

PLANNING AND DEVELOPMENT CONTROL COMMITTEE
01/09/2005

DIRECTORATE OF ENVIRONMENT

REPORT OF THE HEAD OF PLANNING – G.WHITE

INDEX OF REPORT ITEMS

PART 1 – Doc.Code: PLANDEV-010905-REP-EN-GW

SECTION A – MATTERS FOR DECISION

**1. PLANNING APPLICATIONS
RECOMMENDED FOR APPROVAL**

1.1	APP NO: P/2005/872	TYPE: Full Plans	Page Nos: 11 – 20	Wards Affected: Pontardawe
PROPOSAL:		RESIDENTIAL DEVELOPMENT OF 13 FLATS		
LOCATION:		1 BRECON ROAD, PONTARDAWE, SWANSEA SA8 4PA		

1.2	APP NO: P/2005/201	TYPE: Full Plans	Page Nos: 21 – 25	Wards Affected: Coedffranc West
PROPOSAL:		TEMPORARY CAR SALES OFFICE FOR A THREE YEAR PERIOD (Revised plans showing details of entrance ramp and parking 22/6/05) plus (Additional information received 8/8/05).		
LOCATION:		FORMER LLANDARCY FILLING STATION, FABIAN WAY, JERSEY MARINE, NEATH		

1.3	APP NO: P/2005/428	TYPE: Householder	Page Nos: 26 - 29	Wards Affected: Briton Ferry Ea
PROPOSAL:		GARAGE & EXTENSION		
LOCATION:		BARN AT, CWM NANT YR ARLLWYS FARM, OFF YNYSMAERDY ROAD, BRITON FERRY, NEATH SA112TP		

1.4	APP NO: P/2005/546	TYPE: Vary Condition	Page Nos: 30 - 40	Wards Affected: Neath East
PROPOSAL:	VARIATION OF CONDITION 11 OF PLANNING PERMISSION P.2001/1298 TO ALLOW OCCUPATION OF UP TO 10,000 SQ FT (929SQ M) OF THE PERMITTED FLOORSPEACE TO BE OCCUPIED BY RETAILER			
LOCATION:	LAND AT, BRITON FERRY ROAD, MELIN, NEATH SA111AS			

1.5	APP NO: P/2005/737	TYPE: Outline	Page Nos: 41 - 46	Wards Affected: Trebamos
PROPOSAL:	OUTLINE PLANNING APPLICATION – RESIDENTIAL			
LOCATION:	LAND FORMERLY KNOWN AS, 6 CAE IS MAEN, TREBANOS, SWANSEA SA8 4AX			

1.6	APP NO: P/2005/785	TYPE: Reserved Matters	Page Nos: 47 - 55	Wards Affected: Pontardawe
PROPOSAL:	RE-SUBMISSION OF RESERVE MATTERS FOR RESIDENTIAL DEVELOPMENT (103 DWELLINGS) ACCESS OFF GELLIGRON HILL			
LOCATION:	LAND OFF, GELLIGRON ROAD, GELLIGRON, PONTARDAWE			

1.7	APP NO: P/2005/812	TYPE: Full Plans	Page Nos: 56 - 57	Wards Affected: Bryncoch South
PROPOSAL:	NEW DOUBLE SIZE CAR PARK AREA (REVISED FROM P2004/0874)			
LOCATION:	55 ROWAN TREE CLOSE, NEATH SA107SQ			

1.8	APP NO: P/2005/829	TYPE: Outline	Page Nos: 58 - 63	Wards Affected: Blaengwrach
PROPOSAL:	OUTLINE PLANNING APPLICATION - DORMER BUNGALOW			
LOCATION:	LAND AT OLD CROWN, GLANNANT PLACE, CWMGWRACH, NEATH SA115TE			

1.9	APP NO: P/2005/894	TYPE: Outline	Page Nos: 64 - 70	Wards Affected: Lower Brynamman
PROPOSAL:	CONSTRUCTION OF 2 NO. BLOCKS OF SEMI-DETACHED HOUSES (STARTER TYPE HOMES - 4 NO.)			
LOCATION:	LAND OFF, HARLECH STREET, TAIRGWAITH, AMMANFORD SA181YD			

1.10	APP NO: P/2005/969	TYPE: Householder	Page Nos: 71 - 73	Wards Affected: Gwaun-Cae-Gurwen
PROPOSAL:	EXTENSION TO DWELLING			
LOCATION:	30 TWYNREFAIL PLACE, GWAUN CAE GURWEN, AMMANFORD CARMS SA181HY			

1.11	APP NO: P/2005/977	TYPE: Full Plans	Page Nos: 74 -81	Wards Affected: Neath North
PROPOSAL:	DEMOLITION OF EXISTING BUILDINGS, PROVISION OF NEW TWO PART FOUR STOREY BUILDING, PLUS BASEMENT, WITH MIXED USE A3 (BAR/RESTAURANT) AND C1USE (22 BED HOTEL FACILITIES)			
LOCATION:	FORMER BLUEBELL INN, THE PARADE, NEATH SA111RA			

1.12	APP NO: P/2005/999	TYPE: Change of Use	Page Nos: 82 - 85	Wards Affected: Port Talbot
PROPOSAL:	CHANGE OF USE FROM SHOP TO MIXED USE - A2 FINANCIAL AND PROFESSIONAL SERVICES AND A3 FOOD AND DRINK			
LOCATION:	56 STATION ROAD, PORT TALBOT SA131LZ			

1.13	APP NO: P/2005/1006	TYPE: Outline	Page Nos: 86 - 92	Wards Affected: Briton Ferry We
PROPOSAL:	RESIDENTIAL DEVELOPMENT			
LOCATION:	LAND AT, SHELONE ROAD, BRITON FERRY, NEATH SA112NE			

1.14	APP NO: P/2005/1009	TYPE: Full Plans	Page Nos: 93 - 95	Wards Affected: Gwaun-Cae-Gurwe
PROPOSAL:	CONSTRUCTION OF VEHICULAR HARDSTANDING AND CROSSOVER TO FRONT OF NO. 200 HEOL Y GORS			
LOCATION:	200 HEOL Y GORS, CWMGORS, AMMANFORD SA181RN			

1.15	APP NO: P/2005/1025	TYPE: Vary Condition	Page Nos: 96 - 98	Wards Affected: Cwmllynfell
PROPOSAL:	VARIATION OF CONDITION 7 (RE BOUNDARY WALLS) OF PLANNING CONSENT P2003/0258			
LOCATION:	8 RAILWAY TERRACE, CWMLLYNFELL, SWANSEA SA9 2GP			

1.16	APP NO: P/2005/1048	TYPE: Full Plans	Page Nos: 99 -104	Wards Affected: Godre'rgrraig
PROPOSAL:	CONSTRUCTION OF 4 No. RESIDENTIAL DWELLINGS			
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1.17	APP NO: P/2005/1110	TYPE: Householder	Page Nos: 105 = 106	Wards Affected: Dyffryn
PROPOSAL:	EXTENSION TO DWELLING			
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1.18	APP NO: P/2005/1132	TYPE: Full Plans	Page Nos: 107 – 112	Wards Affected: Ystalyfera
PROPOSAL:	ONE DOMESTIC TWO STOREY HOUSE			
LOCATION:	LAND ADJACENT TO, 73 ALLTYGRUG FARM ROAD, YSTALYFERA, SWANSEA			

1.19	APP NO: P/2005/1135	TYPE: Householder	Page Nos: 113 - 116	Wards Affected: Tonna
PROPOSAL:	TWO STOREY EXTENSION			
LOCATION:	1 DOLCOED TERRACE, TONNA, NEATH SA113HJ			

1.20	APP NO: P/2005/1145	TYPE: Householder	Page Nos: 117 - 119	Wards Affected: Seven Sisters
PROPOSAL:	CONSERVATORY			

LOCATION:	38 MARTYNS AVENUE, SEVEN SISTERS, NEATH SA109DR
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1.21	APP NO: P/2005/1168	TYPE: Householder	Page Nos: 120 - 122	Wards Affected: Taibach
PROPOSAL:	PROPOSED FIRST STOREY REAR EXTENSION			
LOCATION:	19 BROOK STREET, TAIBACH, PORT TALBOT SA131TG			

1.22	APP NO: P/2005/1182	TYPE: Full Plans	Page Nos: 123 - 127	Wards Affected: Pontardawe
PROPOSAL:	REPLACEMENT DWELLING			
LOCATION:	GELLILUOG FARM, BARAN ROAD, RHYDYFRO, SWANSEA SA8 4RR			

1.23	APP NO: P/2005/1185	TYPE: Full Plans	Page Nos: 128 – 130	Wards Affected: Dyffryn
PROPOSAL:	CONTROL KIOSK FOR BELOW GROUND OVERFLOW CHAMBER FOR STORM SEWER			
LOCATION:	ADJACENT, 135 OLD ROAD, SKEWEN, NEATH SA106AT			

1.24	APP NO: P/2005/1187	TYPE: Full Plans	Page Nos: 131 – 134	Wards Affected: Neath North
PROPOSAL:	REMOVAL OF CONDITION 8 (DRAINAGE) OF PREVIOUS PLANNING CONSENT P2004/1240			
LOCATION:	41 & 43 WINDSOR ROAD, NEATH SA111NG			

1.25	APP NO: P/2005/1189	TYPE: Householder	Page Nos: 135 – 138	Wards Affected: Cwmllynfell
PROPOSAL:	FIRST FLOOR REAR EXTENSION TO DWELLING			
LOCATION:	65 BRYN ROAD, CWMLLYNFELL, SWANSEA SA9 2FR			

1.26	APP NO: P/2005/1214	TYPE: Full Plans	Page Nos: 139 - 142	Wards Affected: Margam
PROPOSAL:	NEW DEMOUNTABLE CLASSROOM BUILDING			
LOCATION:	COED HIRWAUN PRIMARY SCHOOL, CWRT Y CARW, MARGAM, PORT TALBOT SA132TS			

1.27	APP NO: P/2005/1218	TYPE: Householder	Page Nos: 143 - 145	Wards Affected: Margam
PROPOSAL:		PROPOSED SINGLE STOREY SIDE EXTENSION		
LOCATION:		40 TOLLGATE ROAD, MARGAM, PORT TALBOT SA132DD		

1.28	APP NO: P/2005/1234	TYPE: Householder	Page Nos: 146 – 148	Wards Affected: Bryncoch South
PROPOSAL:		GARAGE CONVERSION		
LOCATION:		41 WOODMILL, NEATH SA107PX		

2. LISTED BUILDING AND CONSERVATION AREA APPLICATIONS RECOMMENDED FOR APPROVAL

2.1	APP NO: P/2005/982	TYPE: Conservation Area	Page Nos: 149 - 153	Wards Affected: NEATH NORTH
PROPOSAL:		CONSERVATION AREA APPLICATION - DEMOLITION OF EXISTING BUILDINGS, PROVISION OF NEW TWO PART FOUR STOREY BUILDING PLUS BASEMENT, WITH MIXED USE A3 (BAR/RESTAURANT) AND C1 USE (22 BED HOTEL FACILITIES)		
LOCATION:		FORMER BLUEBELL INN, THE PARADE, NEATH SA111RA		

2.2	APP NO: P/2005/1004	TYPE: Listed Building Cons	Page Nos: 154 - 156	Wards Affected: PORT TALBOT
PROPOSAL:		LISTED BUILDING APPLICATION FOR ALTERATIONS TO EXISTING ENTRANCE RAMP AND STEPS		
LOCATION:		PORT TALBOT MAGISTRATES COURT, CRAMIC WAY, PORT TALBOT SA131RU		

3. PLANNING APPLICATIONS RECOMMENDED FOR REFUSAL

3.1	APP NO: P/2004/1381	TYPE: Full Plans	Page Nos: 157 - 206	Wards Affected: CWMLLYNFELL
PROPOSAL:	AMENDED APPLICATION FOR COMMUNITY WINDFARM CONSISTING OF 4 TURBINES (AS OPPOSED TO 5 PREVIOUSLY) , SUB STATION, MET MAST AND ACCESS ROAD AND ADDITIONAL WORKS INCLUDING BORROW PITS			
LOCATION:	MYNYDD Y GWRHYD,			

3.2	APP NO: P/2005/285	TYPE: Full Plans	Page Nos: 207 - 212	Wards Affected: COEDFFRANC WEST
PROPOSAL:	TO USE SITE FOR VEHICLE SALES, WITH RE-GRADING AND ASSOCIATED WORKS (ADDITIONAL DETAILS SHOWING EXISTING AND PROPOSED SITE LEVELS)			
LOCATION:	LAND ADJACENT TO :-, FORMER LLANDARCY FILLING STATION, JERSEY MARINE, NEATH			

3.3	APP NO: P/2005/476	TYPE: Outline	Page Nos: 213 - 221	Wards Affected: MARGAM
PROPOSAL:	MIXED USE DEVELOPMENT, COMPRISING OF RESIDENTIAL, NEIGHBOURHOOD RETAIL / CAFÉ AND PUBLIC TRANSPORT INFRASTRUCTURE.			
LOCATION:	LAKESIDE GOLF DRIVING RANGE, EGLWYS NUNYDD WATER STREET, MARGAM, PORT TALBOT SA132PA			

3.4	APP NO: P/2005/520	TYPE: Full Plans	Page Nos: 222 - 226	Wards Affected: BAGLAN
PROPOSAL:	ERECTION OF A PAIR OF SEMI DETACHED HOUSES			
LOCATION:	PLOTS, 43-44 STYCYLLWEN DEVELOPMENT PHASE 2, BAGLAN, PORT TALBOT SA128ER			

3.5	APP NO: P/2005/1000	TYPE: Householder	Page Nos: 227 - 230	Wards Affected: CADOXTON
PROPOSAL:		EXTENSION TO DWELLING		
LOCATION:		4 BLAENWERN, CADOXTON, NEATH		

3.6	APP NO: P/2005/1027	TYPE: Householder	Page Nos: 231 - 234	Wards Affected: RESOLVEN
PROPOSAL:		EXTENSION TO DWELLING		
LOCATION:		9 WILLIAMS AVENUE, RESOLVEN, NEATH		

3.7	APP NO: P/2005/1044	TYPE: Householder	Page Nos: 235 - 237	Wards Affected: DYFFRYN
PROPOSAL:		CONSERVATORY		
LOCATION:		6 BENEDICT CLOSE, CWRT HERBERT, NEATH SA107JA		

3.8	APP NO: P/2005/1128	TYPE: Outline	Page Nos: 238 - 241	Wards Affected: YSTALYFERA
PROPOSAL:		OUTLINE APPLICATION FOR THREE No. DWELLINGS		
LOCATION:		LAND TO REAR, 63 - 68 GOUGH ROAD, YSTALYFERA, SWANSEA SA9 2NA		

**4. APPLICATION DEFERRED TO SITE PANEL MEETING
(n.b. to be read in conjunction with the minutes of the Panel.)**

4.1	APP NO: P/2005/456	TYPE: Full Plans	Page Nos: 242 - 248	Wards Affected: PONTARDAWE
PROPOSAL:		ONE NEW DETACHED DORMER STYLE HOUSE WITH PARKING AREA		
LOCATION:		LAND ADJACENT TO, 17 HEOL LAS, YNYSMEUDWY, SWANSEA SA8 4PR		

4.2	APP NO: P/2005/833	TYPE: Reserved Matters	Page Nos: 249 - 254	Wards Affected: NEATH EAST
PROPOSAL:		PROPOSED RESIDENTIAL DEVELOPMENT OF 24 APARTMENTS & ASSOCIATED ROADS, SEWERS & PARKING		
LOCATION:		FORMER NEATH HOSPITAL SITE, PANT YR HEOL, PENRHIWTYN, NEATH SA112LQ		

4.3	APP NO: P/2005/777	TYPE: Reserved Matters	Page Nos: 255 - 260	Wards Affected: NEATH EAST
PROPOSAL:		PROPOSED RESIDENTIAL DEVELOPMENT OF 24 APARTMENTS & ASSOCIATED ROADS, SEWERS & PARKING		
LOCATION:		FORMER NEATH HOSPITAL SITE, PANT YR HEOL, PENRHIWTYN, NEATH SA112LQ		

4.4	APP NO: P/2005/896	TYPE: Change of Use	Page Nos: 261 - 266	Wards Affected: COEDFFRANC WEST
PROPOSAL:		AMUSEMENT CENTRE / ARCADE FOR STRICTLY OVER 18'S.		
LOCATION:		83 NEW ROAD, SKEWEN, NEATH SA106HG		

5.	EMERGENCY TPO T229 BRYNAWEL, PONTARDAWE	Page Nos: 267	Wards Affected: PONTARDAWE
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6.	EMERGENCY TPO T227 – BRYNAWEL, PONTARDAWE	Page Nos: 268	Wards Affected: PONTARDAWE
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7.	ENPT 4302 – LAND OPPOSITE CHURCH STREET, BRITON FERRY	Page Nos: 269 - 270	Wards Affected: BRITON FERRY
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SECTION B – MATTERS FOR INFORMATION

8.	CYMMER VIADUCT	Page Nos: 271	Wards Affected: PORT TALBOT
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9. PLANNING APPEALS RECEIVED	Page Nos: 272	Wards Affected: BAGLAN
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10. NOTIFICATION OF APPEAL DECISIONS	Page Nos: 273 - 275	Wards Affected: BRYNCOCH SOUTH: CIMLA & NEATH NORTH.
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11. DELEGATED APPLICATIONS DETERMINED BETWEEN 1/8/2005 AND 19/8/2005	Page Nos: 276 - 288	Wards Affected: ALL
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Human Rights Act

The Human Rights Act 1998 came into force on 2nd October 2000. It requires all public authorities to act in a way which is compatible with the European Convention on Human Rights. Reports and recommendations to the Sub-Committee have been prepared in the light of the Council's obligations under the Act and with regard to the need for decisions to be informed by the principles of fair balance and non-discrimination.

Background Papers

The relevant background papers for each of the planning applications listed in section 1 – 4 and 11 above are contained in the specific planning applications files and documents listed in Background Information in each individual report. The contact officer for the above applications is Cliff Patten, Principal Officer – Development Control, Telephone No. 01639 764446, E-mail: c.patten@npt.gov.uk.

SECTION A – MATTERS FOR DECISION

1. PLANNING APPLICATIONS RECOMMENDED FOR APPROVAL

<u>ITEM 1.1</u>	
<u>APPLICATION NO:</u> P/2005/872	<u>DATE:</u> 26/05/2005
PROPOSAL: RESIDENTIAL DEVELOPMENT OF 13 FLATS	
LOCATION: 1 BRECON ROAD, PONTARDAWE, SWANSEA SA8 4PA	
APPLICANT: CATHERINE JULIE ROBERTS	
TYPE: Full Plans	
WARD: PONT	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan
H9 Residential development in built up areas
T2 Highways standards

Unitary Development Plan
H3 Infill development
T1 Highways standards
IE1 Infrastructure

b. Other Policies

Council's adopted Design guidelines

c. Relevant Planning History

P/04/350 – Outline for residential development – Approved 18.5.04
P/04/1783 – Residential development of 14 no. flats – Withdrawn
18.1.05

d. Responses to Consultations

Number of properties consulted: 29

In addition a notice was placed near the site

Number of replies received 20

Petitions of 35 and 59 signatures has also been received

The objections can be summarised as

1. The site is unsuitable for this development being at the narrow busy junction of Brecon Road and Woodland Road.
2. The development will lead to further congestion due to lack of off street parking for neighbouring residential properties and two nearby public houses.
3. Highway and pedestrian safety
4. A building of multiple occupation will not be in keeping with the surrounding properties
5. The development would create an unacceptable level of noise, pollution and vibration both at the clearing and building stages.
6. Loss of privacy and natural light
7. Lack of amenity space for occupiers of the proposed development
8. The development would overburden the sewerage system
9. The amount of refuse will be unsightly, create smell and attract rodents and if housed in basement will be a fire hazard.
10. Property values
11. Peace, tranquillity and privacy lost
12. Overlooking gardens and therefore loss of privacy
13. The property is occupied by bats
14. Development out of character with the area and the street picture will be adversely affect by the development.
15. Loss of view and light due to height of proposal
16. Concern over the removal of asbestos from the site.
17. The population of the street will be overwhelmed by the development.
18. Difference in ground levels from the application site and the neighbouring property. There is no internal crash barriers and the neighbouring property has not agreed to the erection of fencing on top of the existing party wall.

19. A refuse lorry would not be able to access the site and the number of bins would obstruct the pavement or a communal bin would be unsightly.
20. The noise of vehicles manoeuvring.
21. How would an emergency vehicle enter the site
22. Plans do not show the provision of fire escapes.

Statutory Consultees:

Pontardawe Town Council: No reply to date therefore considered to be no objections

Environment Agency - No objections.

Welsh Water - No objections

Head of Engineering and Transport (Highways) - No objections subject to conditions.

Head of Engineering and Transport (Drainage) - No objections.

Transco – No apparatus affected

Western Power – No apparatus affected

APPRAISAL

This a detailed application for the construction of 11 no. flats on the site of the former Eynon's Bakery and shop located at 1 Brecon Road, Pontardawe.

The principle of residential development on the site has been established with the granting of outline consent in May 2005.

The site is located at the junction of Brecon Road and Woodland Street. It is presently occupied by the bakery buildings, a two storey bakery shop fronting Brecon Road alongside a three storey sheet claded warehouse and a number of connected lean-to buildings to the rear.

All properties to the side rear and opposite the site are residential dwellings. The oblong shaped application site has a full width frontage on to Brecon Road; it has the maximum dimensions of 22 metres wide and a depth of 37 metres.

It is proposed to demolish the existing buildings on site and construct 2 blocks of residential accommodation one along Brecon Road along a similar building line to the neighbouring properties along Brecon Road. The second block will be along Woodland Street along a similar line to the existing building.

The development will consist of the following

4 no. 1 bedroom studio apartments

7 no. 1 bedroom plus sleeping deck duplex apartments

Block 1 fronting on to Brecon Road, comprises of 8 flats, 4 on the ground floor and 4 above. Each flat will provide the following accommodation

Bedroom, bathroom, open plan kitchen/diner living room.

In addition the units on the first floor will have a sleeping deck above.

All flats will be accessed from one of two stairways off central doorways off Brecon Road. To the front of the block are garden areas, which have been allocated to the 4 ground floor flats.

Block 2 fronting Woodland Street comprises a terrace of 3 units. Each unit will be accessed from individual accesses off Woodland Street.

Each of the units will provide

Bedroom on ground floor, bathroom and living room/diner on first floor and a sleeping deck provided within the roof space.

It is proposed to provide 13 no. Car parking spaces to the rear of the properties and beneath the block, which fronts onto Woodland Street.

The proposal has been amended to reduce the height and scale of the development.

In terms of Policy the site is located within the proposed settlement limits for this area, as indicated by Draft Neath Port Talbot Unitary Development Plan.

The Northern Lliw Valley Local Plan in relation to this site provides no specific allocation and no settlement boundaries are defined. Policy H9

provides for small-scale residential development within built up areas, subject to compatibility with existing facilities and services.

In assessing this proposal consideration needs to be given primarily to the affect of the proposal in visual terms and on the street scene, the affect on amenity and privacy of nearby dwellings and issues relating to highway safety.

In terms of visual amenity and the street scene, it is noted that the existing elevation fronting Brecon Road comprises a two storey shop and large three storey bakery building and clearly has an industrial look which is out of character with the other development along this frontage. The side elevation to Woodland Street comprises industrial type buildings finished externally in cladding.

The proposal comprises a traditional residential elevation fronting Brecon Road incorporating habitable room windows and entrance doorway and having a ridge height of some 9 metres which is 1.6 metres above the ridge height of the adjacent dwelling and no higher than the existing building. The elevation fronting Woodland Street again comprises traditional features and has a ridge height ranging from 8 metres to 9.2 metres due to the gradient in the highway.

It is considered therefore, in view of the foregoing, that the proposal will not have an adverse affect on visual amenity or the street scene and, indeed, it could be considered that it would result in an improvement in visual terms over the existing.

With regard to the affect of the proposal on amenity and privacy, it should be noted that the development complies with the Council's adopted guidelines on overlooking windows and whilst some windows will overlook rear garden areas, this is common with existing dwellings in the locality. Due to the submission of amended plans reducing the height and scale of the development, it is considered that the proposal will not have an adverse affect of amenity and privacy or have an overbearing impact.

In terms of highway safety, it is noted that the proposal incorporates improvements to the pavement along Woodland Street together with off-street parking facilities and there is no objection from the Head of Engineering and Transport on highway safety grounds.

With regard to the objections received the following observations are made.

1. The site is located within a residential area, there are no objections from the highways department on highway or pedestrian safety issues. It should be noted that the proposed development will replace an existing shop and industrial use. The submitted plans indicate that the pavement along the frontage of Woodland Street will be widened from its present width.
2. The development provides at least one car parking space per unit with an additional 2 spaces for the development. Whilst there may be existing parking problems in the area, it is considered that this is adequate in this edge of town location.
3. There are no objections from the Head of Engineering and transport on highway and pedestrian safety grounds.
4. The site is within a predominately residential area and externally has the appearance of terraced housing.
5. Disturbance during construction would be for a temporary period and can be controlled to acceptable levels. On site safety is not considered to be a material consideration in this case. Many of these matters are dealt with under other legislation or controls.
6. The proposed development complies with the Council's adopted guidelines for distances between habitable room windows. There is however, no right to light under planning law, however it should be noted that the development is replacing existing two and three storey buildings.
7. The policies contained within the Unitary Development plan indicate that open space would be likely to be required on a site exceeding 30 dwellings. It should be noted that the 4 ground floor flats to the block fronting Brecon Road have been allocated a front garden area.
8. No objections have been received from Welsh water subject to conditions regarding the sewerage capacity of the existing system.
9. Health hazards are an environmental health issue the communal bin area can be screened, a condition requiring this is recommended.
10. Property value and any affect upon this is not considered to be as such, a material consideration. Residential development in a residential area is not considered a bad neighbour use. There is no evidence that this would de-value properties.
11. The proposed use of residential within a residential area is considered to be acceptable, the development complies with the Council's adopted guidelines with regard to the protection of privacy in relation to the overlooking of habitable room windows.

12. The council has no adopted guidelines with regard to the overlooking of rear gardens of properties. The proposed development complies with the Council's adopted guidelines for the overlooking of habitable room windows.
13. A Condition is recommended relating to the Statutory provisions relating to bats.
14. The proposed development is a residential development within a predominately residential area. Block one has been designed as to follow the building line of the neighbouring properties along Brecon Road and will have similar eaves height to the neighbouring properties. Block two is a row of Development not out of character with the area.
15. The proposed development will be the same height as the maximum height of the existing property; there is no right to a view under planning law.
16. The removal of asbestos is covered under environmental health legislation.
17. It is considered that this is a residential development of a scale which is acceptable within this residential area.
18. The Head of Engineering and Transport has not requested any vehicle crash barriers. The erection of fencing on a party wall is a private matter.
19. At present the refuse lorry services other properties within the street, this situation would continue as present.
20. It should be noted this will replace a factory and shop unit within a residential area.
21. It is considered there would not be a problem with emergency vehicles entering site.
22. This is a matter dealt with under Building Regulations legislation.

In conclusion, it is considered that the proposed re-development of this site on the fringe of the town centre and in the manner proposed, is consistent with the aims of the Development Plan and would not have an adverse impact on visual amenity, the street scene, amenity and privacy and highway safety to such a degree as to justify a refusal of planning consent.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

(3) Foul water and surface water discharges shall be drained separately from the site unless otherwise agreed in writing with the local planning authority.

Reason

To protect the integrity of the Public sewerage system.

(4) Unless otherwise agreed in writing with the local planning authority, no surface water shall be allowed to connect (either directly or indirectly) to the public sewerage system.

Reason

To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no detriment to the environment.

(5) No land drainage run off will be permitted either directly or indirectly to discharge into the public sewerage system

Reason

To prevent hydraulic overload of the public sewerage system and pollution of the environment.

(6) All the balconies shall be provided with privacy screening to the sides in accordance with a scheme first submitted to and approved in writing by the local planning authority. The above screens shall be erected prior to the occupation of the dwellings and retained as such.

Reason

In the interests of amenity

(7) Prior to the commencement of work on site details of the bin storage facilities shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the occupation of any of the dwellings.

Reason

In the interests of amenity.

(8) Where any species listed under Schedules 2 or 4 of The Conservation (Natural Habitats Etc) Regulations 1994 is present on the site [or other identified part] in respect of which this permission is hereby granted, no works or site clearance, demolition or construction shall take place in pursuance of this permission unless a licence to disturb any such species has been granted in accordance with the aforementioned Regulations and a copy thereof has been produced to the local planning Authority.

Reason.

To ensure no disturbance to protected species.

(9) Notwithstanding the details shown on the approved plan the forecourt boundary wall along the Brecon Road frontage shall be set back to a 2.5m by 90m vision splay for Woodland Road and prior to occupation of any flat the area forward of the boundary wall shall be made up as footway construction to a specification to be agreed in writing by the Local Planning Authority and shall be maintained and kept open and free for public use thereafter.

Reason

In the interest of highway safety.

(10) Prior to occupation of any flat the existing vehicular footway crossing to Brecon Road and Woodland Road shall be removed and reinstated as footway and the footway along the Woodland Road frontage widened as shown on the approved plan (minimum width of 1.5m at block 1 and 2m in front of block 2) and made up as footway construction in accordance with a scheme to be submitted to and agreed by the Local Planning Authority. This footway shall be kept open and free for public use thereafter.

Reason

In the the interest of highway safety.

(11) Access shall be via a reinforced concrete vehicular footway crossing not the kerbed, access as shown.

Reason

In the interest of highway safety.

(12) Prior to first use of any flat the access and car parking area shall be hardsurfaced in concrete, tarmacadam or block paving and marked out as shown on plan and shall be retained as such thereafter.

Reason

In the interest of highway safety.

(13) Notwithstanding the details shown on the approved plan the boundary fence on the boundary with No. 6 Woodland Road shall not exceed 600mm in height above back of footway level for 2.5m back from back of footway and shall be retained as such thereafter to provide a 2.4m by 2.4m pedestrian vision splay for both the shared drive to adjacent property.

Reason

In the interest of highway safety.

(14) The Travel Plan as submitted shall be monitored every 12 months from the date of the first occupation of the flats and results forwarded to the Local Planning Authority upon request.

Reason

In the interest of highway safety.

<u>ITEM 1.2</u>	
<u>APPLICATION NO:</u> P/2005/201	<u>DATE:</u> 08/02/2005
PROPOSAL: TEMPORARY CAR SALES OFFICE FOR A THREE YEAR PERIOD (Revised plans showing details of entrance ramp and parking 22/6/05) plus (Additional information received 8/8/05).	
LOCATION: FORMER LLANDARCY FILLING STATION, FABIAN WAY, JERSEY MARINE, NEATH	
APPLICANT: CPG WALES	
TYPE: Full Plans	
WARD: COEW	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan:

T26 New Development and Highway Safety.

E67 Design of New Development.

Unitary Development Plan Deposit Draft:

ENV17 General Considerations.

T1 Location, Layout and Accessibility of new proposals.

EC2 Extensions to industrial/Business Premises.

b. Other Policies

None

c. Relevant Planning History

03/1366 – Change of use from filling station to car sales – Approved 06.04.04.

96/0127 – Redevelopment car sales and petrol – Approved 06.07.96

87/0175 – Car Sales – Approved 13.07.87

2/3/83 – Car Sales – Approved 20.04.83

d. Responses to Consultations

Number of properties consulted: 1

Site notices were also displayed around the site.

Number of replies received: As follows

One letter of objection was received from the adjacent business. The objection can be summarised as follows:

- (1) The owner of the property bought the premises in 1975 due to its high visibility from the road. They have endured many change factors over the years, however the proposed application has blanked them visually from the east and now provides further cover for break ins.

A petition was received from the applicant's agents with 14 signatures in support and 6 signatures against the proposed development on this and the adjoining site. No reasons were given for the support of the development. However the following issues were raised by 2 of the supports and 4 of the objectors:

- (2) No transporters to turn anywhere in Crescent.
- (3) No test drives down the crescent.
- (4) There is too much traffic.
- (5) The developers are not complying with planning.

42 letters were received which quote only application numbers 2005/1063 and 2005/1176, which seek retrospective advertisement

consent. However the letters also raise the following issues relating to the current application:

- (6) The portacabin, I understand has no planning either.

Statutory Consultees:

Head of Engineering and Transport (Highways): No objection.

Coedffranc Community Council: No objection.

Environment Agency Wales: Object to the development as it is located within Zone C2 of the TAN 15 Development Advice Maps.

APPRAISAL

The proposed application seeks retrospective temporary permission for a three year period for the erection of a demountable building to be used as a sales office for the existing car sales facility on site. The proposed building has a width of 18.27m and a depth of 3.9m. The structure has a flat roof with a maximum height of 3.04m. The structure is located in the south western corner of the site, along the boundary with the adjoining Celtic Mower Site.

The main issues to be considered in the determination of the application are the impact upon the residential amenity of the adjacent dwellings, the impact upon the character and appearance of the surrounding area and the impact upon the highway safety of the existing road network.

The proposed application site is located within a mix use area. To the south is Fabian Way, which is one of the principal route between Neath/Port Talbot and Swansea. To the northern side of the application site is Elba Crescent. The Visteon Industrial Site and the Celtic Mower property are located to the eastern end of the Crescent, whereas the remaining area of the road is predominately residential. The Celtic Mower site separates the car sales plot from the residential properties. The proposed temporary sales office would not overshadow, overlook or be overbearing to the amenity of the adjacent properties.

The proposed demountable building by its design and function is only a temporary building. The building has been painted blue, in keeping with the company's corporate colours and an area of decking has been constructed to the front to allow disabled access to the office. The

narrowest part of the building faces out towards Fabian Way, which helps to limit the visual massing of the structure. The proposed building by reason of its temporary nature would not be suitable for a permanent permission. However it is considered that for a limited period of three years, the proposed development would have no significant detrimental impact upon the character or appearance of the surrounding area.

The Environment Agency has identified the application site as being located with the Zone C2 of the Development Advice Maps of TAN 15. They state that in line with TAN 15 the developers should provide an assessment of the Flooding Consequences. However as the nature of the business, a car sales office, is considered to be a generally low risk use and that the application seeks temporary permission for a three year period for a demountable building, which itself is raised above the ground level of the site, the proposed development is considered to be low risk and therefore it is considered that an assessment is not required.

The Head of Engineering and Transport (Highways) has stated that the proposed structure would not obstruct the visitors parking spaces and would have no detrimental impact upon the highway safety of the existing road network.

The following comments are made in response to the objections raised by local residents:

- (1) There is no planning right to a visual line of sight to a public view point. As such this is not a planning consideration.
- (2, 3 & 4) The proposed sales unit would not in itself generate any additional transporter or test drives. These traffic movements are generated by the main existing use of the site for car sales.
- (5&6) The application seeks retrospective permission, which is an accepted provision within planning regulations.

In conclusion, the proposed development would be in accordance with the policies of the Council's development plans.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The building hereby permitted shall be removed from the site and the land restored to its former condition on or before 1st September 2008.

Reason

The hereby approved buildings are of a temporary nature.

<u>ITEM 1.3</u>	
<u>APPLICATION NO:</u> P/2005/428	<u>DATE:</u> 11/03/2005
PROPOSAL:	GARAGE & EXTENSION
LOCATION:	BARN AT, CWM NANT YR ARLLWYS FARM, OFF YNYSMAERDY ROAD, BRITON FERRY, NEATH SA112TP
APPLICANT:	RICHARD PRICE MORGAN
TYPE:	Householder
WARD:	BFE

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

West Glamorgan Structure Plan (Review No. 2):

Policy C1 The environment and natural beauty of the countryside will be protected for its own sake.

Borough of Neath Local Plan:

Policy E67 New development.

Policy H8 Extensions to dwellings.

Policy E55 Development within the open countryside.

Policy T26 Highways.

Policy E78 Foul and surface water drainage.

Deposit Draft Unitary Development Plan:

Policy ENV 17 General Considerations.

Policy ENV1 Development in the countryside.

Policy ENV8 New buildings, conversions and operations in the countryside including farm diversification.

b. Other Policies

None

c. Relevant Planning History

01/1060 Lawful Development Certificate - Use of farm cottage for residential use – Approved 27/11/01

02/0562 Barn to dwellinghouse – Approved 09/07/02

d. Responses to Consultations

Number of properties consulted: 4
A site notice has been posted.

Number of replies received: 0

Statutory Consultees:

Briton Ferry Community Council: No reply and therefore, no observations to make.

Head of Engineering and Transport Highways (Highways): No objections.

Western Power Distribution: No reply.

Environment Agency: No objections.

APPRAISAL

The application site forms part of a disused farm complex, comprising a vacant cottage and a barn which has been converted to residential use. The site is in a remote rural location to the east of Briton Ferry.

The existing cottage is 7.8 metres by 4.86 metres, to a height of 6.6 metres with a pitched roof. There is a rear lean-to stable, 7.8 metres by 3.1 metres, to a height of 3.4 metres. To the front, is a dairy, 3.38 metres by 5.3 metres, to a height of 4.1 metres with a pitched roof, linked to the cottage by a porch 2.5 metres by 3.4 metres, incorporating a mono-pitched roof.

The proposal retains the main structure of the cottage and provides a new higher roof, to a height of 7.5 metres. A double-storey, side extension is proposed 14.7 metres by 9.0 metres, to the same height. Materials are to match those existing. A garage is proposed, 10.0 metres to the side of the extended cottage, 8.0 metres by 8.0 metres, to a height of 4.8 metres.

Policy ENV8 of the Draft Deposit UDP states that new buildings in the countryside should satisfy the following criteria:

- (i) the landscape or seascape
- (ii) wildlife and habitats
- (iii) the character of the area including means of enclosure and architectural traditions
- (iv) local highway or amenities, including the creation of noise, smell, pollution, hazards or visual impacts.

However, it should be noted that little weight can be placed upon Policy ENV8 due to objections being received. With respect to the Borough of Neath Local Plan Policies H8 and E67 advise that such proposals should not have an adverse effect on adjacent residential properties or the environment by virtue of scale, design, massing, over intensification, too close to existing dwellings, highway problems and the landscape. The main issue, therefore, is whether there will be demonstrable harm to rural amenity, bearing in mind the existing built environment, at this specific location.

It should be noted that the proposal is an extension to an existing cottage with minimal facilities located within close proximity to a residential barn conversion. Whilst the proposal is a large extension it is considered as not being unduly harmful to rural amenity and will present an attractive dwelling appropriate to this location, complementing the existing structures. The garage would be a detached pitched roof building which will be accessed via a new drive and will accommodate 3 vehicles and this again would not adversely affect the visual amenity. There would be no adverse effect on residential amenity and the Head of Engineering and Transport (Highways) has no objections.

It is considered that whilst the proposal represents a large extension to the otherwise small property, in this case, there would be no demonstrable harm to the countryside that would warrant a refusal.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2) Notwithstanding the submitted details, the external materials shall be white render to the walls and grey slate to the roof or otherwise agreed in writing with the Local Planning Authority.

Reason

In the interests of visual amenity.

<u>ITEM 1. 4</u>	
<u>APPLICATION NO:</u> P/2005/546	<u>DATE:</u> 04/04/2005
PROPOSAL: VARIATION OF CONDITION 11 OF PLANNING PERMISSION P.2001/1298 TO ALLOW OCCUPATION OF UP TO 10,000 SQ FT (929SQ M) OF THE PERMITTED FLOORSPACE TO BE OCCUPIED BY RETAILER	
LOCATION: LAND AT, BRITON FERRY ROAD, MELIN, NEATH SA111AS	
APPLICANT: LIBERTY PROPERTIES PLC	
TYPE: Vary Condition	
WARD: NTHE	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan:

Policy 12 Location of major retail units.
Policy S19 Criteria for non town centre retail.
Policy E67 New development.
Policy H8 Extensions to dwellings.
Policy T26 Highways.

Deposit Draft Unitary Development Plan:

Policy TRL 3 Out of centre proposals.
Policy ENV 17 General Conditions.

b. Other Policies

None.

c. Relevant Planning History

Application P/1999/947 Three non food retail units approved
23/11/1999

Application P/2001/1262 Private members Bingo hall approved
19/12/2001.

Application P/2001/1298 Non food retail warehousing approval
12/2/2002

d. Responses to Consultations

Number of properties consulted: 26

Number of replies received: 0

Site notices displayed.

Neath Town Council: no objections.

Head of Engineering and Transport (Highways): no objections.

APPRAISAL

The application seeks permission for the variation of condition 11 of a previously approved planning consent P/2001/1298 in relation to non food retail warehousing at Melyn Neath. The unit which is subject of the application is 929 square metres, from a total of 1397 square metres covered by the extant consent. The applicants propose to split the approved unit into 2 units, the largest being 929sqm.

Condition 11 stated that; “notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (or any order revoking and re enacting that order with or without modification), the retail floorspace hereby approved shall not be used for the sale of :

- a. Men’s and women’s fashion clothing and or footwear including sports clothing and footwear.
- b. Fashion accessories.
- c. Jewellery.

- d. Cosmetics and/ or toiletries
- e. Pharmaceutical products.
- f. Photographic equipment, except for the sale of photographic equipment when not more than 5% of the total retail floorspace of any individual unit is used for the display of such.
- g. Food other than ancillary sales of such items. (Note – wines and spirits are not regarded as food items for the purpose of this condition.

In support of the application a retail statement has been submitted. The report contends that there is a need to broaden the range of goods permitted to be sold from 929sq metres (10,000 sq feet) of the consented development. The application is in response to the lack of commercial interest from bulky goods operators in the Melyn site, consequently the key gateway site remains vacant which detracts from the visual amenity of the area.

Relevant policies in respect of out of town developments;

Policy TRL3 (Unitary Development Plan Deposit Draft) – Out of centre proposals;

A proposal for retail, leisure, or a use best located in a town centre, but located outside the Neath, Port Talbot or Pontardawe Shopping Centres will only be permitted provided:-

- a) There is a need for the development.
- b) The proposal complies with the sequential approach to site selection.
- c) It would not create an unacceptable impact on the vitality, attractiveness or viability of an existing centre, or put a town centre regeneration strategy at risk.
- d) It would not create unacceptable impacts in terms of the amenities or environmental quality of the area.
- e) It would be accessible by a variety of means of travel.
- f) It would not lead to a significant increase in traffic generation.
- g) It would not result in the loss of land allocated for other use including housing and employment nor land which is important in terms of biodiversity or the provision of open space.

