

PLANNING AND DEVELOPMENT CONTROL COMMITTEE
22nd OCTOBER 2013

ENVIRONMENT SERVICES

REPORT OF THE HEAD OF PLANNING – N.PEARCE

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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 sections 1 to 5 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 Nicola Pearce

SECTION A – MATTERS FOR DECISION

1. PLANNING APPLICATIONS RECOMMENDED FOR APPROVAL

<u>ITEM 1.1</u>	
<u>APPLICATION NO:</u> P/2013/349	<u>DATE:</u> 01/05/2013
PROPOSAL: Change of use of ground floor residential accommodation to shop (Class A1) and part change of use of first floor from pub function room to residential use	
LOCATION: SA11 4LG	New Inn, New Inn Place, Resolven, Neath,
APPLICANT:	Mr Natgunasingham Gowribalan
TYPE:	Change of Use
WARD:	Resolven

BACKGROUND INFORMATION

Background Information:

Members will recall that this application was reported to the Planning and Development Control Committee Meeting on the 9th July 2013 where Members resolved to grant planning permission subject to an additional condition to agree and implement a Traffic Regulation Order outside the premises, with the aim of controlling on-street parking at New Inn Place. The condition would refer to a plan which would identify the location of the area within which the TRO would be implemented.

The application was then returned to the Planning and Development Control Committee Meeting on the 10th September 2013 to amend the requirements of the TRO and to amend the delivery of the TRO via a legal agreement rather than a condition. This legal agreement sought to secure a phased approach to minimise the impact upon existing residents. This involved the implementation of a TRO (prior to operation of the proposed shop commencing) at the applicants expense along a section of the B4434 Commercial Road, together with a payment of £5,000 to cover the cost of implementing further TRO's at a future date if it was identified that the TRO referred to above was insufficient to address any additional parking problems created as a consequence of the proposed

use. If additional parking problems did not materialise within five years of the use commencing, the money together with any interest accrued would be refunded back to the applicant.

This proposed method of phasing the use of TRO's was considered more reasonable to minimise the impact upon both the proposed use and existing uses. Given that it involves the deposit of a financial sum of money to the Council, it can only be secured by way of a section 106 legal agreement rather than a condition.

The application is now being brought back to committee for a third time following a request from the applicant to relax the restriction relating to the opening of the premises. It is acknowledged that the TRO will take approximately 6 months to be finalised during which time the applicant was previously prevented from opening the proposed shop. A suggestion has now been made by the applicant that following signing of the S106 agreement the financial payments are made to the Council to secure the TROs but the shop be permitted to open while the legal process associated with the TROs moves forward. For the reasons specified above, this amendment requires authorisation by this committee.

Planning History:

P2004/1530	Change of use from public house to private dwelling (single)	Approved	23/11/2004
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Publicity and Responses (if applicable):

Resolven Community Council – No Response

Head of Engineering & Transport (Highways Section) – Objection on the grounds that the development will result in an increase in on street parking congestion and the deliveries to the shop would create issues with the bus stop and vehicles negotiating parked cars and possible queues backing on to the A465, which would cause a road safety concern.

Trunk Road Agency – No Response

The application was advertised on site and 5 Neighbouring Properties were consulted – 4 letters of objection have been received which are summarised as follows:

- There are several shops in close proximity.
- Concerns over pedestrian safety as there is a Youth Club opposite. There are also highway safety concerns due to the proximity of the dual carriageway and speed of traffic on this stretch of road.
- The development will result in an unacceptable impact on existing residents parking. Sardis Chapel car park tends to be used for people who car share, this would reduce parking facilities for the shop. School buses park outside the shop and the public bus stop is close by.
- Litter nuisance, possibility of vermin, noise and disturbance.
- Lighting on the shop would distract drivers.
- Concerns over deliveries to the shop and early morning papers.
- A neighbouring resident shares the alley way between their property and the proposal and has concerns over the alley being kept clear and that drink won't be consumed in the alleyway.
- Rubbish bins if provided outside the shop will have a detriment impact on visual amenity and be incongruous to the entrance of Resolven.
- The name of the application site is Cockle Ally House.
- The description of the proposal is inaccurate as the property was sold as a dwelling at auction.
- The brewery told previous owners that no alcohol was to be sold at the premises and the brewery took certain equipment out of pub that is why the auction price was so low.
- Queries over how family can operate the shop for such long hours and the 15 year old son was manning the surveillance cameras and why was he not at school.
- The footbridge that crosses the A465 comes down the path close to the application site and if the forecourt area is congested with vehicles how will pedestrians use the bridge safely.

Description of Site and its Surroundings:

The application site is the former New Inn Public House, Resolven.

The former public house is a substantial sized traditional two storey end of terraced stone built building. The façade of the building has been rough rendered and painted in a cream colour, has a slate roof with terracotta ridge tiles and has white Upvc fenestration. The building has a pitched roof which runs parallel to the highway to the front of the building and there is a central front projection at first floor level which provides space for a cantilevered bay window and above this is an ornate

roof feature of a semi circular hipped roof with terracotta ridge tiles on each of the rising joints. There is also living accommodation in the attic area.

The building fronts directly onto the highway and has residential properties to either side, the highway to the front and open land to the rear.

There is no car parking provision available at the premises at present.

Brief Description of Proposal:

This proposal seeks planning permission to change the use of the ground floor of the premises from residential (Class C3) to a shop (Class A1) and part change of use of the first floor, which is still laid out as a function room in association with the former use of the premises as a public house (Class A3) to residential (Class C3).

There will be no external alterations undertaken as the façade of the premises has not been altered since its original use as a public house.

The ground floor will be laid out as a shop area, office, toilet, kitchen and stairwell and the first floor will accommodate a living room, dining room, kitchen, 4 bedrooms and a bathroom. There will also be attic rooms consisting of 2 bedrooms but this arrangement exists already.

All of the accommodation on the upper floors is accessed via a staircase located to the rear of the shop. Therefore the accommodation on the upper floors cannot be independently accessed.

EIA Screening/Scoping Opinion & Habitat Regulations:

As the development is not Schedule 1 or Schedule 2 Development on the EIA Regulations, a screening opinion is not required for this application.

Material Considerations:

The material issues to be considered in relation to this planning application are the principle of development at this site, together with the impact of the proposal upon visual and residential amenity, and also highway and pedestrian safety having regard to prevailing planning policies.

Policy Context:

Neath Port Talbot Unitary Development Plan:

- GC1 New Buildings/Structures and Changes of Use
- EC3 Creation or expansion of businesses within settlement limits
- T1 Location, Layout and Accessibility of new proposals
- H6 Conversions to and subdivision of dwellings and other premises

As the proposed site is located within the settlement limits as defined in the UDP, the principle of creating a shop with residential accommodation above would be acceptable in principle, provided there would be no unacceptable impacts upon infrastructure, visual or residential amenity or highway safety.

