

Torfaen Adopted Local Development Plan (to 2021) Supplementary Planning Guidance



Sustainable Locations

June 2023

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This document is available in Welsh
Mae'r ddogfen hon ar gael yn Gymraeg

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1. Introduction

- 1.1 Since the adoption of Torfaen's Local Development Plan (LDP) in 2013, national planning policy and guidance has been substantially updated with a key focus on sustainability and placemaking. This approach incorporates requirements from the Active Travel Act 2013 and Well-Being of Future Generations Act 2015 as well as a response to the climate emergency declared by Welsh Government and Torfaen Council. A fundamental component of sustainability in relation to development proposals is **location** with national planning policy and guidance increasing the emphasis on reducing travel distances and removing dependence upon private car journeys. This has most recently been re-inforced by the Welsh Governments Roads Review published in Feb 2023.
- 1.2 Whilst Torfaen LDP Policy S2 (Sustainable Development) embraces this aim, the Council has recognised that not all geographical areas within our existing settlements could enable residents to carry out normal daily activities without the use of a car. Recent Council planning decisions have raised the bar in this respect, with sustainability of location being given increased weight as a material consideration (as provided for in Policy S1 b)) with consequential impact on the presumption in favour of development within settlement boundaries. This Supplementary Planning Guidance (SPG) document therefore sets out the Council's approach to assessing whether a proposed development site is in a 'sustainable location' that can positively contribute towards the overall sustainability of communities and pursuit of climate friendly lifestyles in Torfaen.

2. Purpose and Objectives

- 2.1 The settlement boundaries demarcated under adopted LDP Policy S1 (Urban Boundaries) were determined by a logical spatial approach to the containment of settlements within Torfaen, however, the introduction of Future Wales and PPW11, along with the national and local declarations of climate emergency and the increased focus on the requirement for sustainable development and reducing the need to travel have led to the realisation that not all geographical areas within the settlement boundaries are sufficiently provided with services and facilities so as to meet sustainability requirements. Proposals for new development in such areas would therefore be contrary to adopted Local Development Plan and national policies.
- 2.2 This SPG has been produced to support and add detail to the policies within the Adopted Torfaen Local Development Plan (December 2013), and where possible, take into account the emphasis of more recent national planning policy changes and updates. It sets out key sustainability matters specifically relevant to the location of new development concluding with a set of considerations that if met, demonstrates that a location complies with Policy criteria S2 b) and S3 a). Whilst it is acknowledged that alternative considerations could be applied, the Council has taken the most up to date data available in compiling this SPG and is seeking to establish a pro-active but pragmatic approach to effecting real change in the way Torfaen's residents travel.
- 2.3 The ability to comply with adopted policies S2 b) and S3 a) as described in this SPG will be a material consideration that will be afforded appropriate weight according to the individual circumstances of a proposal / site. Where other material considerations are given greater weight, this conclusion will be detailed in the pre-application advice letter or planning application report as appropriate. In all circumstances, the Council would encourage engagement at the earliest stage of site consideration with a request for pre-application advice.
- 2.4 Housing delivery is monitored by way of a housing trajectory, as set out in the adopted LDP, and reported as part of the LDP Annual Monitoring Report (AMR). The Council's most recent AMR was published in October 2022 within which Table 3.3 shows that over

the next five years, it is forecast that an average of 376 dwellings per annum (dpa) will be built in Torfaen. This is well above the Torfaen LDP Average Annual Requirement (AAR) of 308 dpa. Anticipated housing supply for the short to medium term is therefore ample with sufficient over provision for an element of flexibility, which enables focussed consideration on sites which comply with the highest standards of sustainability. Any longer term changes will be addressed through the current review and production of the Replacement Local Development Plan (RLDP).