In addition PPW 10.2.11 states;

Local planning authorities should adopt a sequential approach to selecting sites where a need is identified for such new development. The sequential

approach should also be used when allocating sites for the other uses best located in existing centres.

The statement in support of the application contends that there are no sequentially preferable alternatives to the application proposal. With regard to vacancies in Neath town centre a GOAD map has been submitted which clarifies the assertion that there are no units available within the 2,500 sq foot range therefore a refusal on sequential grounds would not have the effect of directing the proposal to the town centre.

Neath has a vacancy rate of just under 12.5% (2001) marginally above the national average of GOAD surveyed centres of 10.9% but lower than the 12.7% vacancy rate identified by Neath Local Plan in 2000. Vacancies are concentrated in secondary areas of the town centre and generally comprise of small units unsuitable for the proposed user.

With regard to the Quantitative and Qualitative need the report states that the level of available comparison goods expenditure within the catchment of this site would be approximately 112.84 million pounds. Allowing for improvements in the trading performance of existing provision and outflow of local expenditure elsewhere it was concluded that at 2004 there was a surplus of available expenditure of 28.7 million pounds, rising further by 2006. The original retail assessment (for application P/2001/1298) assumed a sales density of about 2.250 pounds, the proposed operator of the principle unit has an average sales density of about half of this figure. This would give a total turnover of with the proposed operator of the main unit some 0.79 million lower than previously estimated.

The report states that the variation of condition will allow the redevelopment of this key site which is at present derelict.

With regard to retail impact. The estimate for the original retail warehouse operation (the subject of the extant approval) predicted that the site would attract 20% of its trade from the town centre. This estimate was not predicted on the range of comparison goods sold at the site being restricted any way. If this level of trade draw were to be applied to the proposed outlet this would equate to an impact of about .22 million pounds from the town centre. At 2006 this would represented an impact of 0.2% on the town centre's comparison goods turnover. Based on these figures and by virtue that the proposed outlet sells a wide range of goods it is argued that the impact would not be focused on any particular comparison goods sector and therefore the overall impact on the town centre will be lower than that described above.

The conclusion of the report states;

With regard to the sequential test and vacancies in Neath town centre, the advice received by the applicant clearly demonstrates that there are no suitable, viable and available opportunities in the centre that might otherwise realistically accommodate the current proposal. It is noted that no suitably sized unit is currently proposed in the area. The proposal is targeted at meeting an immediate need by a confirmed named operator.

With regard to the flexibility sought, to enable the operator to trade from a unit of 929 square metres, it is confirmed that approximately 20% of the floorspace would be devoted to the sale of goods such as clothing and toiletries which fall outside the extant user restriction, i.e. a relatively small proportion in terms of the unit overall.

The issue to consider is whether or not allowing the type of operation requested would undermine the viability and vitality of Neath Town Centre.

Vitality is reflected in how busy a centre is at different times and in different parts, attractiveness in the facilities and the character which draw in trade, whilst viability refers to the ability of the centre to attract investment, not only to maintain the fabric, but also allow for improvement and adaptation to changing needs.

A health check was submitted with application P/2001/1298 which reaffirmed the conclusions of the NLP Neath Port Talbot Retail Study that Neath is generally a vital and vibrant town centre offering a good range of goods and services in a pleasant shopping environment. The health check was carried out using the criteria set out in TAN 4.

In policy terms the applicants have identified the need for the change in condition as being a qualitative and quantitative need. In relation to the sequential test there would appear to be no suitable sites available in the town centre or edge of the town centre which would satisfy the needs of the confirmed operator. Therefore a refusal would not have the effect of directing the proposal to the town centre, in addition an opportunity to develop a derelict site together with associated employment and local facilities associated with the proposal would be lost.

In view of the above, the relatively small percentage of floorspace associated with the application and the wide range of goods retailed by

the confirmed operator which reduces the impact on the comparison goods sector within the town centre, it is considered that the proposal is acceptable in policy terms and will enhance the visual character of this part of Neath.

In conclusion, the proposal is considered as acceptable.

RECOMMENDATION: Approval with Conditions

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)Notwithstanding the details shown in the application, no development shall take place until there has been submitted to and approved by the local planning authority details of materials to be used externally. The development shall be built in the materials approved in accordance with this condition.

Reason

In the interests of visual amenity.

(3)No development shall take place until there has been submitted to and approved in writing by the local planning authority a scheme for landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, taking into account potential growth, together with measures for their protection in the course of development. This scheme shall be carried out in the first planting season after completion of the development or its occupation, whichever is the sooner and any trees or plants which within a period of five years are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same species, unless the local planning authority gives written consent to any variation.

Reason

In the interest of visual amenity and to accord with Section 197 of the Town and Country Planning Act, 1990.

(4) Prior to the commencement of the development, full details of the proposed means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The means of enclosure as approved shall be erected on site prior to the first use of the retail units.

Reason

In the interests of visual amenity.

(5) Prior to the commencement of the development hereby permitted, full details of the proposed screening to the bin storage area shall be submitted to and approved in writing by the Local Planning Authority. The screening, as approved shall be erected on site prior to the first use of the retail units.

Reason

In the interests of visual amenity.

(6) The parking area as shown on the approved plan shall be provided on site prior to the first use of the retail units and retained thereafter for car parking.

Reason

In the interest of highway safety.

(7) With the exception of the bin store shown on the approved plan No. SW614.P/100 Rev. A outside storage whatsoever shall take place at the premises without the prior written consent of the local planning authority.

Reason

In the interests of the visual amenity of the area.

(8) Details of the floor level of the development shall be submitted to, and approved in writing by the local planning authority before work on site is commenced, and the development carried out as may be approved by this condition.

Reason

In the interest of the amenities of the area and to ensure a satisfactory street picture.

(9) No works on the construction of any shop front to the building the subject of this permission shall be carried out prior to the submission of details to, and their approval in writing by, the local planning authority, and shall be constructed as may be approved under this condition.

Reason

In the interests of visual amenity.

(10) The building shall not be sub-divided into more than 2 units, the largest being no more than 929 sqm, unless in accord with a scheme to be first submitted to and approved by the Local Planning Authority.

Reason

In order that such proposals can be assessed in relation to potential impact on Neath Town Centre.

(11) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (or any order revoking and re enacting that order with or without modification), the retail floorspace hereby approved shall not, with the exception of 20% of 929 square metres (or one unit) of the permitted floorspace be used for the sale of:

- a. Men's and women's fashion clothing and or footwear including sports clothing and footwear.
- b. Fashion accessories.
- c. Jewellery.
- d. Cosmetics and/or toiletries.
- e. Pharmaceutical products.
- f. Photographic equipment, except for the sale of photographic equipment when not more than 5% of the total retail floor space of any individual unit is used for the display of such..
- g. Food other than ancillary sales of such items. (Note. Wines and spirits are not regarded as food items for the purpose of this condition.

Reason

In order to ensure the development does not detract from the vitality and viability of the Town Centre and in the interests of clarity.

(12) Prior to the erection of any proposed external lighting a scheme shall be submitted to and approved by the Local Planning Authority and carried out in accord with such details as may be approved.

Reason

In the interests of safety and amenity.

(13) Adequate provision, in accordance with a scheme to be first submitted to and approved in writing by, the local planning authority, shall be made for the drainage of the land. Such scheme shall ensure that proper drainage of any adjoining land is not interrupted or otherwise adversely affected. The scheme shall be implemented prior to the occupation of any unit.

Reason

To ensure satisfactory drainage.

(14) Prior to the commencement of work on site, a detailed scheme to deal with any contamination on the site shall be submitted to and approved by the Local Planning Authority. This scheme shall be a staged approach and will first include the submission of a Site Investigation and Risk Assessment. If at this stage of the process the Local Planning Authority notify the opponent in writing that contamination will cause an unacceptable risk to the site users or the environment, a mediation strategy shall be provided to be submitted to and approved by the Local Planning Authority. Prior to any occupation of the development a validation report and results prepared by a suitably qualified person, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason

Prevention of pollution and to ensure a satisfactory development.

(15) Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound

should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund. The delivery area should also be bunded to prevent pollution.

Reason

To prevent pollution of the water environment.

(16) Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

Reason

To prevent pollution of the water environment.

(17) A scheme shall be submitted for the approval of the Local Planning Authority detailing the redesign and reconstruction of the existing traffic signalled controlled junction of School Road with Briton Ferry Road and the site access, together with all associated modifications to the traffic signal equipment and control systems. This should also include any signing, lining, Traffic Regulation Orders, tactile paving and drop kerbs to be approved in writing by the Authority. The scheme shall be implemented prior to the occupation of any unit.

Reason

In the interest of highway safety.

(18) No access at any time during any construction period of the site shall be gained via DC Griffiths Way.

Reason

In the interest of highway safety.

(19) Parking restrictions shall be implemented on the proposed access road to avoid any indiscriminate parking occurring anywhere along it prior to the first use of any unit.

Reason

In the interest of highway safety.

(20) An amended plan shall be submitted to and approved by the local planning authority prior to the commencement of development at a scale of 1:500 detailing changes to the delivery vehicle route on the bend adjacent to the bin store to allow the passage of any articulated lorry. The scheme as approved shall be implemented prior to the first use of the building.

Reason

In the interest of highway safety.

(21) Any surface water discharge to watercourses from the proposed car park, building etc. should be attenuated to existing levels or less. Full calculations shall be submitted to and approved by the Local Planning Authority, prior to the commencement of the construction of the building or car park.

Reason

In the interests of amenity and to prevent flooding.

<u>ITEM 1. 5</u>	
<u>APPLICATION NO:</u> P/2005/737	<u>DATE:</u> 09/05/2005
PROPOSAL: OUTLINE PLANNING APPLICATION - RESIDENTIAL	
LOCATION: LAND FORMERLY KNOWN AS, 6 CAE IS MAEN, TREBANOS, SWANSEA SA8 4AX	
APPLICANT: NPTCBC	
TYPE: Outline	
WARD: TREB	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan

H9- Small scale residential development in built up areas.

Neath Port Talbot Draft Unitary Development Plan.

ENV17- General Considerations.

H3- Infill and Windfall Development.

T1- Location, layout and accessibility of new proposals.

T10- Parking.

b. Other Policies

None.

c. Relevant Planning History

95/285- Demolition of buildings- LDI- 7/9/95

d. Responses to Consultations

Number of properties consulted: 14

Number of replies received: 0

The application was also advertised on site.

Statutory Consultees:

Environment Agency- No Objection.

Head of Engineering and Transport (Highway)- Objection.

Head of Engineering and Transport (Drainage)- No Objection, subject to conditions.

Pontardawe Town Council- Concerns are expressed in relation to previous subsidence of the site, and the existence of bluebells on the site.

APPRAISAL

This is an outline planning application with all matters reserved for future determination for the residential development on land at Cae Is Maen, Trebanos.

The site is located at the junction of Graig Road and Cae Is Maen. It has an area of 0.2ha, having a frontage of approximately 30m to Cae-Is-Maen, and a depth of 60m the property is surrounding by other residential properties. The site slopes down sharply from Cae Is Maen.

The main issues to be considered in this case are the principle of the development, residential amenity, visual amenity and highway safety.

Policy H9 of the Northern Lliw Valley Local Plan states that subject to their compatibility with amenity, design, environmental and highway criteria, proposals for small scale development in built up areas will be supported in principle if they consolidate settlements and make full use of existing facilities and resources. Similarly Policy H3 of the Unitary Development Plan (UDP) states that infill sites within settlement limits will generally be permitted for housing subject to criteria. These criteria are concerned with loss of open space, impact on infrastructure and community facilities, residential amenity and highways implications.

Policy T2 of the Northern Lliw Local Plan requires all new development proposals will be expected to meet the appropriate standards in relation to

design and provision of vehicle and pedestrian access and on site parking provision. Similarly Policy T1 of the UDP is concerned with the location, layout and accessibility of new proposals.

With respect to the matter of residential amenity, it is considered that the site could be developed subject to design and siting so as not to have a detrimental affect on the surrounding residential properties or the street scene.

The Head of Public and Transport Services (Highways) has objected to the outline proposal on the grounds that the Graig Road is narrow and steep and lacking in footway provision for most of its length together with the fact that the junction onto Swansea Road is substandard and inadequate with poor visibility onto Swansea Road and sharp bends and no footways. He considers that further development along Graig Road will be detrimental to the safety and free flow of traffic having particular regard to the safety of pedestrians.

It should be noted that Graig Road already serves some in excess of 30 properties up to Cae Is Maen with additional scattered dwellings further north. Cae Is Maen links Graig Road with Glyn Meirch Road which also serves a large number of properties. In view that only 2 dwellings are recommended to be constructed on the site it is considered that the proposal would not worsen highway safety or highway congestion to a degree that would justify refusal.

Dwr Cymru Welsh Water object to the proposal because the proposed development would overload the existing public sewerage system. However given the catchment area and in the absence of any specific information on sewerage provision in the locality, it is considered that the development would not place a level of demand upon existing or programmed infrastructure which would justify refusal of planning permission. Likewise the scale of proposed development would not warrant a requirement for financial contributions towards the improvement of infrastructure provision.

It is considered therefore that the proposal is acceptable

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1) Approval of the details of the siting, design and external appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called the reserved matters) shall be obtained from the local planning authority in writing before any development is commenced.

Reason

The application was made for outline planning permission.

(2) Plans and particulars of the reserved matters referred to in condition 1 above, relating to the siting, design and external appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason

The application was made for outline planning permission.

(3) Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(4) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.

Reason

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(5) Prior to the commencement of development the forecourt boundary of the property shall be set back 2m from the nearside kerbline and the area forward of the boundary shall be made up as a 2m wide footway and retained as such and kept open and free for public use thereafter.

Reason

In the interests of highway safety.

(6) Any drives shall be located at the eastern end of the plot and shall be a minimum of length of 6m from the back of the footway to garage to door, a minimum width of 3.2m and prior to occupation of the dwelling shall be hardsurfaced in concrete, tarmacadam, or block paving to a maximum gradient of 1 in 9.

Reason

In the interest of highway safety.

(7) No drive shall be closer than 2.5m to any boundary and prior to the occupation of any associated dwelling pedestrian visibility splays of 2.4m by 2.4m (measured back from the back of the footway) shall be provided each side of the drive within which nothing over 600mm in height shall be erected or allowed to grow.

Reason

In the interest of highway safety.

(8) Any gates shall be of a type which open inwards only.

Reason

In the interest of highway safety.

(9) Prior to the occupation of the dwelling at least two car parking spaces, three if the gross floor area exceeds 120 sq.m., shall be provided within the curtilage of each dwelling in accordance with a scheme which shall be submitted to and approved in writing by the local planning authority. The approved car parking area(s) shall be retained as such and thereafter not be used for any purpose other than vehicle parking.

Reason

To comply with the requirements of the local planning authority concerning off-street car parking in the interests of amenity and highway safety.

(10) Adequate provision, in accordance with a scheme to be first submitted to, and approved in writing by, the Local Planning Authority, shall be made for the drainage of the land. Such scheme shall ensure that

proper drainage of any adjoining land is not interrupted or otherwise adversely affected. The scheme shall be implemented prior to the occupation of the dwelling.

Reason

To ensure satisfactory drainage.

(11) No more than 2 dwellings shall be constructed.

Reason

In the interest of amenity.

(12) Prior to the occupation of any associated dwelling a vehicular footway crossing shall be provided.

Reason

In the interest of highway safety.

(13) Sole vehicular access shall be off Cae Is Maen and no vehicular access shall be closer than 10m to the junction with Graig Road.

Reason

In the interest of highway safety.

(14) The forecourt boundary along the Graig Road frontage shall be set back 2.5m from the existing carriageway edge and the area forward of the boundary shall be kerbed and made up as footway construction and shall be retained as such and kept open and free for public access thereafter.

Reason

In the interest of highway safety.

<u>ITEM 1. 6</u>	
<u>APPLICATION NO:</u> P/2005/785	<u>DATE:</u> 16/05/2005
PROPOSAL: RE-SUBMISSION OF RESERVE MATTERS FOR RESIDENTIAL DEVELOPMENT (103 DWELLINGS) ACCESS OFF GELLIGRON HILL	
LOCATION: LAND OFF, GELLIGRON ROAD, GELLIGRON, PONTARDAWE	
APPLICANT: PERSIMMON HOMES (WALES) LTD	
TYPE: Reserved Matters	
WARD: PONT	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan
U3 – Provision for Service Reservoir at Cefnllan
T14 – Infrastructure requirements
T2 – Development to meet vehicle/pedestrian access standards
R8 – New res. dev. provision of open space/playgrounds
EQ11 – Retention of urban trees and woodlands

Unitary Development Plan
H1/35 – Housing Landbank

b. Other Policies

Planning Policy Wales

c. Relevant Planning History

97/761 – Residential (outline) – Approved 15.10.98.
02/82 – Access off Gelligron Road – Approved 15.4.03.
02/83 – Renewal of outline consent – Approved 7.5.02.
04/663 – Residential (Reserved Matters) – Approved 23.11.04.

05/111 – Work to Trees Covered by Tree Preservation Order –
Approved 22.2.05.

d. Responses to Consultations

Number of properties consulted: 99

The proposal was advertised on site and in the press.

Number of replies received: 0

Statutory Consultees:

Head of Engineering and Transport (Highways) – No Highway
Objection subject to conditions.

Head of Streetcare Services (Arboriculture) – No objection – The tree
survey and proposal are acceptable.

Hyder Consulting Welsh Water – No objection subject to conditions.

Pontardawe Town Council – No response to date, therefore no
observations to make.

APPRAISAL

This is an application for the approval of reserved matters for the
residential development of land located off Gelligron Road, Pontardawe.

Outline planning consent was originally granted in October, 1998, and
was renewed in May 2002, under Reference Number 02/0083. A
condition was imposed on the original outline consent which precluded
access off Gelligron Road but an application indicating access to the site
off this road via a new roundabout to be constructed was approved in
April 2003, under Reference 02/0082.

An application for the approval of reserved matters comprising a total of
101 dwellings was approved on the 23rd November, 2004, under
Reference Number P/2004/663. Access to the site was to be gained off
Gelligron Road via a new roundabout to be constructed near the existing
access into the Gelligron Day Centre.

Since the consent has been granted however, it has been established, due to structural problems, that major improvement works are required to Gelligron Hill (A474) comprising moving the carriageway to the east and utilising part of this site. Consent has been granted for the felling of trees along the frontage in order to facilitate the road improvement scheme and the felling work has been undertaken. The road improvement scheme will be undertaken by the Authority and will incorporate a “right turn lane” in order to facilitate access to the development site directly off Gelligron Hill and which will negate the need for a roundabout on top of the hill.

The site comprises an area of some 5.6 hectares (13.81 acres) of land located adjacent to Gelligron Hill which forms the western boundary. To the north are the rear of properties fronting Cefnllan Road with the eastern boundary running adjacent to the Community Hall and rear gardens of dwellings fronting Alltycham Drive. The southern boundary runs along the rear gardens of existing properties at West Crossways. The land contains several groupings of woodland and trees some of which are subject to a Tree Preservation Order. There are a number of worn tracks in the form of footpaths through the site but these are on an informal basis and there are no registered public rights of way through the site. The south western corner of the site includes an area indicated as “Glynteg Park”.

The layout plan indicates that a total of 103 dwellings are to be accommodated on the site with vehicular access being gained off Gelligron Road via a ‘right-turn lane’. An ‘emergency access’ and footpath/cycle link is to be provided onto Cefnllan Road and a footpath link is also proposed onto West Crossways. The area in the south-western corner of the site known as Glynteg Park is to be retained as a Nature Reserve/Open Space. A Tree Survey has been submitted which indicates that a large number of trees, are to be retained within the scheme. The survey identifies trees to be felled together with their condition and amenity value. The Council’s Arboriculture Officer concurs with contents and conclusions contained in the survey. An Ecological Assessment has also been submitted.

In policy terms, outline consent and approval of reserved matters have been granted and the site falls within the settlement of Pontardawe and it is allocated for residential purposes under Policy H1/35 of the Deposit Draft Unitary Development Plan.

With regard to the proposed open space / nature reserve, it should be noted that the Head of Leisure Services (Outdoor Leisure Manager) states that the Council has already declared this site surplus to requirements in order to reduce liabilities in respect of maintenance of the land and could not therefore recommend that the Council now seeks to adopt the area identified as a Woodland/Nature Reserve, for the reason that the tree survey report indicates substantial tree surgery work and annual inspection of groupings of trees. In addition it is considered that this area is well equipped with sites of this nature within the vicinity of the site, namely the Cwmdu Glen and Cefn-Llan Isaf woodland. However it is considered that this park land provides a valuable amenity, recreational and landscape facility for the area and therefore should be retained.

The Outdoor Leisure Manager suggests that the developer may wish to consider offering the site for adoption by the Community/Town Council, The Woodland Trust or a third party Management Company and an appropriate condition is recommended.

It is considered that the design and layout are acceptable and the details provided broadly reflect the requirements laid down in the conditions of the outline consent and it is considered that the proposed development would not have an adverse impact on amenity or highway safety.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1) Prior to the occupation of any associated dwelling, all drives shall be provided with 2.4 metres by 2.4 metres pedestrian vision splays each side of the drive (measured back from back of footway) within which nothing over 600mm in height shall be erected or allowed to grow. For the shared drives these shall be hardsurfaced but not to the same level as the drive. All splays should be within the ownership/control of the drive owner.

Reason

In the interest of highway safety.

(2) Prior to the commencement of any work on site long sections for all roads and shared drives shall be submitted to and approved by the Local Planning Authority. These shall show that road gradients do not exceed 1 in 10 or are less than 1 in 150.

Reason

In the interest of highway safety.

(3) Prior to the occupation of any dwelling, a plan showing details of all street lighting and road drainage shall be submitted to and approved by the Local Planning Authority and the scheme implemented as approved.

Reason

In the interest of highway safety.

(4) Prior to the commencement of work on the emergency access a detailed scheme shall be submitted to and approved by the Local Planning Authority. This scheme shall include details as to how through traffic is to be prevented during normal usage, construction details, lighting, drainage, a turning facility so that vehicles using it as access to the Community Centre will be able to enter and leave in a forward gear and details of vehicle crossings/means of access each end. This access shall be completed before 75% of all dwellings are completed.

Reason

In the interest of highway safety.

(5) Prior to the occupation of the associated dwelling the drive shall be hardsurfaced in concrete tarmacadam or block paving to the widths shown on the approved plan and a maximum gradient of 1 in 9.

Reason

In the interest of highway safety.

(6) Prior to the commencement of any work on site a plan showing spot heights at back of footway and garage door/end of drive and showing that the gradients of all drives shall not exceed 1 in 9 shall be submitted to and approved by the Local Planning Authority.

Reason

In the interest of highway safety.

(7) Prior to the commencement of any work on site details of road/footway and shared drive construction shall be submitted to and approved by the Local Planning Authority.

Reason

In the interest of highway safety.

(8)No work shall commence on site until the access road off and improvements to Gelligron Hill have been completed by the Local Authority and no work is to commence on the access into the site until the existing traffic restrictions on Gelligron Hill (temporary traffic lights) have been removed and the work to stabilise Gelligron Hill has been completed.

Reason

In the interest of highway safety.

(9)Prior to the occupation of the dwelling at least two car parking spaces, three if the gross floor area exceeds 120 sq.m., shall be provided within the curtilage of each dwelling in accordance with a scheme which shall be submitted to and approved in writing by the local planning authority. The approved car parking area(s) shall be retained as such and thereafter not be used for any purpose other than vehicle parking.

Reason

To comply with the requirements of the local planning authority concerning off-street car parking in the interests of amenity and highway safety.

(10)Notwithstanding the details shown on the approved plan and prior to commencement of works on site a scheme for traffic calming including construction details of all plateaus and traffic calming features and signs at the junction with Gelligron Hill indicating 20 mph shall be submitted to and approved by the Local Planning Authority and this scheme as approved shall be implemented in full on site prior to the occupation of the last dwelling.

Reason

In the interest of highway safety.

(11)Prior to the commencement of work to construct the dwellings the access road shall be completed up to and including binder course to a specification to be first submitted to and approved by the Local Planning Authority (including drainage) for that phase of the development.

Reason

In the interest of highway safety.

(12) Prior to the occupation of any dwelling a surfaced to binder course and lit footway shall be provided fronting the dwelling and linking onto Gelligron Road.

Reason

In the interest of highway safety.

(13) Prior to the occupation of the last dwelling the roads and footways shall be completed to surface course and lit.

Reason

In the interest of highway safety.

(14) Foul and surface water discharge shall be drained separately from the site and no surface water or land drainage run-off shall, either directly or indirectly, connect to the public sewerage system.

Reason

To prevent hydraulic overloading of the public sewerage system in the interest of amenity.

(15) Notwithstanding the details shown in the application, no development shall take place until there has been submitted to and approved by the local planning authority details of materials to be used externally. The development shall be built in the materials approved in accordance with this condition.

Reason

In the interests of visual amenity.

(16) The garage shall not be converted to residential use unless a scheme for replacement car parking has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented prior to the commencement of any conversion works and shall provide for one additional car parking space for each space lost by any conversion works.

Reason

To ensure that adequate car parking provision is maintained within the curtilage of the dwelling in the interest of highway safety.

(17)Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a highway, carriageway, shared driveway or footpath.

Reason

In the interests of visual amenity.

(18)No development shall take place until there has been submitted to and approved in writing by the local planning authority a scheme for landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, taking into account potential growth, together with measures for their protection in the course of development. This scheme shall be carried out in the first planting season after completion of the development or its occupation, whichever is the sooner and any trees or plants which within a period of five years are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same species, unless the local planning authority gives written consent to any variation.

Reason

In the interest of visual amenity and to accord with Section 197 of the Town and Country Planning Act, 1990.

(19)No trees shall be lopped, topped or felled other than those identified for such works in the Tree Survey approved as part of this application.

Reason

In the interest of amenity.

(20)This consent shall relate to the amended plans received on 12th August 2005.

Reason

In the interest of clarity.

(21) Prior to the construction of any dwellings a scheme shall be submitted to and approved by the local planning authority for the maintenance and management of the Glynteg Park area and the scheme shall be implemented prior to the occupation of 50% of the dwellings hereby approved.

Reason

In the interest of visual and general amenity.

<u>ITEM 1. 7</u>	
<u>APPLICATION NO:</u> P/2005/812	<u>DATE:</u> 19/05/2005
PROPOSAL: NEW DOUBLE SIZE CAR PARK AREA (REVISED FROM P2004/0874)	
LOCATION: 55 ROWAN TREE CLOSE, NEATH SA107SQ	
APPLICANT: MR JONATHAN MORGAN	
TYPE: Full Plans	
WARD: BRNS	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan

T24- Car parking and servicing requirements.

T26- New development and highway safety.

H8- Housing design and the creation of new dwellings.

Neath Port Talbot Draft Unitary Development Plan

ENV17- General Considerations.

T1- Location, layout and accessibility of new proposals.

b. Other Policies

None.

c. Relevant Planning History

P/04/874 – Extension to dwelling – Approved 11.10.04

P/03/12899 – Extension to dwelling – Approved 13.1.04

d. Responses to Consultations

Number of properties consulted: 5

Number of replies received: 2

The objections relates to

1. The driveway as constructed has a detrimental impact and lowers the standard of amenity, which the neighbouring property has enjoyed.
2. The new access is directly opposite the front of the neighbouring properties.
3. The angle at which the driveway relates to the driveway is very sharp which makes access to the driveway from the side via the driveway very difficult in a single manoeuvre. It is accessed by driving onto the wrong side of the road and swinging the vehicle around. If there is a vehicle parked in this area it is difficult for the driveway to be accessed from the side and their vehicle is parked on the roadway. This has a detrimental impact on the area.
4. The angle that no. 55 Rowan Tree Close egress off their drive way is too sharp and has resulted in trespass and damage to the neighbour's lawn.
5. The development was constructed in breach of the original planning consent.

Statutory Consultees:

Head of Engineering and Transport – No Objections

APPRAISAL

This is construction of car parking facilities for 2 vehicles in front of a recently extended detached dwelling. The original consent for the extension indicated that it was proposed to provide the required car parking facilities in front of the dwelling with direct access off the adjacent highway. A condition was attached to the consent required a vehicular footway crossing of 6 metres to be provided to access the car parking facilities which were to extend across the frontage of the dwelling.

The applicant has provided a block pavioured car parking area in front of the dwelling accessed off the existing shared access with no. 59 and no. 57 Rowan Tree Close. The pavioured area extends the full depth of the frontage and has a maximum width of approximately 6.2 metre.

The issues relating to this application are highway safety and visual amenity.

The Head of Engineering and Transport has offered no objections to the car parking arrangements.

The car parking area has been finished in block paviors to match the dwelling. In street picture terms the car parking area is acceptable.

With regard to the objections raised

1. The driveway has been constructed in paviours to match the dwelling, which is visually acceptable. The principle of parking cars in front of the property was established under the previous application. The vehicles will now be parked parallel to the dwelling not in front of it and it is considered that this will not materially impact on the nearby dwelling.
2. The access is in the same position as originally constructed.
3. A development should be provided with adequate car parking facilities, however the applicants can not be enforced to use the facilities provided. The Head of Engineering and Transport has offered no objection in highway safety grounds.
4. Land ownership and trespass is a private matter between individuals.
5. The department is aware that the parking area has not been constructed in accordance with the original consent and has undertaken enforcement action, which has resulted in the submission of this application.

Notwithstanding the objections the Department is satisfied that the proposed car parking spaces are acceptable in visual and highway safety grounds.

RECOMMENDATION: **Approval**

CONDITIONS:

(1) The car parking facilities as constructed shall be retained for car parking.

Reason

To Provide adequate car parking facilities.

<u>ITEM 1. 8</u>	
<u>APPLICATION NO:</u> P/2005/829	<u>DATE:</u> 19/05/2005
PROPOSAL: OUTLINE PLANNING APPLICATION - DORMER BUNGALOW	
LOCATION: LAND AT OLD CROWN, GLANNANT PLACE, CWMGWRACH, NEATH SA115TE	
APPLICANT: MR WILLIAM RICHARD DAVIES	
TYPE: Outline	
WARD: BLAE	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Neath Local Plan

T26 – new development and highway safety

H8 – Housing design and creation of new dwellings

Neath Port Talbot Draft Unitary Development Plan

ENV17- General Considerations.

H3- Infill and windfall development.

T1- Location, layout and accessibility.

T10- Parking.

b. Other Policies

None.

c. Relevant Planning History

89/420 – Dwelling – Approved 6.10.89

92/462 – Dwelling – Approved 23.10.92

d. Responses to Consultations

Number of properties consulted: 8

Number of replies received: 2

The objections can be summarised as

1. Highway Safety and stability of the access road.
2. Loss of view
3. Sewerage capacity.

Statutory Consultees:

Head of Engineering and Transport (Highways)- Objections

Head of Engineering and Transport (Drainage)- No reply to date.

Environment Agency- No Objection.

Transco- Apparatus not affected.

Western Power- Apparatus not affected.

Dwr Cymru- No objection.

Blaengwrach Community Council- No Reply, therefore no observations to make.

APPRAISAL

This is an application made in outline with all matters reserved for the residential development on land at Old Crown, Glannant Place, Cwmgwrach.

The triangular site has the maximum dimensions of approximately of 47 m deep and a maximum width of 20 metres. The site is accessed via a unmade lane off Glannant Place.

The site is currently a fenced grassed area. The applicant has indicated that it is proposed to erect a single dwelling on the site.

In terms of Policy, the site lies within the settlement limits defined for the area under Policy H3 of the Neath Port Talbot Draft Unitary Development Plan. This Policy allows infill and windfall residential development within these settlement limits, subject to all other policy and criteria. In respect of the Neath Local Plan Policy H9 allows for small-scale residential development within the built-up areas.

Policy T1 of the Draft Unitary Development plan sets out the criteria for development in relation to highway issues, the policy states that the proposal should not create or unacceptably worsen highway safety or congestion on the highway network. The Head of Engineering and Transport, Highway Section has objected to the proposal on the grounds that access is via an unmade, unlit and poorly drained rear lane which is an inadequate and unsatisfactory means of access to a new dwelling. Further development along this road would result in additional traffic which would be detrimental to the safety and free flow of pedestrians.

In this respect, the access is via Glannant Place which is acceptable however from Glannant Place a track (which is unadopted) joins near the former Star Inn and serves the rear properties of Star Row and thence 4 further houses. Whilst this track is narrow and unmade it is considered that one additional dwelling would not create an additional highway hazard that would warrant a refusal.

With regard to the objections received

1. The highway issues are addressed above.
2. There is no right to a view under planning law.
3. Welsh Water offered no objections to the proposal.

In view of the above comments it is considered that the proposal is acceptable.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1) Approval of the details of the siting, design and external appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called the reserved matters) shall be obtained from the local planning authority in writing before any development is commenced.

Reason

The application was made for outline planning permission.

(2) Plans and particulars of the reserved matters referred to in condition 1 above, relating to the siting, design and external appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason

The application was made for outline planning permission.

(3) Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(4) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.

Reason

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(5) Prior to the occupation of the dwelling at least two car parking spaces, three if the gross floor area exceeds 120 sq.m., shall be provided within the curtilage of each dwelling in accordance with a scheme which shall be submitted to and approved in writing by the local planning authority. The approved car parking area(s) shall be retained as such and thereafter not be used for any purpose other than vehicle parking.

Reason

To comply with the requirements of the local planning authority concerning off-street car parking in the interests of amenity and highway safety.

(6) Adequate provision, in accordance with a scheme to be first submitted to, and approved in writing by, the Local Planning Authority, shall be made for the drainage of the land. Such scheme shall ensure that proper drainage of any adjoining land is not interrupted or otherwise adversely affected. The scheme shall be implemented prior to the occupation of the dwelling.

Reason

To ensure satisfactory drainage.

<u>ITEM 1.9</u>	
<u>APPLICATION NO:</u> P/2005/894	<u>DATE:</u> 31/05/2005
PROPOSAL: CONSTRUCTION OF 2 NO. BLOCKS OF SEMI-DETACHED HOUSES (STARTER TYPE HOMES - 4 NO.)	
LOCATION: LAND OFF, HARLECH STREET, TAIRGWAITH, AMMANFORD SA181YD	
APPLICANT: MR ROBERT STONE	
TYPE: Outline	
WARD: LBRY	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan
H9- Small-scale residential development.
T2- Development, access and parking.
EQ15- Appearance and quality of built up areas.

Neath Port Talbot Draft Unitary Development Plan
ENV17- General Considerations.
H3- Infill and windfall development.
T1- Location, layout and accessibility.
T10- Parking.

b. Other Policies

None.

c. Relevant Planning History

None

d. Responses to Consultations

Number of properties consulted: 16

In addition a notice was placed near the site

Number of replies received: 17

The objections can be summarised as

1. Loss of car parking facilities
2. Site is used as a rear access to the properties along the lane
3. The sale details of the land indicated the land was sold subject to any third party rights
4. Drainage problems and can existing sewerage system cope with the pressure caused by this development.
5. There is a public right of way adjacent to this land
6. Cause additional parking problems within the area.

Statutory Consultees:

Head of Engineering and Transport (Highways)- no objections subject to conditions

Head of Engineering and Transport (Drainage)- No reply to date.

Environment Agency- No Objection.

Transco- Apparatus not affected.

Western Power- Apparatus not affected.

Dwr Cymru- No objection.

Gwaun Cae Gurwen Community Council- Observations that services on site are not suitable.

APPRAISAL

This is an application made in outline with all matters reserved for the residential development on land adjacent off Harlech Street, Tairgwaith.

The triangular site has a direct frontage onto Harlech Street for 47 metres and the rear of King Edward Road for a length of 83 metres. It will have the maximum depth of 32m.

The site is relatively flat and is currently partly hardsurfaced in tarmac and partly grassed. The applicant has indicated that it is proposed to erect 2 blocks of semi detached houses on the site.

In terms of Policy, the site lies within the settlement limits defined for the area under Policy H3 of the Neath Port Talbot Draft Unitary Development Plan. This Policy allows infill and windfall residential development within these settlement limits, subject to all other policy and criteria. In respect of the Northern Lliw Local Plan Policy H9 allows for small-scale residential development within the built-up areas.

Policy T1 of the Draft Unitary Development plan sets out the criteria for development in relation to highway issues, the policy states that the proposal should not create or unacceptably worsen highway safety or congestion on the highway network. The Head of Engineering and Transport, Highway Section has no objections to the proposal subject to conditions.

It is considered that the site can be developed for residential without unduly affecting the amenities of residents or the visual amenity.

With regard to the objections received

1. The car parking facilities the objectors refer to are located on private land and therefore the landowner can deny these facilities if he so wishes.
2. A condition is attached requiring the rear access lane to be widened to retain the access to the rear of the properties along the lane.
3. The sale details of the land are not a material planning consideration. Any third party rights are a private matter.
4. No objections have been received from Welsh Water to the development.
5. No public right of way is affected by this development.
6. Any new development will be required to provide adequate car parking facilities for the dwellings.

Notwithstanding the objections the Department is of the view that the principle of residential development on the site is acceptable.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1) Approval of the details of the siting, design and external appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called the reserved matters) shall be obtained from the local planning authority in writing before any development is commenced.

Reason

The application was made for outline planning permission.

(2) Plans and particulars of the reserved matters referred to in condition 1 above, relating to the siting, design and external appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason

The application was made for outline planning permission.

(3) Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(4) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.

Reason

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(5) The forecourt boundary along the rear lane to be set back a minimum of 5.5 metres from kerbline opposite and the extra width of lane hardsurfaced or made up as verge in accordance with a scheme to be first

submitted to and approved by the Local Planning authority and maintained and kept open and free for public use thereafter.

Reason

In the interests of highway safety.

(6) Prior to first use of any dwelling a 2.0 metre wide footway is to be created along the Harlech Street frontage in accordance with a scheme to be first submitted to and approved by the Local Planning authority and shall be retained open and free for public use thereafter.

Reason

In the interests of highway safety.

(7) Prior to construction of any dwelling a turning area shall be provided along the Harlech Street frontage in accordance with a scheme to be first submitted to and approved by the Local Planning Authority. This Turning area shall be retained open and free for public use thereafter.

Reason

In the interests of highway safety.

(8) Prior to the occupation of the dwelling at least two car parking spaces, three if the gross floor area exceeds 120 sq.m., shall be provided within the curtilage of each dwelling in accordance with a scheme which shall be submitted to and approved in writing by the local planning authority. The approved car parking area(s) shall be retained as such and thereafter not be used for any purpose other than vehicle parking.

Reason

To comply with the requirements of the local planning authority concerning off-street car parking in the interests of amenity and highway safety.

(9) Any drive shall be a minimum length of 6.0 metres from back of footway to garage door, 3.2 metres minimum width and prior to first use of the dwelling shall be hardsurfaced in concrete, tarmacadam or block paving to a maximum gradient of 1 in 9 and retained as such thereafter.

Reason

In the interests of highway safety.

(10) No drive shall be closer than 2.5 metres to any boundary and prior to the occupation of any associated dwelling, pedestrian vision splays of 2.4 metres by 2.4 metres (measured back from back of footway) shall be provided and retained each side of each access within which nothing over 600mm in height shall be erected or allowed to grow.

Reason

In the interest of highway safety.

(11) Any gates shall be of a type which open inwards only.

Reason

In the interest of highway safety.

(12) Foul water and surface water discharges shall be drained separately from the site

Reason

To protect the integrity of the Public sewerage system

(13) No surface water shall be allowed to connect (either directly or indirectly) to the public sewerage.

Reason

To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no detriment to the environment.

(14) No land drainage run off will be permitted either directly or indirectly to discharge into the public sewerage system

Reason

To prevent hydraulic overload of the public sewerage system and pollution of the environment.

(15) Adequate provision, in accordance with a scheme to be first submitted to, and approved in writing by, the Local Planning Authority, shall be made for the drainage of the land. Such scheme shall ensure that proper drainage of any adjoining land is not interrupted or otherwise adversely affected. The scheme shall be implemented prior to the occupation of each associated dwelling.

Reason

To ensure satisfactory drainage.

<u>ITEM 1. 10</u>	
<u>APPLICATION NO:</u> P/2005/969	<u>DATE:</u> 09/06/2005
PROPOSAL:	EXTENSION TO DWELLING
LOCATION:	30 TWYNREFAIL PLACE, GWAUN CAE GURWEN, AMMANFORD CARMS SA181HY
APPLICANT:	MR IAN LEWIS
TYPE:	Householder
WARD:	GCG

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan:

Policy EQ 15 – Design and appearance of new development.

Deposit Draft Unitary Development Plan:

Policy ENV 17 General Conditions.

b. Other Policies

A Guide to Household Extensions.

c. Relevant Planning History

None.

d. Responses to Consultations

Number of properties consulted: 5

Number of replies received: 0

Statutory Consultees:

Gwaun Cae Gurwen Community Council: No reply therefore no observations to make.

Head of Public and Transport Services (Highways): No objections subject to conditions.

APPRAISAL

The application seeks permission for a second storey extension to the rear of a dwelling.

The application site comprises a semi detached dwellinghouse with gardens to front and rear and parking for two vehicles within the curtilage of the property. Existing external materials are render to the walls and tiles to the roof.

The proposed extension is located above an existing ground floor extension and will provide additional bedroom and bathroom facilities. The submitted plans show the extension measuring 4.1 metres in depth measured from the rear wall of the original dwelling and 5.8 metres in width. Two windows are shown to the rear elevation at first floor level and a single window to the side (west) elevation. Construction is of block and render walls under a pitched tile roof.

Policy EQ 15 of the Northern Lliw Valley Local Plan, advocate the criteria applicable and are supported by the Council's guidelines. With respect to the Deposit Draft Unitary Development Plan, there are no conflicts and similar criteria apply. The issues are, therefore, those of residential amenity, visual amenity and highway safety.

The proposal is not overbearing with respect to any adjacent premises there are no habitable windows to the side elevation of the adjacent property number 29 and there is no conflict with the distances allowable between habitable room windows or the overlooking of private space. The extension transgresses the 45 degree rule recommended in the Council's Guidelines by 180 mm, however this is considered acceptable as the elevation is south facing There is, therefore, no harm to residential amenity.

