



PLANNING COMMITTEE

10.00 AM - TUESDAY, 11 OCTOBER 2022

**MULTI-LOCATION MEETING – COUNCIL CHAMBER PORT TALBOT
AND MICROSOFT TEAMS**

**ALL MOBILE TELEPHONES TO BE SWITCHED TO SILENT FOR THE
DURATION OF THE MEETING**

Webcasting/Hybrid Meetings:

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PART 1

1. Chairpersons Announcements
2. Declarations of Interest
3. Minutes of the Previous Meeting (*Pages 5 - 6*)
4. To Request Site Visit(s) from the Applications Presented

Report/s of the Head of Planning and Public Protection

Section A - Matters for Decision

Planning Applications Recommended for Approval

5. Application No. P2021/0856 - Eagle House (*Pages 7 - 46*)

The demolition of the existing 2 storey office building and the construction of 18 affordable housing apartments on upper floors with office/commercial units at ground floor and associated external

works and parking area.

At Eagle House 2 Talbot Road Port Talbot SA13 1DH.

6. Application No. P2022/0470 - Land at Baglan Way (*Pages 47 - 78*)

Erection of an industrial unit (use class B2) (GIA 25,545sqm) with associated works including sustainable drainage, car parking, cycle storage and landscaping.

At Land at Baglan Way, Neath Port Talbot.

7. Application No. P2022/0521 - 7 Clarice Street (*Pages 79 - 94*)

Change of use of Dwelling (C3 use) into 5 Bedroom House of Multiple Occupation (HMO) (C4 use) plus first-floor rear extension.

At 7 Clarice Street, Aberavon, SA12 6BQ.

Section B - Matters for Information

8. Appeals Determined - 11 July 2022 to 3 October 2022
(*Pages 95 - 98*)

9. Appeals Received - 11 July 2022 to 3 October 2022
(*Pages 99 - 100*)

10. Delegated Decisions - 1 August 2022 to 3 October 2022
(*Pages 101 - 126*)

11. Urgent Items
Any urgent items at the discretion of the Chairman pursuant to Section 100B(4)(b) of the Local Government Act 1972.

K.Jones
Chief Executive

Civic Centre
Port Talbot

Tuesday, 4 October 2022

Committee Membership:

Chairperson: **Councillor C.James**

**Vice
Chairperson:** **Councillor J.Jones**

Members: Councillors S.Paddison, D.Keogh, R.Davies,
T.Bowen, H.Davies, C.James, L.Jones,
C.Jordan, C.Phillips and S.Thomas

**Cabinet
UDP/LDP
Member:** Councillor W.F.Griffiths

Requesting to Speak at Planning Committee

The public have a right to attend the meeting and address the Committee in accordance with the [Council's approved procedure](#) which is available at www.npt.gov.uk/planning.

If you would like to speak at Planning Committee on an application reported to this Committee you must:

- Contact Democratic Services in writing at : Civic Centre, Port Talbot SA13 1PJ, preferably by email: democratic.services@npt.gov.uk.
- Ensure your request to speak is made no later than two working days prior to the meeting date (by 2 pm on the preceding Friday based on a usual Tuesday meeting),
- Clearly indicate the item number or application number on which you wish to speak and confirm whether you are supporting or objecting to the application.
- Give your name and address (which will be publicly available unless there are particular reasons for confidentiality)

Please note that only one person is able to speak for each 'category' (objector; supporter; applicant/agent; Town/Community Council for each application. Full details are available in the [Council's approved procedure](#).

In addition, if an objector registers to speak, the Applicant/Agent will be notified by the Council.

Should you wish to discuss any aspect of public speaking, please contact the Democratic Services Team on 01639 763713.

Commenting on planning applications which are to be reported to Committee

Should you wish to submit representations on an application presented to this Planning Committee, please note that these must be received by the Planning department no later than 2.00p.m. on the Friday before Committee (based on the usual Tuesday meeting). If the meeting is not on a Tuesday, these should be received no later than 2.00pm on the penultimate working day immediately preceding the Planning Committee.

Please note that representations received in accordance with the Council's protocol are summarised and, where necessary, commented upon in the form of an Amendment Sheet, which is circulated to Members of the Planning Committee by email on the evening before Committee, and re-distributed prior to the commencement of the meeting.

PLANNING COMMITTEE

(MULTI-LOCATION MEETING – COMMITTEE ROOMS 1 AND 2, PORT TALBOT AND MICROSOFT TEAMS)

Members Present:

9 August 2022

Chairperson: Councillor C.James

Vice Chairperson: Councillor J.Jones

Councillors: S.Paddison, D.Keogh, R.Davies, T.Bowen, C.Jordan, C.Phillips and S.Thomas

UDP/LDP Member: Councillor W.F.Griffiths

Local Members: Councillors S.Rahaman, S.Freeguard and S.Pursey

Officers In Attendance: C.Morris, C.Davies, N.Lake, G.White and C.Plowman

1. **CHAIRPERSONS ANNOUNCEMENTS**

The Chairperson welcomed everyone to the meeting.

2. **DECLARATIONS OF INTEREST**

No Declarations of Interests were received.

3. **MINUTES OF PREVIOUS MEETING**

The minutes of the meetings held on 29 March 2022 and 19 July 2022 were approved as an accurate record.

4. **TO REQUEST SITE VISIT(S) FROM THE APPLICATIONS PRESENTED**

During the meeting, it was requested that a site visit be arranged to Eagle House.

RESOLVED: That a site visit to Eagle House 2 Talbot Road Port Talbot SA13 1DH be arranged.

5. **APPLICATION NO. P2021/0856 - EAGLE HOUSE**

Officers made a presentation to the Planning Committee on this Application (the demolition of the existing 2 storey office building, and the construction of 18 affordable housing apartments on upper floors with office/commercial units at ground floor and associated external works and parking area at Eagle House, 2 Talbot Road, Port Talbot, SA13 1DH) as detailed in the circulated report.

The Local Ward Members and Local Member for Sandfields East were present to give their representations.

RESOLVED: That Application No. P2021/0856 be deferred until a Heritage Impact Assessment is undertaken by the applicant in order to provide further detailed justification as to why the proposed development outweighs the heritage importance of the site and the loss of the Building of Local Importance, and that a revised officer's report is brought back to the Committee detailing the outcome of the Heritage Impact Assessment.

6. **DELEGATED DECISIONS - 11 JULY 2022 AND 1 AUGUST 2022**

Members noted the list of Delegated Decisions from 11 July 2022 to 1 August 2022.

RESOLVED: That the report be noted.

7. **URGENT ITEMS**

No urgent items were received.

CHAIRPERSON

SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2021/0856	<u>DATE:</u> 19th August 2021
PROPOSAL:	The demolition of the existing 2 storey office building and the construction of 18 affordable housing apartments on upper floors with office/commercial units at ground floor and associated external works and parking area.
LOCATION:	Eagle House 2 Talbot Road Port Talbot SA13 1DH
APPLICANT:	I & S Gorvett with Castell Group
TYPE:	Full Plans
WARD:	Port Talbot

FURTHER BACKGROUND

Members will recall that the application was deferred from the committee meeting of the 9 August 2022 until a Heritage Impact Assessment is undertaken by the applicant in order to provide further detailed justification as to why the proposed development outweighs the heritage importance of the site and the loss of the Building of Local Importance. The Members also resolved to carry out a site visit, which took place at 10:00am on the 30 August 2022.

The applicants commissioned and have subsequently submitted a Heritage Impact Assessment and Statement (HIAS) produced by Richard Hayman who is a Building Historian and Archaeologist. The applicants have also chosen to submit a Market Demand Report produced by BP2 Land and Property Consultants. The submitted report states that it was commissioned to assess the marketability of commercial space within Eagle House. Despite the submission of this document the proposed development remains unchanged, with proposed commercial development on the ground floor of the building, as such the application must be determined based on the current proposed development.

A further consultation exercise was undertaken in relation to the additional submitted information for a further 14 days. Neighbours and objectors were notified by letter and email on the 23 August 2022 and by site notices displayed around the site and wider area on the 23 August 2022.

FURTHER REPRESENTATIONS

To date a further 32 objections have been received taking the total number of objections to 33. These additional responses can be summarised as follows:

- Why is the Council so determined to destroy any remaining character Port Talbot has left? The destruction of our town centre to be replaced by the Aberavon Centre was nothing short of vandalism, and has destroyed the character of the town, please do not destroy any historic buildings we have left. The people of Port Talbot deserve better than to have to live in a soulless wasteland. Our town is quite frankly, ugly enough without another characterless brick box being added to the

blandness. Our town centre has been "modernised" and ruined. We've lost The Vivian, The Jersey Beach, the old market and The Craddock. Enough is enough. The building is one of the first things that visitors to Port Talbot to see when they are alight from the railway station. It stands out in beautiful contrast to the cinema which rests alongside it. Replacing such an integral part of the town's rich tapestry and historical significance with homogenised low rent flats and accommodation, is cultural suicide. Whilst it is appreciated that there may be a need to provide cheap accommodation for people, surely we can do it with far more finesse and thoughtfulness than this. They would like to purchase the building for the future residents of Port Talbot. If the development is approved there will be further action from the residents of Port Talbot.

- The building is described in the council's own Local Development Plan as a building of local importance and as 'One of the first buildings in the locality, having an important place in the early development of Port Talbot'. The history of the building has been thoroughly researched by Cllr Sean Pursey and links with the Talbot Estate, the Port Talbot Temperance Movement and the development of the railways has been established. It is clear that this building has a substantial historical and cultural significance dating back to the 1850s. With a connection to PH Burton through 499 Squadron of the ATC who met at Eagle House during the war. The building stands between the Grand Hotel and the Plaza - both of which have been sympathetically restored. They feel that this building is worth saving for future generations in one form or another. The sympathetic redevelopment of the old Glanafan school site shows what can be achieved when modern needs are accommodated with respect for the town's heritage. They urge the Authority to consider how its existing architecture could continue to contribute to our cultural and social significance, through refurbishment of the existing building rather than removal. Eagle House's juxtaposition to the superbly renovated Plaza provides a unique opportunity to support the heritage of the area. NPTCBC can right some of the historical wrongs carried out over the years in the name of progress. It should be kept in memory of the Talbots.
- The Heritage Impact Statement focuses principally on the effect of the NEW development on surrounding buildings, but surely the most significant area of concern should be the loss to the town's cultural heritage if permission is given to demolish.
- If the decision is made to approve the demolition then could consideration be given to the application for affordable housing with commercial units on the ground floor. The accompanying report from BP2 Land & property Consultants is particularly negative towards the success of any commercial space in the new development. There are plenty of retail units in Station Road, while there are empty flats/apartments nearby which need to be used first and plenty of housing being built on the beach front. Any additional commercial units on the Eagle House site would likely remain empty and create a general atmosphere of 'disuse' and 'abandonment'. Perhaps enclosed ground floor parking could be an option. Or as a compromise that the façade of the building is retained with flats built behind.
- Recent flash flooding (17/8/22) **Page 8** surely brings residential development here into question.