It is also anticipated that this proposal will generate employment opportunities and will result in the diversification of the business within the site and therefore assist in the retention of a community facility within Resolven.

Visual Amenity:

With regard to visual amenity, as there will be no external alterations to the building as a consequence of this proposal, it is considered that the development would not impact upon the character and appearance of the building, the surrounding area or the streetscene in which the application site is located.

As such it is considered that the change of use would have no material adverse impact upon the character or appearance of the surrounding area.

Residential Amenity:

In terms of residential amenity, by virtue of the fact that there are no external alterations to the premises, it is considered that there is no unacceptable overbearing or overshadowing impact on the adjacent properties. In terms of noise and disturbance it must be acknowledged that the historic use of premises was a former public house with a former function room on the first floor. The property gained planning permission in 2004 for the change of use to a residential dwelling, this use it seems was part implemented with the retention of the function room on the first floor of the property. The Planning Officer has received

conflicting information from residents in Resolven as to whether the residential use was ever implemented, especially due to the fact that the function room has been retained and the shelves still hold glasses and drinks. In addition to this, the front elevation of the building has retained the public house façade which has been boarded up for years. However, the Council's Council Tax records seem to indicate that the use of part of the property was residential, this has also been confirmed in letters of objection from one neighbour. Furthermore, photographic evidence is available to demonstrate that the first floor of the building has not been converted to residential use and retains the layout and associated facilities to demonstrate that the function room use has not been superseded.

The removal of the residential use from the ground floor and the function room from the first floor and their replacement with a convenience store with family living accommodation on the first floor is unlikely to result in an increase in noise and disturbance to neighbours over and above the historic use of the former public house.

Furthermore there are 11 shops and a public house between the application site and the bend in the road at the centre of Resolven and all have yellow lines in front of their premises, some single and some double yellow lines. This dispersal of retail uses within the existing residential area dictates that the area is characterised as mixed in use rather than being wholly residential. The application site is also located in a busy area just off the A465, and as such it is considered that the amenities of neighbours will not be affected by the change of use of the property over and above that which would previously and to a certain extent is currently being experienced.

Highway Safety (Access, Parking and Traffic flows):

In terms of highway safety, the Head of Engineering and Transport (Highways Section) has objected to the proposal on the grounds that the proposed development will exacerbate existing parking congestion and no safe provision is made for either customer parking or parking arrangements for deliveries. The development is therefore likely to result in an increase in on street parking within adjacent streets namely New Inn Place and Rose Cottages. Another issue could be that vehicles especially deliveries park on Commercial Road, this would create issues with the bus stop and vehicles negotiating parked cars and possible queues backing on to the A465 which would be a road safety concern.

Concerns are also raised in relation to the layout of the highway at this location, as it does not present itself to busy traffic movements which are likely to arise as a consequence of this development.

As a consequence of the above the Head of Engineering and Transport recommends refusal of the application on the grounds that the development will result in an increase in indiscriminate parking by customers and delivery vehicles due to the lack of adequate loading and unloading facilities and the resultant impact this will have upon the safety and free flow of traffic upon the public highway and safety of pedestrians.

In response to these concerns, it should be noted that the former use of the first floor and the roof void were as a function room and a five bedroomed flat. Under the planning legislation the flat could be occupied by up to six individuals living together as a single household. Furthermore the use of the function room for private parties and events was also likely to have led to a significant demand for parking facilities. This former use and its demands upon parking cannot be ignored when considering the parking requirements associated with the uses which are sought under this application. The development will result in the removal of the function room which will amount to a loss of a floor area of approximately 44.37m². Notwithstanding the fact that there is little off street parking available, the adopted parking guidelines for this authority require the provision of 1 car parking space for every 5m² of public house floor space. This development will result in the loss of 44.37m² of public house floor space which equates to between 8 and 9 parking spaces. The residential unit would require 3 parking spaces.

As a result and notwithstanding the fact that there are no dedicated parking facilities for the building at present, the lawful use requires between 11 and 12 parking spaces.

The proposed use of the building as a shop, office and residential use would require only 6 parking spaces. This is between 5 and 6 spaces less than would be required for the lawful use of the building and as such would have less of an impact upon on street parking than the lawful use of the property.

Furthermore it should be noted that there are no parking restrictions in place outside the application site, and inspections of the site and its surroundings have indicated that there is on street parking capacity within the surrounding area. It should also be noted that the lack of parking associated with convenience shops is not uncommon, as is the case with

the other shops in the village of Resolven where customers either walk to the premises from the surrounding community, given that it is a local shop, or alternatively they have to find a parking space within the surrounding area.

As indicated above, there is no parking provision within the site and little scope for on-street car parking on New Inn Place even though there are no parking restrictions on the highway. However, there is a Council owned car parking area and on-street provision exists to the south west of the site off Commercial Road, at approximately 20 metres from the site. This form of car parking would not be suitable for a residential dwelling, however as stated above it is not uncommon for convenience stores to have off-site parking within close proximity. The car park is across the main road from the application site and the on street parking areas are to the south west of the site beyond Sardis Baptist Church. It is therefore considered appropriate to serve the limited demands of the proposal.

Furthermore it should be noted that if the property had not been converted partly into a residential unit and had retained its use as a public house, it would not have required planning permission to convert to a shop as there are permitted development rights afforded to such changes of use. Moreover the existing first floor of the premises could still be converted to a shop without planning permission, as its use as a public house has not been superseded. This proposal is therefore effectively swapping the lawful land uses between floors, i.e. the lawful residential use on the ground floor is moving to the first floor, while the vacant public house use on the first floor which has permitted development rights available to convert to a shop is moving from the first floor to the ground floor.

Turning to the issue of deliveries, the above lawful uses cannot be dismissed given that the proposal is effectively swapping uses within the building and as such the lawful uses could result in similar deliveries to that currently proposed. It should also be noted that the former use would have had regular dray deliveries, which would have a similar impact upon traffic. Therefore it is not considered that the concerns regarding one delivery a week to the premises can be justified as a reason for refusal.

As stated earlier in this report the lawful use cannot be discounted as a material planning consideration. As a result a refusal on highway grounds is unjustified.

Concerns have also been raised by a neighbouring resident over the siting of an existing bus stop which is in close proximity to the application site.

The bus stop is on the New Inn side on the corner of Ynys Fach Avenue and is used as a pick up and drop off point for passengers travelling towards Neath. Across the Road from the New Inn is the bus stop for passengers wishing to travel up the valley. The stop is not directly opposite the New Inn, therefore the Head of Transport and Engineering raises no objection to the proposal. It is considered therefore, that the siting of the existing bus stop having regard to the proposed uses will not exacerbate traffic problems around the application site.