The proposal harmonises with the existing design elements. There is, therefore, no harm to visual amenity or to the character of the area.

The Head of Engineering and Transport (Highways) has no objections.

In conclusion, the proposal is considered as acceptable.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason

In the interests of visual amenity.

(3)This consent shall relate to the amended plans received on 28th July 2005.

Reason

In the interest of clarity.

<u>ITEM 1. 11</u>	
<u>APPLICATION NO:</u> P/2005/977	<u>DATE:</u> 15/06/2005
PROPOSAL: DEMOLITION OF EXISTING BUILDINGS, PROVISION OF NEW TWO PART FOUR STOREY BUILDING, PLUS BASEMENT, WITH MIXED USE A3 (BAR/RESTAURANT) AND C1USE (22 BED HOTEL FACILITIES)	
LOCATION: FORMER BLUEBELL INN, THE PARADE, NEATH SA111RA	
APPLICANT: CENTRE GREAT 1991 LTD	
TYPE: Full Plans	
WARD: NTHN	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan
S14- Ancillary Uses in town centres.
T26- New development and highway safety.
B42- Tourist Accommodation.
E65- Conservation Areas.
E67- Design of new development.

Neath Port Talbot Draft Unitary Development Plan
ENV17- General Considerations.
ENV20- Proposals within Conservation Areas.
ENV21- Demolition of unlisted buildings within Conservation Areas.
EC7- Tourism facilities.
TRL1- Proposals within Town Centres.
T1- Location, layout and accessibility of new proposals.
T10- Parking.

b. Other Policies

None.

C. Relevant Planning History

76/46- New canopy and window- Approved- 23/3/76
80/741- Kitchen Extension- Approved- 23/12/80
84/272- Lamps to illuminate signage- Approved-5/7/84
94/542- Glazed screen and fire escape- Approved- 19/1/95

d. Responses to Consultations

Number of properties consulted: 16

The application was also advertised on site and in the press.

Number of replies received: 0

Statutory Consultees:

Neath Town Council- No Reply, therefor no observations to make.

Environment Agency- No Objection.

Head of Engineering and Transport Services (Highways)- No Objection, subject to conditions.

Head of Engineering and Transport Services (Drainage)- No Objection, subject to conditions.

Wales and West Utilities- Apparatus not affected.

Dwr Cymru Welsh Water- No Objection, subject to conditions.

Western Power- Apparatus not affected

British Rail- No Reply, therefore no observations to make.

Fire and Rescue Service- No Objection.

APPRAISAL

This is a full planning application at the site of the former Bluebell Public House, The Parade, Neath, for the erection of a new 22 bed hotel with bar and restaurant.

Members will note that the application site is located within the designated Conservation Area of Neath Town Centre. As such Conservation Area Consent is required under the Planning (Listed Buildings and Conservation Areas) Act 1990 for demolition of the building itself. A concurrent application has been submitted for the demolition which is reported later.

The site is located at the top of an existing terrace, comprising of the Full Moon Public House (two storey), which adjoins this site, and the Ambassador Hotel (three storey) An existing car park area bounds the south western side of the existing building, and in turn is bounded by an existing building with an A3 use (restaurant/take away). The existing building on the site is two storey with a basement, mirroring the design and external features of the adjoining public house. The existing building has a frontage of 14m and a depth of 22m

It is proposed to demolish all of the buildings on the site to make way for the proposed development. The site has a frontage of 23m onto The Parade, and ranges in depth from 20m to 33m. It slopes from front to rear, where the site is bounded by the main Swansea to London rail line.

The proposed development will provide a two storey elevation for the first 12m, mirroring the adjoining property, and a near copy of the previous development on the site. A ridged roof to tie into the existing line will be provided to a height of 10m, with a decorative gable feature to the southern side and a small dormer, again reflect the existing vernacular.

In addition a new four storey block is to be provided, infilling the gap in the street frontage where the existing car park lies. This will have a frontage of 10.7m, and has a ridged roof to a height of 16m, again provided with a decorative gable feature.

A basement is provided beneath the majority of the site, providing a car park/ service area, with access off the front elevation through wooden gates and an access ramp. Further to this a cellar, store, kitchen, staff rooms and office are provided. The area left over outside of the buildings at the rear provides a bin store and yard.

The ground floor of the two storey block provides an open bar/dining area with, food prep area and WC's to the rear. The remainder of the ground floor provides a reception, office, and function/ meeting room for the

proposed hotel. Access to each use is gained from The Parade, with a glazed frontage provided for the reception area. This again covers most of the site area, with a depth ranging from 27.2m, where it adjoins the Full Moon, reducing to 18.8m, where it bounds the adjacent A3 use.

The first floor is taken over completely by the proposed hotel use, providing 9 bedrooms, with en-suite facilities. This extends for a depth of 18.8m, with a fire escape extending a further 4.7m. A fibre glass roof is provided over the ground floor areas not extending to first floor level.

The second floor, on a similar footprint as the first floor, provides 9 bedrooms, with en-suite facilities. Two of these with the roof space of the two storey block utilising the gable and dormer on the front elevation.

At third floor, level the ridge line of the two storey block runs parallel to the frontage, with a second ridge running at the rear of this, but at a level 1m higher. The fire escape projecting at the rear of the building is provided with a hipped ridged roof. Four bedrooms are provided in the block at the south western end of the site with a frontage of 10.8m for a depth of 11.6m, reducing to 8.5m for the remaining 7.2m. A ridged roof again runs parallel to the frontage, with a gable provided at the rear.

In respect of windows these are located front and rear, with a rendered blank elevation facing south west, with raised rendered bands and detailing. Materials used on the front elevation reflect its Conservation Area location, and a Welsh slate roof, treated timber fascias and barge boards, a rendered and painted white elevation with hardwood sash windows and shop front and doorway. This theme is reproduced at the rear, with dummy sash hardwood windows provided in a rendered elevation, whilst the ridge of the rear block will be 1m higher than the front, it is considered that this will not be prominent when viewed from ground level, and is therefore acceptable in design terms.

In relation to Highway and pedestrian safety, the Head of Engineering and Transport, Highway Section, offer no objection, subject to conditions. These require the alteration to the footway fronting the site, in line with the details submitted.

In relation to the amenity of adjoining properties, these are commercial, and therefore whilst not benefiting from the protection afforded to residential properties in residential areas, consideration must be given to the affect of the proposed development upon amenity. There is a first floor flat over the Full Moon Public House which adjoins the property,

and the proposed extension will project 11m off the main rear elevation of this property, two storey in height. Whilst it is acknowledged that outlook will be affected, it is not considered that the amenity of the property would be significantly affected as there are no overlooking windows in this elevation, and the outlook to the north and north east is relatively open.

In relation to Policy the site is located with the defined shopping area within both the Borough of Neath Local Plan, and the Neath Port Talbot Draft Unitary Development Plan. Policy S14 of the Borough of Neath Local Plan relates to ancillary services such as hotels and public houses within the shopping centre, and clarifies their important role in complementing the shopping centre.

This is echoed by Policy TRL1 of the Unitary Development Plan, which relates to proposals in town centres, and states that proposals for retail or other town centre uses will be favourably considered, subject to criteria.

In relation to the Conservation Area location, Policy E65 of the Borough of Neath Local Plan states that; “Development which would be detrimental to the appearance or character of a conservation area will not be permitted” and Policy E67 goes on to outline the need for developments to pay particular attention to their scale, height, mass and materials in relation to their context and the character of the area.

Policy ENV20 of the UDP states that; “There is a strong presumption against proposals which would conflict with preserving or enhancing the character or appearance of a Conservation Area” Policy ENV21 relates specifically to the demolition of unlisted buildings within Conservation Areas. It states that; “One of the purposes of the designation of Conservation Areas is to control the demolition of unlisted buildings. On occasion it may become necessary to replace existing buildings within Conservation Areas. The Authority expects that such a proposal will adequately address whether the proposal is justified”

It is considered that in land use terms the proposed public house/ restaurant use, together with the hotel are suitable uses for this town centre location and reflect the character of this area of the town, with existing hotel and public house uses lying within close proximity. In relation to the design, and its impact especially on the character and appearance of the Conservation area, it is considered that the proposal will provide an acceptable extension to, and replacement of, the existing building on this site, and one which is currently in a very poor state of

disrepair. It mirrors the design of the existing building, whilst creating a new block in a similar vernacular, which adds to the built form in this area, improving the quality of the area as a whole, which is further reflected in the materials to be used externally. It is therefore considered that in terms of design the proposal provides an acceptable scheme which will enhance the Conservation Area and the town centre as a whole.

It is recommended that the application be approved.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

(3)Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no windows or dormer windows (other than those expressly authorised by this permission) shall be constructed.

Reason

In order to safeguard the amenities of the area by enabling the local planning authority to consider whether planning permission should be granted for , having regard to the particular layout and design of the estate.

(4) The works to the footway and highway, as detailed on Drawing No 5 submitted on the 2nd August shall be completed prior to the first use of the development hereby approved.

Reason

In the interests of Highway and Pedestrian safety.

(5) The development hereby approved shall be connected to the main sewer unless otherwise agreed in writing by the local planning authority.

Reason

In the interests of amenity.

(6) Development shall not begin until details of the proposed land drainage works have been submitted to and approved by the local planning authority, and such drainage works shall be implemented as may be approved by this condition.

Reason

In order to ensure the provision of adequate land drainage.

(7) A suitable grease trap to prevent entry to the public sewerage system of matter likely to interfere with the free flow of the sewer contents, or which would prejudicially affect the treatment and disposal of such contents shall be fitted and retained prior to the first use of the development hereby approved.

Reason

In the interests of amenity, and to protect the integrity of the public sewerage system.

(8) Prior to first use of the premises the footway shall be built out to provide pedestrian visibility out of the vehicular access to a layout similar to that shown on drawing 369-03-5A but in accordance with a detailed scheme to be first submitted to and approved by the Local Planning Authority. This scheme shall include amendments to existing traffic orders to provide a no waiting/loading at any time order along the frontage as well as amendments to drainage, lighting, road signage etc. and details of new footway construction, deterrent paving and barriers.

Reason

In the interest of highway and pedestrian safety.

(9) Doors, gates and windows at ground floor level shall be of a type which open inwards only.

Reason

In the interest of highway and pedestrian safety.

<u>ITEM 1. 12</u>	
<u>APPLICATION NO:</u> P/2005/999	<u>DATE:</u> 20/06/2005
PROPOSAL: CHANGE OF USE FROM SHOP TO MIXED USE - A2 FINANCIAL AND PROFESSIONAL SERVICES AND A3 FOOD AND DRINK	
LOCATION: 56 STATION ROAD, PORT TALBOT SA131LZ	
APPLICANT: MR AARON TAUB & MRS TOVA TAUB	
TYPE: Change of Use	
WARD: PORT	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Port Talbot Local Plan (Deposit Draft):

Policy E2 The appearance and environmental quality of built-up areas will be improved.

Policy T11 All new development proposals shall comply with Council policy on car parking standards, unless there are exceptional circumstances.

S4 Any A2 uses, as defined in the Town and Country Planning Use Classes Order 1987, at ground floor level fronting onto the pedestrian area of Station Road and part of Forge Road and within the Aberafan Centre will not be permitted.

Deposit Draft Unitary Development Plan:

Policy ENV 17 General Considerations.

Policy TRL1 Proposals in town centres.

b. Other Policies

None

c. Relevant Planning History

83/4306 Retain advert sign – Approved 28/03/83

86/5627 Change of use from shop with storage above to pet shop with two self contained flats above together with new shop front and fascia panel – Approved 07/08/86

98/716 Retrospective consent for change of use from residential to office use Class B (1) – Approved 30/03/01 (i.e. 1st & 2nd floors)

01/191 New Shop Front – Approved 30/03/01

d. Responses to Consultations

Number of properties consulted: 7

A site notice has been posted.

Number of replies received: 0

Statutory Consultees:

Head of Engineering and Transport (Highways): No objections.

Welsh Water: No objections.

APPRAISAL

The application site is located adjacent to Glanafan Comprehensive School on one side and retail units on the other, and comprises a vacant retail shop with offices above.

The proposal retains the shop frontage and is to change the use of the ground floor to a premises that can change between an assortment of different uses contained within two use classes, namely:

Class A2. Financial and professional services.

Uses for the provision of:

- (a) financial services, or
- (b) professional services (other than health or medical services), or
- (c) any other services (including use as a betting office) which it is appropriate to provide in a shopping area, where the services are provided principally to visiting members of the public.

Class A3. Food and drink.

Use for the sale of food or drink for consumption on the premises or of hot food for consumption off the premises.

It should be noted that Class A3 would include a public house, restaurant and takeaway.

The applicant, since submitting the application, has stated verbally that the only interest in the premises has been in relation to the use as a betting office. He wishes, therefore, the application only be considered for a change of use to a betting office and has no objections to a condition restricting the use, accordingly.

Policies in the development plans quoted, advocate the criteria applicable. In respect of the Port Talbot Local Plan the policy states that any A2 use in this area will not be permitted. However, Policy TRL1 of the Draft Unitary Development Plan states:

- (a) they would integrate with and strengthen the layout, retail character and pedestrian flows within the centre;
- (b) there are no unacceptable impacts (including those on amenity, traffic congestion, parking and servicing, environment, crime and disorder and townscape) are created;
- (c) wherever appropriate an attractive retail type ground floor frontages and display is provided unless the proposal would affect the upper floors only;
- (d) within the “Shopping Streets” they would not create any unacceptable adverse impact upon amenity, security or safety of nearby residential areas outside the shopping streets.

There have been no objections to the policy and therefore considerable weight can be attached, and it is considered that this outweighs the provision of the Draft Port Talbot Local Plan.

It should be noted that this area is considered as a secondary shopping area with several public houses and premises providing professional and financial services. Furthermore, that the Head of Engineering and Transport (Highways) has no objections. The proposed use as a betting office is considered as appropriate at this location and meets the above criteria. With respect to a restrictive condition on usage, it is recommended that the use be restricted to the Class A2 Financial and professional services, which will give future flexibility within the Class.

With respect to the shop frontage, a condition is recommended that such be retained, in the interests of the character of the shopping area.

In conclusion, the proposal is considered as acceptable.

RECOMMENDATION: **Approval**

CONDITIONS:

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2) Notwithstanding the submitted proposal, the use hereby granted shall relate to uses within Class A2 Financial and professional services of the Town and Country Planning (Use Classes) Order 1987, as amended.

Reason

In the interests of clarity.

(3) The existing shop frontage shall be retained and upon commencement of the use hereby granted, an appropriate display provided and maintained as such thereafter,

Reason

In the interests of maintaining the character of the shopping area.

<u>ITEM 1. 13</u>	
<u>APPLICATION NO:</u> P/2005/1006	<u>DATE:</u> 20/06/2005
PROPOSAL:	RESIDENTIAL DEVELOPMENT
LOCATION:	LAND AT, SHELONE ROAD, BRITON FERRY, NEATH SA112NE
APPLICANT:	MR CYRIL THOMAS
TYPE:	Outline
WARD:	BFW

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan:

- H3 Infilling and Rounding off of Settlements.
- H8 Housing Design and the Creation of New Dwellings.
- T26 New Development and Highway Safety.
- E67 Design of New Development.

Unitary Development Plan Deposit Draft:

- ENV17 General Considerations.
- H3 Infill and Windfall Development.
- T1 Location, Layout and Accessibility of new proposals.

b. Other Policies

None.

c. Relevant Planning History

88/0078 – 1 Bungalow – Approved 07.04.88

d. Responses to Consultations

Number of properties consulted: 11

Number of replies received: 2

These objections can be summarised as follows:

- (1) The proposal would impact upon their privacy and quality of life.
- (2) It would impact upon the value of their properties.
- (3) It would have an impact upon the visual effect on the street layout.
- (4) If the development does not have its own off-street parking it would lead to increased congestion upon the already congested highway.
- (5) They are concerned about the ownership of the application land.
- (6) They are concerned about the security of the access to the railway line, if the development were to go ahead.
- (7) They are concerned about the Japanese Knotweed that is on the development site and the potential for it to be spread to the adjoining land.

Statutory Consultees:

Head of Engineering and Transport (Highways): No objection subject to conditions.

Environment Agency Wales: No objection.

Head of Policy and Administration – (Noise): No objection.

Dwr Cymru Welsh Water: No objection subject to conditions.

Head of Business Management, Environmental Health & Trading Standards: No objection.

Western Power Distribution: No objection.

Wales and West Utilities: No objection.

APPRAISAL

The application seeks outline permission for residential development with all matters reserved for determination at a later date. The application site is irregularly shaped and is located at an angle to Shelone Road. The site has an area of approximately 0.06 hectares in size and is covered in overgrown scrub. To the north of the site is the established residential area of Shelone Road, while to the east and south east is a access lane and the railway line.

The main issues to be considered in the determination of the application are the impact upon the residential amenity of the adjacent dwellings, the impact upon the character and appearance of the surrounding area and the impact upon the highway safety of the existing road network.

The closest adjacent dwelling would be the existing bungalow at 132a Shelone Road, located to the south west of the application site. The dwelling is located on a triangular shaped site with the narrowest point of land pointing out along the street frontage, towards the application site. This dwelling originally had a detached double garage located within this part of the site. However the garage has subsequently been demolished. The existing bungalow faces towards the street and has a ground floor side facing window in the north east elevation, facing towards the application site. Due to the shape of the site, the existing dwelling is at its closest located approximately 3.5m from the boundary with the application. However this is at the furthest southern point of the site.

The next closest dwellings are the semi-detached dwellings on the opposite (northern) side of Shelone Road. The closest of these would be approximately 20 m from the frontage of the site and is located on higher land to the proposed development.

Due to the size and shape of the site, it is considered that an appropriately designed dwelling could be located on the site without having an adverse impact upon the residential amenity of the adjacent dwellings.

The site has a 24m wide street frontage onto Shelone Road. As such it is considered that it would be possible to locate an appropriately design dwelling within the frontage of the site, which would have no adverse impact upon the character or appearance of the surrounding area.

The Head of Engineering and Transport has stated that subject to the imposition of suitable conditions the proposed development would have no detrimental impact upon the highway safety of the existing road network.

The following comments are made in response to the objections raised by the local residents:

- (1) This issue has been addressed in the above appraisal.
- (2) This is not a planning consideration and can not be taken into consideration in the determination of the application.
- (3) This issue has been addressed in the above appraisal.
- (4) Appropriate off-street parking provision is a requirement of one of the recommended conditions.
- (5) The applicant has stated as part of the application process that he is the sole owner of the application site.
- (6) The proposed application site is adjacent to, but does not include the railway access road, which passes to the eastern side of the application site. The development of the site for residential purposes could increase the level of natural surveillance over the lane area, which could in turn improve security.
- (7) A condition is recommended to be imposed which would require the provision of a method statement which would set out a strategy for the eradication of Japanese Knotweed from the application site.

In conclusion, the proposed development would be in accordance with the policies of the Council's development plans.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1) Approval of the details of the siting, design and external appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called the reserved matters) shall be obtained from the local planning authority in writing before any development is commenced.

Reason

The application was made for outline planning permission.

(2) Plans and particulars of the reserved matters referred to in condition 1 above, relating to the siting, design and external appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason

The application was made for outline planning permission.

(3) Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(4) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.

Reason

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

(5) Prior to the start of development on site, full details of the proposed parking layout shall be submitted to and approved in writing by the Local Planning Authority. The parking layout shall include details of a minimum of two parking spaces if the gross floor area of the proposed dwellings is less than 120 square metres and three spaces if the gross floor area of the dwelling exceeds 120 square metres. The plan should also show a maximum gradient of the driveway of 1 in 9. All driveways shall have a minimum length of 6.0 metres and a minimum width of 3.2 metres, with measures to ensure that no surface water run-off discharges onto the highway. The driveways shall be hardsurfaced in concrete, tarmac or block pavements. These works shall be completed prior to the occupation of each of the relevant dwellings.

Reason

In the interest of highway safety.

(6) No work on site shall take place on land containing Fallopia Japonica (Japanese Knotweed), Giant Knotweed or any Knotweed hybrid until there has been submitted to and approved in writing by the Local Planning Authority a scheme for the eradication and/or control and shall include details of the method of eradication/control and the timescale involved. The scheme shall be implemented in accordance with the approved details.

Reason

In the interests of ecology and visual amenity.

(7) Unless otherwise agreed in writing with the Local Planning Authority the development shall be connected to the main sewage system prior to the occupation of each associated dwelling.

Reason

In order to ensure the provision of adequate foul drainage.

(8) Adequate provision, in accordance with a scheme to be first submitted to, and approved in writing by, the Local Planning Authority, shall be made for the drainage of the land. Such scheme shall ensure that proper drainage of any adjoining land is not interrupted or otherwise adversely affected. The scheme shall be implemented prior to the occupation of each associated dwelling.

Reason

To ensure satisfactory drainage.

(9) Details of the floor level of the development shall be submitted to, and approved in writing by the local planning authority before work on site is commenced, and the development carried out as may be approved by this condition.

Reason

In the interest of the amenities of the area and to ensure a satisfactory street picture.

(10)The development hereby permitted shall be provided with means of enclosure to all property boundaries. Prior to the commencement of work on site details of all means of enclosure and screen walling or fencing shall be submitted to and approved in writing by the local planning authority. These means of enclosure shall be implemented as may be approved prior to the occupation of any associated dwelling.

Reason

In the interests of the visual amenity of the area and the amenities of the occupiers of proposed and existing dwellings.

(11) Prior to the occupation of each dwelling, vision splays of 2.4 metres by 2.4 metres shall be provided either side of each proposed drive access. These splays shall be retained as such thereafter with nothing erected or grown over 600 mm in height within the splays.

Reason

In the interests of pedestrian and vehicular safety.

(12) Prior to the occupation of the dwelling vision splays of a minimum of 2 metres by 45 metres in a north easterly direction and 2 metres by 90 metres in a south westerly direction shall be provided at the point of each vehicular access and shall be retained as such thereafter.

Reason

In the interests of highway safety.

<u>ITEM 1. 14</u>	
<u>APPLICATION NO:</u> P/2005/1009	<u>DATE:</u> 21/06/2005
PROPOSAL: CONSTRUCTION OF VEHICULAR HARDSTANDING AND CROSSOVER TO FRONT OF NO. 200 HEOL Y GORS	
LOCATION: 200 HEOL Y GORS, CWMGORS, AMMANFORD SA181RN	
APPLICANT: MRS D JONES	
TYPE: Full Plans	
WARD: GCG	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan
Policy T2 – on site parking provision.

b. Other Policies

None.

c. Relevant Planning History

None

d. Responses to Consultations

Number of properties consulted: 5

Number of replies received: 0

Statutory Consultees:

Gwaun Cae Gurwen Community Council – no comments received therefore no observations to make
Head of Engineering and Transportation (Highways) – recommends refusal.

APPRAISAL

This property is a two storey semi-detached dwelling fronting the eastern side of A474 located on the southern side of the village. There is an entrance at the front leading to a narrow drive at the side of the property which is not of sufficient width to accommodate a vehicle. The property does not therefore have any off street parking facilities.

The application details the excavation of the front lawn area (5.8m wide x 4.55m deep) down to footpath level to accommodate two off street car parking spaces. Retaining walls will be constructed along the northern and southern perimeter of the parking area and a new access, with dropped kerbs, will be constructed onto the highway.

Whilst it would be appropriate to request an on site turning area be provided in conjunction with new access points onto 'A' class roads, in this particular instance, properties in the vicinity do not have this facility and the provision of two off road parking spaces is considered a significant improvement to highway safety itself rather than parking on the public highway.

The Head of Engineering and Transportation recommends refusal on the basis the proposed hardstanding will be 25cm below the minimum depth of 4.8m generally required for car parking spaces. In response the applicant has indicated that increasing the depth of the hardstanding by a further 25cm will seriously undermine the foundations and affect the structural stability of the property.

In view of the above it would be reasonably justified and appropriate to allow a minor relaxation of the 4.8m depth as the provision of off street car parking facilities is, in itself, a benefit to highway safety conditions within the vicinity of the site.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The proposed car parking area shall be hardsurfaced in concrete, tarmacadam or paviors prior to its first use.

Reason

In the interest of highway safety.

<u>ITEM 1. 15</u>	
<u>APPLICATION NO:</u> P/2005/1025	<u>DATE:</u> 20/06/2005
PROPOSAL: VARIATION OF CONDITION 7 (RE BOUNDARY WALLS) OF PLANNING CONSENT P2003/0258	
LOCATION: 8 RAILWAY TERRACE, CWMLLYNFELL, SWANSEA SA9 2GP	
APPLICANT: MR D R JONES	
TYPE: Vary Condition	
WARD: CWML	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Neath Port Talbot Draft Unitary Development Plan
T1- Location, layout and acceptability of new proposals
ENV17- General Considerations.

Borough of Neath Local Plan.
T26- New development and highway safety.

b. Other Policies

None.

c. Relevant Planning History

03/258- Dormer bungalow- Approved-17/6/03

d. Responses to Consultations

Number of properties consulted: 0

Number of replies received: 0

Statutory Consultees:

Head of Engineering and Transport (Highways)- No Objection.

APPRAISAL

This is an application to remove condition 7 in relation to boundary walls under previous planning consent No P/03/0258, which was for a detached dwelling on land off Railway Terrace, Cwmllynfell.

The condition restricted the height of the boundary to 900mm fronting Railway Terrace. The boundary wall has been erected on site to a height of 1.2m.

The restriction was placed to ensure visibility for vehicles exiting the proposed drive. The Head of Engineering and Transport, Highway Section, upon inspection of the wall as built on site considers that the drive has sufficient visibility, to allow for the wall to be retained as built.

In relation to visual amenity, it is not considered that the wall has a material impact.

It is therefore recommended that the application to approved, and the condition removed.

RECOMMENDATION: **Approval**

CONDITIONS;

(1)Three off street car parking spaces shall be provided within the curtilage and retained as such.

Reason

In the interest of highway safety.

(2)Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no windows or dormer windows (other than those expressly authorised by this permission) shall be constructed.

Reason

In order to safeguard the amenities of the area by enabling the local planning authority to consider whether planning permission should be granted for , having regard to the particular layout and design of the estate.

(3)Any gates shall be designed to open inward only.

Reason

In the interest of highway safety.

<u>ITEM 1. 16</u>	
<u>APPLICATION NO:</u> P/2005/1048	<u>DATE:</u> 29/06/2005
PROPOSAL: CONSTRUCTION OF 4 No. RESIDENTIAL DWELLINGS	
LOCATION: LAND OFF, GRAIG NEWYDD, GODRERGRAIG, SWANSEA	
APPLICANT: OAKVIEW HOMES	
TYPE: Full Plans	
WARD: GODR	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan
Areas allocated for development

Draft Unitary development plan
Policy H3 – Infill and windfill development.

b. Other Policies

None

c. Relevant Planning History

P96/1312 - Outline for residential development - Approved 4.9.96
P/99/1040 – Outline for residential development – Approved 2.11.02
P/02/1316 – Residential development – Approved 02.01.03
P/04/1773 – Residential development – Approved 15.305

d. Responses to Consultations

Number of properties consulted: 10

A site notice was posted

Number of replies received: 0

Statutory Consultees:

Head of Public and Transport Services (Highways) - No highway objections subject to conditions

Environment Agency – objections due to flood risk

Welsh Water – Objections due to sewer capacity problems

Head of Public and Transport Services (Drainage) - No objections subject to conditions

Ystalyfera Community Council - No reply therefore considered to be no objections.

APPRAISAL

This is a detailed application for the construction of a terrace of 4 town house style dwellings on a site at Cwm Tawe Estate Graig Newydd, Godrergrraig.

It should be noted that a similar application for the same style dwellings were granted in March. The application now submitted indicates the height of the dwellings will be increased from 9.25 to 9.6 metres. The increased height will allow increase head room to the bedroom accommodation provided within the roof space of the dwellings. All other aspects of the application are the same as those granted consent under application no. P/04/1773.

The 'L' shaped site is located behind the dwellings currently under construction along Graig Newydd. The level site has the maximum dimensions of 34 metres long and 47 metres wide. Access to the site will be via a shared driveway from Graig Newydd.

The application site is allocated for residential development within the Northern Lliw Valley Local Plan.

The dwellings will provide the following accommodation on three levels

Ground floor: kitchen, lounge/diner and wc

First floor: 2 bedrooms and a bathroom

Second floor (located within the roof space): bedroom with ensuite facilities.

Although the living accommodation will be provided on 3 levels, some of the dwellings currently under construction provide living accommodation within the roof space.

To the rear of the application site are a pair of semi detached dwellings under construction, in order to overcome any overlooking issues between the application properties the proposed dwellings properties at the rear are set at angles to each other. The first floor bedroom windows are v shaped bow windows, which restrict the view from this room. These measures ensure that the proposed development complies with the council's adopted guidelines for distances between habitable room windows.

All dwellings will be constructed of facing brickwork with concrete roof tiles similar to the surrounding properties currently under construction and provided with 2 car-parking spaces in accordance with the adopted car parking standards.

The Environment Agency has objected for reasons of flood defence. However the proposed development is within a developed residential area, surrounded by other residential properties. It should be noted that previous consents in 2002, 2003 and March 2005 have been granted for residential development, which includes this site. A condition is attached requiring the finished floor levels to be agreed, a similar condition to that imposed on a nearby site which is within closer proximity to the river and to which the Environment Agency had no objection.

With regard to the objection from Welsh Water no objection was received to the previous application of the same development, the only changes relate to the height of the building. As with the previous consent the Department is satisfied that the proposal would not impact on the sewerage system that would justify a refusal.

It is considered therefore that the proposed development is acceptable.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

(3) Prior to the occupation of the dwellings hereby granted consent a solid means of enclosure of 2 metres high shall be erected along the rear boundary and retained as such thereafter.

Reason

In the interest of the visual amenity of the area.

(4) Prior to the occupation of any of the dwellings at least 2 car parking spaces shall be provided for each dwelling in accordance with the approved plans. The spaces shall be retained as such for car parking.

Reason

In the interests of highway safety.

(5) No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water regulation system has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall be implemented prior to the construction of any impermeable surfaces drainage to the system.

Reason

To prevent the increased risk of flooding.

(6) No surface water or land drainage run off shall be allowed to connect (either directly or indirectly) to the public sewerage system.

Reason

To prevent hydraulic overload of the public sewerage system and pollution to the environment.

(7) Prior to the commencement of work on site a scheme shall be submitted to and approved by the Local Planning Authority indicating differing surface materials to define the turning and parking areas of the site.

Reason

In the interests of highway safety.

(8) Prior to the commencement of development, details of the floor level of the development shall be submitted to and approved by the local planning authority and the development implemented as approved.

Reason

In the interest of safety and flood prevention and to the visual amenity of the area.

(9) Prior to the occupation of any of the dwellings the shared drive shall be hard surfaced in concrete, tarmacadam or block paving to a maximum gradient of 1 in 9 .

Reason

In the interest of highway safety.

(10) Access into the shared driveway shall be by means of a reinforced concrete ramp over the footway of Graig Newydd.

Reason

In the interests of highway safety.

(11) Notwithstanding the details shown on the approved plan, prior to the occupation of any of the dwellings the forecourt boundaries each side of the proposed shared drive shall be set back to 2.4 metres by 2.4 metres (measured back from back of footway) to provide pedestrian vision splay which shall be hardsurfaced as part of the footway and shall be retained as such thereafter.

Reason

In the interests of highway and pedestrian safety.

(12) Prior to the commencement of construction of the dwellings visibility splays of 2.4 metres by 90 to the north east and 2.4 metres by 4.5 metres to the south west shall be set out each side of the proposed access and surfaced as part of the footway. These splays shall be retained as such and kept open and free from public use thereafter.

Reason

In the interests of pedestrian and vehicular safety.

<u>ITEM 1. 17</u>	
<u>APPLICATION NO:</u> P/2005/1110	<u>DATE:</u> 08/07/2005
PROPOSAL:	EXTENSION TO DWELLING
LOCATION:	3 HIGHLAND GARDENS, NEATH SA106PJ
APPLICANT:	Mr & Mrs C Evans
TYPE:	Householder
WARD:	Dyff

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan
H8 – Housing Design
T26 – Highway Safety

Neath Port Talbot Draft Unitary Development Plan
ENV17 – General Considerations

b. Other Policies

A Guide to Household Extensions

c. Relevant Planning History

88/739 – Road and drainage – Refused – 16/01/89

d. Responses to Consultations

Number of properties consulted: 8

Number of replies received: 0

Statutory Consultees:

Dyffryn-Clydach Community Council – No objection

Head of Engineering and Transport (Highways) – No objection

APPRAISAL

This is an application to provide an extension to a property known as 3 Highland Gardens, Neath Abbey.

The property is a relatively modern detached bungalow and is the first dwelling as you enter the cul-de-sac. The property is set approximately 3.0m behind the building line of the neighbouring pair of semi-detached bungalows.

It is proposed to provide an extension to the front of the dwelling comprising an additional bedroom and a larger main bedroom. The proposal will extend forward of the main front elevation by 2.1m and a width of 8.2m. A pitched roof to complement the existing design will be provided to a height of 5.6m. The design of the proposed front elevation will be similar to that of the existing front elevation. Two windows will be provided in the front elevation. A further window will be added in the existing side elevation.

Externally, it will be finished in brick and render to match the existing dwelling. The roof will be finished in tile to match existing.

It is noted that in relation to proposed front extensions to properties, the Council's Guide to Household Extensions states:

12.1 Large scale extensions to the front of properties are generally not acceptable to the Local Planning Authority. However, in certain circumstances an extension to the front of the property can be acceptable, such applications will be treated on their merits but extensions are generally not acceptable if:

- i) they would detract unduly from the street scene;
- ii) they would detract from the overall appearance of the building;
- iii) they would detract from the amenities of adjoining properties;
- iv) they would be detrimental to highway.

With regard to these guidelines, it is considered that the design of the extension is such that it harmonises with the existing dwelling, thus not detracting from the overall appearance of the building. Furthermore, due to the property being set behind the existing building line and as the first dwelling as you enter the cul-de-sac, it is regarded that the proposal will not detract unduly from the street scene to an extent that justifies a refusal.

The proposal will not be overbearing with respect to any adjacent premises and there will be no conflict with the distances between habitable room windows or the overlooking of private space. There is, therefore, no harm to residential amenity.

The Head of Engineering and Transport (Highways) offer no objection to the proposal.

It is considered that the proposal is acceptable. It will not have a significantly adverse effect on the amenities of surrounding properties.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason

In the interests of visual amenity.

<u>ITEM 1. 18</u>	
<u>APPLICATION NO:</u> P/2005/1132	<u>DATE:</u> 13/07/2005
PROPOSAL:	ONE DOMESTIC TWO STOREY HOUSE
LOCATION:	LAND ADJACENT TO, 73 ALLTYGRUG FARM ROAD, YSTALYFERA, SWANSEA
APPLICANT:	MRS B M HUGHES AND MR M LEWIS
TYPE:	Full Plans
WARD:	YSTA

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan
H9 – Small scale residential development in built-up areas.
T2 – Development to meet vehicle/pedestrian access standards.

Unitary Development Plan
H3 – Housing Development
T1 – Transport and Highways

b. Other Policies

None.

c. Relevant Planning History

04/1213 – Dwelling (outline) – Approved 12.10.04.

d. Responses to Consultations

Number of properties consulted: 25

A Notice was displayed on site.

Number of replies received: 1

The objection is based on drainage grounds as the garden of the adjacent property is located at a lower level and surface water run-off from this site could aggravate the situation where surface water currently holds in the rear garden.

Statutory Consultees:

Head of Engineering and Transport (Highways) – No Highway
Objection subject to conditions.

Head of Engineering and Transport (Drainage) – No objection subject to conditions.

Environment Agency Wales – No objection.

Hyder/Welsh Water – No objection subject to conditions.

Ystalyfera Community Council – No reply, therefore no observations to make.

APPRAISAL

This is an application for full planning permission for the erection of a dwelling on vacant land located adjacent to 73, Alltygrug Farm Road, Ystalyfera.

Outline planning consent for the erection of a dwelling on this site was approved on the 12th October, 2004, under Reference Number P/2004/1213 but the present proposal relates to a full application as opposed to the approval of reserved matters due to the fact that it is now proposed to utilise an existing access located at the side of the plot. It is noted however that the site has the benefit of an extant consent.

The site has an area of some 0.08 hectares, having a frontage of 14 metres and a depth of 40 metres and comprises a sloping embankment located above the level of the highway. All vegetation which previously existed has been cleared from the site.

The plans indicate a detached four bedroomed house having a floor area of 233m² and finished in facing brickwork with stone quoines and a pitched roof of tiles. A sun lounge is also proposed at the rear. The dwelling is located some 3.5 metres above the level of the highway with a retaining wall constructed at the front of the dwelling with pedestrians access off the pavement being via a flight of steps. Vehicular access to a

parking and turning area is gained via an existing access located adjacent to the plot.

In policy terms the site is located within the settlement as defined in Policy H3 of the Deposit Draft Unitary Development Plan and the proposal comprises infill development consistent with that policy and with Policy H9 of the Northern Lliw Valley Local Plan. Additionally, the principle of allowing development of this site has been established under the outline consent granted in October, 2004.

With regard to the objection raised by the neighbour, there is no evidence available of surface water problems in this locality but as the neighbouring land is at a lower level, it is proposed to incorporate a condition relating to the drainage of the land.

In conclusion, it is considered that the proposal is consistent with existing policies and aims of the Development Plan and the dwelling now proposed would not have an adverse affect on amenity, privacy, highway safety or the street scene.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)Notwithstanding the details shown in the application, no development shall take place until there has been submitted to and approved by the local planning authority details of materials to be used externally. The development shall be built in the materials approved in accordance with this condition.

Reason

In the interests of visual amenity.

(3)Adequate provision, in accordance with a scheme to be first submitted to, and approved in writing by the local planning authority, shall be made

for the drainage of the land. Such scheme shall ensure that the proper drainage of any adjoining land is not interrupted or otherwise adversely affected and shall incorporate a periphery drain. The scheme shall be implemented prior to the occupation of the dwelling.

Reason

To ensure satisfactory drainage in the interest of amenity.

(4) Foul and surface water shall be drained separately from the site and no surface water or land drainage run-off shall be connected, either directly or indirectly, to the public foul sewer.

Reason

To prevent hydraulic overloading of the public foul sewerage system in the interest of amenity.

(5) Prior to the development being commenced, details of the retaining wall shall be submitted to and approved by the local planning authority and which shall include sections and calculations.

Reason

In the interest of amenity.

(6) Prior to the occupation of the dwelling the proposed drive and turning area shall be hardsurfaced in concrete, tarmacadam or block paving to a maximum gradient of 1 in 9 and minimum width of 2.6 metres.

Reason

In the interest of highway safety.

(7) Prior to the occupation of the dwelling three off-street parking spaces shall be provided within the curtilage of the dwelling and three spaces shall be retained thereafter for such use.

Reason

In the interest of highway safety.

(8) Prior to the occupation of the dwelling the existing forecourt boundary wall and a one metre wide strip behind shall be reduced in height to no more than one metre above footway level and shall be retained as such thereafter with nothing being erected or allowed to grow above this height within the one metre strip.

Reason

In the interest of highway safety.

(9)The proposed gates shall be of a type which open inwards only.

Reason

In the interest of highway safety.

<u>ITEM 1. 19</u>	
<u>APPLICATION NO:</u> P/2005/1135	<u>DATE:</u> 11/07/2005
PROPOSAL:	TWO STOREY EXTENSION
LOCATION:	1 DOLCOED TERRACE, TONNA, NEATH SA113HJ
APPLICANT:	MR LYNDON MATTHEWS
TYPE:	Householder
WARD:	TONN

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan
H8 – Housing Design
T26 – Highway Safety

Neath Port Talbot Draft Unitary Development Plan
ENV17 – General Considerations

b. Other Policies

A Guide to Household Extensions

c. Relevant Planning History

83/376 – Bathroom extension – Approved – 27/07/83

95/609 – Loft conversion – Approved 09/02/96

d. Responses to Consultations

Number of properties consulted: 10

Number of replies received: 0

Statutory Consultees:

Tonna Community Council – No reply, therefore no observations to make

Head of Public and Transport Services (Drainage) – No objection

Head of Public and Transport Services (Highways) – No objection

APPRAISAL

This is an application to provide an extension to a property known as 1 Dolcoed Terrace, Tonna.

The property is an end of terrace and benefits from a rear dormer extension and part width two-storey rear extension with a further single storey element projecting off this. Off-street parking is provided at the rear of the dwelling.

It is proposed to widen the existing two-storey extension so that it will run the full width across the main rear elevation. The additional accommodation will comprise a larger ground floor kitchen with sun lounge and a larger first floor bedroom.

The existing ground floor will be widened by 2.55m to the boundary with Wenallt Road and will project 7.0m off the main rear elevation. The first floor above will be widened by a width of 2.55m and will project 4.5m off the main rear elevation. A flat roof to tie into the existing two-storey element will be provided to a height of 5.2m. Over the ground floor element, a mono-pitched roof will be provided to a maximum height of 3.3m. Windows will be provided in the ground floor and first floor rear elevation, with two narrow windows in the side elevation facing Wenallt Road.

Externally, it will be finished in render to match existing dwelling.

Amended details were submitted at the request of The Head of Engineering and Transport (Highways) showing the side elevation of the proposal extending no further than the existing boundary wall along Wenallt Road. The Head of Engineering and Transport (Highways) has no objection to these amendments.

The Council's 'A Guide to Household Extension' states that "rear first floor extensions to terraced properties will not normally be permitted to project more than 3.6 metres beyond the main back wall of the dwelling." In this case, the first floor rear extension exceeds the guideline by 0.75m.

However, it is considered that due to its position at the end of the terrace, it will not have a significantly adverse effect on the amenities of adjoining properties. Furthermore, there is no conflict with the distances between habitable room windows or the overlooking of private space. There is, therefore, no harm to residential amenity.

The proposal is considered to be acceptable in terms of external design and appearance and will not have a detrimental impact on the visual amenity of the area to an extent that warrants a refusal.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason

In the interests of visual amenity.

(3) This consent relates to the amended plans received on the 11th August 2005.

Reason

In the interests of clarity

(4) The windows of the ground floor side elevation serving the kitchen shall not open out over the footway.