- 2.5 This SPG therefore applies to planning applications for **all new** residential development within the urban boundary defined by adopted LDP Policy S1, including Section 73 applications to extend the time period of a consent. It does not apply to replacement dwellings or extensions to existing dwellings, whether in urban or rural locations. It has been prepared as a guide to help landowners and developers produce a Sustainable Location Statement to accompany planning applications and pre-application enquiries, which will aid assessment of a potential development site with a view to its contribution towards sustainable development and the likelihood of future occupiers not needing to be dependent upon private car use. It will also be used by the Council to assess requests for pre-application advice and submitted planning applications for residential development within urban areas; and by Inspectors in determining planning appeals. It is intended for use by prospective applicants, agents, architects, members of the public with an interest in an application, elected Members of the Council and other decision-making bodies.

Status of the Supplementary Planning Guidance

- 2.6 The Welsh Government advises that adopted SPG may be a material consideration provided it is consistent with the development plan. The weight afforded to the SPG when making a decision is increased if it has been prepared in consultation with the general public and interested parties, and if it has been the subject of a Council resolution.
- 2.7 A draft of this SPG was approved for public consultation by Council on 28th February 2023 and the following consultation exercise ran from 1st March 2023 until 13th April 2023. Comments received have been considered within a Report of Consultation and amendments incorporated within this final version which was adopted by resolution of Council on 13th June 2023. This SPG has been prepared in accordance with the policies contained within:
- Future Wales (February 2021)
 - the Adopted Torfaen Local Development Plan (December 2013)
- and guidance set out in:
- Building Better Places (July 2020)
 - Planning Policy Wales 11th Edition (February 2021)
 - Technical Advice Note 18: Transport (2007).

3. Sustainable Locations Policy Context

- 3.1 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. Both Future Wales and Planning Policy Wales 11 (Feb 2021), aim to ensure that planning policy and decisions consider all aspects of well-being and deliver high quality new development which is designed for sustainability and provides for the needs of all people. Two primary themes are 'the right development in the right place' and 'reducing the need to travel'.

Future Wales: the National Plan 2040 (February 2021)

- 3.2 Future Wales (2021) (FW) is the highest tier of development plan and is focused on solutions to issues and challenges that the Welsh Government consider to be of national

priority. Policy 2 (Strategic Placemaking) confirms the importance of placemaking as the basis for planning decisions, with development needing to contribute positively towards sustainable neighbourhoods, featuring mixed uses within walkable distances, efficient use of land maximising a variety of housing types and supported by fully integrated green infrastructure.

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure.

Urban growth and regeneration should be based on the following strategic placemaking principles:

- creating a rich mix of uses;*
- providing a variety of housing types and tenures;*
- building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- increasing population density, with development built at urban densities that can support public transport and local facilities;*
- establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*
- integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.*

Planning authorities should use development plans to establish a vision for each town and city. This should be supported by a spatial framework that guides growth and regeneration, and establishes a structure within which towns and cities can grow, evolve, diversify and flourish over time.

Planning Policy Wales Ed. 11 (February 2021)

- 3.3 PPW11 accompanies Future Wales and comprises a material consideration in the determination of planning applications. It sets out national planning policy guidance on a wide range of land use topics, including sustaining communities and facilitating accessible and healthy environments (pp 2.15). It confirms that planning applications must be determined in accordance with the adopted plan, unless material considerations indicate otherwise.
- 3.4 The location of development should prioritise previously developed sites with suitable infrastructure and access by means of active travel and public transport. The National Sustainable Placemaking Outcomes provide a context for appraising the sustainability criteria of a scheme based upon the Key Planning Principles of growing our economy in a sustainable manner; making best use of resources; facilitating accessible and healthy environments; creating and sustaining communities; and maximising environmental protection and limiting environmental impact.