- There is an existing lack of parking for residents of Eagle Street. Parking for local residents is already a huge issue. Consideration of traffic volume in both directions along Oakwood Lane and the junction with Talbot Road should be given. The replacement of this building with 18 accommodation units on the practical grounds that should there be two vehicles per dwelling, they will be parked on an already dangerous part of the town centre.
- They question the need for yet more micro office space. We are building dozens of new houses on the seafront, and the density of living space is already pushed to the max. We seem to be obsessed with cramming as many people as possible into a smaller space as possible. 18 units in such a small space and in such an area cannot be conducive to providing a beneficial and worthwhile living experience. The plans would result in an overdevelopment of this site and that it is not necessary to build so many units here when there are other more suitable larger windfall sites in the Port Talbot spatial area. It already feels narrow to drive and walk through. The planned development is overbearing, out-of-scale and out of character.
- They vociferously object to the new plans. There is much social housing concentrated in that area,). The addition of further social housing within such a concentrated area would potentially lead to further social disturbances within the vicinity and put further pressure on our local police force already dealing with anti-social behaviour within the town.

FURTHER CONSULTATIONS.

Cadw: were consulted by the Council in relation to the proposed development and they responded stating that the building is not listed, but it is included in the NPT Schedule of Buildings of Local Importance (in line with their guidance) which is supported by a very clear policy in the Local Development Plan and included within the Supplementary Planning Guidance for the historic environment. They state that they have looked at its entry in the schedule, and viewed Google Street View, and can confirm that the building would not meet the criteria for statutory listing, as it has sustained significant alterations including extensive changes to fenestration (all modern windows on the main block fronting the A48 as well as the extensions). However the building retains character nevertheless, in its massing, use of materials, and some neo-tudor detail and they can see why it was included on the local list. The demolition of the building would not comply with policy, unless it has been demonstrated that the reasons for redevelopment of the site outweigh its heritage importance.

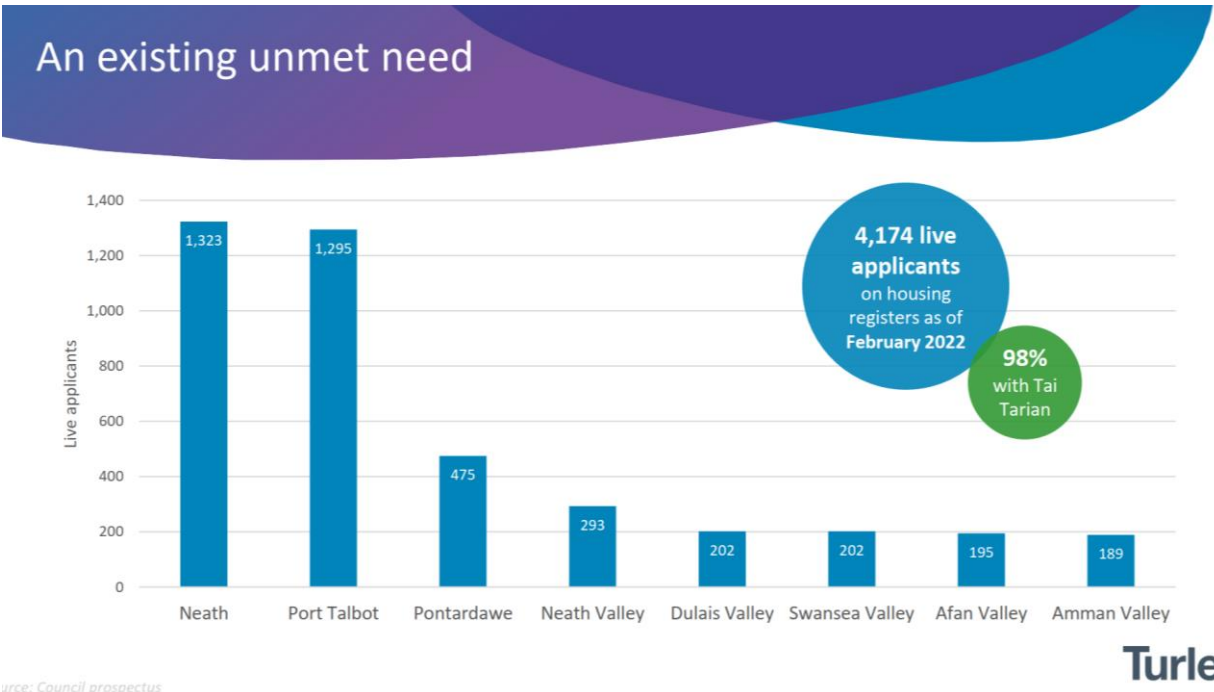
Glamorgan Gwent Archaeological Trust: Have considered the submitted Heritage Impact Assessment and Statement and have consulted the regional Historic Environment Record (HER) and note that Eagle House is a 19th century former Inn/hotel of stone construction with white stone features including quoins and windows. The structure is included in the Neath Port Talbot list of Buildings of Local Importance and Designated Canal Structures (Neath Port Talbot Council). It is also depicted on historic Ordnance Survey mapping.

The current application is for demolition. Whilst the structure has been altered, it remains of historical significance. Such alterations are detailed in the Heritage Impact Assessment, which also recommends preservation by record in the form of a Level 2

building survey. We concur with the Assessment and, as previously, we recommend that a historic building survey is made prior to any work commencing. We would recommend that this takes the form of a **Level 2** survey as set out in “*Understanding Historic Buildings: A Guide to Good Recording Practice*”, Historic England, 2016. This will include a measured scale in the photographs and a directional plan. To ensure that work is carried out in a suitable manner, we therefore suggest that a condition worded in a manner similar to model condition 73 given in Welsh Government Circular 016/2014 is attached to any consent that is granted in response to the current application.

The following additional data is also included in relation to housing need and demand.

The Graph below shows 1,295 live applications for the Port Talbot Spatial Area.



807 live applications for housing need from Tai Tarian alone within the Port Talbot Spatial Area

A more up-to-date position from Tai Tarian?

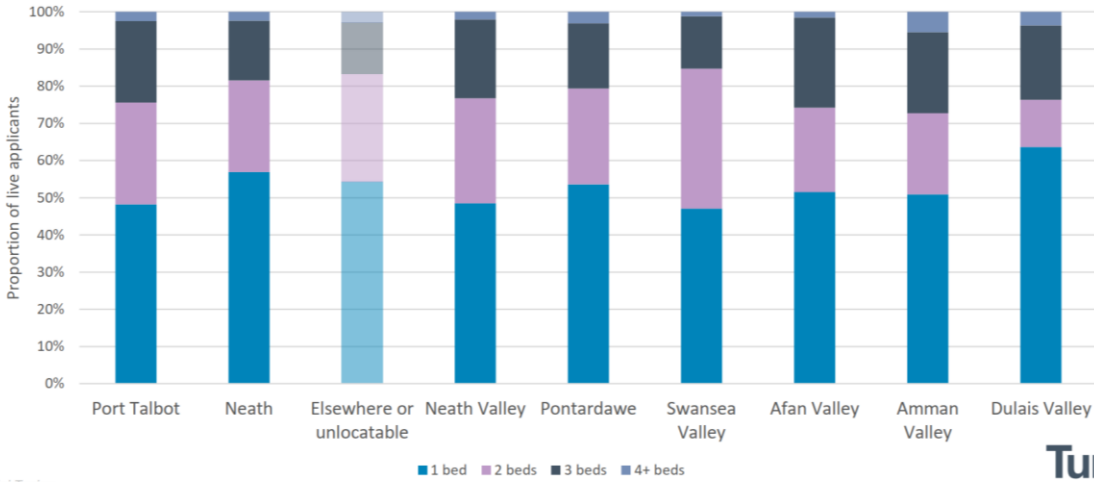


Source: Tai Tarian

Turley

The following graph identifies the growing need for smaller one and two bed units by spatial area. Approximately 50% of the need is for 1 bed units, with 75% in total for 1 and 2 bed units.

A prevailing need for smaller homes throughout NPT



Source: Tai Tarian

Turley

ASSESSMENT.

During the site visit it was asked that we clarify the number of existing rooms that were located within the existing building. The existing main Eagle House building has a total 12 rooms on the ground floor with 15 rooms at first floor (excluding corridors but including bathrooms).

The submitted Heritage Impact Assessment and Statement (HIAS) sets out the reasons for the assessment, and the national and local planning policies relevant to the proposal. The statement continues on to outline the historical background of Eagle House. It states:

“Originally known as the Eagle Inn, the building is first shown on the 1884 Ordnance Survey map (fig 2). It was probably built soon after the railway station on the South Wales Railway, now known as Port Talbot Parkway, opened in 1850. It was clearly one of the earliest buildings in Port Talbot and originally stood in an isolated position on the road between Taibach and Aberafan. There had been little further local development by the time of the 1900 Ordnance Survey (fig 3). Eagle House had by this time been extended and is labelled as a hotel. This extension may have coincided with the building of Port Talbot Central Station, immediately behind the hotel, which was opened in 1897 by the Port Talbot Railway and Docks Company (it closed in 1933). The hotel was described as a Temperance Hotel in 1917 but on the 1947 is shown without annotation (figs 4, 5). In latter years it was a commercial premises.

By 1917 there had been considerable development of Port Talbot, although the temperance Hotel at Eagle House, and the railway station, were set slightly apart from the residential districts and the commercial centre of the town, which was focussed to the north west on Station Road. Development of the area occurred rapidly after the opening of the docks in 1898 and the steelworks in 1907.”

The report also includes extracts from the relevant Ordnance Survey plans from the time periods, as set out above.

The report continues on to describe the current condition of the exterior of the building as:

“Eagle House has front and rear ranges, the earlier of which faces Talbot Road. It is two storeys, with Gothic detail, built of rock-faced stone with painted freestone dressings, and a steep slate roof behind coped gables. There is an external stack against the right-hand gable end (but no chimney), and a round stone stack on the gable to the south front. Corbels support the rainwater goods at eaves level.

In the Talbot Road (south-west) front there is a projecting gabled bay left of centre, set back from the angle. The lower storey is cement rendered and has wide modern windows (fig 6). The upper storey also has enlarged modern windows, but retains an earlier blind cusped window. In the angle with the gabled projection is a modern two-storey lean-to incorporating the main entrance to the building, with glazed doors, modern windows in both storeys and double-height window in the return wall.

