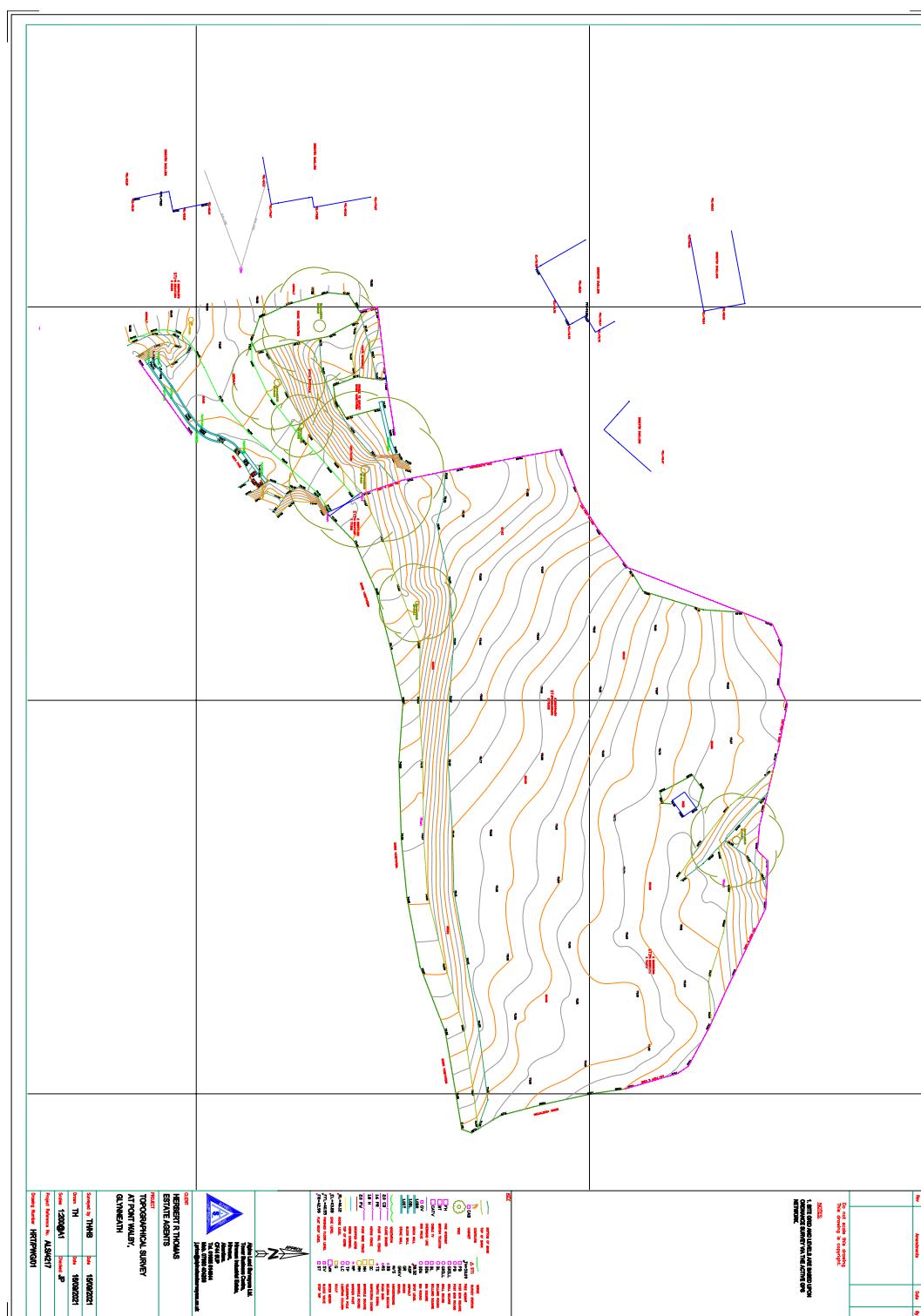
Approved Historic Plan – regarding the water trunk main location – for information.
 Nore red line forms same line at access. Minor difference in red line at eastern end due to flood zone extent. Blue line differs due to the Sale of the house and land east of Nant Gwrelych..



Alpine Utility Survey Plan, showing line of Watermain in blue
(also provided as separate PDF)



Topographical Plan (also supplied on separate PDF)



APPENDIX 2

Photographs / Images



Photo 1 - View from the site access looking East towards the viaduct.



Photo 2 – the site entrance, hard surfaced, gated.



Photos 3 – trees lining the site entrance – these will be retained as far as possible.



Photo 4 – view from the access to the site south along Glan Gwrelych and the neighbouring residential properties



Photo 5 – View from within the site (from land to remain undeveloped) across Nant Gwrelych toward residential property Dan y Graig



Photo 6 – Looking South from land to remain undeveloped within the site towards the viaduct.



Photo 7 – Nant Gwrelych from the eastern extremity of the site



Photo 8 – Showing small timber shed to the centre of the site (to be removed) . View looking west toward the access in to the site. Trees on the northern edge of the site visible. To remain as part of the garden areas as far as possible.