Notwithstanding all of the above members at the Planning and Development Control Committee on the 9th July 2013 resolved to grant planning permission subject to a condition securing a TRO to be defined on a plan which would accompany the Decision Notice to control indiscriminate parking on the highway. Following the meeting relevant officers together with the Ward member met to agree the extent of the TRO and it was agreed to implement a phased approach rather than introducing a TRO which covered an area which may be excessive. This phased approach would implement a TRO to secure double yellow lines on restricted parts of the B4434 and on Commercial Road close to the junction with New Inn Place. In addition to this TRO, a deposit of £5000 would be secured through a S106 legal agreement to cover the potential need for additional TRO's within a five year period following the commencement of use of the premises. If it was confirmed that the additional measures were not required, the money together with any accrued interest would be refunded to the applicant. This method is considered to be the most reasonable to the proposed occupier of the retail premises together with existing and future occupiers within the immediate surrounding area.

A further amendment is now proposed whereby the applicant will upon signing the S106 agreement pay the necessary fees associated with the TROs to allow the process to start. However the shop will not be prevented from opening while the legal process is followed. This amendment is considered to be a reasonable compromise whereby the TROs are secured at the applicants expense, yet the applicant is not prevented from opening his business in the meantime.

Landscaping:

Not Applicable

Ecology (including trees & Protected Species):

Not Applicable

Flooding:

The site is located with Zone C2 as defined in TAN 15. However, Natural Resources Wales have taken account of the fact that the proposal will move the existing residential use from the ground floor, up to the first floor level to allow the ground floor to be used for retail and office purposes. Although the site is considered to be at risk of fluvial flooding from the Clydach Brook, Natural Resources Wales consider the proposal to be an improvement to the existing scenario as the more sensitive land use will be relocated to the upper levels of the property. Furthermore a condition can be imposed to state that flood evacuation signs be located at access-egress routes and the surrounding area.

Pollution (air and ground):

None

Others (including objections):

Four letters of objection have been received, which are summarised and responded to as follows:

- **There are several shops in close proximity** – This is not a planning consideration, competition would be down to market forces.
- **Concerns over pedestrian safety as there is a Youth Club opposite. There are also highway safety concerns due to the proximity of the dual carriageway and speed of traffic on this stretch of road** – There is a car park between the Youth Club at the chapel and the application property and it is considered that the opening of a shop on a road off the main road would not increase the speed of the traffic along this stretch of road.
- **The development will result in an unacceptable impact on existing residents parking** Sardis Chapel car park tends to be used for people who car share, this would reduce parking facilities for the shop. School busses park outside the shop and the public bus stop is close by – As stated earlier the Head of Engineering and Transport has confirmed that the bus stop on the

New Inn side on the corner of Ynys Fach Avenue is the pick up and drop off point for passengers travelling towards Neath. Across the road from the New Inn is the bus stop for passengers wishing to travel up the valley. The stop is not directly opposite the New Inn, If buses are actually allowing children to alight outside the New Inn, complainants should contact the Home to School Transport Section as this would be a breach of contract.

- **Litter nuisance, possibility of vermin, noise and disturbance** – This would be a matter for the Council's Environmental Health Section and the police.
- **Lighting on the shop would distract drivers** – Advertisement consent would be required for certain illuminated signs and as such the planning department would maintain control over such illumination. In terms of lighting, it is not anticipated that the shop would have lighting which would be any different to any other shop.
- **Concerns over deliveries to the shop and early morning papers** – The applicant has indicated that there will be one delivery lorry per week and the daily supplies will be collected by the applicant.
- **A neighbouring resident shares the alley way between their property and the proposal and has concerns over the alley being kept clear and that drink won't be consumed in the alleyway** – This would be a civil and police matter, however, a condition will be imposed on the consent that there will be no outside storage of any shop related items in this alley way.
- **Rubbish bins if provided outside the shop will have a detriment impact on visual amenity and be incongruous to the entrance of Resolven** – Due to the size of a rubbish bin it is considered that they would not constitute an incongruous feature to the entrance of Resolven.
- **The name of the application site is Cockle Ally House** – There is a location plan with the application which clearly identifies the property.
- **The description of the proposal is inaccurate as the property was sold as a dwelling at auction** – The enforcement officer has photographic evidence that the function room is still in place and as such the description for the application is accurate.
- **The brewery told previous owners that no alcohol was to be sold at the premises and the brewery took certain equipment out of pub that is why the auction price was so low** – These details are not material planning considerations.
- **Queries over how family can operate the shop for such long**

hours and the 15 year old son was manning the surveillance cameras and why was he not at school – The Division of labour and individual work hours are not a planning matter. Nevertheless, the opening hours can be controlled by a condition.

- **The footbridge that crosses the A465 comes down the path close to the application site and if the forecourt area is congested with vehicles how will pedestrians use the bridge safely** – This footbridge descends onto the public footway which is separated from the application site by a landscaped area and the road of New Inn Place, therefore it is considered that pedestrians can continue to use the bridge safely as there will be no change to the existing situation.

Conclusion:

It is considered that the proposed development would not have a detrimental impact upon residential amenity or upon the character or appearance of the surrounding area and given the nature of the development is likely to enhance employment opportunities and community uses within the area in accordance with the aims of the development under policy EC3.

Whilst concerns have been expressed with regard to the increased demand for parking, the adopted parking guidelines indicate that the development will result in the need for less parking spaces than the existing use of the premises and as such should result in less on street parking. Furthermore it is likely that the number of deliveries proposed for the use is restricted and could potentially arise if permitted development rights were utilised. It is not therefore considered that the development will result in an increase in on street parking congestion or deliveries over and above the current/lawful situation, and as such the development will not have an unacceptable adverse impact upon highway safety.

In view of the above it is considered that the development would be in accordance with Policies GC1, H6, T1 and EC3 of the Neath Port Talbot Unitary Development Plan. Approval is therefore recommended.

Recommendation:

Approval, subject to the signing of a S106 agreement with the following heads of terms:

- (1) Upon signing the agreement a financial contribution of £5,000 shall be paid by the applicant to cover the costs of installing further traffic regulation orders which maybe deemed necessary during the first five years of the retail use being operated. This deposit or any unspent monies plus interest shall be returned to the applicant upon completion of this monitoring period if the additional Traffic Regulation Orders are found not to be required.

RECOMMENDATION: **Approved subject to s.106**

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 use hereby permitted shall not be open to customers outside the following times:

Monday to Sunday 7am-10pm

Reason

In the interest of the amenities of the area.

- (3) There shall be no outside storage of any non domestic items.

Reason

In the interest of residential and visual amenity.