The right-hand (south-east) gable end is obscured by the proximity of Eagle Mews. However, it has original but blocked pointed windows either side of the stack. The left-hand (west) gable end faces the junction with Oakwood Lane and is cement-rendered in the

lower storey (fig 7). It has wide modern windows in both storeys. The rear of this original range is of rubble stone. It has windows in dressed surrounds and an offset gable above the link to the rear range.

Front and rear ranges are connected by a short link, which is lower than the front and rear ranges and has been significantly altered. In its north-west wall to Oakwood Lane it is now two storeys with door and window in the lower storey and spanned by a single window in the upper storey, under a flat roof.

The L-plan rear range had been added by 1900. It is also two storeys, of coursed rock-faced with painted freestone dressings, and a roof of concrete tiles behind coped gables (fig 7). It has retained more of its original window openings than the front range, in dressed surrounds, with two narrow cusped lights in a projecting gable on the left side.

The north-east side is rendered. A modern door right of centre is in an original chamfered stone surround, right of which is a modern window. On the left side are escape stairs to a modern first-floor doorway. There is also an original window opening to the right in the upper storey, retaining most of its original hood mould, but with replacement modern glazing.

The rear (south-east) front of the rear range faces Eagle Mews (fig 8). It is spar-dashed but retains significant original detail in the form of a cross window and two-light windows.

The boundary wall facing Oakwood Lane is a twentieth-century addition, first shown on the 1947 Ordnance Survey map. It has railings on a dwarf wall and divided into bays by intermediate piers (fig 7). The dwarf wall and piers are of coursed, rock-faced stone, with lighter-grey freestone quoins and copings. The railings themselves are modern replacements (the original railings may have been removed during the 1939-45 war)."

Followed by the description of the interior of the building:

"The interior, including the room plan, has been significantly modernised. In the front range the partitions are all modern, and in the upper storey they are later than and do not respect the arrangement of the (modern) windows. The stairs here is also modern. The two fireplaces suggested by the presence of chimney stacks have been removed.

In the rear range the plan on both floors is a corridor along the spine of the building with rooms either side of it. These rooms have modern doors and no features of historic interest were noticed."

Next the report sets out the methodology for the assessment of the setting of the building. It set out Cadw's recommended strategy for a four stage process.

1. Identification of heritage assets that would be affected by the proposed development.
2. Define and analyse the setting, identifying the key factors which contribute to the significance of each of the historic assets affected.
3. Evaluate the potential impact of change or development.
4. Consider options to mitigate the impact of a proposed change or development.

The report continues on to explain each of the above stages, in accordance with the relevant guidance. It then sets out the assessment itself. It identifies and assesses the impact of the heritage assets affected by the development:

“There are six listed buildings within a 500-metre radius of the development site, all listed at grade II (fig 9):

- *Plaza Cinema, Cadw ref 22136*
- *Harbour Court, Cadw ref 23152*
- *Grove Place Chapel, Cadw ref 23254*
- *Bethany Chapel, Cadw ref 23252*
- *Afan Masonic Temple, cadw ref 23249*
- *Tabernacle Chapel, Cadw ref 23251*

“In practice, most of these listed buildings have no visual relationship with the development site and so will not be affected by the development – Harbour Court, Bethany Chapel, Afan Masonic Temple and Tabernacle Chapel. Grove Place Chapel is listed primarily for the architectural interest of its street front, which faces Grove Place. Its setting on a residential street contributes to the historic and architectural value of the building. The rear faces Oakwood Lane, which is visible from the development site at a distance of approximately 200 metres. The roughcast rear of the chapel is utilitarian and does not contribute to the special architectural interest of the building, which will therefore not be affected by the development.

The Plaza Cinema stands south-east of the proposed development, at the junction with Eagle Street (fig 10). It has been listed because it is a rare surviving example of 1930s cinema architecture in Wales, with an exterior which is in a Modernist style, with Art Deco influences. Setting does not make a significant contribution to its special architectural interest. There are no nearby listed buildings with which it has group value and it stands on a road where there has been significant modernisation. The principal view of the cinema is the view from the south east, looking up Talbot Road. From here the present Eagle House is partially visible beyond Eagle Mews, which is next to the cinema. The view from the west is less important. It is framed by Eagle House and the Red Lion public house (The Corner House), a much altered commercial building of 1928. However the modern Eagle Mews and Customs House, which stand either side of the cinema, and significantly diminish its historic setting.”

The report then considers the impact of the proposed development upon other heritage assets within the area – Building of Local Importance.

“There are also undesignated heritage assets in the form of buildings included in the schedule of buildings of local importance

- *Former Lloyds Bank, 2-4 Station Road, POR006*
- *Grove House, POR007*
- *St Oswald’s Chambers, 6 Station Road, POR008*
- *Barclays Bank, 48 Station Road, POR011*
- *Constitutional Club, POR012*
- *Former Glan Afan School main building, POR013*
- *Commercial Buildings, Talbot Road, POR014*
- *Grand Hotel, Talbot Road, POR015*
- *Romilly Buildings, Talbot Road, POR016*
- *56 Talbot Road, POR018*
- *Lucania Buildings, Talbot Road, POR020*
- *Eagle House, POR021*

- Grange Street Congregational Church, POR022
- St Agnes Church, POR023
- Carmel Church, POR026

Although none of these buildings are of national historical or architectural interest, they are considered to have strong associations with the locality and to give distinct local character to the community, and the aim of local policy is to try to retain this local character. Most of these buildings would not be affected by the proposed development. Several buildings of local importance are on Station Road, which was the commercial centre of the town, and have significant group value on that account, but they have no visual relationship with Eagle House. None of the places of worship has a visual relationship with Eagle House and setting contributes to their importance insofar as they are close to or within residential areas. With the exception of the Grand Hotel, the buildings on Talbot Road represent the Edwardian (Lucania Buildings) and inter-war development of Port Talbot – the Romilly Buildings of 1924, and 56 Talbot Road of the 1930s. Setting is an important part of their importance as they stand on a road lined with inter-war housing. They are not inter-visible with Eagle House.

The only building of local importance that is directly affected by the proposed development is the Grand Hotel (fig 11). The Grand Hotel is an Edwardian commercial building said to be by Emily Talbot. A large and ungainly building, it is nevertheless a landmark building and its importance is its historical and communal value. It represents the economic development of the town consequent upon the opening of the docks in the 1890s and the steel works in the following decade. Setting contributes to its significance insofar as it stands close to the railway station and on the route into the town centre, although modernisation has diminished the historic character of the railway station and its surroundings.”

The report then describes the proposed development before continuing on to consider the impacts associated with the proposal. It states:

“Eagle House is one of the oldest buildings in Port Talbot. It is this historical interest that qualifies it to be a building of local importance. Although it retains evidential value in the form of its external fabric, the building itself has been significantly altered on the exterior, principally by adding very large windows that have undermined its historic character. As described above, the interior has been extensively altered and no longer has architectural, evidential or historic value. When built Eagle House was an isolated building and even now it stands in an area with few buildings and a mix of heritage and modern buildings. The railway station it was built to serve has been completely modernised, while the Central Station it also served has been taken down and the site redeveloped. The building does, however, make some contribution to the historical interest of the Grand Hotel.

Under Policy BE 2 the loss of buildings of local importance is permitted if it can be demonstrated ‘that the development could not reasonably be accommodated without affecting or replacing the building and the reasons for the development outweigh the heritage importance of the site’. Those arguments are beyond the scope of this report. The loss of the building would of course be a negative impact, but as compensation a historic building survey would secure preservation by record. A historic building record equivalent to historic England’s Level 2 would be appropriate for an undesignated heritage asset which has already been much altered.

Eagle House contributes little to the setting of other buildings of local importance, with the exception of the Grand Hotel. The principal view of the hotel is from the west on the A48

or the Parkway bus stop. On its left side is a modern building and in front of it is the modern bus stand. Eagle House on the right side of it is the only element of its setting that provides any historic context. The loss of Eagle House would therefore take away this last historical dimension, bar the street layout, although it should be remembered that alterations to the Grand Hotel have already significantly diminished its historic character. The new building would be conspicuous alongside it, but will not be tall enough to dominate it, and its buff-coloured bricks will match the cream render of the hotel. The impact on the significance of the Grand Hotel will therefore be marginally negative.

The most important view of the Plaza Cinema is from the south-east, where Eagle House is in the background, although it is not conspicuous. Its loss would not therefore make a significant difference to the setting of the Cinema, and the new building has been designed to match the height of the Plaza, ensuring that it does not compete with the Plaza as a landmark building when approached from the south east. Viewed looking east, the heritage setting of the Plaza is of less importance, surrounded by a combination of modern buildings, Eagle House and the 1928 Corner House. The overall impact of the proposal on the setting of the Plaza Cinema is therefore considered to be neutral.”

Finally, in conclusion the Heritage Impact Assessment and Statement states:

“Eagle House has been identified as a Building of Local Importance, and therefore its loss should be compensated for by a historic building survey, so that the heritage can be preserved by record. A record equivalent to Historic England’s Level 2 would be appropriate for an undesignated heritage asset that has been extensively altered over its period of use.

The Plaza Cinema is the only listed building that has a visual relationship with the development site. However, setting contributes little to the significance of the Plaza Cinema, as it is surrounded by numerous modern buildings. Although the new building would be visible in the background when the Plaza is viewed looking north-west up Talbot Road, it will not detract from the setting of the cinema. The design proposal has ensured that the parapet level of the new building would be at the eaves height of the cinema, ensuring that the new building is not dominant at this end of Talbot Road. Viewed from the west, modern buildings are more prominent when looking towards the Plaza and so the new building would have even less impact on the heritage. The impact on the significance of the Plaza is therefore considered to be neutral.

The Grand Hotel is a Building of Local Importance that stands next to Eagle House. The loss of Eagle House would be a marginally negative impact on the Grand Hotel, although the importance of setting is largely due to the hotel’s location near the railway station and on the route to the commercial centre of the town.”

In addition to the applicant’s submitted Heritage Impact Assessment and Statement the case officer has also viewed Cllr Sean Pursey’s comprehensive history of Eagle House which is published on the internet: <http://history.seanpursey.co.uk/eagle-house/>

As stated below in the original officer’s report of the 9 August agenda, in addition to the above HIAS the applicants have in accordance with the requirements of policy BE2-Buildings of Local Importance submitted a justification for the proposed demolition of Eagle House. This document is detailed within the Principle of Development section of the report below. In addition to this the Amendment Sheet for the Committee Meeting of the 9 August that was circulated to Members prior to the meeting also provided

information in relation the documented Affordable Housing need of the Port Talbot Ward and the wider Council area.