Reason

In the interests of Highway and Pedestrian Safety

<u>ITEM 1. 20</u>	
<u>APPLICATION NO:</u> P/2005/1145	<u>DATE:</u> 12/07/2005
PROPOSAL:	CONSERVATORY
LOCATION:	38 MARTYNS AVENUE, SEVEN SISTERS, NEATH SA109DR
APPLICANT:	MR G EVANS
TYPE:	Householder
WARD:	SEVE

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan

H8 – Housing Design

T26 – Highway Safety

Neath Port Talbot Draft Unitary Development Plan

ENV17 – General Considerations

b. Other Policies

A Guide to Household Extensions

TAN 12 – Design

c. Relevant Planning History

04/1842 – Conservatory – Approved – 22/02/05

95/67 – Bedroom extension – Approved – 13/03/95

82/180 – Kitchen extension – Approved – 07/05/82

82/99 – Kitchen extension – Permitted development – 18/08/82

77/194 – Bathroom extension – Approved – 20/06/77

d. Responses to Consultations

Number of properties consulted: 4

Number of replies received: 1

A letter of objection along with supporting photographs has been received off the neighbouring property No.40 Martyns Avenue and can be summarised as:

1. Feel our concerns relating to privacy are not fully recognised as the conservatory is on a higher elevation, they would be able to see in our children's bedrooms and our living room.
2. Please take into consideration that Mr Evans has got clear glass facing down his own garden.
3. Like you to be aware of how Siesta windows are selling their conservatories because they dealt with Mr Evan's application and regretted to inform him about our objection as regard obscured glass.

Statutory Consultees:

Seven Sisters Community Council – No reply, therefore no observations to make

Head of Engineering and Transport Services (Drainage) – No objection

APPRAISAL

This is an application to provide a conservatory to the rear of a property known as 38 Martyns Avenue, Seven Sisters.

The property is a two-storey, semi-detached residential dwelling. A two-storey extension projects off the main rear elevation with a flat roof single-storey element projecting off part of this rear elevation.

Planning permission for a conservatory off the remaining rear elevation was granted on the 22nd February 2005 (P/04/1842). It was conditioned that the windows on the side elevation facing No.40 Martyns Avenue shall be obscurely glazed and any replacements shall be of a similar design.

The conservatory has recently been constructed. It has the dimensions 2.8m in length by 3.0m in width. A polycarbonate roof extends to a maximum height of 5.1m from ground level at the rear. The windows in the front elevation have been obscurely glazed, as well as three windows along the side elevation. However, two main windows and a top opening window above remain transparent.

This application seeks permission for the conservatory with one of the three main windows along the side elevation obscurely glazed, along with two of the three top opening windows. They include the main window on the side elevation adjacent to the pine end of the existing dwelling and the top opening window above and adjacent.

It is considered that the conservatory partially glazed with obscured glass will not affect the privacy and amenities of the neighbouring property, No.40 Martyns Avenue to an extent that justifies a refusal. This is based on the fact that the conservatory is set forward of the habitable room windows of No.40 Martyns Avenue and at a lower level. As a result the proposal will not be directly looking into any habitable room windows.

The proposal is considered to be acceptable in external design and appearance and will not have a detrimental impact on the visual amenity of the area.

With regards to the letter of objection:

1. This has been addressed in the report above.
- 2+3. As such these are not material planning considerations.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1) The main windows and two top opening vents on the southern elevation marked x on the approved plan shall be obscurely glazed and any replacements similarly glazed.

Reason

In the interest of privacy and amenity

<u>ITEM 1. 21</u>	
<u>APPLICATION NO:</u> P/2005/1168	<u>DATE:</u> 14/07/2005
PROPOSAL:	PROPOSED FIRST STOREY REAR EXTENSION
LOCATION:	19 BROOK STREET, TAIBACH, PORT TALBOT SA131TG
APPLICANT:	MR & MRS W MORGAN
TYPE:	Householder
WARD:	TAIB

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Port Talbot Local Plan (Deposit Draft):
Policy R20 Extensions to dwellings

Deposit Draft Unitary Development Plan:
Policy ENV 17 General Considerations

b. Other Policies

A Guide to Household Extensions

c. Relevant Planning History

78/2203: Kitchen and Bathroom extension at single storey 17/07/78
81/3622: Garage 21/5/81

d. Responses to Consultations

Number of properties consulted: 8

Number of replies received: 0

Other:

Hyder Consulting Ltd – no response

Head of Public & Transport Services (Drainage) – No objection.

APPRAISAL

The subject dwelling comprises a terraced property with garden to the rear. Existing external materials are brown tiles on the roof with pebbledash render to the walls. The property has a single storey rear extension with a flat roof.

The proposal involves constructing a first storey extension to the rear of the property to provide a bedroom and WC. The proposed extension would have a width of 3.7m and extend 4.8m from the main elevation of the dwelling with a pitched roof.

The main issues to be considered in the determination of the application are the impact of the extension on the residential amenity of the adjacent dwellings and the impact upon the visual amenity and character and appearance of the surrounding area.

The adjoining property, number 21 Brook Street has a similar extension of a comparable size, extending approximately 4.8m from the rear elevation. This development provides a single room served by two windows, one of which overlooks the site of the proposed extension at a distance of approximately 2m. Whilst the proposed extension will impact on the flow of light into the neighbouring property, the impacts are minimised due to the two windows. There are no windows shown along the side of the proposed extension overlooking this property.

The adjoining property, number 17 similarly has a two-storey rear extension. There are no windows overlooking the applicants' property. Along the side elevation of the proposed extension facing this property there is a small window serving the WC. Since this is a non-habitable room it is considered that the proposal will not affect the amenity of neighbouring residents. Furthermore the extension does not dominate adjacent premises and there is no conflict with the distances allowable between habitable room windows.

The proposal is consistent with the existing design elements. It is considered the proposal will not result in an adverse effect on the visual amenity or character of the area.

Whilst the proposal exceeds the Council's Guidelines in relation to single storey extensions of terraced properties by 1.3 metres, in view of the above, the proposal is considered acceptable.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason

In the interests of visual amenity

<u>ITEM 1. 22</u>	
<u>APPLICATION NO:</u> P/2005/1182	<u>DATE:</u> 20/07/2005
PROPOSAL:	REPLACEMENT DWELLING
LOCATION:	GELLILUOG FARM, BARAN ROAD, RHYDYFRO, SWANSEA SA8 4RR
APPLICANT:	M & C T REES
TYPE:	Full Plans
WARD:	PONT

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

West Glamorgan Structure Plan
C5 – Dev. in Open countryside

Northern Lliw Valley Local Plan
EQ1 – Development in open countryside

Unitary Development Plan
ENV1 – Development in the Countryside
ENV8 – Replacement Dwellings

b. Other Policies

None.

c. Relevant Planning History

None.

d. Responses to Consultations

Number of properties consulted: 0

A Notice was displayed on site.

Number of replies received: 0

Statutory Consultees:

Head of Engineering and Transport (Highways) – No Highway Objection.

Head of Engineering and Transport (Drainage) – No adverse comments.

Environment Agency Wales – No objection.

Head of Streetcare Services (Arboriculture) – No objection.

Hyder/Welsh Water – No objection.

Pontardawe Town Council – No reply received to date therefore no observations to make.

APPRAISAL

This is an application for full planning permission for the erection of a replacement dwelling at Gellilug Farm, Rhydyfro.

The site is located at the rear of the existing farmhouse and comprises a two-storey dwelling which is to be demolished in order to facilitate the proposal. Access is gained off Baran Road and there is a large yard area which can adequately accommodate the parking provision required for the existing farmhouse and proposed dwelling.

The plans indicate a bungalow type property having a floor area of 160m² including an integral garage and comprises 3 bedrooms, lounge, kitchen and utility room. It will be finished in facing brickwork and render with a pitched roof of slate. The proposed bungalow is to be sited to the rear of the existing farmhouse on the footprint of the existing dwelling which is to be demolished.

In policy terms, it is noted that Policy C5 of the Structure Plan states that development will not be permitted in the countryside except for, amongst other criteria, is for a replacement dwelling on an agricultural holding. Policy EQ1 of the Northern Lliw Valley Local Plan also precludes development in the countryside unless the proposal is considered essential to the rural economy and relates to agriculture or forestry. Turning to the Draft Unitary Development Plan, it states in Policy ENV8 that replacement dwellings in the countryside will be permitted provided that:

-

- 1) The dwelling has no architectural or historic interest.
- 2) It can be demonstrated that the building has a current lawful use as a dwelling.
- 3) The size and scale of the replacement dwelling, associated buildings and garden area relate to and are not substantially larger than the existing, and
- 4) The proposal confirms the timescale for the removal of the existing dwelling and the reinstatement of the land.

With regard to the planning history of the site, it is noted that planning consent was granted some years ago, for the erection of a new dwelling on this agricultural holding. That dwelling was completed and is currently occupied as the Gelliluog Uchaf Farmhouse. As far as can be ascertained however, there was no condition imposed on the consent requiring the demolition of the dwelling that previously existed or precluding its use for residential purposes.

Whilst the former dwelling has not been occupied for some years and has fallen into a state of disrepair, it is nevertheless capable of renovation and it is therefore considered that the residential use of the previous dwelling has not been abandoned, and the present proposals falls to be considered as a replacement dwelling.

In this respect, it is considered that the proposal complies with and meets the general requirements of the Development Plan as it is development requiring a replacement dwelling which is of similar floor area as the existing, is to be located primarily on the site of the existing dwelling and well served by vehicular access and has adequate parking and amenity space. In addition, the proposal will meet the timescale for the removal of the existing dwelling as that will require demolition in order to facilitate the dwelling proposed which is essentially the same site and footprint. It is however proposed to incorporate a suitably worded condition.

With regard to an occupancy condition, it is considered, due to the fact that this is for a replacement dwelling and the existing dwelling does not have such a condition, that such a condition would be unreasonable and cannot be imposed.

Whilst the dwelling to be demolished is two-storey in character and the property now proposed in a bungalow, it is considered that due to the fact that it is to be located at the rear of the existing farmhouse and set against

the hillside, a single storey building will have less of an impact in the landscape and is more appropriate.

In conclusion, it is considered that the proposal complies with the requirements and aims of the Development Plan and would not cause demonstrable harm to amenity or adversely affect highway safety.

RECOMMENDATION: Approval with Conditions

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)Notwithstanding the details shown in the application, no development shall take place until there has been submitted to and approved by the local planning authority details of materials to be used externally. The development shall be built in the materials approved in accordance with this condition.

Reason

In the interests of visual amenity.

(3)The garage shall not be converted to residential use unless a scheme for replacement car parking has been submitted to and approved in writing by the local planning authority The scheme shall be implemented prior to the commencement of any conversion works and shall provide for one additional car parking space for each space lost by any conversion works.

Reason

To ensure that adequate car parking provision is maintained within the curtilage of the dwelling in the interest of highway safety.

(4)The existing dwelling shall be demolished prior to any work on the bungalow now approved being commenced.

Reason

For the avoidance of doubt as to the scope of this consent.

<u>ITEM 1. 23</u>	
<u>APPLICATION NO:</u> P/2005/1185	<u>DATE:</u> 21/07/2005
PROPOSAL: CONTROL KIOSK FOR BELOW GROUND OVERFLOW CHAMBER FOR STORM SEWER	
LOCATION: ADJACENT, 135 OLD ROAD, SKEWEN, NEATH SA106AT	
APPLICANT: DWR CYMRU WELSH WATER	
TYPE: Full Plans	
WARD: Dyff	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan
E67- The design of new development.

Neath Port Talbot Draft Unitary Development Plan
ENV17- General Considerations.

b. Other Policies

None.

c. Relevant Planning History

None.

d. Responses to Consultations

Number of properties consulted: 2

Number of replies received: 1

The grounds of objection are based on the lack of consultation and

smell implications from the pumping station.

Statutory Consultees:

Head of Engineering and Transport (Highway) - No Objection.

Coedffranc Community Council - No Objections

APPRAISAL

This is an application for a control kiosk in connection with underground operations by Dwr Cymru Welsh Water on land adjacent to 135 Old Road, Skewen.

The works undertaken through their operation as a statutory undertaker include the underground installation of an overflow chamber and storm sewer which are permitted development under the Town and Country Planning General Permitted Development Order 1995.

The proposed kiosk measures 1.6m high by 1.5m wide, and has a depth of 650mm. It is dark green in colour and located in Jenkins Road, which is closed as a vehicular through road. It is proposed to erect three pre-cast concrete bollards to enclose the kiosk, and to protect from possible damage.

With regard to the comments raised by the neighbour it is noted that the neighbouring property referred to and property across the road were consulted on the proposal and a site notice was erected. In relation to any smell nuisance, it should be noted that the application relates to an above ground control kiosk only and the underground work, including pipework, pumping station, and overflow chamber is development which is permitted and which does not require planning consent.

It is considered that the kiosk would not have a significant impact in relation to visual amenity and there is no objection from the Head of Engineering and Public Transport. It is therefore recommended that the application be approved.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements

of Section 91 of the Town and Country Planning Act 1990.

<u>ITEM 1. 24</u>	
<u>APPLICATION NO:</u> P/2005/1187	<u>DATE:</u> 19/07/2005
PROPOSAL: REMOVAL OF CONDITION 8 (DRAINAGE) OF PREVIOUS PLANNING CONSENT P2004/1240	
LOCATION: 41 & 43 WINDSOR ROAD, NEATH SA111NG	
APPLICANT: ATEB CONSULT	
TYPE: Full Plans	
WARD: NTHN	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan
H9- Housing design.

Neath Port Talbot Draft Unitary Development Plan.
ENV17- General Considerations.

b. Other Policies

None.

b. Relevant Planning History

c.

P/04/1240- Flats and commercial development- Approved- 12/10/04

d. Responses to Consultations

Number of properties consulted: None

Number of replies received: 0

Statutory Consultees:

Welsh Water Dwr Cymru- Require that all other technical options have been exhausted.

Neath Town Council- No Reply, therefore no observation to make.

APPRAISAL

This is an application to remove condition 8 in relation to drainage of previous planning consent P/04/1240 which relates to residential and commercial development on the site of the former Mustang Sally's Public House, Windsor Road, Neath.

A condition was imposed on the previous planning consent, at the request of Welsh Water Dwr Cymru restricting surface water discharge so that it did not discharge into the public sewerage system.

Since this approval it has come to light during clearance of the site that there is no possible alternative method of disposal available to the applicant, other than discharging into the existing combined sewer.

There is not sufficient room left over to enable a soakaway to be constructed, there is no existing separate surface water system, and there is no available watercourse. Therefore it is acknowledged that as there is no alternative, and that all other development in this area discharges in a similar way, including the previous building on site, that the condition be removed.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the

local planning authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

(3) Prior to the use commencing, any party walls having a thickness of less than 250mm shall be sound proofed. Such sound proofing shall be the subject of a detailed scheme to be submitted to and approved by the Local Planning Authority in writing before the work of conversion commences, and any subsequent alterations to the building shall retain sound proofing as may be agreed under this condition or replace such sound proofing to similar standard or better.

Reason

In order to ensure the party walls are soundproofed where necessary in the interest of the amenities of the residents of adjoining properties and those of the occupiers of the development.

(4) Shop Units 1 & 2 shall be used for Classes A1 & A2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason

In the interests of clarity and in order that other changes of use can be assessed in the interests of amenity.

(5) Development shall not begin until details of the proposed drainage works have been submitted to and approved by the local planning authority, and such drainage works shall be implemented as may be approved by this condition.

Reason

In order to ensure the provision of adequate foul drainage.

(6) The development shall include works for the control of effluent which shall be designed, engineered and maintained in accordance with a scheme which shall be submitted to and approved in writing by the Local Planning Authority to prevent any contaminated surface water drainage from entering a watercourse. The scheme shall be implemented prior to the occupation of each associated unit.

Reason

In order to ensure the provision of adequate foul drainage.

(7) Prior to the occupation of any flat, the existing residents' only parking bay along the Ropewalk shall be extended outside Nos. 12-15 inc. The Ropewalk with the extended traffic bay having Traffic Orders of 2 hours waiting limit with residents exempt. (Signing and lining included).

Reason

In the interest of highway safety

(8) Prior to the occupation of any flat a Traffic Order shall be in place to extend the existing 1 hour waiting limit from outside the site to the car park of the Red Cross Centre (Signing and lining included).

Reason

In the interest of Highway Safety

<u>ITEM 1. 25</u>	
<u>APPLICATION NO:</u> P/2005/1189	<u>DATE:</u> 14/07/2005
PROPOSAL:	FIRST FLOOR REAR EXTENSION TO DWELLING
LOCATION:	65 BRYN ROAD, CWMLLYNFELL, SWANSEA SA9 2FR
APPLICANT:	MARK NICHOLLS
TYPE:	Householder
WARD:	CWML

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan
Policy EQ15 - Built-up Areas.

Neath Port Talbot Draft Unitary Development Plan
ENV17 – General Considerations

b. Other Policies

None

c. Relevant Planning History

None

d. Responses to Consultations

Number of properties consulted: 6

Number of replies received: 1

A letter off the adjoining property No.63 Bryn Road has been received and states that they have no objection to the proposal provided that:

1. Nothing is authorised in the proposal, which would preclude No.63 Bryn Road from making a similar application in the future.
2. We would presume this would rule out fitting any window or ventilation device in the side wall next to No.63 Bryn Road;
3. None of the proposed demolition works to have a detrimental effect on the adjacent fabric of No.63 Bryn Road.

Statutory Consultees:

Cwmllynfell Community Council – No reply, therefore no observations to make.

Head of Engineering and Transport Services (Drainage) – No objection

APPRAISAL

This is an application to provide a first floor rear extension to a property known as 65 Bryn Road, Cwmllynfell.

The property is a two-storey, semi-detached residential dwelling and benefits from an existing ground floor rear extension with an attached outhouse. Open fields are situated to the front and rear. The property is situated in the middle of a row of similarly designed residential properties.

It is proposed to provide a first floor bathroom extension above the footprint of the existing ground floor rear extension. The proposal will project 3.5m off the main rear elevation at a width of 4.05m. A flat roof will be provided to a maximum height of 6.65m. The proposed extension will be set 0.75m off the hall window of the adjoining dwelling No.63 Bryn Road and 4.5m off the nearest habitable bedroom window. A window will be provided in the proposed first floor rear elevation.

Externally, it will be finished in render to match existing. The roof will be finished in slate to match existing.

It should be noted that Nos.59 and 61 have similar two-storey flat roof rear extensions.

The proposal complies with the Council's 45-degree rule and guidelines for distances between habitable room windows and the overlooking of private space. Furthermore, the extension is not overbearing, in relation to any adjacent premises. There is, therefore, no harm to residential amenity by the proposal.

It is considered that the first floor rear extension is acceptable in external design and appearance. There is therefore no harm to visual amenity, the appearance and character of the area being unaffected.

With regards to the letter from the adjoining property No.63 Bryn Road:

1. As such this is not a material planning consideration. Should an application be received it will be treated on its individual merits.
2. The submitted plans do not show any windows on the side elevation facing No.63. It is therefore considered that the proposal will not have a significantly adverse effect on the amenities of the adjoining property.
3. If such damage occurred this would be a private matter.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason

In the interests of visual amenity.

(3)Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no windows or dormer windows (other than those expressly authorised by this permission) shall be constructed.

Reason

In order to safeguard the amenities of the area by enabling the local planning authority to consider whether planning permission should be granted for , having regard to the particular layout and design of the estate.

<u>ITEM 1. 26</u>	
<u>APPLICATION NO:</u> P/2005/1214	<u>DATE:</u> 22/07/2005
PROPOSAL: NEW DEMOUNTABLE CLASSROOM BUILDING	
LOCATION: COED HIRWAUN PRIMARY SCHOOL, CWRT Y CARW, MARGAM, PORT TALBOT SA132TS	
APPLICANT: NEATH PORT TALBOT C.B.C.	
TYPE: Full Plans	
WARD: MARG	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Port Talbot Local Plan (Deposit Draft):

Policy R8 – new village at Coed Hirwaun

Deposit Draft Unitary Development Plan:

Policy ENV 17 General Considerations

Policy T1 Location, layout and accessibility of new proposals

Policy T10 Parking

Policy T11 Traffic management

b. Other Policies

TAN 15 Development and Flood Risk

c. Relevant Planning History

01/693 - New primary school - with facilities for adult learning (evening).
Approved with conditions 8/8/00

03/1597 - New classroom extension. Approved with conditions 3/2/04

d. Responses to Consultations

Number of properties consulted: 11

Number of replies received: 1

Neath Port Talbot Access Group was not directly consulted, however they object to the proposal on the grounds that the building does not comply with certain aspects of Part M of the 2000 Building Regulations.

Statutory Consultees:

Hyder (Welsh Water) – no response

Head of Engineering and Transport (Highways) – no objection

Head of Engineering and Transport (Drainage) – no objection

Environment Agency – requests further information from the applicant and objects to the proposal if information not forthcoming.

APPRAISAL

The application seeks full planning permission to construct a demountable classroom at Coed Hirwaun Primary School, Cwrt Y Carw, Margam.

The School is located on the corner of Cwrt Y Carw and the access road into Coed Hirwaun. Residential housing borders the site to the north and a stream and vegetated area is located directly to the west.

The proposal consists of a single demountable classroom to be located between existing school buildings and the wooden boundary fence near the housing area to the north of the site. The new classroom building would be 14.6 metres long, 3.7 metres wide and will have an overall height of 3.0 metres above ground level.

The external materials include mushroom coloured “plastisol” coated steel cladding with black fascia and plywood “flush” doors, painted red with black frames.

The main issues for consideration in determining the subject application are the impact of the classroom upon the visual amenity and character of the surrounding area, highway safety, and flood risk from the nearby stream.

The classroom building is to be located a minimum of 3.6 metres off the site boundary and as it comprises a single storey, there are not considered to be any issues of dominance or overshadowing. There are four windows facing on to the neighbouring residential area, however these will have a maximum height of 2.5 metres above ground level. The close-boarded wooden boundary fence will screen much of these windows from the neighbouring properties. The building is to be located a minimum of 10 metres from the nearest dwelling and given the boundary treatment, there are not considered to be any detrimental effects with regards to residential amenity.

The proposed building is consistent with the built form of the school and existing design elements. There is therefore no detriment to visual amenity or to the character of the area.

The Head of Engineering and Transport (Highways) has been consulted and raises no objection to the proposal. There is therefore no detrimental effect on highway safety.

The Environment Agency has identified the subject site as being within zone B on the development advice maps of TAN 15 – Development and Flood Risk. The Environment Agency has requested that the applicant submits a site level survey to ordinance datum supported by cross-sections and other relevant drawings.

However, the applicant has confirmed that the classroom will have a floor level of approximately 300mm above existing ground level and 150mm above the finished floor level of the existing school buildings. In light of this, it is considered that the proposed development will be at low risk of flooding.

In conclusion, the proposal is considered acceptable.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The materials to be used in the construction of the external surfaces of the proposed classroom hereby permitted shall match those outlined on the approved plans.

Reason

In the interests of visual amenity.

<u>ITEM 1. 27</u>	
<u>APPLICATION NO:</u> P/2005/1218	<u>DATE:</u> 27/07/2005
PROPOSAL: EXTENSION	PROPOSED SINGLE STOREY SIDE
LOCATION: TALBOT SA132DD	40 TOLLGATE ROAD, MARGAM, PORT
APPLICANT:	MR S CLARKE
TYPE:	Householder
WARD:	MARG

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Port Talbot Local Plan:

R20 – Extensions to dwelling houses or the erection of new infill development.

Unitary Development Plan Deposit Draft:

ENV17 General Considerations

b. Other Policies

A Guide to Household Extensions

c. Relevant Planning History

None

d. Responses to Consultations

Number of properties consulted: 6

Number of replies received: 1

The objections can be summarised as follows:

1. The proposed application will potentially affect any future application submitted by number 41 Tollgate Road with concerns to light entering the property.

Statutory Consultees: 3

Hyder Consulting Ltd (Drainage) – no objection subject to conditions

Head of Engineering and Transport (Highways) – no objections.

APPRAISAL

The subject dwelling comprises a semi-detached property. The proposed application seeks full planning permission for the erection of a single story side and rear extension.

The proposed 'L' shape structure would extend 2m from the side elevation of the property with a depth of 10.4m. The structure is set back from the main front wall by 1.7m and will extend 4.5m from the main rear elevation of the property. The structure is shown to have a hipped roof from the front elevation and a gable end at the rear, reaching a height of 2.7m at the eaves and 4.2m at the ridge. The construction of the proposed extension will require the demolition of the garage which serves this property.

The proposed extension is set back 0.6m from the boundary with number 41 Tollgate Road. The boundary is presently undefined by a permanent structure. There is a window in the side elevation facing this property serving a small non-habitable room. This window will not overlook any habitable windows of the neighbouring property. There are two sky lights in the roof. Due to the use and the location of these windows, the structure will have no adverse impact to residential amenity.

To the rear of the property the proposed structure is shown to be 3.3m from the shared boundary with number 39 Tollgate Road. The proposed living room is served by patio doors which overlook the adjoining property. Due to the nature of the boundary, which comprises a 0.5m high wall, a condition could be imposed to increase the height of this to retain the privacy of neighbours.

Whilst the proposed application will involve the demolition of the garage and loss of driveway, the site can comfortably accommodate two cars. No objections have been expressed by Highways.

In respect of the objections raised, the following comments are made:

1. No application for development on the site of number 41 Tollgate Road has been submitted and it is considered that the proposal will not adversely affect the amenities.

The proposal is consistent with the existing design elements. It is considered the proposal will not result in any adverse effect on the visual amenity or character of the area.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason

In the interests of visual amenity.

(3)Prior to the occupancy of the extension a fence or wall of 1.8m high shall be erected along the boundary with number 39 Tollgate Road extending at least 4.5m from the main rear elevation of the property.

Reason

Interests of amenity

<u>ITEM 1. 28</u>	
<u>APPLICATION NO:</u> P/2005/1234	<u>DATE:</u> 02/08/2005
PROPOSAL:	GARAGE CONVERSION
LOCATION:	41 WOODMILL, NEATH SA107PX
APPLICANT:	J. & M. TAYLOR
TYPE:	Householder
WARD:	BRNS

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan

H8 – Housing Design

T26 – Highway Safety

Neath Port Talbot Draft Unitary Development Plan

ENV17 – General Considerations

b. Other Policies

None

c. Relevant Planning History

99/1083 - 105 residential dwellings – Approved – 1/2/00

d. Responses to Consultations

Number of properties consulted: 4

Number of replies received: 0

Statutory Consultees:

Blaenhonddan Community Council – No reply, therefore no observations to make

Head of Engineering and Transport (Highways)- No objection

APPRAISAL

This is an application for a garage conversion at a property known as 41 Woodmill, Neath.

The property is a two-storey detached residential dwelling and is situated at the end of the cul-de-sac. A hedge runs along part of the front boundary. Three off-street car parking spaces are provided within the curtilage of the dwelling, one in the garage and two on the hardstanding in front.

It is proposed to convert the garage and provide a second living room. The proposal will have the dimensions 4.5m in length by 2.9m in width. A window above brickwork to match existing will replace the garage door.

The Head of Engineering and Transport (Highways) forward no objection to the proposal subject to the widening of the existing drive to accommodate three off-street parking spaces.

It should be noted that a number of properties within the immediate vicinity have undertaken garage conversions, with replacement off-street parking provided through the widening of existing driveways.

The proposal complies with the Council's adopted guidelines for distances between habitable room windows and the overlooking of private space. There is, therefore, no harm to residential amenity by the proposal.

Despite the removal of part of the hedge to accommodate a third off-street parking space, it is considered that at the end of the cul-de-sac the proposal will not have a significantly adverse effect on the visual amenity of the area.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The materials to be used in the construction of the external surfaces of the garage conversion hereby permitted shall match those used in the existing building.

Reason

In the interests of visual amenity.

(3) Prior to conversion works taking place, the existing drive shall be widened to a minimum of 7.7 metres to accommodate three off-street parking spaces within the curtilage of the property.

Reason

In the interests of highway safety

(4) Prior to first use of the conversion, the parking area shall be hardsurfaced in a permanent hardwearing material such as tarmacadam, concrete or block paving and shall be retained as such thereafter.

Reason

In the interests of highway safety

(5) Prior to first use of the extra parking area the existing vehicular footway crossing shall be widened to a minimum of 7.7 metres of dropped kerbs to accommodate the extra width of drive.

Reason

In the interests of highway safety

2. LISTED BUILDING AND CONSERVATION AREA APPLICATIONS RECOMMENDED FOR APPROVAL

<u>ITEM 2.1</u>	
<u>APPLICATION NO:</u> P/2005/982	<u>DATE:</u> 17/06/2005
PROPOSAL: CONSERVATION AREA APPLICATION - DEMOLITION OF EXISTING BUILDINGS, PROVISION OF NEW TWO PART FOUR STOREY BUILDING PLUS BASEMENT, WITH MIXED USE A3 (BAR/RESTAURANT) AND C1 USE (22 BED HOTEL FACILITIES)	
LOCATION: FORMER BLUEBELL INN, THE PARADE, NEATH SA111RA	
APPLICANT: CENTRE GREAT 1991 LTD	
TYPE: Conservation Area	
WARD: NTHN	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan
 S14- Ancillary Uses in town centres.
 T26- New development and highway safety.
 B42- Tourist Accommodation.
 E65- Conservation Areas.
 E67- Design of new development.

Neath Port Talbot Draft Unitary Development Plan
 ENV17- General Considerations.
 ENV20- Proposals within Conservation Areas.
 ENV21- Demolition of unlisted buildings within Conservation Areas.
 EC7- Tourism facilities.
 TRL1- Proposals within Town Centres.
 T1- Location, layout and accessibility of new proposals.
 T10- Parking.

b. Other Policies

None.

c. Relevant Planning History

76/46- New canopy and window- Approved- 23/3/76
80/741- Kitchen Extension- Approved- 23/12/80
84/272- Lamps to illuminate signage- Approved-5/7/84
94/542- Glazed screen and fire escape- Approved- 19/1/95

d. Responses to Consultations

Number of properties consulted: 16

The application was also advertised on site and in the press.

Number of replies received: 0

Statutory Consultees:

Neath Town Council- No Reply, therefore no observations to make.

Environment Agency- No Objection.

Head of Engineering and Transport Services (Highways)- No Objection.

Head of Engineering and Transport Services (Drainage)- No Objection, subject to conditions.

Wales and West Utilities- Apparatus not affected.

Dwr Cymru Welsh Water- no Objection, subject to conditions.

Western Power- Apparatus not affected

British Rail- No Reply, therefore no observations to make.

Fire and Rescue Service- No Objection.

APPRAISAL

This is an application for Conservation Area Consent required under the Planning (Listed Buildings and Conservation Areas) Act 1990 for demolition of the former Bluebell Public House, The Parade, Neath,

Members will be aware that a concurrent full planning application for the erection of a new 22 bed hotel with bar and restaurant has also been submitted for this site which has been reported earlier.

The site is located at the stop of an existing terrace, comprising of the Full Moon Public House (two storey), which adjoins this site, and the Ambassador Hotel (three storey). An existing car park area bounds the south western side of the existing building, and in turn is bounded by an existing building with an A3 use (restaurant/take away). The existing building on the site is two storey with a basement, mirroring the design and external features of the adjoining public house. The existing building has a frontage of 14m and a depth of 22m.

It is proposed to demolish all of the buildings on the site to make way for the proposed development. The site has a frontage of 23m onto The Parade, and ranges in depth from 20m to 33m. It slopes from front to rear, where the site is bounded by the main Swansea to London rail line.

The proposal will provide a two storey elevation for the first 12m, mirroring the adjoining property, and a near copy of the previous development on the site. A ridged roof to tie into the existing line will be provided to a height of 10m, with a decorative gable feature to the southern side and a small dormer, again reflect the existing vernacular.

In addition a new four storey block is to be provided, infilling the gap in the street frontage where the existing car park lies. This will have a frontage of 10.7m, and has a ridged roof to a height of 16m, again provided with a decorative gable feature.

In relation to the Conservation Area location, Policy E65 of the Borough of Neath Local Plan states that; “Development which would be detrimental to the appearance or character of a conservation area will not be permitted” and Policy E67 goes on to outline the need for developments to pay particular attention to their scale, height, mass and materials in relation to their context and the character of the area.

Policy ENV20 of the UDP states that; “There is a strong presumption against proposals which would conflict with preserving or enhancing the character or appearance of a Conservation Area”

Policy ENV21 relates specifically to the demolition of unlisted buildings within Conservation Areas. It states that; “One of the purposes of the designation of Conservation Areas is to control the demolition of unlisted buildings. On occasion it may become necessary to replace existing buildings within Conservation Areas. The Authority expects that such a proposal will adequately address whether the proposal is justified”

In relation to the existing building, whilst it forms a continuation of the terrace in terms of design and features, it has fallen into a state of disrepair, and has not been vacant for some time. Its loss however, must be considered in terms of the street scene and in this case, the proposal put forward for its replacement.

In relation to the design of the new development, and its impact especially on the character and appearance of the Conservation area, it is considered that the proposal will provide an acceptable extension to, and replacement of, the existing building on this site. It mirrors the design of the existing building, whilst creating a new block in a similar vernacular, which adds to the built form in this area, improving the quality of the area as a whole, which is further reflected in the materials to be used externally. It is therefore considered that in terms of design the proposal provides an acceptable scheme, which will enhance the Conservation Area and the town centre as a whole. In turn it is considered that this provides adequate justification for the loss of the existing building.

It is recommended that the application be approved.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS;

(1)The demolition hereby permitted shall be begun before the expiration of one year from the date of this permission.

Reason

In the interests of amenity.

(2)Where any species listed under Schedules 2 or 4 of The Conservation (Natural Habitats Etc) Regulations 1994 is present on the site [or other

identified part] in respect of which this permission is hereby granted, no works or site clearance, demolition or construction shall take place in pursuance of this permission unless a licence to disturb any such species has been granted in accordance with the aforementioned Regulations and a copy thereof has been produced to the local planning Authority.

Reason.

To ensure no disturbance to protected species.

<u>ITEM 2. 2</u>	
<u>APPLICATION NO:</u> P/2005/1004	<u>DATE:</u> 20/06/2005
PROPOSAL: LISTED BUILDING APPLICATION FOR ALTERATIONS TO EXISTING ENTRANCE RAMP AND STEPS	
LOCATION: PORT TALBOT MAGISTRATES COURT, CRAMIC WAY, PORT TALBOT SA131RU	
APPLICANT: HER MAJESTY'S COURT SERVICE	
TYPE: Listed Building Cons	
WARD: PORT	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Port Talbot Local Plan:

E6 Conservation Area, Ancient Monuments and Listed Buildings.

T13 Disabled Access in New Development.

Unitary Development Plan Deposit Draft:

ENV17 General Considerations.

ENV19 Listed Buildings.

T1 Location, Layout and Accessibility of new proposals.

b. Other Policies

None.

c. Relevant Planning History

04/1411 – Application for location of temporary buildings on adjacent land for accommodation of office staff – Approved 23.11.04

04/0705 – Application for location of temporary buildings on adjacent land for accommodation of office staff – Approved 25.06.04

00/1419 – Internal alterations and lift – Approved 30.01.01.

d. Responses to Consultations

Number of properties consulted: 0

Site notice were displayed around the site.

Number of replies received: 0

Statutory Consultees:

Head of Engineering and Transport (Highways): No objection.

CADW – Replacing one modern ramp with another probably does not affect the character of the listed building.

Royal Commission on the Ancient and Historical Monuments of Wales: No comment.

APPRAISAL

The proposed application seeks Listed Building Consent for the replacement of the existing disabled ramp and entrance steps with a new disabled ramp and set of steps. The Magistrates Court is a Grade II Listed Building. Both the existing and proposed ramps are located to the front of the Listed Building.

The main issue to be considered in the determination of the application are the impact upon the historic character and appearance of the Listed Building.

The Port Talbot Magistrates Office is located within a predominately industrial area, which is currently the focus for a regeneration strategy. As such the majority of the surrounding land has been cleared. The proposed replacement ramp and steps would be constructed from matching red bricks and where possible reclaimed bricks from the existing structure. The proposed works are required to bring the entrance of the building into line with current disability regulations. The proposed works would have a similar design to that of the existing structure. It is considered that the proposal would not affect the character of the listed building, and therefore would have no adverse impact upon the historic character or appearance of the listed building.

In conclusion, the proposed development would be in accordance with the policies of the Council's development plans.

RECOMMENDATION: That CADW be informed that this Authority is minded to grant Listed Building Consent subject to the following conditions and subject to CADW not wishing to determine the application themselves, Listed Building Consent shall be granted.

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of the Town and Country Planning (Listed Building and Conservation) Act 1990.

(2)No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

3. PLANNING APPLICATIONS RECOMMENDED FOR REFUSAL

<u>ITEM 3.1</u>	
<u>APPLICATION NO:</u> P/2004/1381	<u>DATE:</u> 10/05/2005
PROPOSAL: AMENDED APPLICATION FOR COMMUNITY WINDFARM CONSISTING OF 4 TURBINES (AS OPPOSED TO 5 PREVIOUSLY) , SUB STATION, MET MAST AND ACCESS ROAD AND ADDITIONAL WORKS INCLUDING BORROW PITS	
LOCATION:	MYNYDD Y GWRHYD,
APPLICANT:	Dan McCallum Awel Aman Tawe
TYPE:	Full Plans
WARD:	CWML

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

West Glamorgan Structure Plan (Review No. 2)
 Policy EQ1 – Sustainable Development
 Policy EQ2 – Renewable Energy
 Policy C1 – Protection of the countryside
 Policy C5 – Development in the open countryside

Northern Lliw Valley Local Plan
 Policy EQ1 – Development in the open countryside
 Policy EQ2 – Development of agricultural land
 Policy EQ6 – Development on Common Land

Deposit Draft Unitary Development Plan
 Policy ENV1 – Development in the countryside
 Policy ENV3 – Impacts on the landscape
 Policy ENV17 – General Consideration
 Policy IE4 – Renewable energy
 Policy M6 – Borrow pits

b. Other Policies

Planning Policy Wales

Technical Advice Note (Wales) 8: Wind Energy

Technical Advice Note 8 (TAN 8): Planning for Renewable Energy

c. Relevant Planning History

None.

d. Responses to Consultations

A total of 12 site notices were posted at Rhydyfro, Cwmgors, Gwaun Cae Gurwen, Taigwaith, Brynamman and Cwmllynfell.

The proposal was advertised in the press.

Number of properties consulted: 0

Number of replies received: Some 1774 letters of objection and some 1148 letters and E-Mails of support.

A petition of objection containing a total of 1011 signatures has also been received, but it should be noted that there are no grounds of objection contained in the petition.

Letters of support have been received from Peter Hain MP, Adam Price MP and Rhodri Glyn Thomas AM, and objections received from the Council for the Protection of Rural Wales, All Wales Energy Group and Cwmaman Town Council and Bettws Community Council.

The grounds of objection contained in the letters of objection are wide and varied but can be summarised as follows: -

- 1) Visual impact on nearby settlements and further afield, particularly the Brecon Beacons National Park area.
- 2) Affect on amenity by reason of noise and general disturbance.
- 3) Adverse affect on tourism.

- 4) Affect on highway safety and general disturbance due to delivery of the turbines to the site and using the A474 through Ammanford, Gwaun Cae Gurwen and Cwmgors.
- 5) The development affects Common Land and Rights of Way.
- 6) The proposed development would have an adverse affect on wildlife and ecology.
- 7) The development could have an adverse affect on natural water supplies to existing farms/dwellings in the locality.
- 8) There are a number of former mines in the area with mine workings present and the land could therefore be unsuitable on stability grounds to accommodate the large structures proposed.
- 9) The contribution that wind farms make to the National Grid and to the energy needs of the country has been over-estimated and will, in any affect, have little impact on *Global warming* etc.
- 10) The community benefit cannot be guaranteed and who will ensure its administration, especially if the wind farm were to cease.
- 11) What will happen to the site and access roads following the cessation of the wind farm and who will be responsible for restoration of the site.

Statutory Consultees:

Head of Engineering and Transport Services (Highways) – No Highway objection subject to conditions.

Environmental Health Manager (Noise) – No objection on noise implications.

Head of Streetcare Services (Arboriculture) – No objection.

Countryside Council for Wales – No objection subject to the measures in the Environmental Statement being implemented.

Environment Agency – No objection subject to conditions.

Glamorgan Gwent Archaeological Trust – No objection subject to conditions.

Mid and West Wales Fire Service – No adverse comments.

Cwmllynfell Community Council – No objection.

Gwaun Cae Gurwen Community Council – Consideration should be given to the distribution of the financial contribution.

Ystalyfera Community Council – Objection on visual intrusion grounds.

Pontardawe Town Council – Objections on visual impact, landscape and habitat grounds and the site is located within a previous mining area and not suitable for the development.

Brecon Beacons National Park – No objections as it is considered that the proposal and general setting is not unacceptable to the natural beauty and enjoyment of the National Park.

Powys County Council – No objection subject to the safeguards in the Environmental Statement.

Carmarthenshire County Council – The cumulative impact of this and other similar proposals on visual amenity should be considered.

APPRAISAL

The Application

The application was originally placed before the meeting of the Planning Committee held on the 15th March, 2005, but was withdrawn from the Committee at the request of the applicants in order to enable them to further consider the visual implications of the proposal.

As a result of their considerations, the application was amended in May 2005 reducing the number of turbines from 5 to 4 and deleting what the applicants considered to be the most prominent from the proposed development. An amendment to the relevant sections of the Environmental Statement was also submitted with the amended proposals.

A further consultation exercise has been undertaken on the amended proposal.

The original submission related to the installation of five wind turbines each having a generating capacity of up to 2.75mw and which are a three blended design having an overall height of 100m. The total capacity of the original scheme amounted to 13.75mw and which was stated to be the equivalent to the annual energy needs of over 8600 homes.

This amended application seeks detailed planning consent for a four turbine wind farm on land at Mynydd y Gwrhyd above Gwaun Cae Gurwen, Taigrwaith and Cwmllynfell.

The proposal relates to the installation of four wind turbine generators, each having a generating capacity of up to 2.75mw and which are a three-bladed design with a maximum height of 60m to the rotor hub, and a maximum rotor diameter of 80m, resulting in an overall height of 100m.