- (4) There shall be no deliveries to the premises between the hours of 22.00 to 07.00 seven days a week.

Reason

In the interest of highway safety and residential amenity.

- (5) Traffic Regulation Orders as shown on plan NO. LPA01 which is attached to this consent, or as may be subsequently notified in writing by the Local Planning Authority following public consultation shall be

applied for and paid for at the applicants expense along the B4434, Commercial Road prior to the first operation of the proposed retail unit.

Reason

In the interests of highway safety.

REASON FOR GRANTING PLANNING PERMISSION

The decision to grant planning permission has been taken in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise.

It is considered that the proposed development would not have a detrimental impact upon residential amenity or upon the character or appearance of the surrounding area and given the nature of the development is likely to enhance employment opportunities and community uses within the area in accordance with the aims of the development under policy EC3.

Whilst concerns have been expressed with regard to the increased demand for parking, the adopted parking guidelines indicate that the development will result in the need for 2 less parking spaces than the existing use of the premises and as such should result in less on street parking. It is not therefore considered that the development will result in an increase in on street parking congestion and as such the development will not have an unacceptable adverse impact upon highway safety.

In view of the above it is considered that the development would be in accordance with Policies GC1, H6, T1 and EC3 of the Neath Port Talbot Unitary Development Plan. Approval is therefore recommended.

2. APPLICATION DEFERRED TO PLANNING (SITE VISITS) SUB COMMITTEE

(NOTE: to be read in conjunction with the minutes of the sub committee meeting)

<u>ITEM 2.1</u>	
<u>APPLICATION NO:</u> P/2013/740	<u>DATE:</u> 08/08/2013
PROPOSAL:	Two storey side extension
LOCATION:	7 Addison Road, Neath, SA11 2BB
APPLICANT:	Mrs Beth Pwak
TYPE:	Householder
WARD:	Neath East

BACKGROUND INFORMATION

Background:

Members should be aware that this planning application was originally called to committee at the request of Councillor Sandra Miller for the following reasons.

“The application estate known as Pencaerau is a typical build of the period with some additional features such as attic conversions etc. The properties directly aligned to the proposed extension are stepped through, and as such, it is my opinion that the development will not impinge on this design feature of the street scene, and will be in keeping with the character of the surrounding area.

TAN 12 indicates an acceptance of diversity in build, it also provides for flexibility in use. TAN 12 also asks for sustaining or enhancing local character, promoting quality, choice and variety.

As such, I believe that the design of the proposed 2 storey side extension is in keeping with the character of the street scene, and also sustains the area, and would therefore be in accordance with TAN 12”.

The Planning and Development Control Committee on the 1st October 2013, resolved to defer the application for a Site Visit to allow Members to assess the visual impact of the proposed extension having regard to its corner location.

Planning History

None

Publicity and Responses if applicable:

This application has been advertised on site, and 2 neighbouring properties have been consulted by letter – No response received.

Neath Town Council – No objection.

Biodiversity – No objection subject to a condition.

Description of Site and its Surroundings

The application dwelling is located in a large residential area comprising of semi-detached and link properties. These designs typify the area as they share the same age, design, external finish and approximately the same sized curtilage.

The application dwelling is the last property in a link of 4 dwellings located on the corner of Addison Road and Greenwood Road. The property being sited in a corner position dictates that it fronts onto the crossroads which serves Addison Road to the front, and Greenwood Road to the side. The orientation of the dwellings is such that the existing southern side elevation of the host dwelling is level with the front elevations of the properties to the rear on the north western side of Greenwood Road.

A red brick wall of approximately 1m in height, surrounds the elevated front garden area, which incorporates access steps to the left of the front garden area. The side boundary comprises of a block wall which graduates in height as it extends upwards along the inclined boundary of the application site. The application property currently has a single storey rear extension, and a small garden shed.

Brief description of proposal (Eg. size, siting, finishes)

This application seeks planning permission for a two storey side

extension. The extension will be set back a distance of 0.6m from the front elevation of the dwelling, and has a depth of 6.02m, bringing it in line with the rear elevation of the dwelling. The extension will project out from the side elevation of the dwelling by a distance of 3m. The roof is hipped in design at a height of 5m at eaves level and up to 6.7m at ridge level. The roof will be set down a distance of 0.3m from the ridge level of the roof of the host dwelling.

The front elevation will incorporate a kitchen window at ground floor level, with a bedroom window above at first floor level, and the rear elevation will incorporate French Doors at ground floor level with an obscurely glazed en-suite window installed above at first floor level.

All materials and external finishes are in keeping with the dwelling to which they relate.

Material Considerations

The main issues to be considered in the determination of the application are the impact upon the residential amenity of the neighbouring properties, and the impact of the development upon the character and appearance of the street scene, highway safety and biodiversity having regard to prevailing planning policies.

Policy Context

Neath Port Talbot Unitary Development Plan:
GC1 – General Considerations
ENV17 - Design
Household Extension Design Guide
Welsh Government guidance document entitled Tan 12 (Design).

Visual Amenity

In terms of visual amenity, the proposed extension incorporates a design and finish which will match the existing dwelling house. As a result it is considered that the proposal will not undermine the overall appearance, design, proportions and finishes of the existing property.

The property however lies at a visually prominent junction, with the existing front and side elevations reflecting the building lines of the adjoining properties on both Addison Road and Greenwood Road, which as previously described, are made up of similar properties in a linear

building pattern. As such, whilst the extension to the dwelling in isolation, appears to be an acceptable addition to this property, the specific location and setting of this dwelling, within the wider area needs to be considered.

The extension would project towards the side boundary of the property, which would be beyond the front elevation of those properties located along Greenwood Road. As such when viewed in this wider context, it is considered that it would dominate the street scene, appearing as an incongruous and dominant form of development, out of character with the linear nature of the surrounding streetscene, and building pattern.

Furthermore, this situation is worsened by the application dwelling being mid way along the incline which is Greenwood Road. Therefore, when viewed from the eastern and lower end of Greenwood Road, the proposal will be perceived to be sited in an elevated prominent position, which obscures the properties at the western end of Greenwood Road. Alternatively, when viewed from the elevated western end of Greenwood Road, the proposed extension will interrupt the flow of the building pattern which extends through the crossroads fronting the application site to the lower end of Greenwood Road.

It is therefore considered that the proposed two storey extension by reason of its scale and siting, will result in the formation of a dominant and incongruous feature forward of the established building pattern of Greenwood Road, which would be to the detriment of the character and appearance of the street scene. As such, the proposal would be contrary to Policies GC1 and ENV17 of the Neath Port Talbot Unitary Development Plan, and the Policy document entitled “A Guide to Household Extensions”, and the overarching principals of good design as set out within the Welsh Government guidance document entitled TAN 12 (Design).