Creating and Sustaining Communities:

- Enables the Welsh language to thrive
- Appropriate development densities
- Homes and jobs to meet society's needs
- A mix of uses
- Offers cultural experiences
- Community based facilities and services

Growing Our Economy in a Sustainable Manner:

- Fosters economic activity

- Enables easy communication
- Generates its own renewable energy
- Vibrant and dynamic
- Adaptive to change
- Embraces smart and innovative technology

Making Best Use of Resources:

- Makes best use of natural resources
- Prevents waste
- Prioritises the use of previously developed land and existing buildings
- Unlocks potential and regenerates
- High quality and built to last

Maximising Environmental Protection and Limiting Environmental Impact:

- Resilient biodiversity and ecosystems
- Distinctive and special landscapes
- Integrated green infrastructure
- Appropriate soundscapes
- Reduces environmental risks
- Manages water resources naturally
- Clean air
- Reduces overall pollution
- Resilient to climate change
- Distinctive and special historic environments

Facilitating Accessible and Healthy Environments:

- Accessible and high quality green space
- Accessible by means of active travel and public transport
- Not car dependent
- Minimises the need to travel
- Provides equality of access
- Feels safe and inclusive
- Supports a diverse population
- Good connections
- Convenient access to goods and services
- Promotes physical and mental health and well-being

3.5 PPW11 seeks to facilitate developments that are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car; are designed in such a way which integrates them with existing land uses and neighbourhoods; and makes it possible for all short journeys within and beyond the development to be easily made by walking and cycling. The sustainable transport hierarchy formalises this approach with walking and cycling being top priority followed by public transport use, then ultra low emissions vehicles and lastly other motor vehicles. PPW states that the sustainable transport hierarchy should be used to prevent car-dependent developments in unsustainable locations.



Building Better Places (July 2020)

- 3.6 This supplementary planning policy document was published in light of the Covid 19 pandemic to clarify eight key planning policy priorities during the recovery period. The need for good quality places for people to live, work and relax in was highlighted with increased focus on the National Sustainable Placemaking Outcomes. A key direction was to target growth to sustainable locations and prevent the creation of car dependent developments.

Adopted Torfaen Local Development Plan (2013)

- 3.7 The Local Development Plan (LDP) contains numerous relevant policies relating to the location and nature of development. Policy S1 sets out that the presumption in favour of development within an urban area should take into account material planning considerations. These include compliance with other policies within the adopted LDP as well as Future Wales policies and PPW11 guidance. Policy S2 (Sustainable Development) comprises a set of criteria that should be demonstrated by development proposals, including promotion of the sustainable transport hierarchy; reducing the reliance on the private motor car and encouraging the use of more sustainable modes of transport; conserving and enhancing the natural and built environment; the efficient use of land and existing community infrastructure; sustainable construction techniques; and promotion of sustainable economic and employment growth. Policy S3 (Climate Change) also refers to ensuring the location of a development is sustainable.

Policy S1 (Urban Boundaries)

Urban boundaries are identified on the Proposals Maps to promote the full and effective use of urban land by defining the boundary between urban and countryside areas in order to:

- b) Define the urban area, within which there is a presumption in favour of development, taking into account material planning considerations.*

Policy S2 Sustainable Development

Development proposals will need to demonstrate they have taken account of the following principles and where relevant that they: -

- a) Contribute to the regeneration of existing communities;*
- b) Meet sustainable transportation and infrastructure priorities and promotion of a sustainable transport hierarchy, including reducing the reliance on the private motor car and encouraging the use of more sustainable modes of transport;*
- c) Conserve and enhance the natural and built environment;*
- d) Promote the efficient use of land;*
- e) Maximise the efficient use of existing community infrastructure;*
- f) Utilise sustainable construction techniques;*
- g) Promote sustainable economic and employment growth; and*

h) Are located within the Urban Boundary unless it is an acceptable development in the countryside.

Policy S3 Climate Change

Development proposals shall seek to mitigate the causes of further climate change and adapt to the current and future effects of climate change; and will be supported where they demonstrate consideration of the following hierarchy of criteria (where appropriate):

a) Ensuring that locational decisions are sustainable and avoid areas susceptible to flooding unless justified by national planning policy....