The total installed capacity of the project would amount to 11mw, which is stated to be equivalent to the annual average energy needs of over 6880 homes (based on an average energy consumption per household, calculated by the Department of Trade and Industry of 4350 KWhrs per year). It is stated that the site would therefore provide the energy equivalent of approximately 12% of homes in the Neath Port Talbot administrative area with clean, economic and renewable electricity (based on 2001 figures for 57,600 houses). It is further stated that the proposal will contribute to the reduction of greenhouse gas emissions and will contribute a commitment to the attainment of renewable energy targets for the United Kingdom.

The site is in very close proximity to the National Grid system and underground cables.

The proposal also includes a sub-station and temporary construction compound and, additionally, two potential borrow pits have been identified, one to the east of the site near Brynmelyn and the other to the south-west near Perthigwynion, and the material extracted will be used to construct and improve the proposed access route to the site.

Access to the site will be gained off the A474 (Pontardawe to Cwmgors) at a point opposite the entrance road to Pwllfawatkin Landfill Site and will utilise the existing highway for approximately 160 metres from the A474. It is proposed to widen the bellmouth at the junction and to widen the metalled section of the highway to a width of 4.5 metres for a length of some 160 metres along its southern side by translocating the existing earth bank and replanting native trees and replacing the fence. A new access track will then be constructed from the improved highway through land at Plas Newydd Farm and Perthigwynion Farm to join the metalled part of the highway near the entrance to Perthigwynion Farm. This route will run alongside the existing hedgerow and, where appropriate, drainage ditches will be constructed alongside the track. The final 320 metres of this track is existing farm track which will be upgraded and the metalled highway will also require widening to 4.5 metres for approximately 400 metres from Perthigwynion Farm. From this point, existing farm tracks will be upgraded and new tracks constructed in order to reach the turbines and substation locations. The access track has a total length of 4887 metres of which 2380 metres is not on existing tracks.

Access to the site for abnormal loads, including delivery of the turbines, will be via the M4 and through the town of Ammanford and A474. The applicants state that this route has been assessed and a 'swept path

analysis' at Ammanford town centre crossroads has been undertaken which shows that the removal of some street furniture is likely at this corner.

It is anticipated that the wind farm would have a 'life expectancy' of some 25 years and will generate local and regional employment opportunities, especially during the construction phase and, thereafter, to a lesser degree for maintenance purposes.

The Site

The application site in total, including the site of the turbines, borrow pits and access roads, comprises an area of some 10 hectares of land located on Mynydd y Gwrhyd to the east of Cwmgors and Gwaun Cae Gurwen, to the south-east of Tairgwaith and to the west of Rhiwfawr. It lies to the east of the A474 which is the Principal Route from Neath to Ammanford.

There are a number of farms in the locality together with the remains of previous mineral workings and planted woodland has been undertaken in the locality, primarily with evergreen species. The site lies adjacent to the 33kv and 11kv local electricity distribution networks.

The site occupies a prominent, elevated and isolated position on Mynydd y Gwrhyd just off the ridgeline on Mynydd Uchaf at about 350m Above Ordnance Datum (AOD) and from which there are panoramic and extensive views across the surrounding countryside and settlements and which extend to the Brecon Beacons National Park to the north, the southern boundary of which is some 2.8km from the nearest proposed wind turbine.

The existing closest residential properties in Cwmgors and Gwaun Cae Gurwen are some 1.8km from the nearest turbine, with those in Tairgwaith being some 1.3km away and the closest properties in Rhiwfawr some 1.1 km away. There are also individual properties located adjacent to the access road and farms located close to the site.

The site area comprises part private land and part Common Land and is not allocated for any purpose in the Structure Plan, Local Plan or Deposit Draft Unitary Development Plan. It lies outside Strategic Area E identified in Technical Advice Note 8.

Background to the Application

The applicants (Awel Amman Tawe) are a community based initiative set up by local people in the Upper Amman and Swansea Valley areas and which grew out of a public meeting held in Gwaun Cae Gurwen in 1998.

Awel Amman Tawe now employs 7 full time staff and is involved in a range of renewable energy and energy efficiency work. Since 2001, it has developed a number of projects within the area generally, including solar hot water panel schemes, wood fired district heating scheme, heat recovery solar powered system and various other projects together with advising households on energy efficiency measures.

One of the suggestions put forward at the meeting held in Gwaun Cae Gurwen in 1998 for possible projects was for “wind power” and a group of local volunteers took the idea forward and secured funding to undertake a consultation exercise regarding a community wind farm.

In support of their proposal, the applicants state that the major objective behind the development of this wind farm is that all profits from the sale of electricity from the installation will contribute to local regeneration projects in the Upper Amman and Upper Swansea Valleys, where several of the communities are ranked in the top 100 on the Welsh Multiple Deprivation Index and have been awarded Communities First status. They further state that this proposal is the culmination of a five year process and would be the first wind farm to be led, managed and owned by a community in Britain.

The applicant has to adhere to the European Union Procurement Laws and the final choice of turbine would therefore follow a competitive tender process where qualifying turbines would be required to meet the standards and specifications set out in the Environmental Statement which accompanies the application. The E.S. is based upon the Neg Micon (Vestas) 2.75mw machine which is one of the qualifying turbines referred to. The applicants state that the aims of the community wind farm are to: -

- create a community income stream that would be channelled into local regeneration, including further energy efficiency and renewable energy initiatives for the area.

- generate clean energy to reduce the emissions and pollution associated with the burning of fossil fuels, thereby combating climate change and acid rain.

They state that the projected income stream from the sale of electricity is £160,000 per year (a figure that takes account of interest payments, rental, operations and maintenance etc.). This figure is based on a business planning exercise undertaken by Dulas Ltd. for Awel Amman Tawe. The applicants claim that this income stream and associated match funding could generate a further 32 jobs over the estimated 25 year lifetime of the wind farm and, furthermore, on a local level, the wind farm will create substantial community benefits and will provide for local security of electricity supply through local embedded generation.

The projected income is a reduction of £40,000 from that envisaged with the 5 turbines and the number of jobs reduced by 8.

Awel Amman Tawe embarked on a public consultation in respect of this wind farm proposal in 2000-01 and state that this was the most intensive ever undertaken in the UK regarding a renewable energy development. The applicants, state that this exercise culminated in an independent referendum which indicated that a clear majority voted in favour of the wind farm going ahead.

The Environmental Statement

The application is accompanied by an Environmental Statement (ES), which relates to a range of issues, but which primarily deals with the following: -

- 1) Site Selection and Project Evolution.
- 2) Project Construction, Operation and Decommissioning.
- 3) Landscape and Visual Assessment.
- 4) Noise Assessment.
- 5) Ecological Assessment.
- 6) Archaeological Assessment.
- 7) Electro Magnetic Interference and Air Safeguarding Assessment.
- 8) Public Access, Recreation, Safety and Shadow Flicker.
- 9) Socio-Economic and Environmental Effects.
- 10) Avoidance and Mitigation of Potential Effects.

Site Selection and Project Evolution

This section of ES can be categorised into: -

- UK Government and Regional Policy on Renewables and which refers to the Government's concerns in relation to climate change and global warming, Planning Policy Guidance in Wales, Technical Advice Note 8 and Development Plan Policies.
- Land availability.
- Wind resource.
- Site access and land considerations.
- Electrical grid connection and ancillary works.
- Power purchase agreement.
- Background to project evolution including ecological, archaeological and mineral (mining) considerations.

The conclusions reached is that the Mynydd y Gwrhyd Community Wind Farm is well chosen by the Community, it has reasonable wind speeds and road access and is conveniently close to the 33kv line to the south of the proposed site. The site is not located within any areas of local or national ecological and landscape importance, and is sited sufficiently far from areas of historic importance so as not to be a concern.

Project Construction, Operation and Decommissioning

For the purpose of the Environmental Settlement and the planning application, outline information on the project construction and operation of the wind farm is provided. More detailed design and specifications will be made available if planning approval is granted, at which time a full Method Statement will be drawn up.

This section of the ES is structured to present a snapshot of the existing physical features of the site and its surrounds, including ground conditions, hydrology, geology, residential and commercial infrastructure proximity to the site, transport network and grid infrastructure. A description of the wind farm proposal is presented, which includes the construction timetable, components of construction activities, resource requirements, highways considerations, site operations and site decommissioning. Finally, an assessment of potential impacts arising from construction, operation and decommissioning of the wind farm is presented, including impact avoidance and mitigation measures to minimise the overall impact of the proposal.

The conclusion in the Environmental Statement are that the design and layout modifications combined with appropriate mitigation measures to avoid significant environmental impacts, have ensured the technical and environmentally viability of the wind farm proposal.

Landscape and Visual Assessment

This section presents the findings of a landscape and visual assessment that has considered the potential effects of the proposed wind farm and associated works on the landscape character and visual amenity of a 15km radius study centred on the site.

There is one consented wind farm, Ffynnon Oer, which is just outside the study area, but which has been included within the assessment in order to determine whether there are likely to be any significant cumulative effects with the Mynydd y Gwrhyd scheme.

With regard to landscape character, there are ten areas included in the study as follows: -

- 1) Mynydd Du Foothills – where the landscape is considered to be of high quality.
- 2) Mynydd Du – where the landscape is considered high quality.
- 3) Upper Amman and Tawe Valleys – where the landscape is considered to be of medium quality.
- 4) Tywi Valley – where the landscape is described as high quality.
- 5) Rolling Hills of Carmel-Llandybie – where the landscape is described as medium quality.
- 6) Ammanford Vale – described as medium/low quality.
- 7) Mynydd Garn and Cefn Gwrhyd Hills – considered to be medium/low quality.
- 8) Mynydd Marchywel – described as medium quality.
- 9) Lower Tawe Valley – medium/low quality.
- 10) Vale of Neath and Dulais Valley – described as medium/low quality.

In terms of the visual impact, general viewpoint locations and view directions were chosen and photomontages have been produced which show the projected impacts of the proposal.

Thirteen views at potentially sensitive visual receptors (of varying distances) were studied in detail as follows: -

- 1) South of Fforch Egel, Gwrhyd Road (1.5km south from nearest turbine) – where the magnitude of change in the view is described as substantial.
- 2) Tairgwaith Village (1.8km north west from nearest turbine) – described as substantial to moderate.
- 3) Harris Road, Cwmllynfell (2.1km north east) – described as slight negligible.
- 4) Gwaun Cae Gurwen School (2.7km north west) – described as substantial/moderate.
- 5) Cwmtwrch (3.8km east) – described as negligible.
- 6) Brynamman (3.8km north north west) – described as slight/negligible.
- 7) A4067 approaching Gurnos (4.7km east) – described as slight.
- 8) Craig Derlwyn A4069 (4.9km north) within Brecon Beacons National Park – described as moderate/slight.
- 9) Bridleway North of Ystradgynlais (5.5km north east) and within Brecon Beacons National Park – described as moderate/slight.
- 10) Tor Clawdd, Mynydd y Gwair (6.6km south west) – described as moderate/slight.
- 11) The Angel Inn, Twynmynydd (7.2km north west) and within the Brecon Beacons National Park – described as moderate/slight.
- 12) Junction A4221 and A4067 approaching Abercrave (8.7km east north east) – described as slight.
- 13) Roman Fortlet, Sarn Helen (10.4km south east) and designated as a Byeway Open to all Traffic (BOAT) and Roman Road – described as slight.

Following the submission of the amended proposal deleting one turbine, revised photomontages were submitted, and three additional photomontages were provided from the following locations: -

- 1) Llwynceilyn Road, Tairgwaith (1.6km from the nearest turbine) which indicated that 3 turbines would be visible (tips and hubs).
- 2) King Edward Road, Tairgwaith (1.5km from the nearest turbine) which indicated that 3 turbines would be visible (3 tips and 2 hubs).
- 3) Crescent Road, Gwaun Cae Gurwen (2.6km from nearest turbine) which indicated that all 4 turbines would be visible (tips and hubs).

The conclusions reached in the Environmental Statement are that the direct effects on the landscape fabric of the site will be contained in extent and reversible when the development is decommissioned. As no key landscape features will be lost, the effects on landscape fabric will be minimal and acceptable in landscape terms.

It is acknowledged that the four turbines will be visible from the surroundings and have the potential to affect the landscape character of the study area. The turbines will become one of the defining characteristics of the landscape on and in the immediate vicinity of the site, and will result in a significant change in the character of the Mynydd Garm-Fach and Cefn Gwrhyd Hills within 2-3km of the site. There will also be a significant change in the character of a limited part of the Mynydd Du landscape character area (within 5km of the site). Beyond these areas, the land form, vegetation and distance reduce the potential for views of the proposed development and consequently there will not be a significant change to the character of the remaining eight landscape areas. It is considered that the development will not have a significant effect on the purposes of the Brecon Beacons National Park as a result of the distance to the Park, and to the past industrial/modified landscape context in which the turbines will be seen.

In visual impact terms, it is acknowledged that the four turbines will be visible from the surrounding area and have, therefore, the potential to affect the visual amenity of receptors in the study area. It is considered that the turbines will not result in a significant change in the view for the majority of residential receptors in the study area. Those residents who live close to the site and are located where the proposed turbines will be clearly visible on an open horizon will experience a significant change in the view as a result of the proposed development. This includes residents in a few individual properties and farmsteads and residents in those areas within Tairgwaith and Gwaun Cae Gurwen where the houses face onto the site and the turbines are not largely screened by the intervening semi-restored coal spoil heaps.

However, in the main, the settlement pattern (linear along valley floors), the reworking of the landscape following opencast mining, and the screening effects of vegetation and built development mean that there will be distant views of the turbines from within most of the settlements in the study area. Additionally, they will not result in a significant change in the view for motorists along the major and minor road network and will only result in a significant change when travelling along the 4km stretch of the A4069 through the Brecon Beacons National Park and the 3km stretch of the Gwrhyd Road close to the site.

In conclusion, it states in the ES that it is unlikely that a proposal to site a new wind energy development in the UK would not result in some significant landscape and visual effects in the general locality of the site.

However, the significant effects predicted for this wind farm are extremely limited and, in themselves, are not necessarily unacceptably adverse.

Furthermore, the proposed wind turbines will not result in any significant cumulative effects with the permitted Ffynnon Oer Wind Farm in the far south east of the study area and, accordingly, the development should be considered acceptable in this location in landscape and visual terms. Any impact will be reduced by the deletion of one turbine.

Noise Assessment

As part of the Noise Assessment undertaken by Consultants on behalf of the applicants consideration was given to the noise impact from the proposed scheme upon the surrounding areas, with particular attention to the potential effects upon neighbouring properties.

Measurements of the existing noise environment have been taken at four properties to the west, north and east of the site. These properties have been identified as the most sensitive through prediction of the noise levels emitted from the site, and these are at Tairgwaith, Blaen Nant, Bryn Melyn, and Pen-y-bryniau.

Predictions of the level of turbine noise at each to these properties have been performed based upon the noise characteristics of the NEG-Micon NM80 2.75mw wind turbine, and an assessment of the potential noise impact, taking into account the type of noise which is produced by wind turbines and the published guidelines concerning the acceptability of noise levels from various sources. The calculation procedure is considered to be worst case scenario.

The conclusion are that the predicted levels and measured background noise levels indicate that for all dwellings neighbouring the proposed development, wind turbine noise will meet the recognised Noise Criteria levels (proposed within ETSU-R-97) during the Amenity Daytime Period and Night-time period. This will be further reduced by the deletion of one turbine.

Ecological Assessment

In 2003 a Stage 1 Ecological Assessment was carried out at the original proposed Awel Amman Tawe wind farm site at the eastern end of Mynydd Uchaf. Since the report was produced the site layout has been

revised and an additional survey area defined and in order to satisfy the ecological needs of ES, the scope of the Ecological assessment was extended. This comprised the collation of existing data provided by third parties and the following surveys: -

- phase 1 habitat survey
- badger assessment
- breeding bird survey
- winter bird survey
- amphibian assessment
- assessment of potential quarry areas that may provide track material.

The status and context of ecological features present within the survey site has been assessed where possible and ecological constraints have been identified. Recommendations for the minimising of adverse affects to ecological features and the potential mitigation measures are also included.

The assessment of the ecological features of interest at the site was conducted in respect of both the construction and operational phases and the predicted impacts are as follows: -

Construction Phase

<u>Feature</u>	<u>Significance of Impact</u>
<u>Habitats</u>	
Open Common	Minor Adverse
Hedgerows	Negligible
Plantation	Negligible
Ponds and Waterways	Negligible/Minor
Higher Plants	Negligible
<u>Wildlife</u>	
Badger	Negligible
Bats	Negligible
Birds	Minor/Moderate
Amphibians	Negligible

Operational Phase	
<u>Feature</u>	<u>Significance of Impact</u>

Habitats

Open Common	Minor Adverse
Hedgerows	Negligible
Plantation	Negligible
Ponds and Waterways	Negligible
Higher Plants	Negligible

Wildlife

Badger	Negligible
Bats	Negligible
Birds	Minor
Amphibians	Negligible

The conclusions reached are that the combination of the overall modest ecological value of the site, the proper siting of wind farm infrastructure to avoid sensitive areas and the proposed mitigation should result in the proposed development having an overall low ecological impact. This again will be further reduced by the deletion of one turbine.

Archaeological Assessment

The assessment comprises a review of existing information on the archaeological resource within two overlapping study areas. The first of these areas is centred on the mountain ridge and takes in the position of the turbines, sub-station and meteorological mast, and the intra-site tracks connecting these elements. The other study area to the south west covers the route of the access road that will serve the wind farm during and after construction. Both study areas extend for a distance around the proposed development but it is noted that the majority of identified historic features fall well outside the zone upon which the wind farm will impact. The proposed locations for the two on-site borrow pits were also assessed for the presence of archaeological features.

The conclusions reached are that the proposed development would occupy, and be visible from, an environment that has long and varied associations with human activity. This fact is reflected within the surviving archaeological record of the area.

Whilst the development poses a potential threat to several archaeological sites, including prehistoric round barrows, post medieval boundary stone and prehistoric cairn, all of these interests are however relatively small in size and, with adherence to the development plans as they presently stand, combined with the mitigation strategy will reduce the impact to an acceptable level. The effect on the Historic Landscape of Black Mountain and Mynydd Myddfai is slight. Any impact will be reduced by the deletion of one turbine.

Electro Magnetic Interference and MOD Training Assessment

The following organisations and operators have been consulted in order to establish the location and nature of microwave, rebroadcast and other radio links in the vicinity of the site.

- Ministry of Defence
- National Air Traffic Services
- Civic Amenities Authority
- Home Office
- Orange
- Crown Castle UK Ltd.
- BBC
- ITC
- NTL
- Radio Communications Agency
- Cable and Wireless
- Radio Safety Branch.

The conclusion reached after the foregoing consultation exercise is that no issues have been raised by the large microwave and other communication links, except in respect of the operation of a UHF Re-Broadcast link between the TV main station at Carmel and one of its relays at Ystalyfera which could be affected. Should reception problems arise, it is stated that Awel Amman Tawe will rectify such problems.

The Ministry of Defence and National Air Traffic Systems have raised no objection to the proposal.

The Civic Aviation Authority identified that the proposal may affect instrument landing systems at Swansea Airport and advised that the applicants contact the National Air Traffic Systems who have overall responsibility in this area. The National Air Traffic system have

confirmed that there are no issues regarding instrumentation at Swansea Airport.

Public Access, Safety and Amenity

This section addresses the potential effects of the proposed Wind Farm on private and public users of the local area. The issues addressed include the use of the land by the landowners and the rights of the public to access the site and their safety. It also includes an assessment of potential effects to nearby properties, through shadow flicker and reflected light, and issues relating to driver distraction for users of the public highway.

The conclusions reached are that the area around the site has a low level of use and is currently used for grazing.

The affect of the development on the agricultural land use of the area is considered to be low and the unavailability of land during both the construction and operational phases is unlikely to be significant in terms of losses to users concerned. The development will have a minor affect on open access during construction and operation of the Wind Farm.

Overall, negative effects to public access, safety and amenity are unlikely to arise from the proposal.

Socio-Economic and Environmental Effects

This section presents an assessment of the expected socio-economic and environmental effects on a local and global scale arising from the implementation of the proposed Wind Farm. Whilst these effects may arise from all renewable energy developments, this proposal has additional benefits due to its community nature and focus on local regeneration. Consequently, a background to the drivers behind community initiatives is given together with the potential local area benefits that would arise from this proposal.

The conclusions are that this Wind Farm will provide substantial benefits, both financially and environmentally in the local area. Suitably qualified local contractors will have the opportunity to bid for the civic and electrical works and the provision of site services, a potential investment of up to £1.6 million. The proposal would also provide permanent part time employment for two persons, a site manager and fitter. Operation and Maintenance benefits will accrue a further £80,000.

The sale of electricity will produce an estimated stream of £160,000 per year, which will be used, together associated match funding, to support local regeneration projects. It is estimated that this could generate a further 32 jobs over the 25 year lifetime of the Wind Farm. The development will also provide a reliable income stream for the landowners and an educational resource for local schools and colleges.

It is also concluded that the project meets a number of key sustainable development objectives relating to the environment, economy, society and public participation and has received financial support from a wide range of organisations as a result of this. In particular, the project has been developed in response to the priorities of the community and supports social inclusion.

In terms of public participation, it claimed that all people living in the Upper Amman and Upper Swansea Valleys have been encouraged to participate in the project. The consultation process is stated to be the most intensive consultation exercise ever undertaken in the UK regarding a renewable energy project. It comprised visits to other wind farm sites, public meetings, various sessions and interviews, training courses and a mail drop to 8000 local houses.

At the end of the consultation in February, 2001, the Electoral Reform Society was commissioned to undertake an independent referendum with the turnout being 48.5%. It is stated that there was a clear majority in favour of the proposed community wind farm.

Additionally, it is stated that the Wind Farm would make a significant contribution to the reduction of emissions that are known to cause global warming and acid rain.

Avoidance and Mitigation of Potential Effects

This section sets out the proposed Impact Avoidance and Impact Mitigation measures already undertaken or proposed that are designed to prevent significant, negative impacts to environmental media.

In relation to Impact Avoidance it states that the selection of the site itself *is* probably the most important avoidance tool in developing this proposal. The site would be unlikely to cause significant negative environmental impacts because: -

- No statutory landscape designations such as National Parks or Areas of Outstanding Natural Beauty would be directly affected by the proposal.
- No statutory ecological or archaeological designations would be affected, and
- No air safeguarding zones around airports or in MOD tactical training areas would be affected.

With regard to Impact Mitigation, a lengthy list of design modifications and considerations have been incorporated into the proposed scheme following consultation with various Statutory bodies.

The conclusions reached are that throughout the environmental assessment process, *advice* from consultants has been taken into consideration to ensure that the potential effects of the proposal on the environment are reduced to a level that would not cause significant harm. Such measures have been incorporated into the final design, so, for example, the site layout was altered to avoid sensitive ecology and archaeology, and reduce the visibility of the site from the Brecon Beacons National Park. In this way, the developer has devised a Wind Farm site that has avoided significant impacts, whilst mitigating those residual impacts that are predicted to occur as a result of construction and operations of the Wind Farm.

Choosing a site with good road and grid access and reasonably separated from habitation, clearly reduces the environmental impact at the outset.

In conclusion, it is considered in this section of the Environmental Statement that the design and layout methodology employed in the development of this Wind Farm has therefore achieved a proposal that would not conflict with local and national planning policies.

Development Plan Policies and Planning Guidance

The following policies are considered relevant to this proposal.

West Glamorgan Structure Plan (Review No. 2)

Policy EQ1

The County Council will seek to secure progress towards sustainable development and to ensure the maintenance of biodiversity. Accordingly,

encouragement will be given to development proposals in appropriate locations that:

- (i) Reduce the consumption of energy and non-renewable resources, or
- (ii) Make effective use of renewable resources, or waste products, or
- (iii) Reduce or avoid pollution and other dangers to life, or
- (iv) Demonstrate significant environmental benefits, including the restoration and aftercare of degraded sites to a satisfactory standard.

Policy EQ2

Proposals for the development of renewable sources of energy will be encouraged, particularly where there are benefits to the local economy, and will be permitted provided that the proposed development:

- (i) Would not adversely affect the special character of the Gower AONB, the Brecon Beacons National Park or any other statutorily designated area or site of nature conservation or heritage conservation interest or heritage coasts; and
- (ii) Would not cause demonstrable harm to;
 - a. Other areas of special landscape value or sites of special nature conservation or heritage interest to be defined in local plans; or
 - b. Areas or facilities of special importance for tourism and recreation; or
 - c. The amenity of nearby dwellings or residential areas; and
- (iii) Would not dominate any particularly prominent skyline or maritime vista to be defined in local plans; and
- (iv) If intervisible with existing renewable energy developments, would not result in an unacceptable level of visual impact; and
- (v) Is justified, where necessary, in terms of national energy policies or local and regional energy requirements; and

- (vi) Is accompanied by adequate information to indicate the extent of possible environmental effects and how they can be satisfactorily contained.

Policy C1

The environment and natural beauty of the countryside throughout West Glamorgan will be protected for its own sake and, where appropriate, will be enhanced and managed. In the Gower area of outstanding natural beauty the protection of natural beauty will be the primary objective.

Policy C5

In the open countryside, development will not be permitted except where

- (i) It is essential for the rural economy or rural employment, or
- (ii) It can be demonstrated to meet the overriding social or economic needs of the local community, or
- (iii) It is for a replacement dwelling on an agricultural holding, or
- (iv) It provides an acceptable use for redundant building(s) and the adaptation of the building(s) to the new use is sensitive to the surrounding natural landscape and built environment, or
- (v) It is essential for communications, telecommunications and other forms of utility service provision, renewable energy generation or minerals extraction, or
- (vi) It is an appropriate development associated with nature conservation, rural recreation and tourism or farm diversification and
- (vii) The land is of poor agricultural, conservation, or ecological value, and the development does not adversely affect the viability of an established farm unit.

Northern Lliw Valley Local Plan

Policy EQ1

Permission will not normally be given for development in the open countryside unless the proposals are considered essential to the rural economy and relate to agriculture and forestry, essential for communications, are consistent with the Council's provisions for rural recreation, or are acceptable in terms of a policy in this plan or elsewhere in the development plan.

Policy EQ2

Where development of agricultural land is necessary, it will be restricted wherever possible, to that of low agricultural potential, and the Borough Council will endeavour to protect the viability and efficiency of agricultural units.

Policy EQ6

Subject to other local plan provisions, there will normally be a presumption against development on common land.

The Unitary Development Plan

Policy ENV1 – Development In The Countryside

A proposal in the countryside will not be permitted unless: -

- a. it is associated with the rural economy or rural employment; or
- b. it is necessary for the social, recreational or economic needs of the local community including the expansion of an existing commercial or industrial use; or
- c. it is the conversion, re-use, adaptation or replacement of an existing building; or
- d. it provides an appropriate development associated with nature conservation; or
- e. it is necessary for communications, telecommunications and other forms of infrastructure provision, renewable energy generation, waste treatment or disposal, derelict or contaminated land reclamation or minerals extraction; or
- f. is justified under policy H8.

Policy ENV3 – Impacts On The Landscape

Proposals that would create unacceptable impacts on the landscape will be resisted.

Particular emphasis will be placed on protecting: -

- significant skylines, views and panoramas;
- features which are important in terms of contributing to the character of the local landscape; and
- landscapes, parks and gardens which are of special historic interest.

Policy ENV17 – General Considerations

Any proposal involving new buildings, structures, change of use, extensions and alterations will not be permitted unless it has satisfactorily addressed any of the (*listed criteria*).

Policy IE4 – Renewable Energy

Proposals for the creation of renewable energy will be supported provided their impacts are acceptable and where appropriate they include measures to reinstate the land.

It is now widely accepted that man-made impacts are having profound and worsening impacts on the climate. The creation of energy from renewable sources is of critical importance globally in terms of reducing the use of polluting and finite sources of fuel.

The County Borough has considerable potential for development exploiting renewable forms of energy and this could assist rural diversification. Information is available based upon a Department of Trade and Industry (DTI) model which predicts the distribution of annual average wind speeds by area and identifies those parts of the County Borough with potential for the development of wind farms. Proposals will be viewed favourably provided unacceptable impacts would not be created. This could include impacts on landscape, seascape, wildlife, mineral resources and communities including the creation of noise, visual flicker, electro-magnetic disturbance and any safety issues. Where areas might experience cumulative and other direct and indirect effects including those created by other developments such as mineral extraction, and the provision of power lines and access roads, they will be taken fully into account.

Should a development such as a wind farm cease production, the site should be reinstated including the removal or other appropriate treatment of the turbines, foundations and associated roads, buildings and power lines.

As a result of the County Borough's topography, many mountains, hills and ridges are particularly visible within the landscape and form nearby communities. Proposals for wind farms in such locations will be considered especially carefully. The policies in the Environment chapter will be particularly relevant.

The Authority will produce Supplementary Planning Guidance which will consider the potential for the generation of renewable energy within the County Borough and provide guidance on landscape, biodiversity and community issues. In terms of sites for wind farms, the extensive mountain plateaux between Resolven, Glynneath and Glyncoed may offer the potential to develop a wind farm without creating unacceptable impacts.

Policy M6 – Borrow Pits

Proposal for Borrow Pits related to the needs of particular construction projects will be considered favourably only where there are clear environmental benefits as opposed to supply from secondary or recycled aggregates, or from established mineral working sites. Proposals should not create any unacceptable impacts and will be considered in terms of the Plan's policies.

Turning to Government Advice, it is considered that Planning Policy Wales, Technical Advice Note 8 (TAN 8) and Draft Technical Advice Note 8 (Draft TAN 8) are relevant to this proposal.

Planning Policy Wales

Chapter 2 Planning for Sustainability

2.1.1. The Assembly will promote sustainable development, that is, development that meets the needs of the present without compromising the ability of future generations to meet their every need.

2.1.4. Both the Assembly's Sustainable Development Scheme and the UK vision of sustainable development, stress that working towards sustainable development means pursuing four objectives at the same time, namely: -

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- prudent use of natural resources; and
- the maintenance of high and stable levels of economic growth and employment.

2.1.5. The planning system has a fundamental role in delivering sustainable development in Wales. It must help in the process of

balancing and integrating these objectives in order to meet current development needs which safeguarding those of the future. In particular, the planning system, through both UDP's and the development control process, must provide for houses, infrastructure, investment and jobs in a way which is consistent with sustainability principles.

2.2.1. The following principles underpin the Assembly Government's approach to planning policy for sustainable development: -

- putting people and their quality of life now and in the future, at the centre of decision-making;
- ensuring that everyone has the chance to obtain information, see how decisions are made and take part in decision-making;
- taking a long term perspective to safeguard the interests of future generations, whilst at the same time meeting needs of people today;
- respect for environmental limits, so that resources are not irrecoverably depleted or the environment irreversibly damaged. This means, for example, contributing to climate protection, protecting and enhancing biodiversity, minimising harmful emissions, and promoting sustainable use of nature resources;
- applying the precautionary principle. Cost-effectiveness measures to prevent possibly serious environmental damage should not be postponed just because scientific uncertainty about how serious the risk is;
- using scientific knowledge to aid decision-making, and trying to work out in advance what knowledge will be needed so that appropriate research can be undertaken;
- while preventing pollution as far as possible, ensuring that the polluter pays for damage resulting from pollution;
- applying the proximity principle, especially in managing waste and pollution. This means solving problems locally rather than passing them on to other places and to future generations;
- taking account of the full range of costs and benefits, including those which cannot be easily valued in money terms when making planning decisions, and taking account of timing, risks and uncertainties.

2.3.2. Planning policies and proposals should:

- Promote resource-efficient settlement patterns that minimise land-take and urban sprawl, especially through preference for

- the re-use of suitable previously developed land and buildings wherever possible avoiding development on greenfield sites;
- Locate developments so as to minimise demand for travel, especially by private car.
 - Contribute to climate protection by encouraging land uses that result in reduced emissions of greenhouse gases, in particular energy-efficient development, and promoting the use of energy from renewable sources.
 - Plan an appropriate role in securing the provision of infrastructure (including water supplies, sewerage and associated waste treatment facilities, waste management facilities, energy supplies and distribution networks) – the basis for sustainable communities – and telecommunications infrastructure, while ensuring proper assessment of their sustainability impacts.
 - Contribute to the protection and improvement of the environment, so as to improve the quality of life and protect local and global ecosystems. In particular, planning should seek to ensure that development does not produce irreversible harmful effects on the natural environment. The conservation and enhancement of statutorily designated areas and of the countryside and undeveloped coast; the conservation of biodiversity, habitats, and landscapes, the conservation of the best and most versatile agricultural land; and enhancement of the urban environment all need to be promoted.
 - Minimise the use of non-renewable resources, and, where it is judged necessary to use them, maximise efficiencies in their use. The use of renewable resources and of sustainably-produced materials from local sources should be encouraged;
 - Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice.
 - Promote quality, lasting, environmentally-sound and flexible employment opportunities;
 - Contribute to the protection and, where possible, the improvement of people's health and well being as a core component of sustainable development. Consideration of the possible impacts of developments – positive and/or negative – on people's health at an early stage will help to clarify the relevant of health and extent to which is needs to be taken into account.

2.4.4. Priorities for rural areas are to secure: -

- Sustainable rural communities with access to high quality public services;
- A thriving and diverse local economy where agriculture-related activities are complimented by sustainable tourism and other forms of employment in a working countryside; and
- An attractive, ecologically rich and accessible countryside in which the environment and biodiversity are conserved and enhanced.

2.4.5. The countryside is a dynamic and multi-purpose resource. In line with sustainability principles, it must be conserved and, where possible, enhanced for the sake of its ecological, geological physiographic, historical, archaeological and agricultural value and for its landscape and natural resources, balancing the need to conserve these attributes against the economic, social and recreational needs of local communities and visitors.

Chapter 7 Supporting the Economy

7.1.1. The Assembly Government is committed to building a modern economy with a “broader economic base that provides a job opportunities for all and where greater use of modern technology redresses the problems of access and peripherality.”

7.1.5. The Assembly Government’s objectives for economic development are to: -

- Enhance the economic success of both urban areas and the countryside, helping businesses to maximise their competitiveness;
- Support initiative and avoid placing unnecessary burdens on enterprise;
- Respect and encourage diversity in the local economy, for example, in rural areas encouraging farm diversification and in urban areas promoting mixed use development;
- Promote the exploitation of new technologies which can provide new opportunities; and
- Ensure that development for enterprise and employment uses in line with sustainability principles, respecting the environment in its location, scale and design.

Chapter 8 Transport

8.7.1. When determining a planning application for development that has transport implications, local planning authorities should take into account: -

- The environmental impact of both transport infrastructure and traffic generated; and
- The effects on the safety and convenience of other users of the transport network.

Chapter 12.8 Sustainable Energy (Ministerial Interim Planning Policy – MIPPS)

12.8.1. It is now widely accepted that climate change is occurring and that the burning of fossil fuels, which generate greenhouse gas emissions, is a major contributor. Unless such emissions, particularly carbon dioxide, are brought under control, there will be severe and unpredictable global impacts which in turn will lead to a significant climatic effect at a local level.

12.8.2. At Kyoto in December 1997 the European Union agreed jointly to reduce emissions of a basket of greenhouse gases to 8% below 1990 levels by 2008-12. The UK government agreed to a 12.5% reduction and set a domestic goal of reducing carbon dioxide emissions by 20% of 1990 levels by 2010. In an effort to deliver these targets, the Government and the devolved administrations in Scotland, Wales and Northern Ireland launched Climate Change – the UK Programme in 2000. The UK Government and the devolved administrations are currently undertaking a review of the UK Climate Change Programme. The review focuses upon the effectiveness of existing policies and the range of policies that we might implement in the future.

12.8.3. The UK Energy White Paper published in 2003 sets out the UK Government's aim to ensure a secure, diverse and sustainable supply of energy at competitive prices consistent with wider economic policies, the promotion of energy efficiency and health and safety and the full and proper protection of the local and global environment. The Assembly Government is committed to playing its part by delivering an energy programme which contributes to reducing carbon emissions. It has established specific renewable electricity production targets for Wales of 4TWh per annum by 2010 and 7TWh per annum

by 2020. These targets should be seen in the context of the Assembly Government's overall Energy Strategy and its commitment to energy efficiency. Planning policy at all levels should facilitate both.

- 12.8.4. The Assembly Government's aim is to secure an appropriate mix of energy provision for Wales, whilst minimising the impact on the environment. This will be achieved in part by strengthening renewable energy production, and through a greater focus on energy efficiency and conservation. This forms part of the Assembly Government's aim to secure the strongest economic development policies to underpin growth and prosperity in Wales recognising the importance of clean energy and the efficient use of natural resources, both as an economic driver and a commitment to sustainable development.
- 12.8.5. For the purposes of this policy, renewable energy is the term used to cover those sources of energy, other than fossil fuels or nuclear fuel, which are continuously and sustainably available in our environment. This includes wind, water, solar, geothermal energy and plant material often referred to as biomass. Biomass is generally regarded as fuel (other than fossil fuel), at least 98 per cent of the energy content of which is derived organically from plant or animal matter. This includes agricultural, forestry or wood wastes or residues, sewage and energy crops.
- 12.8.6. Renewable energy projects should generally be supported by local planning authorities provided environmental impacts are avoided or minimised, and nationally and internationally designated areas are not compromised. In order to meet the 2010 renewable energy target, the Assembly Government's energy policy is that 800MW of renewables capacity should be provided from strategic onshore wind energy development – mostly in the form of a small number of large wind farms. A further 200MW should be provided from offshore wind and other renewable technologies. This is based on Wales' abundant onshore wind resource and the fact that onshore wind power is the most viable commercial technology available that will provide a high degree of certainty of meeting the 2010 target. In order to broaden the range of renewable energy technologies in Wales planning policy must also favour developments that support research, development and

demonstration for alternative sources of renewable energy production.

Consequently, the Assembly Government is committed to:

- achieving its specific targets for renewable energy (electricity) production;
- maximising the opportunities for renewable energy (heat);
- where possible combining the two in combined heat and power systems;
- recognising that the benefits of renewable energy are part of its overall commitment to reduce greenhouse gas emission.

12.8.7. It should be noted that consents and environmental assessments are required under UK legislation before offshore wind energy developments can be constructed. Two options for obtaining consents are available to developers:

- consent under section 36 of the Electricity Act 1989 and section 34 of the Coast Protection Act 1949; or
- an Order under the Transport and Works Act 1992.

Both cases require a licence for construction under the Food and Environment Protection Act 1985 and an Agreement for Lease from the Crown Estate will also be required. Further permissions may also be required under other legislation such as the Town and Country Planning Act 1990, the Electricity Act 1989 and the Water Resources Act 1991. Environmental Impact Assessment will also be required. In addition it is highly likely that ancillary structures onshore will be necessary and that these will require appropriate statutory consents.

12.8.8. Proposals for onshore wind development up to 50MW require planning permission, whereas proposals over 50MW require consideration under Section 36 of the Electricity Act.

12.8.9. In the short term, wind-power offers the greatest potential for an increase in the generation of electricity from renewable

energy. The Assembly Government accepts that the introduction of new, often very large, structures into the open countryside needs careful consideration to minimise the impact on the environment and landscape. However, the need for wind turbines is established through a global environmental imperative and international treaty, and is a key part of meeting the Assembly Government's targets for renewable electricity production. Therefore, the land use planning system should actively steer developments to the most appropriate locations. Development of a few large scale (over 25MW) wind farms in carefully located areas offers the best opportunity to meet the national renewable energy target.

- 12.8.10. Whilst landscape and conservation constraints and electricity distribution issues are vital inputs, other technical and economic issues are critical to the provision of wind power. The most appropriate scale at which to identify areas for on shore wind energy development is at an all-Wales level. Technical Advice Note 8: Planning for Renewable Energy, identifies areas in Wales which, on the basis of substantial empirical research, are considered to be the most appropriate locations for large scale wind farm development; these areas are referred to as Strategic Search Areas (SSAs). The detailed characteristics and the methodology used to define SSAs are outlined in TAN 8 and its Annexes.

Development of a limited number of large-scale wind farms in these areas will be required to achieve the Assembly Government's energy target for 2010.

- 12.8.11. An integrated approach should be adopted towards the planning for renewable energy schemes and additional electricity grid network infrastructure. Additional electricity grid network infrastructure will be needed to support the SSAs and local planning authorities should facilitate grid developments, subject to material planning considerations, when appropriate proposals come forward whether or not the wind farms to be connected are located within their authorities. Within the SSAs, whilst cumulative impact can be a material consideration, it must be balanced against the need to meet the national target and the conclusions reached fully justified in any decisions taken. Developers will need to be sensitive to local circumstances, including siting in relation to local

landform and other planning considerations. The development of wind farms or other large scale renewable energy schemes will not generally be appropriate in internationally or nationally designated areas. Smaller (less than 5MW), domestic or community-based wind turbine developments may be suitable within and without SSAs, subject to material planning considerations. On urban/industrial brownfield sites, small or medium sized (up to 25MW) developments may be appropriate.

12.8.12. Local planning authorities should facilitate the development of all forms of renewable energy and energy efficiency and conservation measures which fit within a sustainable development framework. Specifically, they should make positive provision for such development to meet society's needs now and in the future by:

- considering the contribution that the authority area can make towards developing and facilitating renewable energy and energy efficiency and conservation, and ensuring that development plan policies enable this contribution to be delivered;
- ensuring that development control decisions are consistent with national and international climate change obligations, including contribution to renewable energy targets, having regard to emerging national and international policy on the levels of renewable energy required and on appropriate technologies; and
- recognising the environmental, economic and social opportunities that the use of renewable energy resources can make to wider planning goals and objectives and the delivery of renewable energy targets.

12.8.13. At the same time local planning authorities should:

- Ensure that international and national statutory obligations to protect designated areas, species and habitats and the historic environment are protected from inappropriate development; and

- ensure that any potential detrimental effects on local communities are minimised.