Based on all available information, including the HIAS, Cllr Pursey's comprehensive history of the building, the applicant's justification for the demolition of Eagle House, guidance from Cadw and the consultation responses from Glamorgan Gwent Archaeological Trust, as well as the current available information on housing need; it is considered that the proposed development would through its loss result in a marginal negative impact on the setting of the Grand Hotel as well as result in the loss of a building of noted importance to the heritage of the local community. Nevertheless, it is considered that the detriment from the loss of this building would be outweighed by the development's contribution to the documented housing need within the Ward of Port Talbot through the provision of 18 one and two bed flats.

Other Matters

Responses to matters raised in representations not covered in the report on the main issues.

As identified earlier in this report, a number of additional objections were received in response following the publicity exercises. In response to the main issues raised which have not been addressed elsewhere in this report, the following comments are made:

- The Authority is satisfied that the submitted Heritage Impact Assessment and Statement has been produced in accordance with the relevant guidance.
- In relation to the existing problems with car parking along Eagle Street, this is a pre-existing situation with Traffic Regulations Orders in place for double yellow lines, resident's only car parking and areas with parking restrictions. There would be no access from the application site through to Eagle Mews, other than by the main road. The proposed development would also have the provision of 19 car parking spaces and it is understood that the property would be managed by a Housing Association who would be able to address issues of Resident's car parking through the adequate site management. The other highway safety issues have been addressed within the original report.
- Issues related to housing need, the provision of commercial floorspace at ground floor and the density of development have been addressed with the original and sequent assessments.
- In regards to the issues related to the provision of additional social housing within this area. The report has identified that there is continuing need for 1 and 2 bed residential units within the Port Talbot Ward as well as within the wider Authroty. The application is located within a sustainable location close to public transport and local facilities. In relation the proposed development creating additional pressure on the police force to deal with anti-social behavior, the proposed development has been designed to have good levels of natural surveillance without built feature which would encourage anti-social behavior and as such the proposed development would not of itself result in the increase in anti-social or criminal behaviour.

RECOMMENDATION.

To grant planning permission subject to the signing of a section 106 agreement and the conditions as set out at within the conclusion of the following report.

REPORT FROM THE 9 AUGUST 2022 COMMITTEE.

BACKGROUND

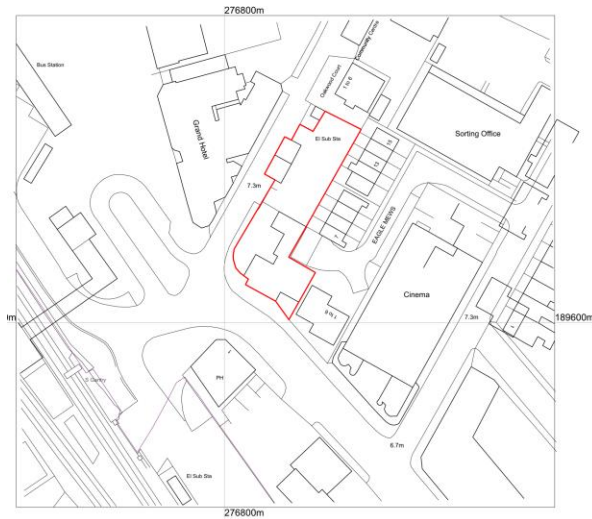
This application is reported to Planning Committee as Cllrs Freeguard and Rahaman have requested that the application be determined via Planning Committee on the following grounds:

- The building is of significant local importance and part of the local development plan and is listed as an important building by the Council.
- The plans have now changed due to inaccuracies.
- There may be loss of historic features with the current plans as they stand.
- The plan for use of the building as individual flats is not conducive with the immediate surroundings and the antisocial issues that this area experiences.

SITE AND CONTEXT

The application site is an irregular parcel of land located on the edge of the Port Talbot Town Centre, and is adjacent to the Transport Hub and Port Talbot Parkway Train Station. The plot is long and linear in shape with the narrow end fronting onto Talbot Road and the longer side fronting onto Oakwood Lane, which runs between the application site and the Grand Hotel located to the North West. The Grand Hotel is a predominately three storey ridged roof building with a fourth centrally located storey.

To the narrow north eastern boundary of the site is Oakwood Court, a block of residential flats, and an electricity sub-station. To the long south eastern boundary is the residential development of Eagle Mews. The Eagle Mews development is made up of three blocks. The first block (units 1-6) is a three storey block of flats which front onto Talbot Road and flanks onto the application site. To the rear of these are two further blocks which are accessed off Eagle Mews itself. One of the block is a group of four flats and the final block is a group of terraced houses. These properties all face the rear side elevation of the new build part of the former Plaza Cinema development and back onto the side boundary of the application site. To the opposite side of Talbot Road is the three storey building of The Red Lion (Formally The Corner House dated 1928).



Not to Scale

The main Eagle House building is made up of two sections, which are two storey with high ridged gabled roofs. These two sections are joined together by a two storey flat roofed section of building. Alterations have been made to the building over time, including what would appear to be the rendering of the ground floor and addition of large display windows to the principal elevation, together with a large modern, two storey glazed front porch structure that have been added to the frontage building. A further building is located within the application site. This is a single storey, detached building that is located directly on the edge of the carriageway of Oakwood Lane. This building was a former public convenience and had pedestrian entrances to the front and rear of the building. In recent years this building was used for storage but has been disused for a number of years.



DESCRIPTION OF DEVELOPMENT

The proposed development seeks permission for the demolition of the existing buildings on the site and the construction of a five storey mixed use building, with commercial uses on the ground floor and originally 20 residential units on the four floors above, which has been subsequently reduced down to 18 flats. The proposed flats would be made up of 13 – one bed apartments and 5 two bed apartments, with 6 flats on each of the first and second floors, 4 flats on the third floor and 2 flats on the fourth floor.

The proposed structure would be located in a similar position to that of the existing main building, within the Talbot Road frontage of the site, but would fill most of the available frontage area, with the exception of a small triangular area to the front (south eastern corner of the site adjacent to Eagle Mews), which is proposed as a vegetated swale and biodiversity area (approximately 13sq.m).

An under croft area located on the ground floor and to the rear of the proposed building is shown to be used for the provision of two disabled parking spaces, bin storage for the commercial development and two separate areas for bin storage and cycle storage for the flats. The remainder of the site is shown to be used as car parking and a second larger landscaped swale/water garden and biodiversity area (58sq.m) located at the far end of the site.

The proposed building is shown to have a rectangular front projection towards Talbot Road, with a recessed, but prominent curved feature that addresses the corner of the site before the building continues on along the front of Oakwood Lane. The building is to be externally finished with a cream/buff brick with three panels of vertical standing seam metal cladding set within brick frames. A glazed vertical panel would be located above the main entrance to the residential part of the building.

Photomontage (Noting this is now amended to provide set back of upper floors)





The fourth floor of the building has a significantly smaller footprint and is set back from the main elevations, with the exception of the main entrance element of the residential development, where it is flush with the main structure. An amendment has been made to the original proposal to show a reduction in the footprint of the third and fourth floors at both ends of the building. This creates a stepped appearance between the third and fourth floors of the building and that of the adjacent development of Eagle Mews. The proposed amended roof plan shows a corresponding reduction in roof area due to the stepped design, as well as a reduction in the extent of solar panels that are to be accommodated on the roof.

During the course of the application it came to light that the applicant was not the owner of all the land outlined in red on the location plan. As some of the owners of the land are not known (two small parcels of land within the existing and proposed car parking area are unregistered), the applicants have published a copy of the "Notice Under Article 10" in the local press and have submitted a completed copy of Certificate C. In addition to this the applicants have also submitted an amended location plan excluding the existing electricity sub-station from the application site area. A revised consultation exercise was carried out on these revisions.

All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

NEGOTIATIONS

Pre-application advice was provided prior to the submission of the application. Amendments have also been made to the scheme during the course of the application,

in relation to the design and massing of the building as well as the in relation to the Flood Consequence Assessment and the design and layout of the car parking area as well as a reduction in the site area to exclude the existing electricity substation from the proposed development.

PLANNING HISTORY

The application site has the following relevant planning history: -

T1974/0207 - 2 mobile units for temporary accommodation - Conditional Approval 16/09/1974.

P1984/4764 - Conversion of store from public convenience. – Conditional Approval 26/07/1984

P1990/7823 - Residential home for the elderly. Conditional Approval 05/11/1990

P1996/10359 - Pitched roof to replace existing flat roof. Conditional Approval 10/06/1996.

P2012/0285 - Change of use of public convenience to Financial and Professional offices (A2), plus insertion of a window and doorway on rear elevation, erection of a bin storage area, extension to front boundary wall and new pedestrian gate. – Conditional Approval – 11/05/2012

CONSULTATIONS

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

Head of Engineering and Transport (Drainage): SAB consent would be required.

Natural Resources Wales (NRW): Raised concerns in relation to TAN15 and flood risk in regards to the proposed car parking area and its resurfacing and recommended conditions to address other issues.

Noise: No objection subject to conditions.

Air Quality: No objection subject to conditions.

Environmental Health (Housing): No comment to make.

Contaminated Land: No objection subject to standard conditions.

Biodiversity: Raised concerns that the bat and bird boxes are not shown on the submitted drawings as indicted.

Education: No comment received, therefore no observations to make.

Housing: Have confirmed that the development is part of the social housing grant scheme to address a need for this type of accommodation in this locality.

Leisure: A contribution of £31,920 towards open space provision was identified as being required.

Play: No comment received, therefore no observations to make.

Glamorgan Gwent Archaeological Trust: No objection subject to a condition.

Crime Prevention: Raised comments in relation to the details of the development.

Dwr Cymru Welsh Water: No objection subject to conditions.

REPRESENTATIONS

The neighbouring properties were consulted on 19 August 2021, 15 November 2021, 3 February 2022 and the 6 July 2022.

A site notice was also displayed on 23 August 2021, 15 November 2022, 3 February 2022 and the 6 July 2022.

The application was also advertised in the press on 2 September 2021 and 13 July 2022.

In response, to date 1no. representation has been received on behalf of 4 residents of separate addresses within Eagle Mews, with the issues raised summarised as follows: -

- The proposed development would eliminate what privacy they have, especially in light of the Plaza Cinema which is located at the other side of their dwellings.
- They would also like to object to further building work being in close proximity to their home. The Plaza Development has resulted in high and consistent amount of noise pollution as well as layers of dust on vehicles and within their homes placing them in perpetual turmoil.
- They also object to the further reduction of light offered to their homes due to potential construction of a four storey building. Again a vast amount of light has already been cut off by the Plaza development, for this to be repeated on the opposite side of their homes will result in them living in a dusty shadow with little privacy. The proposal would overlook their patios and small gardens and also cast shadow for a large part of the day.