3.8 Other relevant policies are listed as follows and can be viewed in full via <https://www.torfaen.gov.uk/en/Related-Documents/Forward-Planning/Adopted-Torfaen-LDP-Written-Statement.pdf>

- S4 Placemaking / Good Design
- S8 Planning Obligations
- BW1 General Policy - Development Proposals
- H5 Provision for Recreation, Open Space, Leisure Facilities and Allotments
- RLT8 Local and Neighbourhood Shopping Centres
- CF3 Community Facilities

Active Travel Act Guidance (July 2021)

3.9 The Active Travel Act Guidance document sets out a vision for “*walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes*”. It defines active travel as “*walking and cycling for purposeful journeys to a destination e.g. work, school and other educational facilities, shops, leisure facilities, travel to public transport interchanges - also recreation purposes*”.

4. The Sustainability of a Location

4.1 This SPG has been developed based upon a consideration of placemaking guidance published by the Design Commission for Wales and guidance from the Chartered Institute for Highways and Transportation (CIHT), ‘Planning for Walking’ (2015). A cross check for consistency has also been undertaken with the adopted TCBC / CSS Wales - Wales Parking Standards 2014 Appendix 6 and the Fields in Trust Guidance for Outdoor Sport and Play Wales 2017.

4.2 Within the placemaking context, three key principles are relevant:

- **Location:** Requires places to grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected. The location of housing, employment and leisure and other facilities should be planned to help reduce the need to travel.
- **Movement:** Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel network and public transport stations and stops are positively integrated.
- **Mixed Uses:** Places have a range of purposes which provide opportunities for community development, local business growth and access to jobs, services and facilities via walking, cycling or public transport. Development density and a mix of uses and tenures helps to support a diverse community and vibrant public realm.

4.3 Consideration of locational sustainability should be undertaken by prospective applicants to accompany and support their planning applications. It should take the form of a Sustainable Locations Statement addressing the sustainability categories below and stating how the considerations are met. The Statement can also be used to provide

justification for proposals at specified locations and to indicate any proposed improvements or mitigation measures.

- 4.4 When such consideration is undertaken by the Council, we will establish the initial context of each site by considering the placemaking principles above and taking into account the nature of the site and its position in relation to the urban boundary. We will also identify the tier of settlement to which the site relates according to the Council's most recent Sustainable Settlement Appraisal which will give an indication of the likely compliance of the wider location with sustainability principles and PPW11's Sustainable Transport Hierarchy for Planning. We will then specifically consider the two main categories as follows:

Sustainability Category 1: Proximity to Typical Daily Facilities

- 4.5 The Chartered Institute for Highways and Transportation identifies that *“patterns of land use and, in particular, residential densities and mixed uses are the primary determinants of how much people walk”* (Planning for Walking (CIHT, 2015)). They go on to explain that *“Land use patterns most conducive to walking are ... mixed in use and resemble patchworks of “walkable neighbourhoods”, with a typical catchment of around 800m, or a 10 minute walk”*.
- 4.6 The widely adopted Fields in Trust Guidance for Outdoor Sport and Play Wales (2017) identifies that accessibility to many open space typologies should be within 800 metres walking distance. Only neighbourhood equipped play areas and outdoor sport / playing pitches are considered acceptable beyond 800 metres at a maximum of 1,200 metres. The adopted CSS Wales Parking Standards set out an assessment of sustainability in Appendix 6 by which accessibility to local facilities, bus services and a cycle route can reduce the on-site parking requirement. The maximum walking distance to enable sustainability 'credit' is 800 metres for local facilities and public transport with a maximum of 200 metres to a designated cycle route.
- 4.7 For the purposes of this SPG, a walking distance of a maximum of 800 metres between a new home and daily facilities / services would be ideal to give realistic opportunity and encouragement towards non car based travel. Distances greater than 800 metres will be weighed as part of the overall sustainability consideration regarding the location of the site and individual circumstances of the site and / or proposal.
- 4.8 Typical daily services / facilities are identified as schools, community centres, leisure centres, GP surgeries, dentists, hospitals, opticians, chemists, post offices, libraries, convenience stores, petrol stations, childcare settings, play areas, playing pitches and allotments. Whilst it is acknowledged that this is not an exhaustive list of services / facilities, it is considered to represent a reasonable range of typical destinations that would comprise a relatively sustainable neighbourhood and could have a positive impact upon reducing reliance upon car based travel in accordance with the National Sustainable Placemaking Outcomes and the Sustainable Transport Hierarchy for Planning (PPW11, 2021).
- 4.9 For each site, distances should be measured along footways and footpaths representing the shortest walking route, taken from the furthest point of the site to the entrance of the destination. The Council uses a GIS based system with these facilities plotted on layers to enable distance measurement from a potential development site to a facility. This locational information has been duplicated on a public facing GIS system named OpusMap to enable applicants and site proposers to identify such facilities. A link to OpusMap is contained on the Councils SPG webpage and also in Section 5 of this SPG. Please be advised that this information source represents the most up to date data that we have but should still be checked by any user to ensure its accuracy 'on the ground'. The Council's GIS system and OpusMap are informed as follows:

Facility / Service	Source of Information	Last updated
Allotments	Torfaen Countryside	03/02/2023
Chemists	NHS Direct Website	03/02/2023
Childcare Settings	Families Information Service website	03/02/2023
Children's Play Areas	Torfaen Countryside	03/02/2023
Community Centres	Torfaen.gov	03/02/2023
Convenience Stores	Yell.com/Google Maps	03/02/2023
Dentists	NHS Direct Website	03/02/2023
GP Surgeries	NHS Direct Website	03/02/2023
Hospitals	NHS Direct Website	03/02/2023
Leisure Centres	Torfaen Leisure	03/02/2023
Libraries	Torfaen.gov	03/02/2023
Opticians	NHS Direct Website	03/02/2023
Petrol Stations	Yell.com/Google Maps	03/02/2023
Post Offices	Yell.com/Google Maps	03/02/2023
Schools	Torfaen Education	03/02/2023
Sports Pitches	Torfaen Countryside	03/02/2023

Sustainability Category 2: Active Travel Opportunities

- 4.10 The Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or shops and services. It states that development sites should provide for realistic opportunities for walking and cycling, for both leisure and purposeful journeys to connect with services and communities.
- 4.11 Assessing a location for sustainability in this respect is undertaken by:
- the safe connectivity of a site to pedestrian footpaths as part of a wider network (surface quality, width, lighting, gradient, absence of barriers e.g. major roads)
 - the safe connectivity of a site to an existing or programmed Active Travel Route as designated by the Council (surface quality, width, lighting, gradient, absence of barriers e.g. major roads)
 - the proximity and ability to access public transport services
 - the quality of the nearest public transport service

Connectivity of a site to pedestrian footpaths as part of a wider network

In assessing a potential development site for sustainability, note will be taken of the existence and quality of public footways and footpaths to and from the site within the context of the wider locality.

Connectivity of a site to an existing or proposed Active Travel Route as designated by the Council

PPW11 requires Active Travel Network Maps to inform site allocations, with priority given to sites that can be connected to existing and programmed active travel routes.

Consideration should identify proximity to routes set out in the Active Travel Network Map for Torfaen. In each case, the ability of pedestrians and cyclists to reach the Active Travel Network will be established with distances in metres.

Proximity and ability to access a public transport service

Using the ideal maximum walking distance of 800 metres in conjunction with the Council's GIS resource and OpusMap which feature plotted bus stops and routes, the closest public transport opportunities for a site can be identified. Distance to the closest bus stops / train station are to be measured from the furthest part of the site along footpaths. Distances greater than 800 metres will be weighed as part of the overall sustainability consideration regarding the location of the site and individual circumstances of the site and / or proposal.