Photo 9 – Looking south west toward the wooded bank that flanks the viaduct. This wooded bank area is to remain undeveloped.



Photo 10 - development site of open grassland. Gently sloping to North down to Nant Gwrelych. View west toward Glan Gwrelych with neighbouring property (Tal y Bont) just visible within the trees.



Photo 11 - view across the site (W)



Photo 12 – View across the site (N)



Photo 13 - View looking north from the higher ground of the proposed access road over the development site.



Photo 14 - Glan Gwrelych – wide road, defined footways. Minimal parking on street due to private driveways



Photo 15 - Gland Gwrelych – narrower section with some on street parking, still ample room to pass parked vehicles safely.



Photo 16 - Glan Gwrelych – wide road , foot way to one side. Private driveways.



Photo 17 - Glan Gwrelych – wide road, designated footway, no on street parking in this section despite no restrictions. Ample off street parking for residents.



Photo 18 - View from Glan Gwrelych looking east toward the junction with the main road (Merthyr Road / Aberdare Road)



Photo 19 (from street view) - Looking North Along Merthyr Road with the turn to Glan Gwrelych to the left. Bus stop to the right hand side (not visible).



Photo 20 (from Street View) - Aberdare / Merthyr Road looking south with turn to Glan Gwrelych on the right.

APPENDIX 3

Key local Development Plan Policies (NPTCBC) 2011- 2021

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 7

Housing Requirement

In order to deliver the 7,800 new dwellings required to meet the economic-led growth strategy, provision will be made for the development of 8,760 additional dwellings between 2011-2026 including a 12.31% flexibility allowance.

LDP Objective: OB 2 and OB 7

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 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.

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;

7. 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);
8. 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;
9. 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

APPENDIX 4

DCWW historic paperwork (March 2006)

DCWW correspondence 2023 to date

Director of Development
Neath & Port Talbot County Borough
Council
Civic Centre
Neath
SA11 3QZ

Date: 21/03/2006
Enquiries Tel.: 01443331276
Our Ref.: 2006/DCWW/31607
Your Ref.: P2006/0307
Grid Ref.: SN8900106490

Dear Sir

RE: 3 detached dwellings, Land Adj. to Danygraig, Pontwalby, Neath

Further to the above consultation we would provide the following comments:-

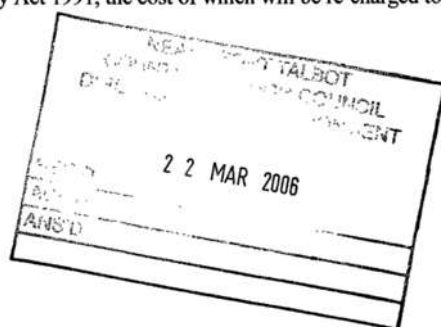
SEWERAGE

As the applicant intends utilizing private drainage facilities we as Network Development Consultants on behalf of Dwr Cymru Welsh Water have no comment to make on the above Planning Application. However, should circumstances change and a connection to the public sewerage system/public sewage treatment works is preferred we must be re-consulted on this application.

WATER SUPPLY

A water supply can be made available to serve this proposed development. The developer may be required to contribute (under Sections 40-41 of the Water Industry Act 1991) towards the provision of new off-site and/or on-site water mains and associated infrastructure. The level of contribution can be calculated upon receipt of detailed site layout plans which should be sent to New Connections Design Department, Players Industrial Estate, Clydach, Swansea SA6 5BQ.

The proposed development is crossed by a trunk/distribution watermain, the approximate position being shown on the attached plan. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times. I enclose our Conditions for Development near Water mains. It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the Developer.



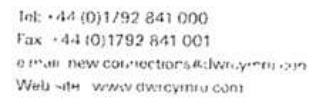
We hope the above is satisfactory, however should you require further assistance please contact us on the above telephone number, quoting our reference.

Yours faithfully,



Rhidian Clement
Planning Team Leader

Our response is based on the information provided by your application/enquiry. Should the information change then we reserve the right to make new representation.



Information from 2023/2024 regarding DCWW discussions.

Note the Rev G plan shared with DCWW is the same as that submitted (Rev H) apart from the red lien has been added in

*Important
details*

HRT Ref
AMC/21-W216

Date
29 January 2024

Contact
Anna Cheney
M: 07725041308
DD: 02922 671554
annacheney@hrt.uk.com

Ref here

hrt
herbert r thomas

incorporating
**rawlins
& madley**

*Professional,
but personal*

Mr C Scourfield & Mr A Wall
DCWW

(By Email)

✓ Cardiff Office
11-12 Jellicoe Court,
Atlantic Wharf,
Cardiff, CF10 4AJ
02922 671555
cardiff@hrt.uk.com

○ Cowbridge Office
59 High Street,
Cowbridge, Vale of
Glamorgan, CF71 7YL
01446 772911
cowbridge@hrt.uk.com

○ Bridgend Office
The Toll House,
1 Derwen Road,
Bridgend, CF31 1LH
01656 660036
bridgend@hrt.uk.com

○ Neath Office
33 Alfred Street,
Neath, SA11 1EH
01639 639541
neath@hrt.uk.com

hrt Est. 1926

Dear Chris and Andrew

Re: Land at Dan y Graig Pontwalby

I write with regard to the above Outline (all matters reserved) proposal for 3 dwellings.