REPORT

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the

recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

National Planning Policy:

[Future Wales: The National Plan 2040](#) is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

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

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

Policy 7 – Delivering Affordable Homes

The Welsh Government will increase delivery of affordable homes by ensuring that funding for these homes is effectively allocated and utilised. Through their Strategic and Local Development Plans planning authorities should develop strong evidence based policy frameworks to deliver affordable housing, including setting development plan targets based on regional estimates of housing need and local assessments. In response to local and regional needs, planning authorities should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.

Policy 8 – Flooding

Flood risk management that enables and supports sustainable strategic growth and regeneration in National and Regional Growth Areas will be supported. The Welsh Government will work with Flood Risk Management Authorities and developers to plan and invest in new and improved infrastructure, promoting nature-based solutions as a priority. Opportunities for multiple social, economic and environmental benefits must be maximised when investing in flood risk management infrastructure. It must be ensured that projects do not have adverse impacts on international and national statutory designated sites for nature conservation and the features for which they have been designated.

[Planning Policy Wales \(Edition 11, February 2021\)](#) outlines the Welsh Government's commitment to the importance of 'places' and 'place-making', the importance of using previously developed land wherever possible in preference to greenfield sites, and the recognition of the health and wellbeing related benefits by creating a sense of place and improving social cohesion. PPW 11 confirms that the environmental components of places are intrinsically linked to the quality of the built and natural environment and contribute to the health and wellbeing of the people who live, work and play there. It emphasises the importance of creating sustainable communities and reducing reliance on the private car as part of a package of measures to reduce the country's carbon footprint and help tackle the climate emergency.

PPW11 is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance:

- TAN 2 Planning and Affordable Housing.
- TAN 4 Retail and Commercial Development.
- TAN 5 Nature Conservation and Planning.
- TAN 11 Noise.
- TAN 12 Design.
- TAN 15 Development and Flood Risk.
- TAN 16 Sport, Recreation and Open Space.
- TAN 18 Transport.

Local Planning Policies

The Local Development Plan for the area comprises the [Neath Port Talbot Local Development Plan](#) which was adopted in January 2016, and within which the following policies are of relevance:

Strategic Policies :

- [Policy SP1](#) [Climate Change](#)
- [Policy SP3](#) [Sustainable communities](#)
- [Policy SP7](#) [Housing Requirement](#)
- [Policy SP8](#) [Affordable Housing](#)

- [Policy SP10](#) [Open Space](#)
- [Policy SP12](#) [Retail](#)
- [Policy SP15](#) [Biodiversity and Geodiversity](#)
- [Policy SP16](#) [Environmental Protection](#)
- [Policy SP18](#) [Renewable and Low Carbon Energy](#)
- [Policy SP19](#) [Waste Management](#)
- [Policy SP20](#) [Transport Network](#)
- [Policy SP21](#) [Built Environment and Historic Heritage](#)

Topic Based Policies :

- [Policy SC1](#) [Settlement limits](#)
- [Policy AH1](#) [Affordable Housing](#)
- [Policy OS1](#) [Open Space Provision](#)
- [Policy R3](#) [Out of Centre Retail Proposals](#)
- [Policy TO4](#) [Walking and Cycling Routes](#)
- [Policy EN7](#) [Important Natural Features](#)
- [Policy EN8](#) [Pollution and Land Stability](#)
- [Policy EN9](#) [Developments in the Central Port Talbot Area](#)
- [Policy RE2](#) [Renewable and Low Carbon Energy in New Development](#)
- [Policy TR2](#) [Design and Access of New Development](#)
- [Policy BE1](#) [Design](#)
- [Policy BE2](#) [Buildings of Local Importance](#)

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- [Planning Obligations](#) (October 2016)
- [Parking Standards](#) (October 2016)
- [Affordable Housing](#) (October 2016)
- [Pollution](#) (October 2016)
- [Open Space & Greenspace](#) (July 2017)
- [Renewable and Low Carbon Energy](#) (July 2017)
- [Design](#) (July 2017)
- [Biodiversity and Geodiversity](#) (May 2018)
- [The Historic Environment](#) (April 2019) (incl. [Schedule of Buildings of Local Importance](#) and [SPG: Schedule of Designated Canal Structures](#))

Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) Screening.

The application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations. As such the application does not require screening in accordance with the requirements of Schedule 3 of the Regulations and is not EIA Development.

The proposed development is not located within a zone of influence for any Special Area of Conservation (SAC), Candidate Special Area of Conservation (CSAC) or Ramsar sites and

as such it is considered that an Appropriate Assessment as set down within the Conservation of Habitats and Species Regulations 2017 (as Amended) is not required.

Issues

Having regard to the above, the main issues to consider in this application relate to the principle of development, together with the impact on the visual amenity of the area, the amenities of neighbouring residents, highway safety, flood risk, historic environment and air quality.

Principle of Development

The application site is located within the identified settlement where the principle of development is considered acceptable, subject to the development complying with the requirements of the other development plan policies.

The proposal seeks to demolish the existing Eagle House building, which is identified as being a Building of Local Importance within the Supplementary Planning Guidance: The Historic Environment's Schedule of Buildings of Local Importance. Policy BE2 – Buildings of Local Importance states that development proposals that would affect buildings that are of local historic, architectural or cultural importance will only be permitted where they conserve and where appropriate enhance the building and its setting; or it is demonstrated that the development could not reasonably be accommodated without affecting or replacing the building and the reasons for the development outweigh the heritage importance of the site.

In accordance with the second of these requirements the applicants have submitted a document of justification for the proposed demolition of the Building of Local Importance. The document identifies the need for affordable housing within the Port Talbot area and quotes a figure of 2,085 units between 2011 and 2026 which was taken from the Council's Local Development Plan (LDP). They state that it is understood that this figure is unlikely to be met over the relevant time period.

They have also identified that some of the allocated housing sites and windfall developments would be effected by the New TAN 15: Development and Flood Risk. However it should be noted that the roll out of the New TAN15 has now been delayed from the 1 Dec 2021 until 1 June 2023. The applicants have also identified that the project is supported by the Local Authority Housing Officers and has secured Welsh Government Technical Approval and Grant Funding. They have also stated that the application site is positioned in a highly sustainable location, close to a major transport hub and local amenities.

The submitted justification continues on to address the Policy's requirement to show that the development could not be accommodated without affecting or replacing the existing building. The document states that the existing building is a 2 storey, stone structure, which was constructed in the late 19th century. The building has a footprint of 279sq.m (gross external area) and gross internal area of 245sq.m on each floor.

The building currently provides commercial accommodation over the 2 floors. The conversion of the existing building to provide a mix use development was considered as part of the initial design process. They state that given the need to retain the ground floor

commercial use in accordance with policy EC4, and the need to provide access to the available area of first floor residential accommodation would take up approximately 250sq.m. Assuming a required floor space area of 46-52sq.m for a 1 bedroom apartment, the existing building could achieve a maximum number of 5 residential units, but given the layout of the existing building this is likely to be reduced down to 3-4 residential units, which would not be viable when considered against the cost of the land and construction cost to bring the existing building up to modern housing standards.

The justification continues on to consider in detail the requirements for Welsh Government Design Quality for high quality sustainable apartments. The document also outlines the consideration that was given to the possible conversion of the existing building and construction of a new build development within the rear car park area. However they state that due to the close proximity of the adjacent dwellings in Eagles Mews (approximately 4.5m from the eastern boundary with the car park) this option was not considered possible without impacting on the amenity of the occupiers of those existing properties

Finally, the justification document outlines the proposed benefits that they believe would be associated with the proposed development, including the highly sustainable location; the proposed flats would be high quality and designed in accordance with Welsh Government Design Quality Requirements (DQR); the proposed apartments would be net zero carbon in operation and would benefit from good levels of natural light and will be acoustically insulated.

They consider that the external design is high quality, reflecting the significance of the location and the materials. It would also be high quality and sustainably sourced, ensuring that the building lasts and weathers well. They also believe that the design of the building would complement the recent development of the former police station with a palette of materials that would not conflict with the Former Plaza Cinema – Listed Building redevelopment and refurbishment project.

They have also stated that materials from the existing building would be reused within the development to construction a boundary wall around the car park area. Based on the above, it is considered that it would not be possible to convert the existing building into a mixed use development with commercial use on the ground floor and residential above that would be of a comparative criteria, quantity or quality that would meet modern housing quality standards, or the needs for accommodation of this type within this locality.

As such, it is considered that the proposed development would accord with the requirements of policy BE2 in justifying the loss of the existing Building of Local Importance and that the principle of development is acceptable subject to the development complying with the requirements of the other development plan policies.

Impact on Visual Amenity

The application site is located in a very prominent location on the edge of the transport hub public open space area, opposite the Port Talbot Parkway and the Grand Hotel. This site anchors the southern end of the newly formed public space. The proposed building is shown to fully fill the frontage of the plot, with a three storey building, which would help to visually enclose this part of the open space. The proposed building is shown to have a curved

feature incorporated into the very corner of the site facing out towards the public open space and the realigned road. The proposed curved feature would serve to terminate the southern vista of the public space, while also drawing the eye down along Talbot Road, and around to Oakwood Lane.

The original design of the building has been amended to reduce the span of the building on the fourth floor, with it now being set in from the lower floors at both ends of the building. This creates a stepped appearance between the third, fourth and fifth floors, where it is adjacent to the Eagle Mews development, which has a lower height. This stepped design helps to create flow and interest within the proposed streetscene, where there would be a change in roof line between the separate buildings.

It is noted that on the streetscene drawing it shows the Plaza Cinema building with its original hipped roof structure to the rear of the building's main frontage. The former Plaza Cinema is a Grade II Listed Building which is owned by the Council and which has been undergoing an extensive refurbishment scheme. As part of the refurbishment scheme the plain hipped roof, rear section of the building was demolished and replaced with a new flat roof section of modern design. This is at a lower height than the original front profile of the Plaza Cinema which retains the original tiled Art Deco frontage. The impact of the proposed development has been considered in relation to this newly refurbished lower structure. It is considered that the proposed development with its amended stepped design would be in keeping with the resultant new streetscene and would have no adverse impact upon the setting of the remaining Art Deco frontage of the Listed Building.