Quality of the nearest public transport service

In considering the level of public transport service required to effect a change in travel modes, the Council considers that a reasonable standard of service would comprise a minimum of one service per hour from 7am to 7pm Mondays to Saturdays plus a Sunday service. It is considered that this standard of service could provide for a commute to work with variation for shopping / social events and leisure outings at the weekend. In terms of a choice of destination, if Cwmbran or Pontypool are accessible via a public transport service then they are considered acceptable as Category 1 Sustainable Settlements to meet most needs. For all other destination settlements, a choice of more than one destination is considered necessary. Whilst this does not cover all eventualities, it is considered a reasonable approach for the purposes of this SPG. Again, services that do not meet this standard will be weighed as part of the overall sustainability consideration regarding the location of the site and individual circumstances of the site and / or proposal.

- 4.12 The Council will use the Welsh Government's Walking and Cycling Route Audit Tools for guidance in terms of assessing the safety of active travel opportunities. For Walking Routes, there are categories relating to attractiveness (maintenance, fear of crime, traffic noise and pollution), comfort (condition, footway width, width on staggered crossings / pedestrian islands / refuges, footway parking, gradient), directness (footway provision, location of crossings in relation to desire lines, gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing), impact of controlled crossings on journey time, green man time), safety (traffic volume, traffic speed, visibility) and coherence (dropped kerbs and tactile paving, signposting).
- 4.13 For Cycling Routes, the audit categories are cohesion (connections, continuity and wayfinding, density of network), directness (distance, time: frequency of required stops or give ways, time: delay at junctions, time: delay on links, gradients), safety (reduce / remove speed differences where cyclists are sharing the carriageway, avoid high motor traffic volumes where cyclists are sharing the carriageway, risk of collision, avoid complex design), comfort (consider and reduce risk from kerbside activity, reduce severity of collisions where they do occur, surface quality, effective width without conflict, wayfinding), attractiveness (social safety and perceived vulnerability of user, impact on pedestrians, including people with disabilities, minimise street clutter, secure cycle parking).

TCBC Locational Sustainability Considerations

- 4.14 The Council considers that these two categories of sustainability elements, whilst wholly desirable, could be condensed into a representative list of typical daily facilities that should be safely accessible within 800 metres as follows:
- Convenience store with Paypoint facility (of minimum 235m² floorspace to provide reasonable range of daily provisions as opposed to a corner / pantry shop)
 - Recreation / amenity open space
 - Primary or secondary school
 - Chemist or GP Surgery
 - Access to a reasonable quality public transport service (1 service/hr, 7am to 7pm, Sunday service)
 - Access to the existing or programmed Active Travel Network
- 4.15 Any proposal (pre-application or planning application) for new residential development should be accompanied by a Sustainable Location Statement that sets out how the proposed site meets these considerations.
- 4.16 Consideration of safety includes assessment of surfacing, drainage, lighting and overlooking among the other aspects identified above which will be considered on a case

by case basis. Specific note will also be taken of barriers, for example, absence of footpaths or major roads which may represent a discouragement to use of a route.

- 4.17 Distances to facilities or services greater than 800 metres will be weighed by the decision maker as part of the overall sustainability consideration regarding the location of the site and the likelihood of reliance upon car based travel, taking into account the individual circumstances of the site and / or proposal where appropriate. Where such facilities are within proximity, but the means of access is poor e.g. steep gradient, lack of footways, a pragmatic approach will be taken regarding the individual merits of the situation to ascertain the likelihood of residential occupiers making shorter journeys by active travel modes. An active travel plan could be volunteered by a developer to improve the likelihood of residential occupiers utilising such active travel / local facilities as do exist and thereby providing some mitigation where possible.
- 4.18 Where such facilities do not currently exist but could be provided as part of the development, these should be required and secured by either planning conditions or by planning obligations as appropriate. It is also noted that new development could deliver investment to remedy existing sustainability deficiencies in a location and any such local and / or wider benefits would be a material consideration to be taken into account by the decision maker.
- 4.19 Those sites that cannot demonstrate sufficient compliance in terms of sustainable location considerations may raise policy objection on sustainability grounds. This will be a material consideration for which appropriate weight should be attached by the decision maker in coming to a conclusion regarding a proposal / site. In circumstances where other material considerations are given greater weight, this conclusion will be detailed in the pre-application advice letter or planning application report as appropriate. In all circumstances, the Council would encourage engagement at the earliest stage of site consideration with a request for pre-application advice.