Residential Amenity (Eg. Overlooking, Overbearance, Overshadowing)

In terms of residential amenity, the siting of the proposed extension to the south eastern side elevation dictates that the development will be hidden from the adjoining property to the north west No.5. As such it is not considered that the development will impact upon the residential amenity of the occupiers of No.5 above and beyond that of the existing situation.

Furthermore, the property to the south east No.8 Greenwood Road, will be sited a distance of 15m away from the proposed extension and will be separated from the development by Greenwood Road. It is not therefore considered that the development will result in a negative impact upon the residential amenities of the occupiers of this property.

Turning to the property to the rear No.13, the topography of the area dictates that the development will be set at a lower ground level than the property to the rear in Greenwood Road. As such, given the 17m separation distance together with the differences in ground level it is not considered that the development will result in an overbearing and overshadowing impact upon the occupiers of No.13.

In respect of overlooking, the siting of windows in the front and rear elevations will ensure that there are no privacy issues posed by the development. This is due to there being a separation distance of 25m between the proposed windows and properties opposite in 4 Addison Road and 11 Greenwood Road. Whilst it is acknowledged that the rear windows will be a distance of approximately 17m away from the properties beyond, the outlook from the proposed rear windows would be over the side elevation of No.13 which does not benefit from any habitable room windows. Furthermore the first floor rear window will serve an en-suite and will therefore be obscurely glazed. As such, it is not considered that the development will impact upon the privacy of the neighbouring properties.

It is therefore considered that the proposed development will not result in a detrimental impact upon the residential amenity of the occupiers of the neighbouring properties in respect of overbearing, overshadowing and overlooking issues.

Highway Safety (Eg. Parking and Access)

Given that the development does not displace any of the existing car parking, it is considered that the development will not impact detrimentally on pedestrian or highway safety.

Biodiversity

The biodiversity section offers no objection to the development subject to the imposition of a condition detailing the correct procedure that should

be undertaken should bats be found during the construction of the development.

Conclusion:

Whilst the proposed extension does not have an unacceptable impact upon residential amenity and highway safety it will result in the introduction of a dominant and incongruous feature which is forward of the established building pattern in Greenwood Road. The development would therefore be to the detriment of the character and appearance of the street scene, contrary to Policies GC1 and ENV17 of the Neath Port Talbot Unitary Development Plan, and the Policy document entitled “A Guide to Household Extensions”, with overarching principals of good design as set out within the Welsh Government guidance document entitled TAN 12 (Design).

REFUSAL FOR THE FOLLOWING REASON:

(1) The proposed two storey extension by reason of its scale and siting, will result in the formation of a dominant and incongruous feature forward of the established building pattern of Greenwood Road, which would be to detriment of the character and appearance of the street scene. As such, the proposal would be contrary to Policies GC1 and ENV17 of the Neath Port Talbot Unitary Development Plan, and the Policy document entitled “A Guide to Household Extensions”, and the overarching principals of good design as set out within the Welsh Government Policy document entitled Tan 12 (Design).

SECTION B – MATTERS FOR INFORMATION

3. APPEALS RECEIVED

Appeal Ref: A2013/0018 **Planning Ref:**P2012/1060

PINS Ref: APP/Y6930/A/13/2206318

Applicant: Mr Duncan Amos

Proposal: Single-storey detached dwelling (Outline)

Site Address: 134 Shelone Road
Briton Ferry
Neath
SA11 2NR

Start Date: 09/10/2013

Appeal Ref: A2013/0019 **Planning Ref:**P2012/1125

PINS Ref: APP/Y6930/H/13/2205277

Applicant: SA Brain

Proposal: 1no.fascia entrance sign and 6no.free standing
advertisement signs.

Site Address: Twelve Knights Hotel
Margam Road
Margam
Port Talbot
Sa13 2db

Start Date: 19/09/2013

4. APPEALS DETERMINED

Appeal Ref: A2012/0017 **Planning Ref:** P2010/1148
PINS Ref: APP/Y6930/A/12/2181883
Applicant: Gamesa Energy UK
Proposal: Erection of 15 wind turbines with a max blade tip of 118m, (3 turbines together with a control building and electricity sub station in a secure compound are to be sited within Bridgend CBC) temporary construction compounds, 78m anemometry mast, new access from A4107, upgrading of existing on site tracks
Site Address: Mynydd Y Gelli
Near Abergwynfi
Port Talbot

Start Date: 03/01/2013
Decision Date: 27/08/2013 **Decision Code:** Allowed With Conditions

Members will recall that the original planning application was for 15 turbines, three of which are in Bridgend CBC. Following the submission of the appeal the applicant submitted further Environmental Information (FEI) dated May 2013 and asked the Inspector to determine the appeal on the basis of the original submission and two alternative options. Option 1 proposed a scheme for 10 turbines thus removing two turbines from that originally proposed, while option 2 proposed a scheme for 9 turbines thus removing three turbines from that originally proposed.

In the appeal the Inspector determined that the main issues for consideration were:

- a) The effect of the proposal on the character and appearance of the area, having regard to local and national planning policies; and
- b) The effect on the living conditions of the residents of Abergwynfi, Blaengwynfi and Croeserw in respect of visual impact and also having regard to cumulative visual effects on the residents of Croeserw.

The Inspector noted that Planning Policy Wales (PPW) acknowledges that the UK is subject to the requirements of the EU Renewable Energy Directive which include a UK target of 15% of energy from renewables by 2020. The Welsh Government (WG) is committed to playing its part by delivering an energy programme which contributes to reducing carbon emissions as part of the approach to tackling climate change. The appeal site is within/close to Strategic Search Area (SSA) F as identified by TAN 8, and based on an assessment by independent consultants Garrad Hassan which informed TAN 8, it has a maximum capacity of 430MW.

The appeal site occupies an open, exposed extensive upland area in an undulating plateau landscape with steep topography. It occupies an elevated position above Abergwynfi, Blaengwynfi and Croeserw. The majority of the 12 proposed wind turbines would be located within the SSA although turbines T5, T6, T7 and T8 fall just outside the boundary to the eastern edge but are within 5 km of the margin.

The Inspector noted that there was a dispute over whether there were turbines sited outside the SSA and if so which turbines were outside the boundary. The Inspector acknowledged that turbines were located outside the SSA, nevertheless their location shared similar landform characteristics as the part of the appeal site located within the SSA. This generally comprises of rough grazing land and exposed upland plateau. Moreover she considered that the 'broad brush' nature of the boundary definitions of the SSAs, the proximity of those turbines outside the SSA to that boundary and the inclusion of the appeal site in the same landscape character area used to analyse the landscape and visual impact, dictated that the siting of some of the turbines outside the SSA was not a factor which carried significant weight in the consideration of the appeal.