The existing Eagle House is predominately used for office uses (under either use class A2 Financial and Professional Services and B1 Offices). The proposed development seeks permission for a mixed use commercial (Use Class A2 on the ground floor) and residential development located within an established mixed use area. As such, the proposal would be in keeping with the character and uses of the immediate and wider area. It is therefore considered that the proposed development would be in keeping with the character and appearance of the existing streetscene, while not adversely impacting upon the setting of the Plaza Listed Building. A condition is recommended to be imposed that would limit the use of the ground floor of the building to uses within class A2 and for no other uses.

Impact on Residential Amenity

Oakwood Court is an existing three storey block of flats that is located to the north east of the application site. The existing block of flats is located approximately 5.3m from the rear boundary of the application site and approximately 38m from the proposed rear elevation of the development. This distance is sufficient to ensure that there would be no overlooking, overshadowing or overbearing of these existing dwelling units.

The Grand Hotel is located on the opposite (western) side of Oakwood Lane from the application site. The side elevation of the Grand Hotel is irregularly shaped and would be located approximately 10.3m at its closest and 13m at its furthest from the development's side elevation with the roadway located between. The existing hotel has doors and windows on the ground floor that have predominately been blocked up. On the floors above the windows are located at angles to the roadway and the majority of the windows appear to serve bathrooms. It is therefore considered that due to the orientation and function of the windows within the side elevation of the hotel, there would be no adverse impact through overshadowing, overbearing or overlooking caused by the proposed development.

The proposal would be located approximately 17.5m from the closest point of the Red Lion/Corner House building, which is located on the southern side of Talbot Road. This distance would be comparable to the existing relationship between these building with the busy main road located between. It is therefore considered that this distance together with the orientation of the development would be sufficient to ensure that there would be no loss of privacy, overbearing or overshadowing.

The existing three storey block of flats known as units 1-6 Eagle Mews are located immediately adjacent to the south eastern side elevation of the proposed development. The existing block of flats has as an elevated frontage, with the Talbot Road frontage being a blank retaining wall with steps, which gives the overall building the appearance of a four storey building when viewed from Talbot Road, but is three storey when viewed from Eagle Mews to the rear. The front of the proposed building is shown to be set back slightly from the front elevation of 1-6 Eagle Mews, however the proposed rear of the building is shown to project out approximately 6.1m from the main third floor and 3.46m from the projecting second floor of 1-6 Eagle Mews. There are windows within both second and third floors rear elevation of the existing building. While a 45 degree line drawn out from the central point of the ground and second floor windows only cuts the very corner of the proposed development. A 45 degree line drawn out from the central point of the third floor window would cut the side elevation of the proposed development 2.5m back from the corner. To overcome this potential impact the applicants have amended the scheme by setting in the side elevation of the second and third floors, showing that there would be no breach of 45 degree line to this existing window.

The closest adjacent dwellings to the main rear projection of the proposed building would be units 7 and 8 Eagle Mews. This block of residential units backs onto the side boundary of the application site and the existing and proposed car parking area and flanks onto the turning head of Eagle Mews. These properties are located approximately 4.1m from their rear boundary and 4.6m from the rear corner of the proposed building. This is slightly further away than the position of the rear corner of the existing Eagle House, which is shown to be approximately 4.2m from the rear elevation of the existing flats. The existing Eagle House building is two storey in height with a gables roof that slopes away from the rear elevation and back towards the building. The design of the proposed development has been amended in this location so that the second floor is set in from the ground and first floor by 1.45m and the third floor is set in by 3.95m. These amendments would mean that the proposed development at second floor would be located 5.1m from the rear corner of the existing flats and at third floor would be located 6.85m from the corner of 7-8 Eagle Mews. Eagle Mews is shown to have a height of 5.67m to eaves and 7.69m to the ridge, while the proposed development is proposed to have a height of 6.59m at second floor and 9.81m at third floor. It is therefore considered that the proposed amendments when considered together with the impact of the existing Eagle House, the siting, design, and massing of the proposed structure would not have a significant adverse impact upon the residential amenity of the occupiers of units 7-8 Eagle Mews, over and above that of the existing development.

While all construction works are likely to result in a level of noise and disturbance to adjacent properties, these impacts can be managed to an acceptable level through the imposition of conditions to control the provision of a Construction Environmental Management Plan; hours of working; dust suppression measures and the provision of a Piling Method Strategy. As such, it is considered that the proposed development would have no significant adverse impact upon the residential amenity of the occupiers of the adjacent dwellings.

Parking and Access Requirements and Impact on Highway Safety

The submitted plans show the provision of 19 car parking spaces, 3 of which would be disabled parking spaces. The development also includes secure bicycle parking within the ground floor of the building. The application site is located in a sustainable location opposite the Port Talbot Parkway Train Station and adjacent to the transport interchange area, close to local amenities.

The Head of Engineering and Transport (Highways) has raised no objection to the proposed development subject to the imposition of conditions. These conditions would control the provision of the parking facilities on the site and the formation of a section of pedestrian footpath along Oakwood Lane where currently the former Public Convenience building is located. A 600mm stone wall (using reclaimed stone from the existing building) would be constructed along the boundary of the site and the back edge of the pavement to ensure that vehicles entering or leaving the site will use the vehicle access point and not the new section of pavement.

It is therefore considered that the proposed development would improve pedestrian safety along Oakwood Lane and would provide sufficient car parking provision for the proposed mixed use development given the sustainable location of the proposal and would have no adverse impact upon either pedestrian or highway safety within the existing road network.

Biodiversity / Ecology

The application was supported by the submission of the appropriate surveys, mitigation and enhancement scheme. The Biodiversity Officer was initially concerned about the absence of the proposed bat and bird features from the proposed plans. This was subsequently amended and will be secured by the imposition of a suitably worded condition. This will provide acceptable biodiversity enhancement, over and above the small areas of landscaping proposed.

Flood risk / Drainage

The application site is located within the current Tan15: Development and Flood Risk: Development Flood Maps as flood zone C1. They note that it would be for the Local Planning Authority to determine whether the development at this location is justified. Residential development is classed as a sensitive use and as such the Justification for development within TAN15 is set down within the refined tests.

- 1) Should be located only in an area of flood risk which is developed and served by significant infrastructure, including flood defences (Zone C1 of the DAM) AND
- 2) Its location is necessary to assist a local authority regeneration initiative or strategy 1, or contribute to key employment objectives, necessary to sustain an existing settlement or region and;
- 3) The site meets the definition of previously developed land (i.e. it is not a Greenfield site) and concurs with the aims of Planning Policy Wales (i.e. the presumption in favour of sustainable development). AND

4) A Flood Consequence Assessment has been produced to demonstrate that the potential consequences of a flood event up to the extreme flood event (1 in 1000 chance of occurring in any year) have been considered and meet the criteria below in order to be considered acceptable.

As stated above the application site is located within the C1 flood zone. The development is located on the edge of the Port Talbot Town Centre where significant regeneration initiatives have already brought about the construction of the New Port Talbot Parkway Station, the development of the Port Talbot Transport Hub, the redevelopment of the former Police Station site and the redevelopment and refurbishment of the former Plaza Cinema site. This site is surrounded by these regeneration initiatives and would be the next step in the regeneration of this area and would meet the definitions of brownfield land.

This leaves the last of the tests, which is the submission of a Flood Consequence Assessment (FCA) to demonstrate the potential consequences of a flood event. The applicants submitted a FCA in support of their application. NRW reviewed the document and initially stated that the FCA recommended the finished floor levels of the replacement building be set at 7.8mAOD thereby ensuring that the interior of the building remains flood free in the 1% plus climate change event. The remainder of the application site would still be at risk of flooding with a maximum depth of 0.63m, and therefore the development does not fully comply with the requirement of Table A1.14 of the TAN. In the 0.1% event the indicative guidance for acceptable flooding is not met with a maximum depth of 1m and velocity of 0.85m/s, meaning the site as a whole remains in the 'Danger for Most/ Danger for All' hazard categories.

In light of this advice the applicant submitted a further FCA statement. In response NRW have stated that they note that it is proposed to raise the parking area levels to a minimum of 7.79mAOD to comply with Section 11 of TAN15, however the impacts of this upon third parties had not been assessed. The applicant's consultants JBA submitted further information by way of a letter addressing the issue of the impacts upon third parties. NRW confirmed that this could be considered a reasonable approach to addressing and assessing the impact of displacing flood waters elsewhere given the flood depths and volumetric area, but stated that they could not definitively confirm this. They continued on to state that in the absence of a full hydraulic assessment demonstrating the proposed development at Eagle House will not impact upon the flood risk to others we would leave the decision to the Authority.

A subsequent meeting with the applicants, NRW and the Authority clarified that due to the very small quantity of displacement water involved a full hydraulic model assessment would not be practical. It is therefore considered that the potential scale of any result impacts associated with the very slight increase in ground level of the existing car parking area could be adequately managed within the application site and that potential impacts upon third parties and future occupiers associated with flooding could be adequately managed in accordance with TAN 15. As such, it is considered that the proposed development would have no adverse impact upon the flood risk within the immediate surrounding area.

For clarity at the moment the car park has a varied ground level. At its highest it is 7.79m AOD (this is at the boundary with 7/8 Eagle Mews), however the rest of the car park is slightly lower dropping down to the lowest height of 7.42mAOD (at the boundary of the site with Oakwood Lane near the vehicle entrance). This would be a difference of around 37cm or 0.37m at its largest variation. Most of the site is around 7.6mAOD, so the increase would

only be around 19cm. The proposed finished floor level of the building is 7.8mAOD which would be comparative to that of the proposed car park level.

Contaminated Land

The Contaminated Land Officer has identified that there is potential historic ground contamination within the site and has therefore recommended the imposition of the standard conditions to require the submission of a desk-top assessment, and if demonstrated necessary the provision of a Remediation Strategy and subsequent Verification Report. He has also recommended the imposition of a condition that would control the treatment of any unexpected contamination which may come to light if the development were to be granted permission.

NRW have similarly reviewed the application and have stated that they note that there is no surface waters on the site, but that the site sat on a Secondary Aquifer and that previously the site was a garage, rail sidings and a sub-station. They have stated that they do not consider that the suggested contaminants within the proposed site investigation is broad enough and that it should include ground water sampling, alongside soil samples. As such they have also suggested conditions for the imposition on any decision.

It is therefore considered that subject to the imposition of such conditions the proposed development would have no adverse impact upon ground conditions.

Historic Environment and Archaeology.

The Glamorgan Gwent Archaeological Trust were consulted on the proposed development and have stated that they have consulted the regional Historic Environmental Record (HER) and note that Eagle House is a 19th century former Inn/hotel of stone construction with white stone features including quoins and windows. The structure is included in the Neath Port Talbot List of Buildings of Local Importance and Designated Canal Structures (Neath Port Talbot Council). It is also depicted on historic Ordnance Survey mapping.