5. Further Information and Contact Details

- 5.1 Further information regarding the sustainability of development sites can be found in the following documents:

OpusMap <https://torfaen.opus4.co.uk/planning/localplan/maps/torfaen-masterplanning-map#/center/51.694,-3.0414/zoom/13/baselayer/b:31/layers/>

Placemaking Guide 2020 (Design Commission for Wales) <https://dcfw.org/wp-content/themes/dcfwchild/assets/PlacemakingGuideDigitalENG.pdf>

TCBC Active Travel mapping
<https://datamap.gov.wales/maps/active-travel-network-maps/view?center=-3.1391008048778564,51.71690405429319&zoom=5#/>

Bus Operator websites:

- Newport Transport Limited www.newportbus.co.uk
- Phil Anslow & Sons Coaches www.philanslowcoaches.co.uk/bus-services
- Stagecoach Bus www.stagecoachbus.com/timetables

Torfaen Local Development Plan (to 2021), 2013 - Written Statement
<https://www.torfaen.gov.uk/en/Related-Documents/Forward-Planning/Adopted-Torfaen-LDP-Written-Statement.pdf>

Adopted Torfaen LDP Northern Proposals Map
<https://www.torfaen.gov.uk/en/Related-Documents/Forward-Planning/P3-TORFAEN-PROP-MAP-NORTH-14.pdf>

Adopted Torfaen LDP Southern Proposals Map

<https://www.torfaen.gov.uk/en/Related-Documents/Forward-Planning/P3-TORFAEN-PROP-MAP-SOUTH-14.pdf>

Welsh Government Development Plans Manual Version 3 (2020)

<https://gov.wales/sites/default/files/publications/2020-03/development-plans-manual-edition-3-march-2020.pdf>

Planning Policy Wales 11 (2021) https://gov.wales/sites/default/files/publications/2021-02/planning-policy-wales-edition-11_0.pdf

Planning Policy Wales: Building Better Places (July 2020)

<https://gov.wales/sites/default/files/publications/2020-07/building-better-places-the-planning-system-delivering-resilient-and-brighter-futures.pdf>

Technical Advice Note 12: Design (2016) (TAN12)

<https://gov.wales/sites/default/files/publications/2018-09/tan12-design.pdf>

Torfaen CBC: Revised Planning Obligations SPG (2023)

<https://www.torfaen.gov.uk/en/Related-Documents/Forward-Planning/SD84-AdoptedPlanningObligationsSupplementaryPlanningGuidance.pdf>

Fields in Trust Guidance for Outdoor Sport and Play Wales (2017)

[Guidance-for-Outdoor-Sport-and-Play-Wales.pdf \(fieldsintrust.org\)](https://www.fieldsintrust.org/Guidance-for-Outdoor-Sport-and-Play-Wales.pdf)

Planning for Walking (Chartered Institute for Highways and Transportation) (2015)

https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf

Torfaen CBC: TCBC / CSS Wales: Wales Parking Standards (2014)

<https://www.torfaen.gov.uk/en/Related-Documents/Forward-Planning/ADOPTED-TCBC-Wales-Parking-Standards-2014-Sept-2016.pdf>

Welsh Government Active Travel Act Guidance (July 2021)

<https://www.gov.wales/sites/default/files/publications/2022-01/active-travel-act-guidance.pdf>

Welsh Government Active Travel Walking and Cycling Route Audit Tools

<https://www.gov.wales/active-travel-act-guidance-walking-and-cycling-route-audit-tools-appendix-h>

Contact Details

5.3 If you have any queries regarding this SPG, please feel free to contact us at ldp@torfaen.gov.uk

For a pre-application enquiry or planning application, please use planning@torfaen.gov.uk