Turning to the refinement study undertaken by the South Wales Valleys Authorities she indicated that whilst the refinement study usefully identifies the extent of the complexity of landscapes in SSA F, it was a strategic overview and she had some concerns regarding the reliability of the ranking exercise undertaken which appears broad brush, and with elements of the scoring mechanism which seem rudimentary and arcane. Moreover that refinement process was out of date given the higher capacities as set out in the Minister's letter of July 2011. The Inspector therefore attached a lower weight to that document and the Councils Interim Planning Guidance (IPG) which was based on the findings of the study.

In relation to landscape and visual effect, the Inspector agreed with the findings of the FEI and noted that the proposal would result in significant visual and landscape effects and the removal of 3 turbines (Option 2) would not mitigate this impact to any notable degree. The proposal would give rise to significant landscape and visual effects for high sensitivity receptors up to 7–8 km from the turbine locations but there would be no significant effects on the National Park.

The Inspector noted the content of TAN 8 which states ‘the implicit objective is to accept landscape change i.e. a significant change in landscape character from wind turbine development’. The change in the landscape character and visual impact also needs to be balanced against other considerations in order to determine whether the effect would be acceptable. The Inspector concluded that the WG recognises that onshore wind has a key role to play in meeting its renewable energy potential to 2015/17 and beyond. The proposed scheme would make a significant contribution towards meeting those targets in Wales and provide some modest economic benefits which weigh in favour of the development.

In relation to the effects on adjacent communities, the Inspector considered the effects of the proposal individually and in conjunction with other adjacent wind farm developments. The Inspector examined the effects from within individual properties and within public areas in the wider community.

It was noted that turbines would be prominent but not dominant or overwhelming when viewed from the communities of Abergwynfi, Blaengwynfi and Croeserw. It was further acknowledged that the degree of separation distance between the proposal and existing properties together with the large open extent of the landscape was sufficient to mitigate against the impact upon these communities. Whilst it was recognised that there would be a measurable visual impact on residents, that impact had to be balanced against the contribution that the proposal made to reaching WG targets, moreover any impact on visual amenity would not be so detrimental that the settlements and residential properties within them would be widely regarded by the public as being an unattractive place in which to live.

In relation to matters such as Noise, Shadow flicker, Tourism and Recreation, Safety, Ecology, Historic Environment and other representations received during the Inquiry, the Inspector considered that these issues would not result in any adverse effect which would merit the dismissal of the appeal.

The Inspector concluded that the 12 turbine scheme to be unacceptable but concluded that the 9 turbine scheme, omitting turbines T1, T4 and T9. (Option 2) was acceptable.

**5. DELEGATED APPLICATIONS
DETERMINED BETWEEN 24TH SEPTEMBER 2013 AND
14TH OCTOBER 2013**

1	App No. P/2012/171	Type Full Plans
Proposal	Construction of 29 no. dwellings.	
Location	Land rear of, 102 Crymlyn Road, Skewen, Neath, SA10 6DT	
Decision	Approved subject to s.106	
Ward	Coedffranc West	

2	App No. P/2012/184	Type Neigh.Auth/Nat.Park
Proposal	Consultation from Rhondda Cynon Taf County Borough Council for the demolition of the existing buildings and erection of foodstore (Class A1), two non-food retail units (Class A1), petrol filling station, highway works, car parking, landscaping and ancillary works	
Location	Ferraris Bakery, Bryngelli Estate, Hirwaun CF44 9PT	
Decision	Objections	
Ward	Outside Borough	

3	App No. P/2012/766	Type Change of Use
Proposal	Conversion of 1st, 2nd and 3rd floors to provide four self-contained flats and external alterations including alterations to fire escape, windows and provision of Juliet balconies.	
Location	The Former New Dock Ph, Villiers Street, Briton Ferry, Neath, SA11 2DZ	
Decision	Approved subject to s.106	
Ward	Briton Ferry East	

4	App No. P/2012/955	Type Neigh.Auth/Nat.Park
Proposal	Consultation from Rhondda Cynon Taff CBC in respect of Class A1 (Retail) development	
Location	Land south of Hirwaun, Aberdare	
Decision	Objections	
Ward	Outside Borough	

5	App No. P/2013/147	Type Advertisement
Proposal	Two internally illuminated fascia signs, two internally illuminated projecting sign and one internally illuminated semi circular sign in entrance porch.	
Location	2-4 Station Road, Port Talbot, SA13 1JB	
Decision	Approval with Conditions	
Ward	Port Talbot	

6	App No. P/2013/148	Type Full Plans
Proposal	External alterations comprising of a new entrance door at the location of the old ATM cash machine on the South West elevation.	
Location	2-4 Station Road, Port Talbot, SA13 1JB	
Decision	Approval with Conditions	
Ward	Port Talbot	

7	App No. P/2013/327	Type Vary Condition
Proposal	Variation of Conditions 11, 17, 20, 26, 31 and 33 of Planning Application P2012/0345 granted on the 22nd of February to allow the submission of details in respect of slab levels, surface water disposal method statement, construction method statement, Remediation Strategy, Environmental Management Plan and redesign of the sales area post commencement of development.	
Location	Land at, Ocean View, Jersey Marine, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc West	

8	App No. P/2013/402	Type Full Plans
Proposal	Partial change of use of ground floor of dwelling to shop (Class A Hairdresser) construction of single storey side extension and vehicular access (Amended Block Plan Received 18/09/13)	
Location	50 Park Avenue, Glynneath, Neath, SA11 5DR	
Decision	Refusal	
Ward	Glynneath	

9	App No. P/2013/424	Type Lawful Dev. Cert-Exist
Proposal	Use of buildings and land for equestrian / livery use (Certificate of Lawfulness Existing)	
Location	Oak Tree Farm, Drummau Road, Skewen, Neath, SA10 6NR	
Decision	Issue Lawful Dev. Cert.	
Ward	Coedffranc North	

10	App No. P/2013/451	Type Householder
Proposal	Part ground floor and part first floor rear extension and the retention and competition of a detached garage	
Location	311 Graig Road, Godre'r Graig, Swansea,SA9 2NZ	
Decision	Approval with Conditions	
Ward	Godre'rgrraig	

11	App No. P/2013/459	Type Householder
Proposal	Detached garage	
Location	20 Pen Y Cae Road, Port Talbot,SA13 2EL	
Decision	Approval with Conditions	
Ward	Port Talbot	

12	App No. P/2013/593	Type Full Plans
Proposal	Detached log cabin for holiday let with raised terrace and associated access and parking.	
Location	Afan Argoed Country Park, Afan Valley Road, Cymmer, Port Talbot	
Decision	Approval with Conditions	
Ward	Cymmer	