The current application is for demolition and whilst the structure has been altered, they believe it remains of local historical significance. Therefore in order to preserve this structure by record they strongly recommend that a Level 2 survey (Historic England 2016, *Understanding Historic Buildings: A Guide to Good Recording Practice*) is made prior to work commencing. To ensure that work is carried out in a suitable manner, they suggest that a condition be imposed as set out below:

“No works to which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.”

Reason:

As the building is of architectural and cultural significance the specified records are required to mitigate impact.”

While the application building is not a listed building, the former Plaza Cinema Building is located on the opposite side of 1-6 Eagle Mews and is a Grade II listed building. This building has recently undergone significant refurbishment works which have included the demolition of the rear section of the building and construction of a new modern rear extension. The rear extension has a flat roof design so is lower than the original building. However this reduction helps to emphasis the striking Art Deco tiled front elevation, complete with curved glazing and curved front canopy area. While the proposed development would be of a modern design, its curved corner feature and the choice of materials would not be out of keeping with the listed building and would have no adverse impact upon its historic features. It is therefore considered that the proposed development would have no unacceptable impact upon the archaeological and historic environment.

Air Quality.

The application site is located within an Air Quality Management Area (AQMA). The Council's Environmental Health Officers have raised no objection to the proposed development, and as such the proposed development subject to suitable Construction Environmental Management would have no adverse impact upon air quality within the immediate and wider area.

Section 106 Planning Obligations

Local Development Plan **Policy SP 4** (Infrastructure) states that "Developments will be expected to make efficient use of existing infrastructure and where required make adequate provision for new infrastructure, ensuring that there are no detrimental effects on the area and community. Where necessary, Planning Obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable".

Policy I1 (Infrastructure Requirements) then states that "In addition to infrastructure improvements necessary to make a development acceptable in health, safety and amenity terms, additional works or funding may be required to ensure that, where appropriate, the impact of new development is mitigated. These requirements will include consideration of and appropriate provision for: Affordable housing; Open space and recreation facilities; Welsh language infrastructure (in language Sensitive Areas); Community facilities including community hubs; Biodiversity, environmental and conservation interests; Improving access to facilities and services including the provision of walking and cycling routes; Historic and built environment and public realm improvements; Community and public transport; Education and training.

The Community Infrastructure Levy Regulations 2010 came into force on 6th April 2010 in England and Wales. They introduced limitations on the use of planning obligations (Reg. 122 refers). As of 6th April 2010, a planning obligation may only legally constitute a reason for granting planning permission if it is:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In this case, the proposal relates to a planning application for the development of 5 two bed and 13 one bed apartments.

In view of the type and form of development proposed in this location, having regard to local circumstances and needs arising from the development, the following planning obligations are considered necessary to make the development acceptable in planning terms and to meet the policy and legislative tests for planning obligations.

Affordable Housing

Policy AH1 of the Neath Port Talbot Local Development Plan states that all new housing developments will be required to contribute to affordable housing provision. Within the Port Talbot / Neath spatial area, a 25% affordable housing target is sought.

The proposed development is Social Housing Grant Funded and it is understood that it is intended that Tai Tarian would purchase the whole development once complete. However they are not the named applicant on the application. As such, it is necessary to secure the required affordable contribution if the development were to be sold on the open market. The applicants have agreed to the provision within a legal agreement of the required affordable housing contribution on the private sale of the property, if the development were to be sold on the open market.

Public Open Space / Children's Play Facilities

Policy OS1 states where there is a quantitative deficiency in outdoor sport, children's play, informal space or allotments, provision will be sought, including the requirement for maintenance in conjunction with all new residential developments of 3 or more dwellings, based on the following standards:

<u>Open Space</u>	<u>Standard</u>
Outdoor Sport	1.6 hectares per 1,000 population
Children's Play	0.25 hectares per 1,000 population
Informal Space	0.55 hectares per 1,000 population
Allotments	0.19 hectares per 1,000 population

Having regard to the 'Open Space Assessment 2013, produced in support of the adopted Local Development Plan, it is noted that there are existing ward shortfalls. Accordingly, the existing deficiencies would be exacerbated by the increase in population arising from the proposed development, and there is a need for the development to contribute towards addressing such deficiency.

The following shortfalls and required contributions have been identified as being necessary:

LDP Policy OS 1Characterisati on	On site Requirement (sqm)	Financial Equivalent
Outdoor Sport - Pitch	527	£5,680
Outdoor Sport - Non-pitch	206	£20,600
Designated Play Space	23	£3,420
Informal Space	252	£1,260
Allotments	87	£960
Total	1,095	£31,920

The applicants have agreed to the payment of the above contribution which would be secured via a section 106 agreement which would have to be signed prior to the issuing of the decision notice.

Other Matters

Responses to matters raised in representations not covered in the report on the main issues.

As identified earlier in this report, a number of objections were received in response following the publicity exercises. In response to the main issues raised which have not been addressed elsewhere in this report, the following comments are made:

- Concerns in relation to the noise and disturbance experience during development have been addressed within the above appraisal and would be addressed through a condition to secure the implementation of a Construction Environment Management Plan. It is also noted that the construction works on the Plaza Development have now been completed and as such there would not be a cumulative impact associated with this proposed development.
- Issues relation to the potential impact of the proposed development through overshadowing and overbearing to the neighbouring properties has been addressed above. It is also noted that the Plaza development has resulted in a decrease in height of the rear section of the building over that of the original structure thereby reducing its potential impacts upon the adjacent properties.

CONCLUSION

The decision to recommend 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. The Development Plan comprises Future Wales - the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the character and appearance of the surrounding area or adjacent historic building or upon the residential amenity of the occupiers of the adjacent dwellings. It would also have no adverse impact upon the highways safety of the existing road network or upon the existing drainage system or the risk of flooding, or upon biodiversity. Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP7, SP8, SP10, SP12, SP15, SP16, SP18, SP19, SP20, SP21, SC1, AH1, OS1, R3, TO4, EN7, EN8, EN9 RE2, TR2, BE1 and BE2 of the Neath Port Talbot Local Development Plan.

It is further considered that the decision complies with Future Wales - the National Plan 2040, specifically Policies 2, 7 and 8 together with the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

Recommendation:

To granted planning permission subject to the following conditions and upon the signing of a Section 106 Agreement with the following Heads of Terms;

- The payment of £31,920 towards the provision of off-site leisure facilities within the ward of Port Talbot
- To secure the required affordable housing contribution of 25% should the residential units be sold on the open market and the following conditions:

Time Limit Conditions

- 1 The development shall begin no later than five years from the date of this decision.

Reason:

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

List of Approved Plans

- 2 The development shall be carried out in accordance with the following approved plans and documents:

Proposed Floor Plans - 1487-PL1-05G
Proposed Elevations - 1487-PL1-06D
Proposed Site Plan - 1487-PL-04C
Proposed Floor Plans - 1487-PL1-08B
Justification Under Policy BE2 - Buildings of Local Importance dated 5 October 2021 by Kennedy James Griffiths.
Location Plan - 1487-PL1-01A
Site Analysis Plan - 1487-PL1-02
Existing Site Plan/Demolition - 1487-PL1-03
Context Elevations - 1487-PL1-07A
Car Park Raising - 1487-PL- 13
Additional Flood Risk Information by JBA Consulting dated 9 Nov 2021.
Eagle House Flood Consequence Assessment Version 1 September 2021 by JBA Consulting.
Revised Design and Access Statement - 1487-PL:DAS Nov 1
Pre-application Consultation Report - 1487-PL1 PAC
Site Management Plan 1487: PL1-12
Eagle House - Phase 1 Report 21035/R1 dated April 2021 by Spectrum Geo Services.
Eagle House - Dwr Cymru Welsh Water Plan.
Noise Impact Assessment by Acoustic Consultants Ltd dated 28/05/21.
Travel Plan (Draft) 1487:PL:TP by Kennedy Jones Griffiths.
Bat and Nesting Birds Survey Report - August 2021 by Acer Ecology.
Construction Environmental Management Plan 1487:PL1:CEMP by Kennedy James Griffith.
Topographic Survey P3404.

Reason:

In the interests of clarity.

Pre-Commencement Conditions

- 3 Before beginning any development at the site, you must do the following: -
- a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and
 - b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason:

To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning

Act 1990.

NOTE: Templates of the required Notice and Site Notice are available to download at www.npt.gov.uk/planning

- 4 No works to which this consent relates shall commence until an appropriate programme of historic building recording (Level 2) and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

Reason:

As the building is of architectural and cultural significance the specified records are required to mitigate impact and in accordance with policy SP21 of the Neath Port Talbot Local Development Plan.

- 5 No development shall commence on site until an assessment of the nature and extent of contamination affecting the application site area has been submitted to and approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person in accordance with BS10175 (2011) 'Investigation of Potentially Contaminated Sites Code of Practice' and shall assess any contamination on the site, whether or not it originates on the site. The report of the findings shall include:

(i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;

(ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;

(iii) an assessment of the potential risks to:

- human health,
- groundwater and surface waters sampling
- adjoining land,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,- ecological systems,
- archaeological sites and ancient monuments; and
- any other receptors identified at (i)

(iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

Reason:

To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment, and to ensure compliance with Policies SP16 and EN8 of the Neath Port Talbot Local Development Plan.

- 6 No development shall commence on site until a remediation scheme to bring

the site to a condition suitable for the intended use by removing any unacceptable risks to human health, buildings, other property and the natural and historic environment shall be prepared and submitted to and approved in writing with the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives, remediation criteria and site management procedures. The measures proposed within the remediation scheme shall be implemented in accordance with an agreed programme of works.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, and to ensure compliance with Policies SP16 and EN8 of the Neath Port Talbot Local Development Plan.

- 7 Prior to their use in the construction of the development hereby permitted, details and/or samples of the materials to be used in the construction of the external surfaces of the development shall 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 and to ensure the development complies with Policy BE1 of the Neath Port Talbot Local Development Plan.

- 8 Prior to work commencing on site, full details of the refuse/recycling proposals for the development shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include whether the service will be provided by a private contractor or Neath Port Talbot County Borough Council's Kerbside Refuse and Recycling Scheme, together with details of the proposed collection arrangements including bin storage areas, collection arrangements and details of swept path analysis of the contractors' vehicle accessing the site. The approved details shall be fully implement on site prior to the first beneficial use of the hereby approved development.

Reason

In the interests of highway and pedestrian safety while also ensuring the provision of adequate waste collection services and in accordance with policy TR2 of the Neath Port Talbot Local Development Plan.