Chapter 12.9 Development Plans and Sustainable Energy

- 12.9.1. Local planning authorities should undertake an assessment of the potential of all renewable energy resources, renewable energy technologies, energy efficiency and conservation measures and include appropriate policies in local development plans.
- 12.9.2. In undertaking such assessments local planning authorities should:
 - take into account the contribution that can be made by the area towards carbon emission reduction and renewable energy production targets; and
 - recognise that different approaches will be appropriate for the deployment of the different renewable technologies and energy efficiency and conservation measures.
- 12.9.3. Local development plans should, where relevant, provide policies to clarify in the SSAs where large wind energy developments are likely to be permitted, for example by identifying local micro-siting criteria or identifying specific preferred locations. In defining such locations or criteria it will be important to ensure that the required generating capacity is capable of being delivered by 2010. Policies for renewable energy in areas outside SSAs should feature in local development plans. Where justified, policies that restrict onshore wind energy developments outside SSAs to those up to 25MW in urban/industrial brownfield sites, and less than 5MW elsewhere, are acceptable.
- 12.9.4. Local planning authorities should seek opportunities to integrate energy efficiency and conservation objectives into the planning and design of new development in their areas. For example solar gain can be maximised through appropriate development design. The layout orientation, mix of uses, density of development, including scope for light penetration, planting of shelter vegetation and optimal use of local topography can all influence energy requirements.

Chapter 12.10 Development Control and Sustainable Energy

- 12.10.1. Local planning authorities should consider the effects of any scheme and its associated infrastructure in relation to sustainable development criteria relating to economic, social and environmental impacts including the need to meet national renewable energy targets. Where a development is likely to cause demonstrable harm to a designated area by virtue of having a significant adverse impact on the qualities for which the site was designated, consideration should be given to refusing the development if such effects cannot be overcome by mitigation measures, planning conditions or obligations. Conditions should also be attached to any planning permission specifying requirements for removal of the turbines and all associated infrastructure and remediation of the site as soon as their use ceases.
- 12.10.2. Local planning authorities, particularly those containing SSAs, should take the national imperative for renewable energy into account when they are consulted on applications for large scale onshore wind power projects under section 36 of the Electricity Act 1989.
- 12.10.3. Whilst having regard to the contribution of renewable energy use to wider planning goals such as the diversification of the rural economy, local planning authorities should ensure that any potential detrimental environmental effects on local communities are minimised, to safeguard quality of life for existing and future generations.
- 12.10.4. In determining applications for any form of development local planning authorities should encourage developers to integrate energy efficiency and conservation measures as part of the design of new development.

Chapter 13 – Environmental Risks and Pollution

- 13.15.1. Noise can be a material planning consideration, for example in proposals to use or develop land near an existing source of noise or where a proposed new development is likely to generate noise. Local planning authorities should make a careful assessment of likely noise levels before determining

such planning applications and in some circumstances it will be necessary for a technical noise assessment to be provided by the developer.

- 13.15.2. Special consideration is required where noise-generating development is proposed in or near statutorily designated areas or is likely to affect a protected species. The effect of noise on the enjoyment of other areas of landscape, wildlife and historic value would also be taken into account.

Technical Advice Note 8 – Planning for Renewable Energy 2005

This Advice Note introduced in July, 2005, deals with a range of issues relating to Renewable Energy and in relation to Renewable Energy states:

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The Planning system has an important role to play in achieving the Assembly Government's commitment to enabling the deployment of all forms of renewable energy technologies in Wales. This section of the TAN outlines the major land use planning aspects of these technologies, with an emphasis on the strategic national planning issues raised by their development.

Onshore Wind

As noted above and in Ministerial Interim Planning Policy Statement on Renewable Energy 2005, onshore wind power offers the greatest potential for an increase in the generation of electricity from renewable energy in the short to medium term. In order to try to meet the target for onshore wind production the Assembly Government has commissioned extensive technical work, which has led to the conclusion that, for efficiency and environmental reasons amongst others, large scale (over 25MW) on shore wind developments should be concentrated into particular areas defined as Strategic Search Areas (SSAs).

Large areas of Wales were excluded from consideration as SSAs by features that mitigate against larger wind power developments. In particular large wind power proposals within a National Park or designated Area of Outstanding Natural Beauty would be contrary to well established planning policy and thus SSAs have not been considered for these areas. Similarly, the highest level of nature conservation and heritage designations, and thus Natura 2000 sites, the cores area of the

Dyfi Biosphere Reserve, and the World Heritage Site at Blaenafon were all excluded from consideration as SSAs.

Details of the extensive assessment used to derive the SSAs together with the various constraints in Arup's Final Report of 2004.

SSAs display all of the following characteristics. They are:

- extensive areas with a good wind resource (typically in excess of 7 metres per second).
- upland areas (typically over 300m above ordnance datum) which contain a dominant landform that is flat (plateau) rather than a series of ridges.
- generally sparsely populated.
- dominated by conifer plantation and/or improved/impoverished moorland.
- has a general absence of nature conservation or historic landscape designations.
- of sufficient area to accommodate developments over 25MW, to achieve at least 70MW installed capacity and to meet the target capacity.
- largely unaffected by broadcast transmission, radar, MOD Mid Wales Tactical Training Area (TTA) and other constraints.

Local planning authorities should take an active approach to developing local policy for SSAs in order to secure the best outcomes. Some of the local issues, which could be addressed in this way are:

- The extent to which tree felling in the SSA is considered desirable. Whilst the clear felling of an area of conifer plantation might be preferable from an economic point of view (retaining the trees is likely to reduce the energy yield from the turbines) there is no requirement that this should be the case. There may be a range of reasons why clear felling should be considered unwarranted e.g. if the woodland provides habitat for rare species. If clear felling is required, then it

should be the minimum required subject to environmental and landscape needs and the requirements of the Forestry Act 1967.

- The extent to which alternative wildlife habitat creation is desirable. There could be opportunities to enhance, extend or re-create habitats of significant wildlife or landscape value. These opportunities should be grasped.
- The geo-technical implications of any proposals, especially with regard to ground conditions.
- The possible impact on tourism and recreational opportunities in the SSA. Developers and local authorities are encouraged to enter into constructive dialogue over the positive provision for visitors to wind power projects and ways in which any negative impacts can be minimised or mitigated.
- Local historic and landscape considerations and micro-siting in relation to issues of local importance.
- Safeguarding wind farm sites. Local planning authorities should be aware that other developments could sterilise land for wind power proposals, and bear this in mind during policy formulation and decision making.
- Access considerations, including the acceptability of new and existing roads for access and construction.
- The de-commissioning of wind farm development, the restoration of the site at the end of its life and ensuring that sufficient finance is available to implement these requirements.

Onshore Wind in Other Areas

The potential for the development of wind power within urban/industrial brownfield sites is so far largely untapped. A number of urban/industrial sites have been identified as having some potential based on strategic assessment in a report prepared for the Assembly Government. Local site-specific evaluations are needed to confirm the findings. There may be further opportunities for the development of wind farm or other renewable energy schemes on urban/industrial brownfield sites up to 25MW within Wales and these should be encouraged.

The Assembly Government expects local planning authorities to encourage via their development plan policies and when considering individual planning applications, smaller community based wind farm schemes (generally less than 5MW). This could be done through a set of local criteria that would determine the acceptability of such schemes and define in more detail what is meant by “smaller” and “community based”. Local planning authorities should give careful consideration to these issues and provide criteria that are appropriate to local circumstances.

Most areas outside SSAs should remain free of large wind power schemes. Local planning authorities may wish to consider the cumulative impact of small schemes in areas outside of the SSAs and establish suitable criteria for separation distances from each other and from the perimeter of existing wind power schemes or the SSAs. In these areas, there is a balance to be struck between the desirability of renewable energy and landscape protection. Whilst that balance should not result in severe restriction on the development of wind power capacity, there is a case for avoiding a situation where wind turbines are spread across the whole of a county. As a result, the Assembly Government would support local planning authorities in introducing local policies in their development plans that restrict almost all wind energy developments, larger than 5MW, to within SSAs and urban/industrial brownfield sites. It is acceptable in such circumstances that planning permission for developments over 5MW outside SSAs may be refused.

There will also be opportunities to re-power and/or extend existing wind farms which may be located outside SSAs and these should be encouraged provided that the environmental and landscape impacts are acceptable.

Community Involvement and Benefits

Developers, in consultation with local planning authorities, should take an active role in engaging with the local community on renewable energy proposals. This should include pre-application discussion and provision of background information on the renewable energy technology that is proposed.

Experience has shown that there are opportunities to achieve community benefits through major wind farm development. Some benefits can be justified as mitigation of development impacts through the planning process. In addition, developers may offer benefits not directly related to

the planning process. Local planning, authorities, where reasonably practical, should facilitate and encourage such proposals. The Welsh Development Agency, and others can support and advice on community involvement in developing renewable energy and benefiting from it. Local planning authorities should make clear in their development plans the scope of possible “planning contributions”. However such contributions should not enable permission to be given to a proposal that otherwise would be unacceptable in planning terms.

ASSESSMENT

In assessing this proposal, it is considered that the following Key Issues need to be addressed: -

- 1) Development Plan Policies
- 2) Ecology
- 3) Noise Implications
- 4) Traffic Implications
- 5) Sustainability
- 6) Affect on Amenity
- 7) Landscape and Visual Effects

1) Development Plan Policies

It is noted that Policy IE4 contains support for renewable energy proposals, provided that their impacts are acceptable.

The proposal is considered not to be a departure from the Development Plan. Consideration is given to the compliance with various Policies below.

2) Ecology and Archaeology

A comprehensive ecological survey has been undertaken and a detailed assessment submitted as part of the Environmental Statement.

This included a Phase 1 habitat survey, Badger assessment, Breeding bird survey, Winter bird survey, Amphibian assessment, and an assessment of potential quarry areas that may provide track material. A detailed flora survey was also undertaken.

The conclusions were that the survey area was found to support a modest range of upland plant habitats and communities. Most are associated with

open moorland though there were small elements of enclosed improved pasture, coniferous woodland plantation, neglected hedgerow and some scrub. The most extensive habitats included mosaics of acid grassland and variable components of wet dwarf-shrub, heath, dry dwarf-shrub heath and rush pasture. Boggy conditions prevailed in some areas and such areas were identified as important as they not only supported sensitive plants communities, but were also found to support several key bird species including Curlew and Snipe. Aquatic habitats were limited to runnels and a few small, and largely ephemeral, boggy pools.

Only one significant plant species under the Countryside and Right of Way Act (CROW) was recorded during the survey, this being Round-leaved Crowfoot a CCW Globally Threatened Species, this being recorded in several runnels. Mitigation measures are proposed in respect of this species comprising the creation of new habitat.

Assessment for Badgers, Bats and Amphibians revealed that the site is of limited importance for these animals. Birds were better represented with 41 species showing evidence of breeding. Key species recorded including Red Kite (not breeding), Lapwing (one territory), Golden Plover (winter and passage only), Curlew (one territory), Meadow Pipit (40 territories), Skylark (48 territories), Song Thrush and Reed Bunting (8 territories).

The sites of both potential Borrow Pits were found to have limited ecological interest.

Among the mitigation measures proposed are: -

- Construction activities should be scheduled to take place outside of the breeding bird season.
- Translocation of 160m of hedgerow at the entrance to the site.
- Further hedgerow restoration across the site on privately owned land.
- The creation of increased opportunities for breeding amphibians, and.
- The creation of new habitat for Round-leaved Crowfeet.

The Countryside Council for Wales and the Council's Environmental Quality Section, have assessed the information contained in the Environmental Statement, and subject to implementation of the mitigation measures, have no objection to the development on ecological grounds.

In terms of Archaeology, it is considered in the Environmental Statement that the impact of the proposal will be slight.

The Glamorgan Gwent Archaeological Trust, who have been consulted on the proposal conclude that the development will have some impact on the archaeological and historic resource but, subject to conditions imposed to safeguard and protect these, have no objection to the proposal.

It is considered therefore, in view of the foregoing, that in terms of ecology and archaeology, the development proposed will not, subject to the mitigation measures proposed, have a significant adverse affect on the ecological and historical environment.

3) **Noise Implications**

Noise issues relating to the potential noise impact of this Wind Farm scheme have been assessed in the Environmental Statement and background noise measurements were made at four locations neighbouring the site.

Predictions of wind turbine noise have been made, based upon a warranted sound power level and a calculation procedure which is considered to be the worst case. The predicted levels and measured background noise levels indicate that for all dwellings neighbouring the proposed development, wind turbine noise will meet the Noise Criteria proposals within the recognised standards during the Amenity Daytime Period and Night-time Period.

The Head of Environmental Health and Trading Standards has been consulted in relation to noise implications and confirms that since the predicted levels show compliance with the recommended criteria for amenity areas, as well as inside dwellings at night, there is no objection to the proposal on noise grounds.

It is therefore considered, in view of the foregoing, that noise implications will be insignificant.

4) **Traffic Implications**

The traffic implications relating to this proposal have been considered by the Head of Public and Transport Services who has no objection on highway safety grounds subject to condition requiring the improvement to the junction of the access road with the A474 and widening of the access road for short distance thereafter.

Whilst it is acknowledged that the construction phase of the development may present some highway difficulties, especially for delivery of the turbines, this has been investigated by the applicants and subject to minor works at 'Ammanford Square', the proposed route is considered appropriate and acceptable.

In any event, this disruption will be on a very short term basis and, following completion of the Wind Farm, traffic generation to the site would be limited to maintenance purposes only on an infrequent basis.

It is considered therefore that the proposed development will not have any significant adverse impacts on highway safety.

5) **Sustainability**

A number of key sustainable development objectives are embodied in the National Assembly of Wales policies and which primarily relate to the environment, the economy and society and public participation.

In relation to the environment, the proposed development uses a natural renewable source, wind, to generate electricity. It will enable local people to benefit from the scheme. The generation of renewable energy is also recognised as making a contribution to the avoidance of harmful emissions associated with climate change, acid rain and environmental pollution.

With regard to the economy, the objectives of the proposed Wind Farm are to: -

- maximise local revenue kept within the local economy;
- maximise community involvement, ownership and benefits, and
- significantly contribute to improving the long-term sustainable economy of the Upper Amman and Upper Swansea Valleys through community regeneration, energy saving measures, sustainable transport projects, work with young people, improvements to community facilities and business start-up schemes.

The profits for the sale of electricity are estimated to be £160,000 per annum, which, together with possible match funding will be used for local regeneration projects in the locality.

However whilst the principle meets the broader sustainability and other criteria set out in the TAN, it has to be balanced against Environmental Impacts.

6) **Affect on Amenity**

The affect on amenity can be categorised primarily to visual impact, noise and disturbance, ground stability and possible subsidence as claimed by residents, affect on natural water supplies and traffic disturbance.

The question of the visual impact of the proposal will be considered in detail in the following section of this appraisal.

In relation to noise implications, it should be noted that this has been referred to earlier in Section 3 of this assessment.

It is noted, with regard to ground conditions that exist and suitability to accommodate the foundations for the proposed turbines that investigations have been undertaken by the applicants and Consultants commissioned.

The Consultants identified that the area had been extensively mined and quarried and a site map indicating preferred areas for development was drawn up by the Consultants and the areas of known danger both for construction and operations of the Wind Farm have been avoided.

It is emphasised however that this is primarily a matter for the developer in conjunction with other agencies, however there is no evidence to suggest that the erection of the turbines would cause ground stability problems.

A Hydrology report has been commissioned by the applicants which acknowledges that some dwellings in the area are served by natural water supplies.

The conclusions reached in the report are that the development should not have an impact on natural water supplies and licensed obstructions but recommends that the situation be monitored. The findings in the report have been considered by the Environment Agency who have no objection to the development in principle.

In addition, a suitably worded condition could be imposed on any consent relating to the protection of existing water supplies and as required by the Environment Agency.

In relation to traffic disturbance, the construction of the access and delivery of turbines etc. will be of a temporary nature and considered to be acceptable. Maintenance would be a 'low key' activity which would not cause material harm.

7) Landscape and Visual Effects

In assessing the visual impact of wind farms, it is acknowledged that such developments will always have some visual impact. The key to assessment is to consider whether the impact will unacceptably dominate a particular landscape and the degree to which people would be affected by that impact. For example proposals in remote areas will only affect a small number of people, either in scattered dwellings or occasional visitors and are viewed from more substantial settlements/gateways at a distance whereby the impact is likely to be acceptable.

The nearest settlements to the site and which have clear views of the development are Tairgwaith and to a lesser degree Gwuan Cae Gurwen, and the impact on these villages has to be carefully assessed.

The closest dwellings to the site are located at the end of King Edward Road and Llwynceilyn Road, Tairgwaith, being a distance of some 1.2km only from the nearest turbine. Additional photomontage evidence has been submitted with the Environmental Statement to include photographs taken from these locations, and a photograph taken elsewhere in Tairgwaith from Morriston Place which is some 1.8km from the nearest turbine show that the turbines will be clearly visible and where the impact is described in the Environmental Statement as substantial/moderate.

Whilst one turbine has been deleted from the scheme, it is nevertheless considered that the impact can still be described as substantial/moderate.

The applicant has provided wire frame diagrams to show that 85% and 100% of the closest turbines will be visible. In respect of Llwynceilyn Road the applicant has not provided any details however our own assessment is that 65% of the closest turbine will be visible. It is considered therefore that due to the proximity of the sites, some 1.2km and 1.6km respectively, clear and unobstructed views will be afforded from these properties and other locations in Tairgwaith. The

development, due to its elevated location, the size of the turbines (60 metres to the hub and an overall height of 100 metres to the tips of the blades) and the rotational movement will dominate the immediate landscape and have an overbearing visual effect on residents particularly in King Edwards Road and Llwynceilyn Road thus having a significant impact in visual terms.

Additionally, the views from the dwellings at Cae Newydd between Gwaun Cae Gurwen and Taigrwaith will also be significant with drivers using this length of highway also having uninterrupted views of the proposed Wind Farm. Indeed a photograph taken from this highway and located outside the Gwaun Cae Gurwen Primary School clearly confirms this and although the impact is described as Substantial/Moderate it is considered that the impact here will again be significant.

There will also be views of the turbines from various locations in Gwaun Cae Gurwen and whilst it is acknowledged that these are to a lesser degree, it is nevertheless considered that the development will have a detrimental impact in visual terms on the village of Gwaun Cae Gurwen generally. This is indicated in the additional photomontage evidence provided with the photograph taken from Crescent Road.

In addition to the foregoing, there will be clear views of the turbines from Gwrhyd Road which links Rhydyfro with Rhiwfawr and Cwmllynfell. It is acknowledged that this area comprises open countryside and the residential properties here comprise a number of scattered farm dwellings, but the road itself is a popular scenic route, especially so during the summer months, and drivers will have a clear view of the 4 turbines with some being visible from base to tip. The photomontage south of Fforch Egel clearly confirms this and the impact is described as substantial.

The fact that these turbines are likely to remain for at least 25 years will mean that residents, in particular, will be dominated for a considerably long period of time.

The applicants have stated that the bund associated with the East Pit Opencast Site has a significant impact on the landscape and visual amenity and is much closer to Taigrwaith than the proposed Wind Farm and is therefore of material consideration.

In this respect however, it is considered that this bund which is grassed is a more natural feature and does not dominate the landscape to such a degree.

Additionally, it should be noted that Policy IE4 in relation to renewable energy states that: -

“Where areas might experience cumulative and other direct and indirect effects including those created by other developments such as mineral extraction, and the provision of power lines and access roads, they will be taken fully into account.”

Technical Advice Note 8 proposes that large areas of the County Borough are suitable for a number of large wind farms and strategic areas have been identified. However this proposal for 4 turbines is not considered a “strategic development” and the site lies outside the proposed designated area although it is in close proximity to the northern boundary. Whilst it is difficult to calculate the exact distance, it is considered that the site is some 500 metres outside the boundary.

It is acknowledged that TAN 8 expects local planning authorities to encourage, via their development plan policies and when considering individual planning applications, smaller community based wind farm schemes (generally less than 5MW).

The TAN further states however that the Assembly Government would support local planning authorities in introducing local plan policies in their development plans that restrict almost all wind energy developments larger than 5MW, to within SSAs and urban/industrial brownfield sites. It further states that it is acceptable in such circumstances that planning permission for developments over 5MW outside SSA's may be refused.

In this particular case, and whilst it is acknowledged that the proposal relates to a Community Wind Farm, it is nevertheless located outside the SSA and has a capacity of 11MW, well above the suggested limit.

Representations have been received from Planning Consultants on behalf of the applicants and which primarily refer to existing Policies in the Development Plan, recent appeal decisions on wind farms, TAN8 and an appraisal of the original report submitted to Committee and the reason for refusal previously contained therein.

They state that the application site could, due to previous mineworkings, be considered as a Brownfield Site and, additionally, TAN8 states that SSA boundaries are at a ‘broad brush’ scale and small scale community developments outside those areas would be favourably considered.

In conclusion to their report they state that: -

“It is considered that the amended Awel Aman Tawe scheme fits within NPT planning policy and within the framework of TAN 8. It is also strongly supported by recent Appeal decisions by the Inspectorate, in particular the Arts Factory Decision of April 2005 which was determined after the Officer’s report regarding Awel Aman Tawe was published. It is considered that the issues of visual impact in the Decision clarify how the benefits of renewable energy scheme should be weighed against their undoubted visual impact. Awel Aman Tawe’s case has been further strengthened by the publication of the MIPPS and TAN 8 which are strongly supportive of community schemes and show the site in close proximity to SSA E.

On the basis of all the foregoing, it is believed that an officer recommendation for approval would be in line with the development plan, the emerging UDP and with national guidance on renewable energy.”

In response to the foregoing, it is considered that, the comments received from the Consultants do not change the opinions and conclusions reached in this Appraisal.

Whilst it is acknowledged that visual impact considerations are often subjective, and that the development would contribute to sustainability, the environment and the economy and to the Government’s objectives in relation to Renewable Energy, it is nevertheless considered that, on balance, the impact in visual terms outweigh the benefits associated with the scheme. The deletion of one turbine from the scheme has reduced that impact, but it is considered that it does not outweigh the objection to the proposal.

Comments on the Grounds of Objection raised by the Public

The following comments are made in response to the objections 1-11 raised by local residents: -

- 1), 2) and 4-9) are addressed in the Appraisal.
- 3) The locality is not one of the recognised tourism areas within the general South Wales area and in the main, the site area comprises private land. The question of visual impact has been assessed in the Appraisal.
- 10) The administration of the community benefit would be the responsibility of the applicant or any successor.
- 11) The restoration of the site is the responsibility of the developer and could be secured by planning condition or Section 106 Agreement and Bond.

Conclusion

Planning applications have to be determined in accordance with Section 54A of the Town and Country Planning Act 1990, which states “Where, in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.” This is re-iterated in Chapter 3 (Para. 3.1.2.) of Planning Policy Wales.

The site is clearly located in the open countryside and is not allocated for any specific purpose and where Policies C1 and C5 of the West Glamorgan Structure Plan, EQ1, EQ2 and EQ6 of the Northern Lliw Valley Local Plan and Policy ENV1 of the Deposit Draft Unitary Development Plan apply. These policies seek to protect the countryside from inappropriate development but there are exceptions which relate amongst other considerations to rural economy, contribution to energy sources and development which by its very nature is required to be located in the countryside.

With regard to sustainability, it is considered that the development is generally in accord with Chapter 2 “Planning for Sustainability” of Planning Policy Wales.

In relation to Renewable Energy, Policy IE4 of the Unitary Development Plan offers general support for such proposals provided that the impacts are acceptable. This could include impacts on the landscape and states that where areas might experience cumulative and other direct and indirect affects including those created by other developments such as mineral extraction and the provision of power lines and access roads they will be taken into full account. In this respect, the area forms open mountainside above Tairgwaith and Gwaun Cae Gurwen and the turbines will be in view from a wide area, albeit only parts in some cases of the

turbines would be visible, with their constant movement they would have an impact on the landscape in an area which is already dominated by the overburden mounds and workings of the East Pit Opencast Site and to a lesser extent by the Pwllfawatkin Landfill Site. The opencast site has recently been granted a nine year extension by the Welsh Assembly Government and it is considered that the windfarm proposal would result in the Gwaun Cae Gurwen and Tairgwaith areas being surrounded by development that detracts from the rural landscape. It is considered therefore that the cumulative impact would result in an unacceptable level of visual intrusion to parts of Tairgwaith and Gwaun Cae Gurwen.

With regard to landscape and visual impacts, it is considered that the development would have an adverse impact on the landscape and an adverse visual impact, particularly on the village of Tairgwaith and to a lesser extent Gwaun Cae Gurwen and the Gwrhyd Mountain. The proposal is therefore considered to be contrary to Policy C1 of the West Glamorgan Structure Plan, Policy EQ1 of the Northern Lliw Valley Local Plan and Policy ENV3 of the Deposit Draft Unitary Development Plan which seeks to resist development that would have unacceptable impacts on the landscape and seeks to protect significant skylines, views and panoramas.

It should also be noted that this site lies outside the SSAs as defined in TAN 8. The Assembly Government supports local planning authorities in introducing local policies in their development plans that restrict almost all wind energy developments, larger than 5MW, to within SSAs and urban/industrial brownfield sites. It is acceptable in such circumstances that planning permission for developments over 5MW outside SSAs may be refused. It is considered however that this reason cannot be quoted as a reason for refusal as the Authority has not yet had the opportunity to consider whether to adopt such a policy.

It is acknowledged that there are benefits associated with this development, including supporting the Government's commitment to Renewable Energy and to the proposed resource which is proposed to be distributed back into the community. However, Government Advice states that there is a balance to be struck between the provision of renewable energy and landscape protection. In this case, it is considered that any benefits of the scheme are outweighed by the serious impact that the development would have on the landscape and visual amenities of particular residents of the village of Tairgwaith and to a lesser degree Gwaun Cae Gurwen.

In reaching the recommendations below the Authority has had due regard to the Environmental Information submitted in the Environmental Statement and additional information, the comments of statutory consultees on the information supplied and comment and observations by members of the public. Additionally all relevant European Directives, Legislation and Regulations have been considered and taken into account.

RECOMMENDATION: Refusal

REASONS FOR REFUSAL;

(1)The site is located in the open countryside in an elevated position and, due to the scale and height of the turbines, the proposal would dominate the landscape, particularly when viewed from the villages of Tairgwaith and Gwuan Cae Gurwen and from the Gwrhyd Mountain and would have a visually overbearing impact on residential properties on King Edward Road and Llwynncelyn Road, Tairgwaith and would therefore adversely affect the visual amenity of the area and is therefore contrary to Policy C1 of the West Glamorgan Structure Plan (Review No. 2), Policy EQ1 of the Northern Lliw Valley Local Plan and Policy ENV3 of the Deposit Draft Unitary Development Plan.

(2)The cumulative impact of the proposed development with that of the East Pit Opencast Site would create an unacceptable visual intrusion to the local areas, particularly from Tairgwaith and Gwaun Cae Gurwen contrary to Policy IE4 of the Deposit Draft Unitary Development Plan.

<u>ITEM 3.2</u>	
<u>APPLICATION NO:</u> P/2005/285	<u>DATE:</u> 17/02/2005
PROPOSAL: TO USE SITE FOR VEHICLE SALES, WITH RE-GRADING AND ASSOCIATED WORKS (ADDITIONAL DETAILS SHOWING EXISTING AND PROPOSED SITE LEVELS)	
LOCATION: LAND ADJACENT TO :-, FORMER LLANDARCY FILLING STATION, JERSEY MARINE, NEATH	
APPLICANT: CPG WALES LTD	
TYPE: Full Plans	
WARD: COEW	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan:

- T26 New Development and Highway Safety.
- E67 Design of New Development.
- B39 Criteria for Considering Business Proposals.

Unitary Development Plan Deposit Draft:

- ENV17 General Considerations.
- T1 Location, Layout and Accessibility of new proposals.
- EC2 Extensions to industrial/Business Premises.

b. Other Policies

None

c. Relevant Planning History

- 03/1366 – Change of use from filling station to car sales – Approved 06.04.04.
- 96/0127 – Redevelopment car sales and petrol – Approved 06.07.96

87/0175 – Car Sales – Approved 13.07.87

2/3/83 – Car Sales – Approved 20.04.83

d. Responses to Consultations

Number of properties consulted: 1

Site notices were displayed around the application site.

Number of replies received: 1

A petition with 68 signatures has been received objecting to the proposed development. These objections can be summarised as follows:

- (1) The existing car sales site as resulted in indiscriminate car parking of vehicles from their over full site. These cars block the visibility and the site entrance and result in cars pulling out into oncoming traffic and customers at Celtic Mowers.
- (2) The crescent is being used for test demonstrate cars to customers.
- (3) Large car transporters use the Crescent to unload and then enter the residential area to turn, causing a danger to children.
- (4) The works they have done at the entrance to the Crescent has left the area looking like a bomb site, waiting to have more cars dumped on it. It will be all tarmac and no large green areas.

A petition was received from the applicant's agents with 14 signatures in support and 6 signatures against the proposed development on this and the adjoining site. No reasons were given for the support of the development. However the following issues were raised by 2 of the supports and 4 of the objectors:

Points 2 and 3 above.

- (5) There is too much traffic.
- (6) The developers are not complying with planning.

Statutory Consultees:

Coedffranc Community Council: They object to the application because when the area was cleared the land owners appeared to have taken the water course away. The Members are concerned that should this area be infilled to hold a vehicle forecourt it could potentially cause flooding to the area.

Head of Engineering and Transport (Highways): Recommended refusal of permission.

APPRAISAL

The application seeks permission for the change of use of the land from highway verge to vehicle sales, with associated re-grading works. The proposed site would then form part of the existing Corner Park Garage on the adjacent land. The application site has been cleared of all vegetation, with the exception of four trees which are the subject of Tree Preservation Orders. The site has a dipped area towards the centre, which it is understood forms a drainage channel to serve the A483 Fabian Way.

The application site is triangular in shape and is located in a prominent position at the junction between Fabian Way A483 to the south and Elba Crescent to the north. To the west is the existing car sales site, through which it is intended to gain access to the current application land.

The main issues to be considered in the determination of the application are the principle of the proposed development, the impact upon the residential amenity of the adjacent dwellings, the impact upon the character and appearance of the surrounding area and the impact upon the highway safety of the existing road network.

The proposed development would result in the expansion of the existing adjacent business. The site is located outside the identified settlement area, but is viewed against the existing large Visteon Factory facility and is adjacent to the existing car sale site. Policy EC2 of the emerging Unitary Development Plan Deposit Draft states that proposals for the redevelopment, intensification and expansion of existing industrial and business premises will be permitted unless unacceptable impacts on local amenities, existing industrial and commercial activities, townscape, landscape, Biodiversity or highway safety would be created. This policy reiterates and expands upon the objectives of Policy B39 of the Borough of Neath Local Plan. As such the principle of the proposed development

would be acceptable subject to the development complying with these criteria and the requirements of the other policy of the development plans.

The site is located at the junction Fabian Way and Elba Crescent. The closest adjacent dwelling is located over 180m from the closest part of the development site. The proposed development would not result in overlooking, overshadowing or overbearing and the distance is considered sufficient to ensure that there would be no increase in the level of noise or disturbance experienced by the local residents. Hence the proposed development would have no detrimental impact upon the residential amenity of the adjacent dwellings.

The proposed site was originally covered by shrubs and semi-mature trees. This landscaping was in keeping with the character of what is a predominantly green corridor along the principal road between Neath/Port Talbot and Swansea. The landscaping also helped to screen and soften the appearance of the Visteon buildings, which are located to the north side of Elba Crescent, as well as the existing car sales area. This greenery was removed from the site prior to the submission of the application. The proposal includes details of the infilling and leveling off of the existing drainage channel. It is then proposed to hard surface the area and to use it for the display and sale of cars. The submitted details show that the applicants intend to plant a small 600mm high hedge, as well as planting three replacement trees. The proposed development would increase the developed appearance of the area while also creating a hard edge to this prominent location. Whilst the vegetation has been cleared it is considered that this area would regenerate to form a green area and it is considered therefore that the proposed use with the expansion of the car sales area will have a detrimental impact upon the character and appearance of the surrounding area.

The Head of Engineering and Transport (Highways) has stated that the proposed development through the use of the site for the sale of vehicles, in such close proximity to the junction of Elba Crescent with the A483 Fabian Way would distract drivers approaching the traffic lights on this strategic highway. Car Sales by their nature are designed to attract the attention of passers-by. In this location the majority of passers-by would be car drivers and their passengers. As such the proposed expansion of the existing car sales use would result in the formation of a dangerous driver distraction within close proximity of a traffic signal controlled junction, to the detriment of the highway safety of the existing road network.

Indiscriminate on street parking has also been occurring in conjunction with the existing car sales use on the adjoining site, together with the loading and unloading of car transporters. This proposal would intensify this situation near the junction of the A483 Fabian Way and Elba Crescent. Therefore any further expansion of the business towards the traffic signal controlled junction would likely lead to further on street parking and loading/unloading, to the detriment of the highway safety of the existing road network

As stated above the proposed development would result in the loss of an existing highway drain. This channel forms part of the drainage system for Fabian Way and during periods of excess rainfall provides essential flood storage. Both the application site and section of Fabian way and Elba Crescent are located within the identified C2 zone of the Development Advice Maps of TAN15. The clearance work, which has already been carried out on the site has exposed some of the drainage pipe work. As such the filling of this ditch would adversely effect the removal of water from the eastern bound carriageway, to the detriment of the highway safety of the existing road network. However, it is considered that if permission were to be granted, a condition could be imposed to protect the integrity of the drain.

The following comments are made in response to the objections raised by the local residents:

Issues 1 to 5 have been addresses in the above appraisal. In relation to issue 6 retrospective applications are not contrary to planning regulations.

In conclusion, the proposed development would be contrary to the policies of the Council's development plans.

RECOMMENDATION: **Refusal**

REASONS FOR REFUSAL;

(1)The proposed development would form an obtrusive feature to the detriment of the character and appearance of the surrounding area. As such the proposed development is contrary to policy E67 and B39 of the Borough of Neath Local Plan and policy EC2 of the Neath Port Talbot Unitary Development Plan Deposit Draft.

(2)The proposed expansion of the existing car sales business would result in the formation of a driver distaction within close proximity of the traffic

signal controlled junction of Elba Crescent with the A483 Fabian Way, to the detriment of the highway safety of the existing road network. As such the proposed development is contrary to policy T26 of the Borough of Neath Local Plan and Policy T1 of the Neath port Talbot Unitary Development Plan Deposit Draft.

(3)The proposed expansion of the existing car sales business towards the traffic signal controlled junction of Elba Crescent and the A483 Fabian Way would likely lead to further on street parking and the loading and unloading of vehicle transporters to the detriment of the highway safety of the existing road network. As such the proposed development is contrary to policy T26 of the Borough of Neath Local Plan and Policy T1 of the Neath port Talbot Unitary Development Plan Deposit Draft.

<u>ITEM 3.3</u>	
<u>APPLICATION NO:</u> P/2005/476	<u>DATE:</u> 31/03/2005
PROPOSAL: MIXED USE DEVELOPMENT, COMPRISING OF RESIDENTIAL, NEIGHBOURHOOD RETAIL / CAFÉ AND PUBLIC TRANSPORT INFRASTRUCTURE.	
LOCATION: LAKESIDE GOLF DRIVING RANGE, EGLWYS NUNYDD WATER STREET, MARGAM, PORT TALBOT SA132PA	
APPLICANT: MR & MRS BEVINGTON	
TYPE: Outline	
WARD: MARG	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

West Glamorgan Structure Plan (Review No. 2).
C1 Protection of the Countryside for its own sake.
C5 Exceptions allowed within the open countryside.

Port Talbot Local Plan.

E 11 Developments in the countryside will not be permitted except where need is clearly demonstrated as being essential use.
E 14 New dwellings in the open countryside.
R 20 Amenities of adjacent residents.

b. Other Policies

None.

c. Relevant Planning History

03/1009 Application Construction of 33 dwellings - Refused.
03/0815 Application for the amendment of the legal agreement on

application 95/9974 – No yet determined.
 03/0814 Application for the amendment of the legal agreement on application 96/1140 – Not yet determined.
 03/0517 Proposed full permission for the erection of 32 dwellings at golf driving range - Refused 17.06.03.
 03/0001 Proposed outline permission for erection of 39 dwellings at golf driving range – Withdrawn 16.04.03.
 89/7468 Proposed Golf Range, golf practice course (full) and 15 executive housing plots (outline) – Refusal 24.09.90.
 90/7945 Proposed golf range, golf practice course, tennis courts, practice greens and pond (full app) and 15 executive housing plots – Approved 24.10.91.
 92/8615 Deletion of Condition to allow use of flood lights at proposed Driving Range – Approved 30.03.92.

d. Responses to Consultations

Number of properties consulted: 21

Site notices were also displayed on site.

Number of replies received: 142

13 letters of objections can be summarised as follows:

- 1) The number of houses per hectare does not reflect that of the existing development.
- 2) Loss of recreational facilities i.e. the golf driving range.
- 3) The Unitary Development Plan will be compromised.
- 4) Has been no change in Council policies regarding this site.
- 5) The site lies within a Green Wedge and within open countryside development would be contrary policies protecting these areas.
- 6) Increase in traffic on a fast narrow road dangerous turning into the residential estate, high risk of accidents.
- 7) Houses shown on the sewerage treatment works, no plan showing where new foul water drains are situated.
- 8) Increase in possibility of flooding.
- 9) Proposed design is poor, layout will have adverse impact upon existing character of the area.

129 letters of support can be summarised as follows:

- 1) Need for new family houses.

- 2) Support for proposed bus route.
- 3) Support for proposed shop.
- 4) A natural addition to the existing housing area.
- 5) Are in agreement with the design and layout of the proposal.
- 6) Complete the boundary of the village.
- 7) The proposal would rectify the sewerage and road problems of the existing development.

Statutory Consultees:

Environment Agency: No objections subject to conditions.

Transco: No objections.

Head of Engineering and Transport (Drainage): No objections.
Advisory notes to be added.

Hyder Consulting (Welsh Water): No objections. Requested advisory note to be added.

Head of Engineering and Transport (Highways): No objections subject to conditions.

APPRAISAL

The application seeks outline permission for the construction of 27 dwellings on a 2.7 hectare site adjoining St. Davids Park development at Margam. The application includes determination for siting and access with all other matters reserved for subsequent detailed approval.

The site, which has been the subject of a number of recent applications, comprises an area of land approximately 2.7 hectares in extent currently used as a golf driving range. The frontage to Water Street is approximately 120 metres and has a maximum depth of 325 metres. Vehicular access is via the road serving the St. Davids Park development off the B4283 Water Street.

There is currently a single storey building fronting Water Street which contains coffee shop, bar, kitchen and toilets. To the rear of the building is the 25 bay golf driving range, to the front parking for up to 60 cars. The only other structure on the site is a private sewage pumping located to the rear of the site serving the existing dwellings along St. Davids Park.

The applicants have submitted a written planning statement, design statement and landscape appraisal in support of the outline application.

The conclusion of the appraisals are summed up as follows:

- 1) The proposal is consistent with policies set out in PPW (March 2002) particularly in terms of sustainable development, providing facilities such as local retail/café unit, public transport facility, improve range of choice of houses, pedestrian infrastructure, trunk sewer improvements, landscaping enhancement schemes.
- 2) The redefining of the settlement edge to a defensible boundary.
- 3) Improve the range and choice of houses including smaller house types.
- 4) Land availability; the appraisal identifies a substantial shortfall in land supply and concludes that weight should be given in dealing with planning applications.
- 5) The proposal addresses a number of local issues ensuring the sewer pollution risk is removed.
- 6) Ensure the access road is finished to an adaptable standard, footpaths and lighting are installed and surface water dealt with. Remove risk of flying golf balls and remove intrusive floodlighting.
- 7) Incorporation of biodiversity enhancement proposals.

The main issues for consideration in the determination of the application are whether the principle of proposed development is acceptable; the impact of the development upon the residential amenity of the adjacent dwellings; the impact upon the character and appearance of the surrounding area and the impact upon highway safety of the surrounding road network and any benefits to existing developments.

The development site is located within a rural/countryside area, where the principle of development is usually unacceptable, except in exceptional circumstances as set down in planning policy. In Policy C5 of the Structure Plan these circumstances include the development being essential for the rural economy or employment; that it would meet overriding social or economic needs; it would be a replacement dwelling on an agricultural holding; it would involve the reuse of redundant buildings; it would be essential for communication or utility services, it

would be appropriate nature conservation, rural recreation, tourism or farm diversification or that the land is of poor agricultural, conservation or ecological value and that the development would not adversely affect the viability of an established farm unit.

Policy E11 of the Port Talbot Local Plan (Deposit Draft) also states that outside the identified settlements, development will not be permitted except where a need is clearly demonstrated as being an essential use in the countryside; that the development can be located within the identified settlement and there would be no adverse impact upon visual and environmental amenities.

Policy E14 states that new dwellings within the open countryside would only be granted where the development would meet one of a set of criteria. These criteria include cases where the dwellings are required for essential workers engaged in full time agricultural or forestry; in the case of a new farm holding; or where it would form an essential part of a tourist based scheme or where the proposed development would be either the infilling or minor extension of an existing settlement and would not give rise to detriment to the amenity and character of the area.

With reference to the Unitary Development Plan (Deposit Draft):

The site lies outside settlement limits as defined in the Unitary Development Plan and within an area identified as a Green Wedge to which Policy ENV 2(v) relates. The policy states that:

“Green Wedges are identified to protect the setting of built up areas and prevent urban coalescence between settlements. Within these areas developments which would prejudice the open character of the land will not be permitted. These areas face pressure for development and are particularly vulnerable to proposals which would normally be justified in seeking a countryside location but could have an unacceptable impact on their openness.”

However in view of objections to the above policies and in particular to the exclusion of this site from a settlement boundary, little weight can be given to this particular policy of the emerging Unitary Development Plan.

With regard to the character of the existing area, the St. David's Park development was granted planning permission as part of a package to support the provision of a public golf course including the Driving Range. The existing development was designed at a very low density of 6

dwelling per hectare, the dwellings being large detached properties set well within wide fronted sites. The layout is such that open views of the mature landscape backdrop appear between the dwellings. This helps to create an open character to the development limiting its impact upon the surrounding rural area.