13	App No. P/2013/594	Type Full Plans
Proposal	Retention of raised freestanding outbuilding	
Location	Seven Oaks, Pencynor, Cilfrew, Neath,SA10 8LF	
Decision	Refusal	
Ward	Aberdulais	

14	App No. P/2013/595	Type Householder
Proposal	Two storey rear extension, front porch, increase in ridge height and 3 no. dormers to rear	
Location	Ynysymond Uchaf Farm, Lane From Glais Road Alltwen To Ynysymond Uchaf Farm, Glais, Swansea,SA7 9JE	
Decision	Approval with Conditions	
Ward	Alltwen	

15	App No. P/2013/601	Type Discharge of Cond.
Proposal	Details submitted pursuant to Condition 22 of planning permission P2010/222 (Approved on the 30/08/12) in respect of Aggregate quality.	
Location	Land off, Fabian Way, Former BP Tank Farm, Crymlyn Burrows, Neath	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

16	App No. P/2013/605	Type Householder
Proposal	Single storey rear extension with two dormers above to facilitate first floor living accommodation.	
Location	9 Cwm Cadno, Coed Hirwaun, Port Talbot, A13 2TP	
Decision	Approval with Conditions	
Ward	Margam	

17	App No. P/2013/627	Type Full Plans
Proposal	Reconfiguration of drive through and car park incorporating a new island, access and kerb lines, single storey side extension to booth and installation of 2no. free standing order displays.	
Location	Mcdonalds Restaurant, Water Street, Aberavon, Port Talbot, SA12 6LL	
Decision	Approval with Conditions	
Ward	Aberavon	

18	App No. P/2013/659	Type Full Plans
Proposal	Change of use of 2 no. barns into tourist accommodation including external alterations (Amendments to refused planning application P2012/0860)	
Location	Plas Farm, Lane From Church Road To Plas Farm, Rhos Pontardawe, Swansea, SA8 3JQ	
Decision	Approval with Conditions	
Ward	Rhos	

19	App No. P/2013/665	Type Householder
Proposal	Single storey front extension	
Location	26 Brahms Avenue, Sandfields, Port Talbot, SA12 7SR	
Decision	Approval with no Conditions	
Ward	Sandfields West	

20	App No. P/2013/680	Type Full Plans
Proposal	Conversion and alteration of exisitng outbuilding to a self contained residential unit.	
Location	Rear of Merlyns Public House, Windsor Road Neath, SA11 1NS	
Decision	Approval with Conditions	
Ward	Neath North	

21	App No. P/2013/689	Type Householder
Proposal	Single storey front extension	
Location	12 Y Berllan, Cimla, Neath, SA11 3YH	
Decision	Refusal	
Ward	Cimla	

22	App No. P/2013/695	Type Householder
Proposal	Detached garage	
Location	10 Marsh Street, Aberavon, Port Talbot, SA12 6UD	
Decision	Approval with Conditions	
Ward	Aberavon	

23	App No. P/2013/705	Type Householder
Proposal	Front canopy	
Location	2 Heol Tabor, Cwmavon, Port Talbot, SA12 9PS	
Decision	Approval with Conditions	
Ward	Bryn & Cwmavon	

24	App No. P/2013/708	Type Full Plans
Proposal	Recladding of Process bay, stripper bay Margam A power plant and central engineering shop building façades	
Location	Port Talbot Steelworks, Grange Road, Margam, Port Talbot, SA13 2NG	
Decision	Approval with Conditions	
Ward	Margam	

25	App No. P/2013/711	Type Reserved Matters
Proposal	Reserved Matters for the construction of the College of Business and Economics, and Residential Buildings 5, 8, and 11 (Amended design than approved under Planning Application P2012/0888)	
Location	Land off, Fabian Way, Former BP Tank Farm, Crymlyn Burrows, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc West	

26	App No. P/2013/714	Type Householder
Proposal	Single storey side / rear extension and rear balcony and front access steps	
Location	105 Dinas Baglan Road, Baglan, Port Talbot, SA12 8DU	
Decision	Approval with Conditions	
Ward	Baglan	

27	App No. P/2013/719	Type Discharge of Cond.
Proposal	Details to be agreed in association with Condition 45 (Site Waste Management Plan) for the Innovation Hub approved under Planning Permission P2010/0222 on 31/08/12.	
Location	Land off, Fabian Way, Former BP Tank Farm, Crymlyn Burrows, Neath	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

28	App No. P/2013/721	Type Discharge of Cond.
Proposal	Details to be agreed in association with condition 5 (Drainage) of Application P2013/0104 granted on the 20/06/13.	
Location	Land at, 58 Cardonnel Road, Skewen, Neath, SA10 6BS	
Decision	Approval with no Conditions	
Ward	Coedffranc Central	

29	App No. P/2013/723	Type Householder
Proposal	Single storey rear extension, detached garage, vehicle access gates and rear boundary treatment.	
Location	8 Bracken Road, Neath, SA11 3DR	
Decision	Approval with Conditions	
Ward	Neath North	

30	App No. P/2013/726	Type Full Plans
Proposal	External alterations comprising of the insertion of an additional doorway, and two sash windows to the front elevation and 1 replacement first floor window in the rear elevation plus 2 velux windows in rear roof plane.	
Location	41 Alfred Street, Neath, SA11 1EH	
Decision	Approval with Conditions	
Ward	Neath North	

31	App No. P/2013/752	Type Householder
Proposal	Single storey rear extension	
Location	65 Ffynnon Dawel, Aberdulais, Neath, SA10 8EN	
Decision	Approval with Conditions	
Ward	Aberdulais	

32	App No. P/2013/758	Type Householder
Proposal	Demolition of existing rear extension and construction of single storey rear extension, detached garage and front porch	
Location	10 Lower Colbren Road, Gwaun Cae Gurwen, Ammanford, SA18 1HW	
Decision	Approval with Conditions	
Ward	Gwaun-Cae-Gurwen	

33	App No. P/2013/759	Type Householder
Proposal	Demolition of existing single storey side extension and construction of new single storey side extension	
Location	83 Brooklyn Gardens, Aberavon, Port Talbot, SA12 7PD	
Decision	Approval with Conditions	
Ward	Aberavon	

34	App No. P/2013/761	Type Advertisement
Proposal	Internally Illuminated ATM Collar advertisement.	
Location	45 Victoria Road, Sandfields, Port Talbot, SA12 6QG	
Decision	Approval with Conditions	
Ward	Sandfields East	

35	App No. P/2013/763	Type Householder
Proposal	Single storey front extension	
Location	12 Golden Avenue, Sandfields, Port Talbot, SA12 7RP	
Decision	Approval with Conditions	
Ward	Sandfields West	