Further to our Teams meeting on 10th November when the amendment to the access road, as far as possible set away from the DCWW apparatus was discussed, we subsequently liaised with the architect and then submitted a revised plan on 11th December for your approval. We finally received comments to the plan on the 11th January that stated:

I have reviewed these details with Andrew and in it's current state we would not be able to accept the proposals and the watermain would require diverting. From looking at the cross-section drawings that have been supplied and paying particular attention to cross section A, the watermain will either be above the finished road level or have insufficient cover. There is also a concern where the main runs adjacent to the edge of the carriageway. The main is likely to be above the finished road level in the embankment where the lateral stability of the main will have been compromised and risk of the main slipping.

Also, to add to my below email, from reviewing the cross sections the proposals appear to show the existing levels around the water main being reduced by a depth ranging from 1.9m to 2.5m.

We acknowledged your emails and despite the fact that we were under the impression from our meeting that the amended line of the access road to the north and away from the main would mean you could look support the

proposal, we have gone back to the architect and provide a revised plan attached (Ref 2229-007G). We believe the proposal now fully addresses the concerns outlined above. I have taken each of the DCWW concerns above and explain our approach:

DCWW: I have reviewed these details with Andrew and in it's current state we would not be able to accept the proposals and the watermain would require diverting.

As you discussed we are not seeking to divert the main, we are seeking to amend the scheme in order to protect and accommodate the main. As you are aware the main sits under the road and within the mouth of the existing access - this access is used for turning on a regular basis at the top end of Glen Gwrelych.

DCWW: From looking at the cross-section drawings that have been supplied and paying particular attention to cross section A, the watermain will either be above the finished road level or have insufficient cover.

We were advised prior and in our meeting that DCWW are not aware of the depth of the main and this is why trial holes were requested from the applicant in order to establish the depth of your asset. From the comment above it appears there is knowledge as to the depth of the main. If you have any information we would be grateful for you to share this to inform the process.

For the moment the architect has assumed a depth of the main as shown on the plan (in line with standard depth range). We have ensured the ground cover for the main is neither increased or decreased by bringing the parking areas for the cars at grade with the road. The road continues from the hard surfacing that currently sits from Glan Gwrelych up to the position of the gate (see attached photo for clarity).

In the revised plan the main will therefore not be above the finished road level or have insufficient cover.

DCWW: There is also a concern where the main runs adjacent to the edge of the carriageway. The main is likely to be above the finished road level in the embankment where the lateral stability of the main will have been compromised and risk of the main slipping.

The DCWW main crosses the access road at Section A and then sits to the left hand side of the road. The pipe crosses from left to right and this is shown (at an estimated depth) on the attached plan.



incorporating
rawlins
& madley

hrt.uk.com

DCWW: From reviewing the cross sections the proposals appear to show the existing levels around the water main being reduced by a depth ranging from 1.9m to 2.5m.

In the amended plan the existing levels are left in situ around the main, the main will therefore be protected by the existing ground cover - this is demonstrated in Sections A, B and C on the attached plan. I attach a close up screenshot of Section A below for your reference. Note the thin back line behind the people is the front garden. The people are standing on the driveway in front of the house (no vehicle is shown parked on Section A but see Section B and C for how the vehicle would be parked).

We would be grateful for your feedback on these proposals as soon as possible and prior to 15th February 2024. Whilst we appreciate some Planning conditions will be put forward on any approval we are looking for your confirmation that DCWW would not oppose these proposals on submission to NPTCBC via an outline planning application.

Should you wish to discuss please feel free to contact me on 07725041308.

Yours sincerely

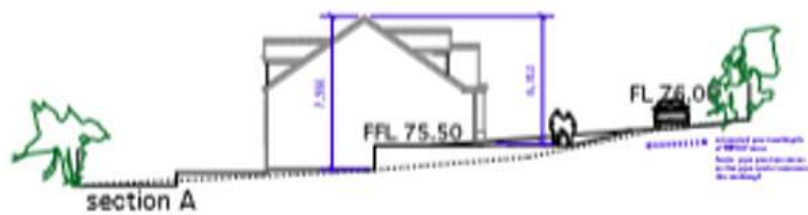
A Cheney

Anna Cheney, BA (Hons), MTP, MRTPI
Town and Country Planning
For and on behalf of Herbert R. Thomas
Incorporating Rawlins and Madley

Encs: Photo of access to site
Screen shot of Section A
Amended CFW Architects Plan 2229-007G



Photo of access in to the site, towards gate



Screen shot, close up of Section A shown on the attached [plan](#)