The proposed mixed residential and retail development is based on a design concept which creates small groups of buildings set within a strong landscape structure and giving a housing density quoted at 20dph (net). Approximately 1.5 hectares of the total area of 2.3 hectares is considered to be developable for residential use. New and upgraded vehicular and pedestrian routes link the groups of buildings and areas of public open space to the shop, café and public transport route and service area. A number of proposed properties are orientated towards the existing development and a “village green” is proposed adjacent to the existing access road which is intended, along with a number of open areas within the development to reinforce the concept of the design. There would be a minimum of 20 metres between the existing dwellings and the proposed development. This distance would be adequate to prevent any overbearing or loss of privacy to the existing dwellings on St. David’s Park.

There is one further existing property to the southern boundary of the application site. The closest proposed property is shown located in excess of 35 metres from this dwelling, as such there will be no detrimental impact upon any of the existing residential dwellings.

The Head of Engineering and Transport (Highways) has no objections subject to conditions. The main conditions relate to a ghost island right hand turn lane at the junction of Water Street and the existing minor access road and improvements to the access road including traffic calming signing and lining. These improvements are to be implemented prior to work commencing.

Applications have to be determined in accordance with the Development Plan and any other material considerations. In respect of the former it is considered that the site is located within the open countryside and whilst the driving range building and sewerage treatment works are “brown field” it is considered that the majority of the site would, on abandonment, regenerate to “green field”. In any event development on brown field sites within open countryside would not in this case override the general presumption against development. The application does not meet any of the criteria laid down in Development Plan policies as

justification for development in the countryside and therefore it is considered that the proposal is contrary to the Development Plan.

The applicant's submission includes a written statement which emphasises the proposal being consistent with policies set out in current policy documents in relation to sustainability. However the principles laid down in the West Glamorgan Structure Plan relate to "proposals in appropriate locations" Policy (EQ 1). For reasons given in the above it is considered that the site is not an appropriate location for such a development. In respect of PPW (March 2002) Development and Control of Housing (9.3) states that local planning authorities should ensure that proposed development does not damage the areas character and amenity. In addition significant incremental expansion of housing in villages should be avoided where it is likely to result in unacceptable travel demand to urban centres and where travel needs are likely to be well served by public transport.

In respect of the other material benefits and in particular to the applicants submissions;

- 1) The applicant has stated that the proposed development would resulting the rounding off of the residential development within the area to a defensible boundary. However, it is considered that the proposal would not represent an acceptable rounding off, and that the lane to the south of the application site would have no greater defensible character.
- 2) The provision of a variety of housing types on appropriate sustainable sites has been considered in the Draft Port Talbot Local Plan and will be further considered in the emerging Unitary Development Plan.
- 3) The provision of land availability is considered in the emerging Unitary Development Plan. In addition Policy H8 of the West Glamorgan Structure Plan states that consideration will be given to the release of land in appropriate locations, it is considered that the location is not appropriate for such a development reasons are given in the above.
- 4) The issues regarding the private sewerage treatment works any potential pollution is a private matter between the owners of the treatment plant, the developers and the Environment Agency. Whilst it is considered that there would be a general benefit to some residents, this does not override the Development Plan.

- 5) The potential benefits that would result from the existing St. David's Park Road being completed to an adoptable standard would not outweigh the harm that would be caused to the rural character and appearance of the surrounding area.
- 6) The biodiversity benefits as proposed with regard to the water quality is again a matter between the owners of the treatment plant the developers and the owners. With respect to additional planting, this would not outweigh the harm to the character and appearance of the area.
- 7) The provision of a retail unit would provide limited benefit to residents within the area. However, again this benefit does not outweigh the impacts.

The following comments are made by reference to the letters received from local residents.

- 1) The development of the site has been addressed in the above appraisal.
- 2) The driving range has not been identified as an essential community facility and as such it is considered that the proposal could not be refused planning permission on these grounds.
- 3) The Unitary Development Plan will be compromised. Objections have been duly made with regard to the site, there can therefore be little weight given to the emerging Unitary Development Plan in this case.
- 4) The policies applied to the development have been discussed in the above appraisal.
- 5) Inappropriate development within the countryside has been dealt with in the above appraisal.
- 6) Issues regarding traffic have been dealt with in the appraisal.
- 7) The submitted plans are for an outline application plans are not required showing drainage.
- 8) This matter has been addressed by the Environment Agency who have recommended conditions.
- 9) Issues regarding the design and layout have been dealt with in the above appraisal.

RECOMMENDATION: **Refusal**

REASON FOR REFUSAL;

(1)The proposed development by reason of its location within a countryside area would represent an unacceptable form of development to the detriment of the rural character and appearance of the surrounding area. As such the proposal would be contrary to policies C1 and C5 of The West Glamorgan Structure Plan and Policy E11 and E14 of the Port Talbot Local Plan (Deposit Draft).

<u>ITEM 3. 4</u>	
<u>APPLICATION NO:</u> P/2005/520	<u>DATE:</u> 29/03/2005
PROPOSAL: ERECTION OF A PAIR OF SEMI DETACHED HOUSES	
LOCATION: PLOTS, 43-44 STYCYLLWEN DEVELOPMENT PHASE 2, BAGLAN, PORT TALBOT SA128ER	
APPLICANT: PADDLE LTD	
TYPE: Full Plans	
WARD: BAGL	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Port Talbot Local Plan (Deposit Draft):

Policy E2 The appearance and environmental quality of built-up areas will be improved.

Policy E30 Foul and surface water.

Policy T11 All new development proposals shall comply with Council policy on car parking standards, unless there are exceptional circumstances.

Deposit Draft Unitary Development Plan:

Policy ENV 17 General Considerations.

b. Other Policies

Standing Conference on Regional Policy in South Wales.
Parking Guidelines. Revised Edition 1993.

c. Relevant Planning History

10430 – Residential Development – Approved 27/10/66

12038 – Residential Development – Approved 22/4/69
P.837 – Residential Development – Approved 13/6/72
P/1389 – Residential Development – Approved 17/3/73
84/4739 – Residential Development – Approved 4/10/84
89/7222 – Residential Development – Approved 10/10/89
94/9711 – Relaxation of condition 1 of 89/7222 (time limit) –
Approved 6/10/94.
97/0589 – 85 Houses, bungalows and garages – Approved 18/12/97
99/0420 – 25 revised house types – Approved 1/9/99
02/185 Phase 3 - Residential development for 26 houses – Approved
26/03/02
02/186 Phase 2 – Residential Development – Approved

d. Responses to Consultations

Number of properties consulted: 4

A site notice has been posted.

Number of replies received: 2

This is summarised below:

- (1) We strongly object to this planning application for three-storey properties, due to the height and extremely close proximity to our boundary.
- (2) Paddle have already raised this land which is now at much higher level than our land causing drainage problems to our garden, and this raised land will also now makes the houses higher. Also, to build three-storey houses next to a line of bungalows will, I believe make the street look odd. The previous planning was for 2 detached houses built at an angle, to utilise the land owned by Mr. Barnes.
- (3) This year we had planning consent and built a conservatory/sun lounge. The proposal will be overlooking us and impose upon our privacy to the conservatory and bedroom window on that side from windows on the two floors. Furthermore, the height of the roof will affect light to our property.

A letter has been received by an agent acting for an owner of land on the neighbouring development under construction. This is summarised below:

- (4) We have had no official notification and would have expected such.
- (5) The proposal is not in keeping with previous applications granted.
- (6) The front elevation is too close to the road and most probably will not comply with our design guide for line of sight and access etc.
- (7) The alignment of the road is different to the previously approved.
- (8) Conditions have not been complied with. The route of the road is over my client's land and is subject to court proceedings.
- (9) Have we received details of the quality of fill used on the Paddle land and have the Environment Agency been informed. There is Japanese Knotweed within the tipped material.
- (10) The Phase 3 planning permission has been granted on land partly owned by my clients and may be prejudicial to my Client's interest.

Statutory Consultees:

Head of Engineering and Transport (Highways): No objections subject to conditions.

Head of Engineering and Transport (Drainage): No objections subject to conditions.

CCW: No objections.

Welsh Water: No objections.

APPRAISAL

The application site comprises a vacant plot with a frontage of 13.0 metres, to a depth of 23.0 metres. The site is adjacent to a line of recently completed bungalows with access off the main access road through the site, which is under construction. The proposal is adjacent to a bungalow on one side and vacant land on the other. To the rear of the application site is a two-storey dwellinghouse and garden (i.e. Stycyllwen Farmhouse)

The proposal is to construct a pair of semi-detached dwellings, with a total frontage of 12.7 metres, to a depth of 9.0 metres and a height of 9.5 metres. The frontage is set 1.0 metres to 1.5 metres off the footpath. A floor in the roof space, is utilised as a bedroom in each semi, which is lit by a roof light to the rear and by a small dormer to the front.

Policies in the development plans quoted, advocate the criteria applicable and are supported by the Council's guidelines. With respect to the Deposit Draft Unitary Development Plan and the Deposit Draft Port Talbot Local Plan, there are no conflicts and similar criteria apply. The proposal is considered as an infill plot. The issues are, therefore, those of residential amenity, visual amenity and highway safety.

The proposal's rear elevation faces the main wall of the dwellinghouse to the rear, (i.e. Stycyllwen Farmhouse) at a distances between 25.0 metres and 27.0 metres. The distances between habitable room windows with respect to a conservatory are 23.0 metres to 24.0 metres. For new build, the normal requirement is for distances between habitable room windows to be not less than 21.0 metres. In this case, a bedroom in the dwellinghouse and the conservatory, which is utilised as a living room/dining room, comply with this requirement. The proposal is considered as not being unduly overbearing upon the dwellinghouse to the rear, with respect to the adjacent bungalow in view that there are no side windows on the property and the bungalow extends further back than the proposed. There is no harm to residential amenity.

The proposal is located adjacent to a line of bungalows. It should be noted that the proposal has a ridge height approximately 5.5 metres higher than that of the adjacent bungalow. This difference in scale and appearance of the proposal is considered as significantly affecting visual amenity, and an alien dominant feature in the street scene, detrimental to visual amenity and the character of the area and contrary to Policy E2 of

the Deposit Draft Port Talbot Local Plan. It is for this reason, therefore, that it is recommended that the application be refused.

The Head of Engineering and Transport (Highways) has no objections.

The following points are made with respect to the responses to consultations:

- (1) This has been addressed.
- (2) These matters have been addressed and taken into account. The application site appears to be 0.5 metres or so higher than the objectors land.
- (3) This has been addressed.
- (4) A notice was posted on site and the Authority do not know details of individual land ownerships.
- (5), (6) and (7) These has been addressed.
- (8) The matter of compliance with conditions is a matter for the Council's Enforcement Section. The applicant claims Ownership of the land and has submitted the relevant Certificate. Ownership is a private matter and not a material planning consideration.
- (9) This is a matter for the Council's Enforcement Section. The Council's Environmental Quality Section has inspected the application site and has not identified Japanese Knotweed.
- (10) This has been addressed under (8) above.

RECOMMENDATION: **Refusal**

REASONS FOR REFUSAL;

(1)The scale and appearance of the proposal due to its relationship with the adjacent bungalow, is considered to significantly affect visual amenity, and forms an alien dominant feature in the street scene, detrimental to visual amenity and the character of the area and contrary to Policy E2 of the Deposit Draft Port Talbot Local Plan.

<u>ITEM 3.5</u>	
<u>APPLICATION NO:</u> P/2005/1000	<u>DATE:</u> 17/06/2005
PROPOSAL:	EXTENSION TO DWELLING
LOCATION:	4 BLAENWERN, CADOXTON, NEATH
APPLICANT:	MR ANDREW EVANS
TYPE:	Householder
WARD:	CADO

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan.

H8- Housing Design.

E63- The conservation of woodlands and trees.

E67- The design of new development.

Neath Port Talbot Draft Unitary Development Plan

ENV17- General Considerations.

ENV2- Impacts on the landscape.

b. Other Policies

None.

c. Relevant Planning History

P/99/1269- Works to trees TPO- Approved- 11/1/00.

d. Responses to Consultations

Number of properties consulted: 7

Number of replies received: 2

The objections relate to;

1. Loss of privacy and amenity.
2. Disruption from construction.
3. Operation of a business from the property.
4. Loss of light to garden.
5. Affect on trees.
6. Affect on property value.

Statutory Consultees:

Blaenhonddan Community Council- No Objection.

Head of Engineering and Transport, Drainage- No reply, therefore no observations to make.

Head of Engineering and Transport, Highways- No Objection.

Head of Streetcare Services (Arboriculturist)- Proposal would result in the loss of 3 trees.

APPRAISAL

This is an application for an extension to a detached dwelling known as 4 Blaenwern, Cadoxton, Neath.

The proposed extension projects 4.2m off the side elevation of the dwelling, and most of its width, 8.2m. It is two storey with a hipped ridged roof to a maximum height of 7.6m to match the main dwelling. Windows are provided front and rear, and a first floor window to the side elevation is fitted with obscured glazing. Due to the proximity of this secondary window to the boundary, and the neighbouring property, it is considered that this should be completely non-opening.

A dormer is provided in the extension facing north-east, with an additional two dormers provided within the existing roof plane. These are ridged roof in design, and will match in terms of materials. The dormers are all fitted with obscured glazing. A condition requiring retention of this can be added to any consent issued. This will reduce overlooking issues and protect the privacy and amenity of the neighbouring property.

There is a tree within close proximity to the proposed extension, to the south of the dwelling. The Council's Arboricultural Officer offers the following comments; "If this site is allowed to proceed it will result in the

loss of 1 pine, 1 sycamore, and 1 horse chestnut, which are all healthy mature trees. Due to the distance between the proposed development and the above trees substantial root damage will occur, which would result in the rapid decline of all three trees. Their safety could also be affected”

In relation to the objection received the following additional comments are made.

In terms of design the proposal provides an acceptable addition to this detached property and is considered acceptable.

The applicant states that no trees are to be felled as part of the application, however, if the application were to be approved, it would result in the eventual loss of three mature trees, which presently provide a landscape feature between this development and the adjoining property, is considered important in this location.

Policy E63 of the Borough of Neath Local Plan, states that; “Trees and woodlands contribute greatly to the natural beauty of the Borough. They come under pressure from development, recreation, over use, grazing, indiscriminate felling and vandalism.” It goes further to add that; “Where appropriate tree preservation orders are made. Particular care is taken to integrate trees and hedgerows into the design of new developments.”

Policy ENV3 of the Neath Port Talbot Draft Unitary Development Plan, in relation to impacts on landscape, states that; “Hedgerows, trees and woodlands are important features in the landscape and townscapes as well as their contribution to biodiversity and regarding air pollution. The significant loss of trees and the fragmentation of woodlands will be resisted”.

Whilst these trees are protected by a Tree Preservation Order, and an application for their felling would be required, the fact that the proposed development would be likely to lead to their eventual loss is an issue which must be addressed at this stage.

It is considered that the proposal would lead to the eventual loss of three mature trees, which provide an important landscape feature and screen. It is therefore considered that development leading to their loss should be resisted in the interest of visual amenity.

- 1.&5. Has been addressed fully within the report. Loss of privacy and amenity.

2. Due to the scale of the development it is not considered that the proposal would cause a significant amount of disruption. Health and safety are covered by other legislation.
3. This is a matter not considered under this application, and would require a separate consent.
4. The extension is between 3m and 6m off the shared boundary. Due to its orientation it is not considered that it would affect light to the property to the south.
5. This is not as such a material planning consideration.

RECOMMENDATION: **Refusal**

REASON FOR REFUSAL;

(1) The proposed extension, due to its proximity to trees protected by a Tree Preservation Order would ultimately lead to their loss through substantial damage to their root systems. This would adversely affect the visual amenity of the area and would therefore be contrary to Policy E63 of the Borough of Neath Local Plan, and Policy ENV2 of the Neath Port Talbot Draft Unitary Development Plan.

<u>ITEM 3. 6</u>	
<u>APPLICATION NO:</u> P/2005/1027	<u>DATE:</u> 17/06/2005
PROPOSAL:	EXTENSION TO DWELLING
LOCATION:	9 WILLIAMS AVENUE, RESOLVEN, NEATH
APPLICANT:	MR & MRS A GROTH
TYPE:	Householder
WARD:	RESO

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Neath Local Plan
H8 Housing design
E67 – Housing design

Draft Unitary Development Plan
ENV17 – General considerations

b. Other Policies

Guide to Household Extensions

c. Relevant Planning History

P/04/0701 – Alterations and extension to dwelling – Refused 2.11.04

d. Responses to Consultations

Number of properties consulted: 2

Number of replies received: 0

Statutory Consultees:

Head of Engineering and Transport -No objections

APPRAISAL

This is a detailed application for a first floor extension to the rear of no. 9 Williams Avenue that is an end of terrace house in Resolven.

It should be noted that an application for a similar length extension was refused consent in 2004. The extension now proposed has been reduced in height, the ridge height reduced from 6.7 metres to the now proposed 5.6 metres.

The extension would be above an existing ground floor extension. The length of the additional extension would be 3.7m whilst the total length of the extended rear addition would be 7.7m.

The extension will not comply with the adopted guidelines for two storey rear extensions to terraced properties, as set out within “A guide for household extensions”. These guidelines are used as a useful tool to ascertain the impact of proposals on the amenities of adjoining properties, and to protect their existing amenity from over development and overbearing. They also detail recommended guidelines in relation to design.

The guide states that rear first floor extensions to terraced properties will not normally be permitted to project more than 3.6 metres beyond the main back wall of the dwelling.

These household guidelines have been consistently used by the Authority, since their adoption in 1996 to safeguard the amenities of neighbouring properties from over development.

There are existing windows on the adjoining property at ground and first floor level and an existing side window to their annex. It is considered that the additional 2 storey extension whilst some 2m off the common boundary would adversely affect the light and outlook from these windows and create a tunnelling effect.

Policy H8 of the Borough of Neath Local Plan states that;

“Proposal to create or extend dwellings should not have an adverse effect on the residents of properties, which are adjacent, or in the vicinity, by reason of: Scale, Design, and Massing.”

The explanation of this Policy goes further to state that;
“The design should pay particular attention to the effect on adjacent properties through scale, and detailed design, while there should be sufficient space to avoid them being dominated or overshadowed.”

Policy E67 of the Borough of Neath Local Plan states that;
“New development will be particular attention to their scale, height, mass, materials.”

The explanation of this Policy goes further to state that;
“ The Council is concerned that the design of new development including redevelopment, alterations and extensions to buildings shall be sympathetic to their surroundings. Particular care should be paid to the height, scale, form and grouping of the buildings.”

These policies are mirrored by:

Planning Guidance (Wales) Planning Policy, which states that; “The appearance of proposed development, its scale and its relationship to its surroundings are material planning considerations”.

Planning Guidance (Wales) Technical Advice Note (Wales) 12: Design States that “Applicants for planning permission should be able to demonstrate how they have taken account the need for good design in their development proposals and that they have had regard to relevant development plan policies and any supplementary planning guidance relating to design.”

It is considered that the notwithstanding the reduction in height of the extension it will still have an adverse effect on the amenity of the neighbouring property. This is through both the loss of light, and outlook, to the previously mentioned ground and first floor windows.

The proposal is also considered to have an overbearing and overshadowing impact on the amenity of the neighbouring property as a whole, by its scale and massing.

RECOMMENDATION: **Refusal**

REASON FOR REFUSAL;

(1) The proposed extension would have an adverse overbearing effect on residents in the adjoining dwelling. The proposed extension would create an adverse effect on the light and outlook to and from the windows of the adjoining property. The proposed extension would be contrary to the requirements of Policy H8 of the Borough of Neath Local Plan and the Local Planning Authority's Guide to Household Extensions.

<u>ITEM 3. 7</u>	
<u>APPLICATION NO:</u> P/2005/1044	<u>DATE:</u> 24/06/2005
PROPOSAL:	CONSERVATORY
LOCATION:	6 BENEDICT CLOSE, CWRT HERBERT, NEATH SA107JA
APPLICANT:	MR MAY
TYPE:	Householder
WARD:	Dyff

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan
H8- housing design.

Neath Port Talbot Draft Unitary Development Plan
ENV17- General Considerations.

b. Other Policies

A guide to household extensions.

c. Relevant Planning History

89/161- Extension- Approved- 11/4/89

d. Responses to Consultations

Number of properties consulted: 6

Number of replies received: 0

Statutory Consultees:

Dyffryn Clydach Community Council- No Objection.

Head of Engineering and Transport, Drainage- No Reply, therefore no observations to make.

Welsh Water Dwr Cymru- No Objection.

APPRAISAL

This is an application for a proposed conservatory to the front elevation of a detached bungalow at 6 Benedict Close, Cwrt Herbert, Neath.

Due to the road layout and pattern of development the dwelling has two elevations facing onto a highway.

The conservatory measures 3.4m wide and projects 3m off the main elevation of the dwelling, set 2.6m in from the corner of the dwelling. It has a mono-pitch roof to a maximum height of 3m. It is constructed in Upvc with a rendered plinth.

Due to the layout of the plot, the proposed extension is considered as a front extension, and the guidelines produced by the authority in order to provide advice to developers in this situation states that; Large scale front extensions to the front of properties are generally not acceptable to the Local Planning Authority. However, in certain circumstances an extension to the front of a property can be acceptable, such applications will be treated on their merits but extensions are generally not acceptable if:

- i) they would detract unduly from the street scene;
- ii) they would detract from the overall appearance of the building;
- iii) they would detract from the amenities of adjoining properties;
- iv) they would be detrimental to highway safety.

In relation to Policy, ENV17 of the Neath Port Talbot Draft Unitary Development Plan, states that proposals should take into consideration; “the character and townscape of the surrounding area including building densities and architectural style, layout patterns and orientation of buildings, and the scale, height, mass and materials of nearby buildings, structures and infrastructure including power lines, roads and railways”

Policy H8 of the Borough of Neath Local Plan, states that; “Extensions should generally be sympathetic in design and size to the size, character and style of the original dwelling and its surroundings.”

Due to the restrictions of the property, it is acknowledged that there is little room to extend the property in any other location, however, it is considered that an extension to the dwelling, taking the existing materials as a reference point would be more acceptable. This would require the replacement of the glazed roof for a tiled roof to match the dwelling, and render to the elevations.

These comments have been forwarded to the applicant, however, no alterations have been provided. The agents have, however, submitted photographs of other conservatories constructed within the immediate area. However, it is considered that each application has to be treated on its own merits and there is no reason to suggest a change of recommendation.

It is therefore considered that the proposed extension, at this prominent location, being predominantly constructed in Upvc, would provide an unacceptable form of development and intrusion within the street scene, to the detriment of visual amenity. This would be contrary to Policy H9 of the Borough of Neath Local Plan, and to the principals of Policy ENV17 of the UDP and the intentions of the guide to householders.

It is therefore recommended that the application be refused.

RECOMMENDATION: **Refusal**

REASON FOR REFUSAL;

(1) The proposal due to its external materials, at this prominent location forward of the front elevation of the dwelling, would detract from the visual amenity of the street scene and would therefore be contrary to Policy H9 of the Borough of Neath Local Plan.

<u>ITEM 3. 8</u>	
<u>APPLICATION NO:</u> P/2005/1128	<u>DATE:</u> 05/07/2005
PROPOSAL: OUTLINE APPLICATION FOR THREE No. DWELLINGS	
LOCATION: LAND TO REAR, 63 - 68 GOUGH ROAD, YSTALYFERA, SWANSEA SA9 2NA	
APPLICANT: MR DAVID ELVIN WILKINSON	
TYPE: Outline	
WARD: YSTA	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan.

T2- New development, access and parking.

H9- Small scale residential development in built up areas.

Neath Port Talbot Draft Unitary Development Plan

ENV17- General Considerations.

H3- Infill and Windfall development.

T1- Location, layout and accessibility of new proposals.

b. Other Policies

None.

c. Relevant Planning History

None.

d. Responses to Consultations

Number of properties consulted: 11

Number of replies received: 2

The objections relate to;

1. Flooding.
2. Previous mine workings.
3. Affect of possible cesspits.
4. Possibility of land slips.
5. Loss of privacy and safety.

Statutory Consultees:

Head of Engineering and Transport (Highways)- Objection.

Head of Engineering and Transport (Drainage)- No Reply,
therefore no observations.

Environment Agency- No Objection.

Wales & West Utilities- Apparatus not affected.

Western Power- Apparatus not affected.

Welsh Water – no objections provided occupation not before 2008

APPRAISAL

This is an application, made in outline, with all matters reserved for residential development on land at the rear of 63-68 Gough Road, Ystalyfera.

The site has a frontage of 45m onto Wembley Road, and an average depth of 30m. It lies to the rear of an existing frontage of residential development located off Gough Road.

The site is located within the defined settlement limits for the area, as set out within the Neath Port Talbot Draft Unitary Development Plan. Policy H3 allows for infill and windfall development, subject to criteria, including highway issues.

In relation to the Northern Lliw Valley Local Plan, there are no defined settlement limits. Policy H9 allows for small scale residential development in built up areas, subject to their compatibility with amenity, design and highway and environmental criteria.

The Head of Engineering and Transport, Highway Section recommends refusal, stating that;

“ Refusal is recommended as Wembley Road and Graig Y Merched which leads to it are narrow single track roads lacking in footways and drainage and in the case of Wembley Road itself a tarmac surface. In addition to which visibility out of Wembley Road onto Pen Y Wern is inadequate as is the junction with of Graig Y Merched with Cyfyng Road. For these reasons Wembley Road is an inadequate and unsatisfactory means of access to new developments and the granting of consent could set a precedent for further development along this road thus exacerbating an already unsatisfactory situation”

Policy T2 of the Northern Lliw Valley Local Plan, in relation to new development proposals and vehicular and pedestrian access and parking, states that; “The application of access and parking standards in new development, is intended to permit businesses and other uses to operate without associated vehicle movements and parking interfering with the free flow of traffic on adjacent highways, or creating an environmental nuisance”.

Further to this Policy T1 of the Neath Port Talbot Draft Unitary Development Plan, states that; “Proposals should not give rise to highway, safety or congestion problems”

In relation to the objections received the following clarification is made;

- 1 & 5 This would be a matter to be addressed at reserved matters stage.
- 2 & 4. This is a matter for the developer to consider.
3. This would be a matter to consider at reserved matter stage, however the applicant indicates connection to the main sewer.

It is considered that the development of this site, with access off Wembley Road, would have to detrimental impact upon highway and pedestrian safety. This would be contrary to Policies H3 & T1 of the Neath Port Talbot Draft Unitary Development Plan, and Policies H9 and T2 of the Northern Lliw Valley Local Plan.

It is therefore recommended that the application be refused.

RECOMMENDATION: **Refusal**

REASON FOR REFUSAL;

(1) Wembley Road and Graig Y Merched are narrow single track roads lacking in footways and drainage, and in the case of Wembley Road itself lacking in a tarmac surface. In addition, visibility out of Wembley Road onto Pen Y Wern is inadequate as is the junction of Graig Y Merched with Cyfyng Road. Additional development would have a detrimental impact upon highway and pedestrian safety, and the free flow of traffic. The proposal would therefore lead to a highway danger which would be contrary to Policies H3 & T1 of the Neath Port Talbot Draft Unitary Development Plan, and Policies H9 & T3 of the Northern Lliw Valley Local Plan

4. APPLICATION DEFERRED TO SITE PANEL MEETING

(n.b. to be read in conjunction with the minutes of the Panel)

<u>ITEM 4.1</u>	
<u>APPLICATION NO:</u> P/2005/456	<u>DATE:</u> 23/03/2005
PROPOSAL: ONE NEW DETACHED DORMER STYLE HOUSE WITH PARKING AREA	
LOCATION: LAND ADJACENT TO, 17 HEOL LAS, YNYSMEUDWY, SWANSEA SA8 4PR	
APPLICANT: BARRY SUTCLIFFE	
TYPE: Full Plans	
WARD: PONT	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Northern Lliw Valley Local Plan
EQ15- Appearance and quality of built up areas.
H9- development in built up areas.
T2- New development, access and parking provision.

Neath Port Talbot Draft Unitary Development Plan.
H3- Infill and windfall development.
ENV17- General Considerations.
T1- Location, layout and accessibility of new proposals.
T10- Parking.

b. Other Policies

None.

c. Relevant Planning History

None.

d. Responses to Consultations

Number of properties consulted: 7

Number of replies received: 3

The objections relate to the following.

1. Overlooking.
2. Access.
3. Character.

Statutory Consultees:

Environment Agency- No Objection.

Transco- Apparatus not affected.

Western Power- Apparatus not affected.

Pontardawe Town Council- Reservations regarding access.

Head of Engineering and Transport, Highways- Objection.

Head of Engineering and Transport, Drainage- No Objection, subject to conditions.

Dwr Cymru Welsh Water- No Objection.

APPRAISAL

This is a full planning application for a detached dwelling on land adjacent to 17 Heol Las, Ynysmeudwy, Swansea.

The site has an existing stone access, and driveway, leading up to a relatively level plateau, and grassed area, bounding the rear garden area of No 15.

The proposed dwelling has a footprint measuring 11m by 8.5m and is single storey in external appearance, with first floor accommodation within the roof space, providing a living room, dining room, kitchen and utility room at ground floor, with three bedrooms and a bathroom at first floor.

The elevation facing south has a set of French doors at first floor level serving a bedroom. This overlooks the properties fronting the plot, No's 15 and 17 however, there are no overlooking windows. All other windows are located at ground floor level, with velux style windows in the roof.

Access is provided at the northern end of the site, with an off street car parking area sufficient for over three vehicles.

Boundary treatments are provided to all boundaries. These are a mixture of fence lines and retaining walls. A sun terrace also screened by fencing is provided, with landscaped areas of planting. It is considered that a 2m high fence line is required along the rear boundary of the site, where it adjoins the neighbouring properties garden area, and to the sun terrace, to protect privacy.

In terms of Policy the site is located within the defined settlement limits for the area, as outlined within the Neath Port Talbot Draft Unitary Development Plan. Policy EC3 relates to infill or windfall residential development within these defined settlement limits.

In terms of Highway and Pedestrian safety, the Head of Engineering and Transport, Highway Section offer an objection to the proposal stating that; "Refusal is recommended on the grounds that; 1) The proposed access is unsuitable as vehicular access to two properties and has poor visibility out onto Heol Las. 2) Heol Las and surrounding roads are narrow, single track, steep and lacking in footways and any further traffic generation along the road created by new development would be detrimental to the safety and free flow of traffic and pedestrians. 3) Visibility at the junction of Old Road out onto New Road is restricted and further traffic generation at this junction will be detrimental to the safety and free flow of traffic along New Road.

In relation to the highway objection, whilst it is accepted that Heol Las is narrow, and the access to the site is not provided with the required visibility, it is noted that vehicles to 23 properties in total already use this access. The objection relates to the erection of a single dwelling. It is therefore considered that whilst the existing situation on this highway causes traffic hazards, it is not accepted that the addition of a single dwelling would provide a significantly increase or additional harm to warrant refusal in this case.

In relation to amenity of adjoining properties, the dwelling being single storey, will not have an overbearing impact upon the properties below, and ground floor windows will be screened by the proposed boundary treatments. Within the roof space velux roof windows are provided, and a set of French doors overlook the rear of No 17. These serve a bedroom, and whilst overlooking No 17, do not directly overlook habitable room windows.

In relation to the objections received these have been addressed within the report.

It is therefore considered that the proposal provides an acceptable infill development within the existing settlement, and subject to conditions, will not have a significantly adverse impact upon the amenities of adjoining properties. It is therefore recommended that the application be approved.

RECOMMENDATION: **Approval with Conditions**

REASONS FOR REFUSAL;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)Notwithstanding the details shown in the application, no development shall take place until there has been submitted to and approved by the local planning authority details of materials to be used externally. The development shall be built in the materials approved in accordance with this condition.

Reason

In the interests of visual amenity.

(3)The dwelling shall not be occupied until works for the disposal of sewage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved by the local planning authority in writing.

Reason

In order to ensure the provision of adequate foul drainage.

(4) Development shall not begin until details of the proposed drainage works have been submitted to and approved by the local planning authority, and such drainage works shall be implemented as may be approved by this condition.

Reason

In order to ensure the provision of adequate foul drainage.

(5) No development shall take place until structural calculations and details of all retaining walls are submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with these details.

Reason

In the interests of Highway and Pedestrian safety.

(6) Notwithstanding the details submitted a 2.0m high screen boundary for the total length boundary, as marked green on the approved plans shall be erected prior to the first occupation of the dwelling, and shall be retained as such thereafter.

Reason

In the interests of amenity.

(7) A minimum of three off street car parking spaces shall be retained within the curtilage of the dwelling.

Reason

In the interests of Highway and pedestrian safety.

(8) Prior to the first occupation of the dwelling the drive and car parking area, as shown on the approved plans, shall be hardsurfaced in concrete, tarmac, or block paving, and shall be retained as such thereafter and two of the spaces shall be retained for the sole use of no. 17 Heol Las.

Reason

In the interests of Highway and Pedestrian safety.

(9)Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 1995 (or any order revoking and re-enacting that Order with or without modification), there shall be no extension or external alteration to any building forming part of the development hereby permitted (including the erection of a detached garage or outbuildings) without the prior grant of planning permission in that behalf.

Reason

In order to safeguard the amenities of the area by enabling the local planning authority to consider whether planning permission should be granted for extensions, having regard to the particular layout and design of the estate.

(10)Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no windows or dormer windows (other than those expressly authorised by this permission) shall be constructed.

Reason

In order to safeguard the amenities of the area by enabling the local planning authority to consider whether planning permission should be granted for , having regard to the particular layout and design of the estate.

(11)Prior to any development taking place existing and proposed ground levels, together with the slab level of the proposed dwelling shall be submitted to and approved in writing by the local planning authority. The development shall be completed in accord with the scheme as approved.

Reason

In the interests of highway and pedestrian safety.

(12)At least one tree shall be planted within the curtilage of the dwelling in the first planting season after the occupation of the dwelling or the completion of the development whichever is the sooner in accordance with a scheme which shall be first submitted to and approved by the local planning authority. Any trees which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same

species, unless the local planning authority gives written consent to any variation.

Reason

In the interests of visual amenity and to accord with Section 197 of the Town and Country Planning Act, 1990.

(13) The dwelling shall not be occupied until after the first January 2006, when essential improvements to the public sewerage system have been completed by Dwr Cymru Welsh Water.

Reason

In the interests of amenity, and to protect the integrity of the public sewerage system.

(14) Foul and surface water shall be discharged separately from the site. No surface water of land drainage run-off shall be allowed to connect directly or indirectly to the public sewerage system.

Reason

In the interests of amenity, and to protect the integrity of the public sewerage system.

(15) No boundary treatment over 600mm shall be erected on the area marked yellow on the approved plan and nothing allowed to grow over that height within that area.

Reason

In the interest of highway safety.

(16) Prior to the commencement of development the stone wall fronting Heol Las and the area between the wall and the edge of carriageway for the entire frontage of the development site shall be cleared of all vegetation, and thereafter the wall shall be maintained clear of vegetation.

Reason

In the interest of highway safety.

<u>ITEM 4.2</u>	
<u>APPLICATION NO:</u> P/2005/833	<u>DATE:</u> 23/05/2005
PROPOSAL: PROPOSED RESIDENTIAL DEVELOPMENT OF 24 APARTMENTS & ASSOCIATED ROADS, SEWERS & PARKING	
LOCATION: FORMER NEATH HOSPITAL SITE, PANT YR HEOL, PENRHIWTYN, NEATH SA112LQ	
APPLICANT: REDROW HOMES (SOUTH WALES)	
TYPE: Reserved Matters	
WARD: NTHE	

BACKGROUND INFORMATION

Structure/Local Plan Policies

Borough of Neath Local Plan
 H3 Infill Development
 H5 Open Space
 T26 Highway Design
 E67 Design of New Development
 ENV17 General Considerations
 H1 Housing Landbank
 T1 Location, layout and design of new development

b. Other Policies

None

c. Relevant Planning History

99/484 Residential development (outline) Approved 26/9/99
 02/745 Renewal of outline permission Approved 3/12/02
 03/870 Residential development 177 dwellings Approved 12/2/04
 04/1562 Variation of condition 12 of 03/870 relating to highway matters Refused 22/2/05

04/1768 Replan and house types recommended approval awaiting S106 signature.
05/ 787 Application to remove condition 11 of Application No 03/870 in respect of badger tunnel approved June 2005.

d. Responses to Consultations

Number of properties consulted: 12

The proposal has been advertised by means of a site notice and in the local press.

Number of replies received: 0

Statutory Consultees:

Head of Public and Transport Services (Highways) – No objections subject to conditions

Head of Public and Transport Services (Drainage) – No adverse comments.

Environment Agency – No adverse comments

Head of Leisure Services – No reply has been received to date

Western Power Distribution – advises on the location of its apparatus.

Welsh Water – No objection subject to the imposition of conditions.

Transco –Offers advice on the location of its apparatus in the locality.

Neath Town Council – no objection

APPRAISAL

It should be noted that this application is exactly the same as Application No. P2005/0777 reported earlier. It is a ‘turn track’ application whereby duplicates are submitted so that if the proposal is delayed one application can remain live whilst the applicants can appeal the other on grounds of non determination.

This reserved matters application seeks permission for 24 apartments, associated roads, sewers and parking at the former Neath Hospital Site, Pant yr Heol, Neath.

Members will note that consent for 177 houses at the site was approved on 12/2/04 under Code Reference 03/870.

The original application site has an area of 0.7 hectare and covers the former Plots 63-72. The northern boundary of the site flanks the rear gardens of the residential properties in Westbourne Road, to the west houses are currently under construction while to the east and south the land remains undeveloped.

The approved plan proposed a terrace of 10 dwellings of a three storey split level design. This application proposes 2 No Apartment Blocks, Block 1 comprises 14 No 1 & 2 bedroom flats and would be orientated east to west. The building is of a three storey design at the front and two storey at the rear due to the sloping nature of the site. The building has a width of 32 metres, the central section of which has a width of 13.5 metres and a depth of 14.8 metres. The remainder of the building is set back at either side by 5.5 metres and has a maximum width of 9 metres and depth of 10 metres. The building has a maximum ridge height of 12.3 metres reducing to 10.6 metres. All windows are confined to the front and rear elevations.

Block 2 would be sited between Block 1 and the rear boundaries of Plots 73- 75. The building has a width of 18 metres and has a maximum depth of 15 metres and comprises 10 No 1 & 2 bedroom flats. It has a three storey design at the front and two storey at the rear. Habitable room windows are proposed on the side elevations of these blocks. The building has a maximum ridge height of 11.7 metres reducing to 9.5 metres.

The following external finishing materials are proposed :

Main Brickwork = Baggeridge Tuscan Red Multi

Detail Brickwork = Baggeridge Harvest Multi Buff

Roof Tiles = Redland Mini Stonewold Slate Grey

In addition it is proposed to erect a bin store at the front of each apartment block. The bin store measures 3.25m x 3.7m x 2.3m high and would be constructed out of facing brick and trellis type fencing.

A total of 33 car parking spaces are proposed to serve the development.

It is proposed to construct an emergency vehicle access from the south western corner of the site which would link up to one of the spine roads and emerge onto Pantyrheol near the junction with Westbourne Road. The access would be 3.7m in width and follow the line of an approved pedestrian link. The access would be suitably blocked off to prevent normal vehicle entry/exit.

The main issues to be considered in the determination of the application would be the impact upon the residential amenity of the adjacent dwellings, the impact upon the character and appearance of the surrounding area and the impact upon the highway safety of the existing road network.

The site is located within the approved residential development of the former Neath Hospital and in an area allocated for residential development. Therefore, the principle of development is considered to be acceptable within settlement areas subject to the proposal complying with the requirements of other policies within the Council's development plans.

In terms of the design the remainder of the development consists predominately of detached houses with some semi detached and some terraced. Whilst this proposal is for two apartment blocks, the design and external materials are complementary to the remainder and the location is near the end of a cul de sac and therefore not dominant within the development as a whole. Whilst the car parking area will be located at the front of the development, it is broken up by pockets of landscaping.

With respect to the emergency vehicle access, this is required as the proposal increases the number of units served by the single access to a degree that would otherwise give cause for concern for the safe and easy access for such vehicles should blockage of the existing access occur. The route passes through mature trees and it is considered that a condition be imposed requiring a scheme to be agreed to ensure minimum damage to important trees.

The development complies with the guidelines relating to overlooking windows and the Head of Engineering and Transport has no objections subject to conditions.

It is considered therefore that the proposal is acceptable and will provide an opportunity for more affordable housing in this area.

RECOMMENDATION: Approval with Conditions

CONDITIONS;

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)Prior to the construction works commencing on the construction of the flats a scheme shall be submitted to and approved by the local planning authority for the provision of the emergency link from the end of the cul de sac out onto Pantyrheol. The scheme shall include a surfaced track of 3.7m width and details of the construction to enable it to take the weight of a 13 tonne fire engine and be designed to cause minimum damage to important trees as well as details of drainage, lighting and the barriers at each end. The scheme shall be implemented prior to the occupation of any flat.

Reason

In the interest of highway safety and visual amenity.

(3)Prior to the occupation of any flat the car parking areas as approved shall be hardsurfaced in concrete, tarmacadam or block pavings to a maximum gradient of 1 in 20 in either direction and be retained as such thereafter.

Reason

In the interest of highway safety.

(4)Prior to the occupation of any flat, the access road leading to the site shall be completed up to and including binder course and a surfaced and lit footway provided from the property onto Pantyrheol.

Reason

In the interest of highway safety.

(5) Adequate provision, in accordance with a scheme to be first submitted to, and approved in writing by, the Local Planning Authority, shall be made for the drainage of the land. Such scheme shall ensure that proper drainage of any adjoining land is not interrupted or otherwise adversely affected. The scheme shall be implemented prior to the occupation of each associated flat.

Reason

To ensure satisfactory drainage.

(6) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

(7) All planting, seeding or turfing comprised in the approved landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development hereby permitted, whichever is the sooner and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same species, unless the Local Planning Authority gives written consent to any variation.

Reason

In the interest of visual amenity and to accord with Section 197 of the Town and Country Planning Act, 1990.