36	App No. P/2013/764	Type Householder
Proposal	Single storey side conservatory	
Location	18 Uplands Road, Pontardawe, Swansea, SA8 4AH	
Decision	Approval with Conditions	
Ward	Pontardawe	

37	App No. P/2013/765	Type Householder
Proposal	Single storey rear extension to dwelling	
Location	43 Dol Las, Baglan, Port Talbot, SA12 8YA	
Decision	Approval with Conditions	
Ward	Baglan	

38	App No. P/2013/766	Type Lawful Dev.Cert-Prop.
Proposal	Single storey side extension.	
Location	21 Tymaen Crescent, Cwmavon, Port Talbot, SA12 9EA	
Decision	Issue Lawful Dev.Cert.	
Ward	Bryn & Cwmavon	

39	App No. P/2013/767	Type Full Plans
Proposal	Scooter store	
Location	4 Somerset House, Border Road, Sandfields, Port Talbot, SA12 7DY	
Decision	Approval with Conditions	
Ward	Sandfields West	

40	App No. P/2013/770	Type Householder
Proposal	Retention and completion of a single storey side extension (amendment to P2012/216)	
Location	21 Coombe Tennant Avenue, Skewen, Neath, SA10 6EB	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

41	App No. P/2013/777	Type Householder
Proposal	Single storey side extension	
Location	28 Cunard Terrace, Salem Road, Cwmavon, Port Talbot, SA12 9EB	
Decision	Approval with Conditions	
Ward	Bryn & Cwmavon	

42	App No. P/2013/778	Type Full Plans
Proposal	External alterations comprising of enlarged window to facilitate new ATM and security panel	
Location	45 Victoria Road, Sandfields, Port Talbot, SA12 6QG	
Decision	Approval with Conditions	
Ward	Sandfields East	

43	App No. P/2013/791	Type Householder
Proposal	Single storey front porch extension	
Location	81 Alltygrug Road, Ystalyfera, Swansea, SA9 2AR	
Decision	Approval with Conditions	
Ward	Ystalyfera	

44	App No. P/2013/797	Type Householder
Proposal	Part two storey, part single storey rear extension	
Location	27 Glen Road, Neath, SA11 3DS	
Decision	Approval with Conditions	
Ward	Neath North	

45	App No. P/2013/798	Type Householder
Proposal	Retention of front porch	
Location	18 New Road, Skewen, Neath, SA10 6UT	
Decision	Approval with Conditions	
Ward	Coedffranc Central	

46	App No. P/2013/813	Type Householder
Proposal	Garage Conversion	
Location	73 Hunters Ridge, Tonna, Neath, SA11 3FE	
Decision	Approval with Conditions	
Ward	Tonna	

47	App No. P/2013/814	Type Householder
Proposal	Demolition of existing garage and construction of a single storey side/rear extension	
Location	143 Margam Road, Taibach, Port Talbot, SA13 2AB	
Decision	Approval with Conditions	
Ward	Taibach	

48	App No. P/2013/829	Type Discharge of Cond.
Proposal	To vary by written agreement Condition 20 of planning permission P2005/0393 (Approved on the 8/2/08) in relation to phasing of strategic sewerage strategy.Pa	
Location	Former Llandarcy Oil Refinery, Llandarcy, Neath	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

49	App No. P/2013/831	Type Prior Notif.Demol.
Proposal	Prior notification for the demolition of the former swimming pool and classroom.	
Location	Former Ysgol Arbennig Llansawel, Heol Ynysymaerdy, Llansawel, Castell Nedd, SA11 2TL	
Decision	Prior Approval Not Required	
Ward	Briton Ferry East	

50	App No. P/2013/835	Type Householder
Proposal	Single storey side extension	
Location	41 Highland Gardens, Neath Abbey, Neath, SA10 6PJ	
Decision	Approval with Conditions	
Ward	Dyffryn	

51	App No. P/2013/839	Type Householder
Proposal	Single storey front extension	
Location	56 Heol Mabon, Cwmavon, Port Talbot, SA12 9PD	
Decision	Approval with Conditions	
Ward	Bryn & Cwmavon	

52	App No. P/2013/840	Type Screening Opinion
Proposal	Request for screening opinion under EIA regulations for the erection of 1no. wind turbine maximum height 26.1 metres	
Location	ABP Land, Docklands Margam Sands, Margam, Port Talbot	
Decision	EIA Not Required	
Ward	Margam	

53	App No. P/2013/844	Type Outline
Proposal	2 semi-detached dwellings (outline with details of access)	
Location	Land adjacent to, 9 Cimla Common, Cimla, Neath, SA11 3SY	
Decision	Approval with Conditions	
Ward	Neath South	

54	App No. P/2013/845	Type Householder
Proposal	Single storey rear conservatory extension.	
Location	99 Cimla Crescent, Cimla, Neath, SA11 3PF	
Decision	Approval with Conditions	
Ward	Neath South	

55	App No. P/2013/854	Type Householder
Proposal	Single storey rear extension	
Location	16 Southdown Road, Sandfields, Port Talbot, SA12 7HL	
Decision	Approval with Conditions	
Ward	Sandfields West	

56	App No. P/2013/856	Type Discharge of Cond.
Proposal	Submission of details pursuant to condition 6 of planning permission ref. P2013/245 granted 4/7/2013 in respect of foul drainage	
Location	Abbey Auto Dismantlers Margam Arches, Penrhyn Street, Taibach, Port Talbot, SA13 1LU	
Decision	Approval with Conditions	
Ward	Margam	

57	App No. P/2013/885	Type Discharge of Cond.
Proposal	Details pursuant to condition 27 (traffic calming) of planning application P2013/0327 approved on 26/9/13	
Location	Land at, Ocean View, Jersey Marine, Neath	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

58	App No. P/2013/888	Type LawfulDev.Cert-Prop.
Proposal	Certificate of Lawful Development (Proposed) for single storey side extension	
Location	128 Neath Road, Rhos Pontardawe, Swansea, SA8 3HB	
Decision	Issue Lawful Dev.Cert.	
Ward	Rhos	

59	App No. P/2013/899	Type LawfulDev.Cert-Prop.
Proposal	Certificate of lawful development (proposed) for a single storey side extension	
Location	2 Lon Tanyrallt, Alltwen Pontardawe, Swansea, SA8 3AR	
Decision	Issue Lawful Dev.Cert.	
Ward	Alltwen	

60	App No. P/2013/942	Type Discharge of Cond.
Proposal	Details pursuant to condition 26 (Design stage interim assessment Code for Sustainable Homes) of Planning Application P2013/0171 approved on 04/10/2013	
Location	Land rear of, 102 Crymlyn Road, Skewen, Neath, SA10 6DT	
Decision	Approval with no Conditions	
Ward	Coedffranc West	