<u>ITEM 4.3</u>	
<u>APPLICATION NO:</u> P/2005/777	<u>DATE:</u> 16/05/2005
PROPOSAL: PROPOSED RESIDENTIAL DEVELOPMENT OF 24 APARTMENTS & ASSOCIATED ROADS, SEWERS & PARKING	
LOCATION: FORMER NEATH HOSPITAL SITE, PANT YR HEOL, PENRHIWTYN, NEATH SA112LQ	
APPLICANT: REDROW HOMES (SOUTH WALES)	
TYPE: Reserved Matters	
WARD: NTHE	

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Borough of Neath Local Plan
 H3 Infill Development
 H5 Open Space
 T26 Highway Design
 E67 Design of New Development
 ENV17 General Considerations
 H1 Housing Landbank
 T1 Location, layout and design of new development

b. Other Policies

None

c. Relevant Planning History

99/484 Residential development (outline) Approved 26/9/99
 02/745 Renewal of outline permission Approved 3/12/02
 03/870 Residential development 177 dwellings Approved 12/2/04
 04/1562 Variation of condition 12 of 03/870 relating to highway
 matters Refused 22/2/05

041768 Replan and House types recommended approval awaiting S106 signature
05/ 787 Application to remove condition 11 of Application No 03/870 in respect of badger tunnel approved June 2005.

d. Responses to Consultations

Number of properties consulted: 12

The proposal has been advertised by means of a site notice and in the local press.

Number of replies received: 0

Statutory Consultees:

Head of Public and Transport Services (Highways) – No objections subject to conditions.

Head of Public and Transport Services (Drainage) – No adverse comments.

Environment Agency – No adverse comments

Head of Leisure Services – No reply has been received to date

Western Power Distribution – advises on the location of its apparatus.

Welsh Water – No objection subject to the imposition of conditions.

Transco –Offers advice on the location of its apparatus in the locality.

Neath Town Council – no objection

APPRAISAL

This reserved matters application seeks permission for 24 apartments, associated roads, sewers and parking at the former Neath Hospital Site, Pant yr Heol, Neath.

Members will note that consent for 177 houses at the site was approved on 12/2/04 under Code Reference 03/870.

The original application site has an area of 0.7 hectare and covers the former Plots 63-72. The northern boundary of the site flanks the rear gardens of the residential properties in Westbourne Road, to the west houses are currently under construction while to the east and south the land remains undeveloped.

The approved plan proposed a terrace of 10 dwellings of a three storey split level design. This application proposes 2 No Apartment Blocks, Block 1 comprises 14 No 1 & 2 bedroom flats and would be orientated east to west. The building is of a three storey design at the front and two storey at the rear due to the sloping nature of the site. The building has a width of 32 metres, the central section of which has a width of 13.5 metres and a depth of 14.8 metres. The remainder of the building is set back at either side by 5.5 metres and has a maximum width of 9 metres and depth of 10 metres. The building has a maximum ridge height of 12.3 metres reducing to 10.6 metres. All windows are confined to the front and rear elevations.

Block 2 would be sited between Block 1 and the rear boundaries of Plots 73- 75. The building has a width of 18 metres and has a maximum depth of 15 metres and comprises 10 No 1 & 2 bedroom flats. It has a three storey design at the front and two storey at the rear. Habitable room windows are proposed on the side elevations of these blocks. The building has a maximum ridge height of 11.7 metres reducing to 9.5 metres.

The following external finishing materials are proposed :

Main Brickwork = Baggeridge Tuscan Red Multi

Detail Brickwork = Baggeridge Harvest Multi Buff

Roof Tiles = Redland Mini Stonewold Slate Grey

In addition it is proposed to erect a bin store at the front of each apartment block. The bin store measures 3.25m x 3.7m x 2.3m high and would be constructed out of facing brick and trellis type fencing.

A total of 33 car parking spaces are proposed to serve the development.

It is proposed to construct an emergency vehicle access from the south western corner of the site which would link up to one of the spine roads

and emerge onto Pantyrheol near the junction with Westbourne Road. The access would be 3.7m in width and follow the line of an approved pedestrian link. The access would be suitably blocked off to prevent normal vehicle entry/exit.

The main issues to be considered in the determination of the application would be the impact upon the residential amenity of the adjacent dwellings, the impact upon the character and appearance of the surrounding area and the impact upon the highway safety of the existing road network.

The site is located within the approved residential development of the former Neath Hospital and in an area allocated for residential development. Therefore, the principle of development is considered to be acceptable within settlement areas subject to the proposal complying with the requirements of other policies within the Council's development plans.

In terms of the design the remainder of the development consists predominately of detached houses with some semi detached and some terraced. Whilst this proposal is for two apartment blocks, the design and external materials are complementary to the remainder and the location is near the end of a cul de sac and therefore not dominant within the development as a whole. Whilst the car parking area will be located at the front of the development, it is broken up by pockets of landscaping.

With respect to the emergency vehicle access, this is required as the proposal increases the number of units served by the single access to a degree that would otherwise give cause for concern for the safe and easy access for such vehicles should blockage of the existing access occur. The route passes through mature trees and it is considered that a condition be imposed requiring a scheme to be agreed to ensure minimum damage to important trees.

The development complies with the guidelines relating to overlooking windows and the Head of Engineering and Transport has no objections subject to conditions.

It is considered therefore that the proposal is acceptable and will provide an opportunity for more affordable housing in this area.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)Prior to the construction works commencing on the construction of the flats a scheme shall be submitted to and approved by the local planning authority for the provision of the emergency link from the end of the cul de sac out onto Pantyrheol. The scheme shall include a surfaced track of 3.7m width and details of the construction to enable it to take the weight of a 13 tonne fire engine and be designed to cause minimum damage to important trees as well as details of drainage, lighting and the barriers at each end. The scheme shall be implemented prior to the occupation of any flat.

Reason

In the interest of highway safety and visual amenity.

(3)Prior to the occupation of any flat the car parking areas as approved shall be hardsurfaced in concrete, tarmacadam or block pavings to a maximum gradient of 1 in 20 in either direction and be retained as such thereafter.

Reason

In the interest of highway safety.

(4)Prior to the occupation of any flat, the access road leading to the site shall be completed up to and including binder course and a surfaced and lit footway provided from the property onto Pantyrheol.

Reason

In the interest of highway safety.

(5)Adequate provision, in accordance with a scheme to be first submitted to, and approved in writing by, the Local Planning Authority, shall be made for the drainage of the land. Such scheme shall ensure that proper

drainage of any adjoining land is not interrupted or otherwise adversely affected. The scheme shall be implemented prior to the occupation of each associated flat.

Reason

To ensure satisfactory drainage.

(6)No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

(7)All planting, seeding or turfing comprised in the approved landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development hereby permitted, whichever is the sooner and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same species, unless the Local Planning Authority gives written consent to any variation.

Reason

In the interest of visual amenity and to accord with Section 197 of the Town and Country Planning Act, 1990.

<u>ITEM 4.4</u>	
<u>APPLICATION NO:</u> P/2005/896	<u>DATE:</u> 02/06/2005
PROPOSAL: AMUSEMENT CENTRE / ARCADE FOR STRICTLY OVER 18'S.	
LOCATION:	83 NEW ROAD, SKEWEN, NEATH SA106HG
APPLICANT:	A VACARI
TYPE:	Change of Use
WARD:	COEW

BACKGROUND INFORMATION

a. Structure/Local Plan Policies

Neath Local Plan.

Policy S15 – Non-shopping uses will be permitted.

Deposit Draft Unitary Development Plan.

Policy TRL5 – Non-retail user within shopping centres.

b. Other Policies

None.

c. Relevant Planning History

92/427- COU House to 2 Shops and 2 Flats- Approved- 10/8/92

d. Responses to Consultations

Number of properties consulted: 15

The application was also advertised on site.

Number of replies received: 4

The objections relate to the following.

1. Attract youngsters to the area causing all kinds of anti social behaviour;
2. Increase parking problems;
3. Temptation of gambling.
4. Litter;
5. Noise.

Statutory Consultees:

Coedffranc Community Council – Objection - premises would encourage youths to gather which would create a public and noise nuisance. Large congregations of youths could incur increased vandalism in the area.

Head of Engineering and Transport (Highways) - No Objection subject conditions.

APPRAISAL

This is a full planning application for the change of use of the ground floor of No. 83 New Road, Skewen into an Amusement Centre/Arcade for over 18's.

83 New Road is a two-storey property located on northern side of New Road. It is bounded to the rear by a car park and A1 (retail shops) to either side. Whilst on the opposite side of the road there is a mix of A1 shops and residential properties. The property has an existing use at ground floor for an A1 retail shop premises, whilst the First Floor comprises of a self-contained flat which will be retained. Access to the premises will be off New Road only.

The applicant has confirmed that; “The ground floor is to accommodate a gaming centre, involving the installation of amusements- with-prizes machines and only open to adults over the age of 18”.

The proposed ground floor use retains the front elevation pattern that presently exists, and therefore retains an active shop front onto New

Road. The material considerations in this case are considered to be the loss of this existing A1 shop, the amenity of adjoining residential properties and highway safety.

In relation to the operation of this proposed use the amenity of adjoining properties must be considered. There is a residential flat above and residential properties located on the opposite side of the road. The use of this property will also require a license.

In relation to noise, conditions can be imposed to provide a scheme for the control of noise. This will ensure that the amenity of the existing residential units is not unduly affected. This may also require mechanical ventilation to prevent noise leakage from opening windows, and a self-closing doorway.

In relation to disturbance, the late opening of this property has to be considered in relation to its location, and its proximity to residential properties.

In 2000, within an appeal decision for a similar use at Queens Street, Neath, the Inspector stated that, in relation to clientelle; “The type of amusement centre proposed is a “Machines with prizes” centre, restricted by law to persons aged 18 and over. Although no evidence was submitted of the client profile of the Appellant’s existing amusement centres, evidence was submitted relating to towns throughout the country that clients of this type of leisure facility are in the main female and over 35 years of age.”

Referring to noise and disturbance, the Inspector for this previous appeal stated that; “It is considered that the concern of local residents and traders is not supported by any evidence. Indeed what evidence there is suggests that there is no problem with noise or disturbance associated with this particular type of facility. It is concluded on this issue that the proposal would not be detrimental to the amenity of the occupants of nearby premises in terms of noise and disturbance.”

This appeal was granted by the Inspector stating that; “The conclusion on all three issues vitality, viability and character and appearance and amenity of occupants of nearby premises from noise and disturbance is that the proposal would not be detrimental to any interests of acknowledged importance and that it is not contrary to the policies of the development plan or to national planning policy. All other matters raised

have been considered but none of them alter the conclusion that the appeal should be allowed.”

Whilst it is acknowledged that the residential and commercial properties within, and adjoining New Road, may have existing problems with unruly behaviour, this is not a matter that can be dealt with under this planning application. It must also be clearly acknowledged that this site is located within a shopping area, with all its ancillary uses and activities, and residential properties and occupants cannot expect the same degree of amenity afforded in primarily residential areas. The property will be licensed, and any infringement of its licence can be investigated.

Planning Policy Wales, March 2002, in relation to uses, vitality and viability of existing shopping centres states that; “10.2.4: Although retailing should continue to underpin town, district, local and village centres it is only one of the factors which contribute towards their well-being. Policies should encourage a diversity of uses in centres. Mixed use developments, for example, combining retailing with entertainment, restaurants and housing should be encouraged to promote lively centres as well as reducing the need to travel to visit a wide range of facilities. Leisure uses can benefit town and district centres and, with adequate attention to safeguarding amenities, can contribute to a successful evening economy.”

In relation to Amusement centres Planning Policy Wales, states that; “Amusement centres are most appropriately sited in secondary shopping areas or in areas of mixed commercial development. They are unlikely to be acceptable in primary shopping areas, close to housing, or near schools, places of worship, hospitals or hotel, nor in Conservation Areas or other places of special architectural, historic, landscape or natural environment character”, it goes further stating that; “Account will always need to be taken of the amount of noise already generated in the area. It will not normally be reasonable to expect amusement centres to be quieter than their neighbours.”

The Head of Engineering and Transport (Highways) has raised no objection to the proposal subject to conditions.

In conclusion, it is considered that subject to conditions, the proposed change of use is considered to be acceptable and will provide a suitable reuse of a currently vacant property.

In relation to the objections received, the issues raised are covered above.

RECOMMENDATION: **Approval with Conditions**

CONDITIONS:

(1)The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2)The gaming centre use hereby permitted shall not be open to customers outside of the following times 0900 hours and 1900 hours.

Reason

In the interests of the amenity of adjoining residential properties.

(3)The ground floor of the property shall be used for the playing of amusement-with-prizes machines and for no ancillary retail sales; no games of a sessional nature shall be played on the premises.

Reason

In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider alternative uses.

(4)No sound amplifying equipment, which is audible outside the premises, shall be installed in the premises without the prior agreement in writing of the Local Planning Authority.

Reason

In the interests of the amenity of the area.

(5)Prior to the first use of the gaming centre, a scheme shall be submitted to and approved in writing by the Local Planning Authority, for the provision of sound insulation. This scheme shall include the provision of self closing doors, which shall remain closed other than for the normal process of entry and exit, and if required as part of the soundproofing scheme, details of mechanical ventilation.

Reason

In the interests of the amenity of the adjoining properties, and the area as a whole.

(6) A shopfront display shall be provided in the ground floor window facing New Road, and shall be retained as such.

Reason

In the interest of visual amenity, and to retain an active frontage onto New Road.

(7) Prior to the first use of the property as a Gaming Centre a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing 3 parking spaces plus one disabled space at the rear of the site. The car parking spaces shall be clearly marked, hard surfaced in tarmacadam, concrete or block paving. The approved scheme shall be implemented before the first use of the premises and retained as such thereafter.

Reason

In the interest of highway safety.

**5. T229 – EMERGENCY TREE PRESERVATION ORDER:
LAND AT 17 BRYNAWEL, PONTARDAWE**

On 5th April 2005 an Emergency Tree Preservation Order was made in respect of a Copper Beech tree situated on land at 17, Brynawel, Pontardawe.

The reason for making the Tree Preservation Order is in the interest of the visual amenity of the surrounding area.

Copies of the notices were served upon the landowners and adjacent landowners. The period during which any objections or representations against the Emergency Tree Preservation has now lapsed. To date no objections or representations have been received.

It is therefore **RECOMMENDED** that the Emergency Tree Preservation Order made and dated 5th April 2005 in respect of 1 Copper Beech tree situated on land at 17 Brynawel, Pontardawe be confirmed as an unopposed Tree Preservation Order without modification.

FOR DECISION

Contact Officer:	Mr. David Watkins, Principal Officer – Appeals and Enforcement, Telephone No. 01639 764225, e-mail: d.watkins@npt.gov.uk
Background Papers:	Tree Preservation Order File T229
Ward:	Pontardawe

**6. T227 – EMERGENCY TREE PRESERVATION ORDER:
LAND AT 31 BRYNAWEL, PONTARDAWE**

On 5th April 2005 an Emergency Tree Preservation Order was made in respect of 3 no. Oak trees situated on land at 31, Brynawel, Pontardawe.

The reason for making the Tree Preservation Order is in the interest of the visual amenity of the surrounding area.

Copies of the notices were served upon the landowners and adjacent landowners. The period during which any objections or representations against the Emergency Tree Preservation has now lapsed. To date no objections or representations have been received.

It is therefore **RECOMMENDED** that the Emergency Tree Preservation Order made and dated 5th April 2005 in respect of 3 Oak trees situated on land at 31 Brynawel, Pontardawe be confirmed as an unopposed Tree Preservation Order without modification.

FOR DECISION

Contact Officer:	Mr. David Watkins, Principal Officer – Appeals and Enforcement, Telephone No. 01639 764225, e-mail: d.watkins@npt.gov.uk
Background Papers:	Tree Preservation Order File T227
Ward:	Pontardawe

7. ENPT 4302 – LAND OPPOSITE 32 CHURCH STREET,
BRITTON FERRY NEATH.
UNTIDY LAND

The site is located opposite 32 Church Street, Britton Ferry on a parcel of land adjacent to the railway. The Department is led to believe that the land was formally Railtrack operational land and there is evidence that there were previously structures on the site.

At present the following items are on the site; a steel storage container, a metal screen for sifting soil, approximately 40 timber crates and a pile of timber which is approximately 7 metres x 8 metres and 3 metres high. It is difficult to quantify the amount of timber on the site but it is considered to be several tonnes.

The Department has discussed the matter with the landowner who has advised the section that he is not operating a business but is sifting the soil to plant vegetables on the site and the timber is to be used for fencing and the container for storing tools.

The department has carried out investigations and is satisfied that there is clearly no business being operated from that site. Over the past few weeks there is also clear evidence to demonstrate the propagation of vegetables on the site and the department has no evidence or reason to doubt the evidence of the landowner.

The department has however received a number of complaints in respect of the untidy condition of the land. It is accepted that the amount of timber on the site is more than reasonably necessary to fence the site and also is a potentially serious fire hazard. The Department has requested that the timber be removed but to date no timber has been removed.

The site is in a prominent position and whilst it is sandwiched between residential properties and a commercial area it is considered that the volume of material on the site and the method of external storage has a serious adversely effect on the amenity of the area.

Authorisation is therefore sought for the issue of a notice under Section 215 of The Town and Country Planning Act 1990, requiring the land owner to remove all timber from the site within 28 days of the date of the notice.

FOR DECISION

Contact Officer: D. Watkins Principal Officer – Enforcement & Appeals
Telephone No 01639 764225
E-Mail: d.Watkins@npt.gov.uk

Background Papers : Enforcement File Ref. – ENPT 3952

Ward Affected: Briton Ferry

SECTION B – MATTERS FOR INFORMATION

8. LISTED BUILDING CONSENT FOR THE INSTALLATION OF TEMPORARY STEEL BARRIERS TO PROTECT VEHICULAR IMPACT CYMMER VIADUCT CYMMER

The Welsh Assembly Government have granted Listed Building Consent for the above proposal subject to the following conditions.

- (1) The works hereby permitted shall be commenced within 1 year of the date of this letter.
- (2) The works hereby permitted shall be removed from the viaduct before 31 December 2010.
- (3) Within 6 months of the removal of the temporary protection measures, any damage to the listed structure shall be repaired in accordance with a scheme that shall first be submitted to, and approved in writing by, CADW.

It should be noted that the application was submitted by this Authority and under the Planning (Listed Building and Conservation Areas) Act 1990 The Authority only carries out consultations and the Assembly Government determine the application directly.

Contact Officer:	Cliff Patten, Principal Officer – Development Control. Telephone: 01639 764446. E-Mail: c.patten@npt.gov.uk
Background Papers:	P2005/299
Ward	Cymmer

9. PLANNING APPEALS RECEIVED

ITEM 1.

APPEAL REFERENCE: NPT/A299.

DESCRIPTION: Retention of amended design for dwelling.

APPELLANT: Paddle Homes Ltd.

LOCATION: Cae Canol, off Thorney Road, Baglan, Port Talbot.

TYPE: Written representations.

APPLN NO: P05/740.

FOR INFORMATION.

Contact Officer. David Watkins. Principal Planner Appeals/Enforcement.

Telephone number. 764225.

E-mail. d.watkins@npt.gov.uk

Wards affected. Baglan.

Relevant file-appeal file.

10. NOTIFICATION OF APPEAL DECISIONS

ITEM 1

APPEAL REFERENCE: NPT/A291.

DESCRIPTION: Rear/side extension.

LOCATION: 17 Heol Brynna, Cimla, Neath.

APPELLANT: Mr. S.Edwards.

TYPE: Written representations.

APPLN NO: P/05/366.

DECISION: UPHELD.

The Inspector considered that the main issue in this case is the effect of the proposed rear/side extension upon the amenities of the neighbouring dwellings.

The Inspector was aware that part of the proposed development already had a planning consent. Considered that the difference between the approved plans and the appeal proposal would not make any significant difference to any overlooking of properties to the rear of 17 Heol Brynna, Cimla.

The Inspector UPHELD the appeal.

ITEM 2.

APPEAL REFERENCE; NPT/A 290.

DESCRIPTION; Change of Use from retail to office.

LOCATION; 1-3 Green Street, Neath. (Formerly Millets).

APPELLANT; Principality Building Society.

TYPE; Hearing.

APPLN. NO; P/04/1847

DECISION; UPHELD.

The Inspector considered that there was one key issue in this appeal and it was the whether the proposed development would have a detrimental effect upon the vitality and viability of Neath town centre.

The Inspector agreed that the appeal site was located within a key location within the main shopping streets of Neath. He considered that the

proposed building society office would generate considerable pedestrian flows and is likely to ensure that this important building is occupied and well maintained. He also stated that in general Building Society's maintain acceptable style of shopfront displays. He was also conscious that the proposal was contrary to existing planning policies within The Neath Local Plan and Neath Port Talbot UDP but he felt that the proposal would not create nor worsen any gap in the retail frontage.

In conclusion the Inspector said that the benefits of a well-maintained property with a significant generation of pedestrian flow would not significantly harm or undermine the objectives of the appropriate Development Plan policies. The proposal would not be unacceptably harmful to the vitality and viability of Neath town centre.

The Inspector UPHELD the appeal.

ITEM 3 & 4.

APPEAL REFERENCE; NPT/A294/295.

DESCRIPTION: Change of use of Mill and conversion into 5 dwellings and 16 car parking spaces.

LOCATION: Melyn Mynach Woollen Mill, Taillwyd Road, Neath Abbey, Neath.

APPELLANT: R & G Partnership.

TYPE: Written representations.

APPLN.NO'S: P/04/1147 and P/04/1236

DECISIONS: BOTH APPEALS DISMISSED.

The Inspector was conscious that both appeals related to a Grade 11 listed former forge and rolling mill building complex, originally built by the Neath Abbey Iron Company in 1825. The buildings were subsequently used as a woollen mill and a clothing factory but has retained much of the industrial character and design.

The Inspector noted that the proposed development would include the demolition of the central section of the main building, which would mean the loss of a substantial part of the buildings' historic fabric. As a consequence the complex would take on a predominantly residential development and appearance would result in the historic character being lost.

The Inspector also considered that the proposal conflicted with the relevant planning policies in both The Neath Local Plan and The Neath Port Talbot Unitary Development Plan regarding the desirability of preserving listed buildings. He also stated the proposals conflicted with the advice in *Welsh Office Circular 61/96: Planning and The Historic Environment; Historic Buildings and Conservation Areas* and he felt that the proposed development was not justified.

The Planning Inspector was also considered the potential flooding problem of the site and concluded that the proposal would conflict with national planning policy and guidance and would result in an unacceptable risk of flooding.

The Inspector DISMISSED both appeals.

FOR INFORMATION.

Contact Officer details.

David Watkins. Principal Planner. Appeals/Enforcement.

Telephone No. 01639 764225.

[e-mail..d.watkins@npt.gov.uk](mailto:d.watkins@npt.gov.uk)

Wards affected; Bryncoch South: Cimla & Neath North.Wards.

Relevant files. Appeal files.

**11. DELEGATED APPLICATIONS
DETERMINED BETWEEN 1/8/2005 AND 19/8/2005**

1	App No. P/2005/348	Type Full Plans
Proposal	ALTERATIONS TO EXISTING CHURCH TO FORM NEW DWELLING AND CONSTRUCTION OF NEW GARAGE/WORKSHOP AND ASSOCIATED EXTERNAL WORKS	
Location	FORMER ST JOHN THE BAPTIST CHURCH, DYFFRYN ROAD, ALLTWEN, SWANSEA SA8 3BX	
Decision	Approval with Conditions	
Ward	ALLT	

2	App No. P/2005/354	Type Householder
Proposal	EXTENSION TO DWELLING	
Location	122 CIMLA ROAD, NEATH SA113UD	
Decision	Approval with Conditions	
Ward	NTHS	

3	App No. P/2005/679	Type Householder
Proposal	CONSERVATORY	
Location	1 AMMAN COTTAGES, LOWER BRYNAMMAN, AMMANFORD SA181SL	
Decision	Approval with Conditions	
Ward	LBRY	

4	App No. P/2005/729	Type Discharge of Cond.
Proposal	AGREE TO CONDITION 4 OF PLANNING APPROVAL NO P/2002/1440 REGARDING TREE PLANTING (AMENDED PLANS RECEIVED 28/7/05)	
Location	PLOT 34 OCEAN VIEW, JERSEY MARINE, NEATH SA106HR	
Decision	Approval	
Ward	COEW	

5	App No. P/2005/800	Type PriorNotif.Agric.Bld
Proposal	NEW GENERAL PURPOSE BUILDING	
Location	HEN WAUN FARM GOLWG Y BRYN, SEVEN SISTERS, NEATH SA109BR	
Decision	Approval with Conditions	
Ward	ONLL	

6	App No. P/2005/822	Type Discharge of Cond.
Proposal	AGREE CONDITION 7 OF PLANNING APPLICATION 98/724 REGARDING CONTROL OF EFFLUENT	
Location	LAND BETWEEN, OLD ROAD AND WHEATLEY ROAD, PENCAERAU, NEATH SA112BL	
Decision	Application Invalid	
Ward	NTHE	

7	App No. P/2005/823	Type Discharge of Cond.
Proposal	AGREE CONDITION 8 OF PLANNING APPLICATION 98/724 REGARDING DRAINAGE	
Location	LAND BETWEEN, OLD ROAD AND WHEATLEY ROAD, PENCAERAU, NEATH SA112BL	
Decision	Application Invalid	
Ward	NTHE	

8	App No. P/2005/873	Type Householder
Proposal	EXTENSION ABOVE FUNCTION ROOM TO PROVIDE FLAT, ADDITIONAL GARAGE AND 2M FENCE TO ROAD BOUNDARY	
Location	CILBRWYN GRAIG ROAD, GODRERGRAIG, SWANSEA SA9 2NX	
Decision	Approval with Conditions	
Ward	GODR	

9	App No. P/2005/888	Type Householder
Proposal	EXTENSION OF DOMESTIC GARAGE WITH PITCHED ROOF	
Location	94 WOODLANDS PARK DRIVE, CADOXTON, NEATH SA108AW	
Decision	Approval with Conditions	
Ward	CADO	

10	App No. P/2005/912	Type Householder
Proposal	RETROSPECTIVE APPLICATION FOR CONSERVATORY TO SIDE	
Location	1 LLEWELLYN CLOSE, TAIBACH, PORT TALBOT SA132TY	
Decision	Approval with Conditions	
Ward	TAIB	

11	App No. P/2005/928	Type Householder
Proposal	PRIVATE GARAGE	
Location	49 DULAIS ROAD, SEVEN SISTERS, NEATH SA109ER	
Decision	Approval with Conditions	
Ward	SEVE	

12	App No. P/2005/952	Type Householder
Proposal	SINGLE STOREY REAR EXTENSION WITH GARAGE	
Location	9 BAY VIEW, PEN Y CAE, PORT TALBOT SA132ET	
Decision	Approval with Conditions	
Ward	PORT	

13	App No. P/2005/959	Type Full Plans
Proposal	GARAGE CONVERSION AND CONSERVATORY	
Location	7 DOL WERDD, NEATH SA107QX	
Decision	Approval with Conditions	
Ward	BRNS	

14	App No. P/2005/966	Type Discharge of Cond.
Proposal	AGREE CONDITION 6 OF PLANNING APPLICATION P/2003/1461 IN RESPECT OF THE SUBMISSION OF A TREE SURVEY (ADDITIONAL DETAILS RECEIVED 22/7/05) .	
Location	LAND ADJACENT TO :-, COED PARC HOUSE, CWMAVON, PORT TALBOT SA129BN	

Decision	Approval
Ward	CWMA

15	App No. P/2005/972	Type Advertisement
Proposal	HIGH LEVEL ADVERTISEMENT TO MAIN BUILDING AND SIGN ON SEPARATE OFFICE	
Location	PLUMB CENTER, QUAY ROAD, RIVERSIDE, NEATH SA111SN	
Decision	Approval with Conditions	
Ward	NTHN	

16	App No. P/2005/978	Type Householder
Proposal	PROPOSED REAR EXTENSION AND CONSERVATORY	
Location	6 PRIMROSE ROAD, PENCAERAU, NEATH SA112AP	
Decision	Approval with Conditions	
Ward	NTHE	

17	App No. P/2005/985	Type Householder
Proposal	PROPOSED CONSERVATORY TO REAR	
Location	47 PRIMROSE ROAD, PENCAERAU, NEATH SA112AR	
Decision	Approval with Conditions	
Ward	NTHE	

18	App No. P/2005/991	Type Full Plans
Proposal	DEMOLITION OF EXISTING DWELLING AND THE CONSTRUCTION OF A DETACHED TWO STOREY DWELLING WITH FIVE BEDROOMS	
Location	41 GRAIG ROAD, GWAUN CAE GURWEN, AMMANFORD CARMS SA181EH	
Decision	Approval with Conditions	
Ward	GCG	

19	App No. P/2005/992	Type Householder
Proposal	PRIVATE GARAGE	
Location	VALLEY VIEW, 39 WENALLT ROAD, TONNA, NEATH	
Decision	Approval with Conditions	
Ward	TONN	

20	App No. P/2005/994	Type Householder
Proposal	CONSERVATORY TO REAR	

Location	36 BRYNHEULOG ROAD, CYMMER, PORT TALBOT SA133RS
Decision	Approval with Conditions
Ward	CYMM

21	App No. P/2005/998	Type LawfulDev.Cert-Prop.
Proposal	CERTIFICATE OF LAWFULNESS FOR A PROPOSED EXTENSION TO REAR OF DWELLING	
Location	35 SIDINGS TERRACE, SKEWEN, NEATH SA106RE	
Decision	Issue Lawful Dev.Cert.	
Ward	COEN	

22	App No. P/2005/1010	Type Householder
Proposal	EXTENSION TO DWELLING	
Location	45 THE HIGHLANDS, NEATH ABBEY, NEATH SA106PE	
Decision	Approval with Conditions	
Ward	Dyff	

23	App No. P/2005/1018	Type Householder
Proposal	CONSERVATORY	
Location	53 LON-Y-WERN, ALLTWEN, SWANSEA SA8 3BL	
Decision	Approval with Conditions	
Ward	ALLT	

24	App No. P/2005/1030	Type Householder
Proposal	FRONT PORCH, REAR GARAGE AND CONSERVATORY	
Location	4 NEW HOUSES NEW STREET, GLYNNEATH, NEATH SA115AA	
Decision	Approval with Conditions	
Ward	GLNN	

25	App No. P/2005/1033	Type Householder
Proposal	EXTENSION AND IMPROVEMENTS	
Location	38 GRAIG ROAD, GWAUN CAE GURWEN, AMMANFORD SA181EH	
Decision	Approval with Conditions	
Ward	GCG	

26	App No. P/2005/1042	Type Householder
Proposal	PROPOSED SINGLE STOREY REAR EXTENSION	
Location	9 CWRT Y CLAFDY, SKEWEN, NEATH SA106TR	
Decision	Approval with Conditions	
Ward	COEN	

27	App No. P/2005/1053	Type Householder
Proposal	CONSERVATORY AND PORCH	
Location	11 GWYRDDGOED, PONTARDAWE, SWANSEA SA8 4NH	
Decision	Approval with Conditions	
Ward	PONT	

28	App No. P/2005/1055	Type Householder
Proposal	DEMOLITION OF EXISTING ATTACHED GARAGE AND CONSTRUCTION OF DOUBLE STOREY SIDE EXTENSION	
Location	6 DERWEN FAWR, CILFREW, NEATH SA108NX	
Decision	Approval with Conditions	
Ward	ABDU	

29	App No. P/2005/1061	Type Householder
Proposal	PROPOSED TWO STOREY SIDE EXTENSION WITH FIRST FLOOR BALCONY TO FRONT AND SINGLE STOREY REAR EXTENSION	
Location	48 DARREN WEN, BAGLAN, PORT TALBOT SA128YN	
Decision	Approval with Conditions	
Ward	BAGL	

30	App No. P/2005/1062	Type Householder
Proposal	PROPOSED GARAGE CONVERSION INTO LOUNGE/DINING ROOM AND ERECTION OF DOUBLE DETACHED GARAGE TO SIDE	
Location	4 EFAIL FACH, PONTRHYDYFEN, PORT TALBOT SA129TY	
Decision	Approval with Conditions	
Ward	PELE	

31	App No. P/2005/1068	Type Discharge of Cond.
Proposal	RESUBMISSION OF APPLICATION TO AGREE CONDITION 5 OF PLANNING APPLICATION P2002/0058 IN	

RESPECT OF THE INSTALLATION OF APPROX 150 METRES OF 2.4 METRES HIGH PALISADE FENCING.	
Location	HI LEX CABLE SYSTEM LTD, BAGLAN ENERGY PARK CENTRAL AVENUE, BAGLAN, PORT TALBOT SA127AX
Decision	Approval
Ward	BAGL

32	App No. P/2005/1071	Type Reserved Matters
Proposal	DWELLING AND GARAGE	
Location	PLOT 2 OFF, PEN YR ALLTWEN PARK, PONTARDAWE, SWANSEA SA8 3EZ	
Decision	Approval with Conditions	
Ward	RHOS	

33	App No. P/2005/1073	Type Householder
Proposal	PROPOSED REAR DORMER EXTENSION	
Location	90 DARREN WEN, BAGLAN, PORT TALBOT SA128YN	
Decision	Approval with Conditions	
Ward	BAGL	

34	App No. P/2005/1074	Type Householder
Proposal	ALTERATIONS OF ROOF PITCH BUT NOT RIDGE HEIGHT AND THE ADDITION OF 2 EXTRA WINDOWS	
Location	35 ASHWOOD DRIVE, GELLINUDD, SWANSEA SA8 3HL	
Decision	Approval with Conditions	
Ward	RHOS	

35	App No. P/2005/1078	Type Outline
Proposal	RENEWAL OF OUTLINE PLANNING APPLICATION - ONE DWELLING WITH SIDE ACCESS FOR GARAGE AT REAR (PREVIOUS P.A. No: P1999/0135)	
Location	LAND AT, STATION ROAD, CRYNANT, NEATH	
Decision	Approval with Conditions	
Ward	CRYN	

36	App No. P/2005/1080	Type Discharge of Cond.
Proposal	DETAILS RELATING TO CONDITION 3 (LANDSCAPING) OF PLANNING CONSENT P2005/0195	
Location	LAND ADJOINING GOLF RANGE, DULAIS ROAD, SEVEN SISTERS, NEATH	

Decision	Approval
Ward	SEVE

37	App No. P/2005/1082	Type	Householder
Proposal	EXTENSION TO DWELLING		
Location	113 LONGFORD ROAD, NEATH ABBEY, NEATH SA107HF		
Decision	Approval with Conditions		
Ward	Dyff		

38	App No. P/2005/1083	Type	Householder
Proposal	EXTENSION TO DWELLING AND DORMER EXTENSION		
Location	4A WATERFALL ROAD, MELINCOURT, RESOLVEN NEATH		
Decision	Approval with Conditions		
Ward	RESO		

39	App No. P/2005/1085	Type	Householder
Proposal	EXTENSION TO DWELLING-CONSERVATORY		
Location	11 CHURCH CRESCENT, CWMGWRACH, NEATH		
Decision	Approval with Conditions		
Ward	BLAE		

40	App No. P/2005/1094	Type	Householder
Proposal	PROPOSED GROUND FLOOR AND FIRST FLOOR REAR EXTENSIONS		
Location	3 SOMERSET STREET, TAIBACH, PORT TALBOT SA131UA		
Decision	Approval with Conditions		
Ward	TAIB		

41	App No. P/2005/1095	Type	Householder
Proposal	FIRST FLOOR EXTENSION TO DWELLING		
Location	111 TAILLWYD ROAD, NEATH ABBEY, NEATH SA107DY		
Decision	Approval with Conditions		
Ward	BRNS		

42	App No. P/2005/1096	Type	Householder
Proposal	REAR EXTENSION		
Location	38 TYN Y CAE, PONTARDAWE, SWANSEA SA8 3DL		

Decision	Approval with Conditions
Ward	ALLT

43	App No. P/2005/1098	Type	Householder
Proposal	PROPOSED DOUBLE GARAGE TO REAR		
Location	2 GOLF ROAD, SANDFIELDS, PORT TALBOT SA126RH		
Decision	Approval with Conditions		
Ward	SANE		

44	App No. P/2005/1107	Type	Householder
Proposal	CONSTRUCTION OF A SINGLE STOREY EXTENSION (Amended plans received 29/7/05)		
Location	2 NOBEL AVENUE, ABERAVON, PORT TALBOT SA126YN		
Decision	Approval with Conditions		
Ward	ABAV		

45	App No. P/2005/1108	Type	App under TPO
Proposal	CUT BACK OVERHANGING BRANCHES OF OAK TREE COVERED BY TPO		
Location	5 CAE DERW, BRYNCOCH, NEATH SA107FG		
Decision	Approval with Conditions		
Ward	BRNS		

46	App No. P/2005/1112	Type	App under TPO
Proposal	WORKS TO OAK TREES COVERED BY TPO		
Location	9 MAES LLWYNON, CADOXTON, NEATH SA10 8AQ		
Decision	Approval with Conditions		
Ward	CADO		

47	App No. P/2005/1118	Type	Householder
Proposal	PROPOSED GARAGE/SHED		
Location	5 PENYBRYN, CIMLA, NEATH SA111JE		
Decision	Approval with Conditions		
Ward	NTHS		

48	App No. P/2005/1138	Type	Householder
Proposal	TWO STOREY EXTENSION		
Location	8 VALLEY VIEW, CIMLA, NEATH SA113SE		
Decision	Approval with Conditions		
Ward	NTHS		

49	App No. P/2005/1142	Type Full Plans
Proposal	EXTERNAL ACCESS STAIRCASE TO REAR FIRST FLOOR AND SHOP FRONT ALTERATIONS	
Location	38 HIGH STREET, GLYNNEATH, NEATH SA115BU	
Decision	Approval with Conditions	
Ward	GLNN	

50	App No. P/2005/1143	Type Householder
Proposal	GARAGE	
Location	64 PENSHANNEL, NEATH ABBEY, NEATH SA106PP	
Decision	Approval with Conditions	
Ward	Dyff	

51	App No. P/2005/1149	Type Householder
Proposal	TWO STOREY REAR KITCHEN BATHROOM AND BEDROOM EXTENSION	
Location	62 VARTEG ROAD, YSTALYFERA, SWANSEA SA9 2EL	
Decision	Approval with Conditions	
Ward	YSTA	

52	App No. P/2005/1152	Type Discharge of Cond.
Proposal	AGREE CONDITION 4 OF APPLICATION 05/211 REGARDING PARKING AND TURNING DETAILS	
Location	BRYNDU-FAWR FARM, PYLE, BRIDGEND CF336RA	
Decision	Approval	
Ward	MARG	

53	App No. P/2005/1153	Type Discharge of Cond.
Proposal	AGREE CONDITION 2 OF PLANNING APPLICATION 05/1097 REGARDING MATERIAL SAMPLES	
Location	CROESERW WORKINGMENS CLUB, BRYNHEULOG RD, CROESERW, PORT TALBOT SA133RS	
Decision	Approval with Conditions	
Ward	CYMM	

54	App No. P/2005/1154	Type Discharge of Cond.
Proposal	AGREE CONDITION 3 OF PLANNING APPLICATION	

05/1097 REGARDING CAR PARKING DETAILS	
Location	CROESERW WORKINGMENS CLUB, BRYNHEULOG RD, CROESERW, PORT TALBOT SA133RS
Decision	Approval
Ward	CYMM

55	App No. P/2005/1155	Type Discharge of Cond.
Proposal AGREE CONDITION 4 OF PLANNING APPLICATION 05/1097 REGARDING PROPOSED DETAILS OF THE ENTRANCE ARRANGEMENTS		
Location CROESERW WORKINGMENS CLUB, BRYNHEULOG RD, CROESERW, PORT TALBOT SA133RS		
Decision Approval		
Ward CYMM		

56	App No. P/2005/1156	Type Discharge of Cond.
Proposal AGREE CONDITION 5 OF PLANNING APPLICATION 05/1097 REGARDING PROPOSED DETAILS FOR DRAINAGE WORKS		
Location CROESERW WORKINGMENS CLUB, BRYNHEULOG RD, CROESERW, PORT TALBOT SA133RS		
Decision Approval		
Ward CYMM		

57	App No. P/2005/1158	Type Discharge of Cond.
Proposal AGREE CONDITION 7 OF PLANNING APPLICATION 05/1097 REGARDING LANDSCAPING DETAILS		
Location CROESERW WORKINGMENS CLUB, BRYNHEULOG RD, CROESERW, PORT TALBOT SA133RS		
Decision Approval		
Ward CYMM		

58	App No. P/2005/1166	Type Householder
Proposal EXTENSION TO DWELLING		
Location 1 SCHOOL ROAD, CRYNANT, NEATH SA108NR		
Decision Approval with Conditions		
Ward CRYN		

59	App No. P/2005/1167	Type Householder
Proposal	PROPOSED REAR EXTENSION	
Location	9 STRAUSS ROAD, SANDFIELDS, PORT TALBOT SA127TN	
Decision	Approval with Conditions	
Ward	SANW	

60	App No. P/2005/1170	Type Householder
Proposal	PROPOSED PORCH	
Location	17 PENTWYN DRIVE, BAGLAN, PORT TALBOT SA128EF	
Decision	Approval with Conditions	
Ward	BAGL	

61	App No. P/2005/1178	Type Householder
Proposal	SINGLE STOREY REAR EXTENSION	
Location	87 WERN ROAD, SKEWEN, NEATH SA106DP	
Decision	Approval with Conditions	
Ward	COEW	

62	App No. P/2005/1181	Type Householder
Proposal	PROPOSED REAR EXTENSION	
Location	9 SUNNYCROFT ROAD, BAGLAN, PORT TALBOT SA128TB	
Decision	Approval with Conditions	
Ward	BAGL	

63	App No. P/2005/1183	Type Section 37 Elec Act
Proposal	SECTION 37 APPLICATION - POWER CABLE	
Location	PWLLFA WATKIN GENERATION SITE, PONTARDAWE	
Decision	No Objections	
Ward	PONT	

64	App No. P/2005/1260	Type Prior Notif.Eccl.
Proposal	ADD NAME OF ALEXANDER COOMBE-TENNANT TO THE FAMILY MEMORIAL INSIDE THE CHURCH	
Location	ST. CATWGS CHURCH, CADOXTON, NEATH	
Decision	No Objections	
Ward	CADO	

65	App No. P/2005/1275	Type Discharge of Cond.
Proposal	AGREE CONDITION 1 OF PLANNING APPLICATION 05/656 REGARDING MATERIALS	
Location	LAND AT, PENTWYN BAGLAN ROAD, PORT TALBOT SA128EB	
Decision	Approval	
Ward	BAGL	