- 9 No development shall take place on site, including any demolition, until a scheme detailing the construction of a replacement footway on Oakwood Lane to replace the existing former public convenience building has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall show the footway tie into the existing footway and shall include details of the amendment of any existing Traffic Regulation Orders within this area. The approved scheme shall be fully implemented on

site prior to the first beneficial use of any part of the hereby approved commercial and residential development and shall be retained as such and available for public use thereafter.

Reason:

In the interests of Highway and Pedestrian Safety and in accordance with policy TR2 of the Neath Port Talbot Local Development Plan.

Action Conditions

- 10 Notwithstanding the details submitted, prior to the first beneficial use of the hereby approved development the bathroom window serving flat 16 on the third floor and the lounge window closest to units 7 and 8 Eagle Mews in flats 6 and 12 on the first and second floors shall be fitted with obscured glazing, and any part of the window/s that is less than 1.7m above the floor of the room in which it is installed shall be non-opening. The windows shall be permanently retained as such thereafter.

Reason :

In the interest of the amenities of the adjoining properties, and to ensure accordance with Policy BE1 of the adopted Neath Port Talbot Local Development Plan.

- 11 In the event that contamination is found at any time when carrying out the approved development that was not previously identified, work on site shall cease immediately and shall be reported in writing to the Local Planning Authority. A Desk Study, Site Investigation, Risk Assessment and where necessary a Remediation Strategy must be undertaken in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006). This document shall be submitted to and agreed in writing with the Local Planning Authority. Prior to occupation of the development, a verification report which demonstrates the effectiveness of the agreed remediation, shall be submitted to and agreed in writing with the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors, and to ensure compliance with Policies SP16 and EN8 of the Neath Port Talbot Local Development Plan.

- 12 Prior to beneficial use of the proposed development commencing, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance with condition 6 shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development

can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to ensure compliance with Policies SP16 and EN8 of the Neath Port Talbot Local Development Plan.

- 13 Prior to the start of any piling operations on site, full details of a piling method statement shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that there is no unacceptable risk to groundwater, as well as details of the predicted noise and vibration levels associated with the proposed method of piling. Any piling works carried out on site shall be in full accordance with the Approved Piling Method Statement.

Reason

In the interest of groundwaters and the residential amenity of occupiers of the adjacent properties and in accordance with policy BE1 of the Neath Port Talbot Local Development Plan.

- 14 Prior to the first beneficial use of the hereby approved development a stone wall built from reclaimed stone from the existing building shall be constructed along the back edge of the existing and new footway along Oakwood Lane with a maximum height of 1m and shall be retained as such thereafter.

Reason:

In the interest of visual amenity and to ensure compliance with Policy BE1 of the Neath Port Talbot Local Development Plan.

- 15 Prior to the first beneficial use of the hereby approved development details of both hard and soft landscape works for the car parking area and the front and rear landscape/ecology areas shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:

- Details of the proposed materials to be used in the construction of the car parking surface.

- Soft landscape works shall include: planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate; an implementation programme (including phasing of work where relevant).

The landscaping works shall be carried out in accordance with the approved details during the first planting season immediately following completion and occupation of the development. The completed scheme shall thereafter be retained in accordance with an approved scheme and the Landscape Management Plan.

Reason:

In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area, to maintain the special qualities of the landscape and habitats through the protection, creation and enhancement of links between sites and their protection for amenity, landscape and biodiversity

value, and to ensure the development complies with Policies SP15 and BE1 of the Neath Port Talbot Local Development Plan.

- 16 Prior to the first occupation of any dwelling hereby approved, a Landscape Management Plan, including management responsibilities and maintenance, for all landscaped areas other than privately owned domestic gardens, shall have been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented and adhered to in accordance with the approved details thereafter.

Reason:

In the interest of visual amenity, and to ensure the long term management and maintenance of all landscaped areas that lie outside of the curtilage of individual properties, and to ensure the development complies with Policies SP15 and BE1 of the Neath Port Talbot Local Development Plan.

- 17 Prior to first beneficial use of the commercial element of the development, a delivery management plan shall be submitted to and approved in writing by the Local Planning Authority. The commercial development shall be operated in accordance with the approved details thereafter.

Reason.

In the interests of Highway and Pedestrian Safety and in accordance with policy TR2 of the Neath Port Talbot Local Development Plan.

- 18 Prior to the first beneficial use of the hereby approved development 2 Schwegler 1FF bat boxes and 2 schwegler bird nesting boxes shall be erected on the north facing elevation of the building as shown on drawing: Proposed Elevations 1487 PL1 06D and shall be retained on site thereafter.

Reason.

To ensure that the proposed development provides appropriate biodiversity enhancement features in accordance with policy BE1 and EN7 and Part 1 Section 6 of the Environment (Wales) Act 2016, and Policy contained within Planning Policy Wales and TAN 5 Nature Conservation and Planning.

Regulatory Conditions

- 19 The development hereby approved shall be constructed to have a finished floor level within the building of 7.8mAOD and the car parking area shall have a finished surface area of 7.79m AOD.

Reason

In the interest of the amenities of the area and to ensure the development complies with Policy BE1 of the Neath Port Talbot Local Development Plan.

- 20 The use of the ground floor commercial units shall not be carried out outside the hours of 08:00 to 22:00 Monday to Saturdays to 10:00 to 16:00 on Sundays and bank holidays.

Reason:

In the interest of residential amenity and to ensure the development complies with Policy BE1 and EN8 of the Neath Port Talbot Local Development Plan.

- 21 The development hereby approved shall be connected to the mains sewerage system prior to the first beneficial use of the first dwelling or commercial unit and retained as such thereafter.

Reason:

In the interest of satisfactory drainage of the site, and ensure the development complies with Policy SP16 and BE1 of the Neath Port Talbot Local Development Plan.

- 22 Demolition or construction works shall not take place outside the hours of 08:00 to 18:00 Mondays to Fridays, 08:00 to 13:30 on Saturdays and not at all on Sundays or Bank Holidays.

Reason:

In the interest of residential amenity and to ensure the development complies with Policy BE1 and EN8 of the Neath Port Talbot Local Development Plan.

- 23 The development shall not be occupied until facilities for the secure storage of bicycles have been provided in accordance with details shown on drawing 1487-PL-04 Rev c and such facilities shall thereafter be retained as approved at all times.

Reason:

In the interest of highway safety and to ensure the development complies with Policy TR2 of the Neath Port Talbot Local Development Plan.

- 24 The car parking spaces as shown on drawing 1487-PL-04C shall be provided prior to the first beneficial use of the development hereby permitted commencing and a minimum of 10% of the parking spaces shall be provided with Electric Vehicle Charging facilities, and shall thereafter be used solely for the benefit of the occupants of the dwelling units and commercial units of which it forms part and their visitors and for no other purpose and shall be retained as such thereafter.

Reason:

In the interest of highway safety and to ensure the development complies with Policy TR2 of the Neath Port Talbot Local Development Plan.

- 25 The demolition and construction works associated with the proposed development shall be in full compliance with the submitted documents Construction Environmental Management Plan 1487:PL1:CEMP, The Demolition Method Statement 1487 CEMP APP C. The Site Management Plan 1487-PL1-12 with the site gates annotated at the wheel washing facilities amended to be of a type that open inward only and do not open out over the public Highway. **Page 44**

Reason

In the interests of highway and pedestrian safety and in accordance with policy TR2 of the Neath Port Talbot Local Development Plan.

- 26 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason.

To prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution and in accordance with policy BE1 of the Neath Port Talbot Local Development Plan.

- 27 The ground floor of the hereby approved development shall be used for A2 - financial and professional services uses and for no other purpose (including any permitted change of use to other purpose in class A1- retail 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 order that other changes of use can be assessed in the interests of amenity and to accord with Policies SC1 and TR2 of the Neath Port Talbot Local Development Plan.

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2022/0470	<u>DATE:</u> 15 June 2022
PROPOSAL:	Erection of an industrial unit (use class B2) (GIA 25,545sqm) with associated works including sustainable drainage, car parking, cycle storage and landscaping.
LOCATION:	Land at Baglan Way, Neath Port Talbot
APPLICANT:	Glass Systems Limited
TYPE:	Full application
WARD:	Aberavon

BACKGROUND

This application is reported to Planning Committee as Councillors Grimshaw, Pursey, Lynch and Dacey raised the following concerns:

- Concern regarding the loss of the SINC.
- Concern regarding the impact of the noise on resident's amenity.
- Concern there would be an increase in traffic movements in HGVs on Baglan Way.
- Concern there would be an increase to flood risk and surface water drainage.

SITE AND CONTEXT

The site broadly follows a diamond shape and comprises 11.94 hectares of post-industrial land, accessed from Baglan Way. The site is flat and although it was formerly used as a landfill site, it now supports a mosaic of various habitats, including scrub communities, neutral grassland, fen reedbed and ponds. Thus, it is now a designated Site of Importance for Nature Conservation (SINC).

The site is bound by Baglan Way on its north-eastern and eastern boundaries, Moor Road on its north-western and western boundaries, and the Warburtons Factory on its southern boundary. A security fence separates the site from the Warburtons Factory. Landscaped bunds are located within the site in linear form from the east, north and west.

The surrounding area comprises a combination of industrial and residential development. The site adjoins a predominantly industrial area, with Baglan Industrial Park to the south. Allotments and greenfield open spaces are located beyond Moor Road to the north-west, whilst Llys y Seren Residential Care Home and Port Talbot Resource Centre are situated to the south-west.

An access gate is located in the south-eastern corner, however there is no junction or dropped kerb to allow vehicular access into the site. Overgrown shrubs enclose the site preventing direct pedestrian access.

Based on the Development Advice Maps (DAM) produced by Natural Resource Wales (NRW), the site is located within a C1 flood zone. This states that the site is served by significant infrastructure, including flood defences.

The site is not located in close proximity to any heritage asset.

There are several trees on the site and along the boundary. None of these are protected under a Tree Preservation Order.

DESCRIPTION OF DEVELOPMENT

This is a full application (Major development) proposing construction of a 25,545 sqm industrial unit (Use Class B2), including a mezzanine office measuring 1,355 sqm. The proposed unit would be occupied by Glass Systems Ltd for the purposes of processing glass that is manufactured off-site.

The proposed development would allow the existing 3no. Glass Systems Ltd units situated across South Wales to be agglomerated into one location. The proposed development is of significance as it is located within the Panasonic SINC, which measures 14.5 hectares. Circa 4.5 hectares of this SINC will be lost to the proposed development. Mitigation measures are proposed to compensate for this loss, including a green roof and a Biodiversity Management Plan (BMP).

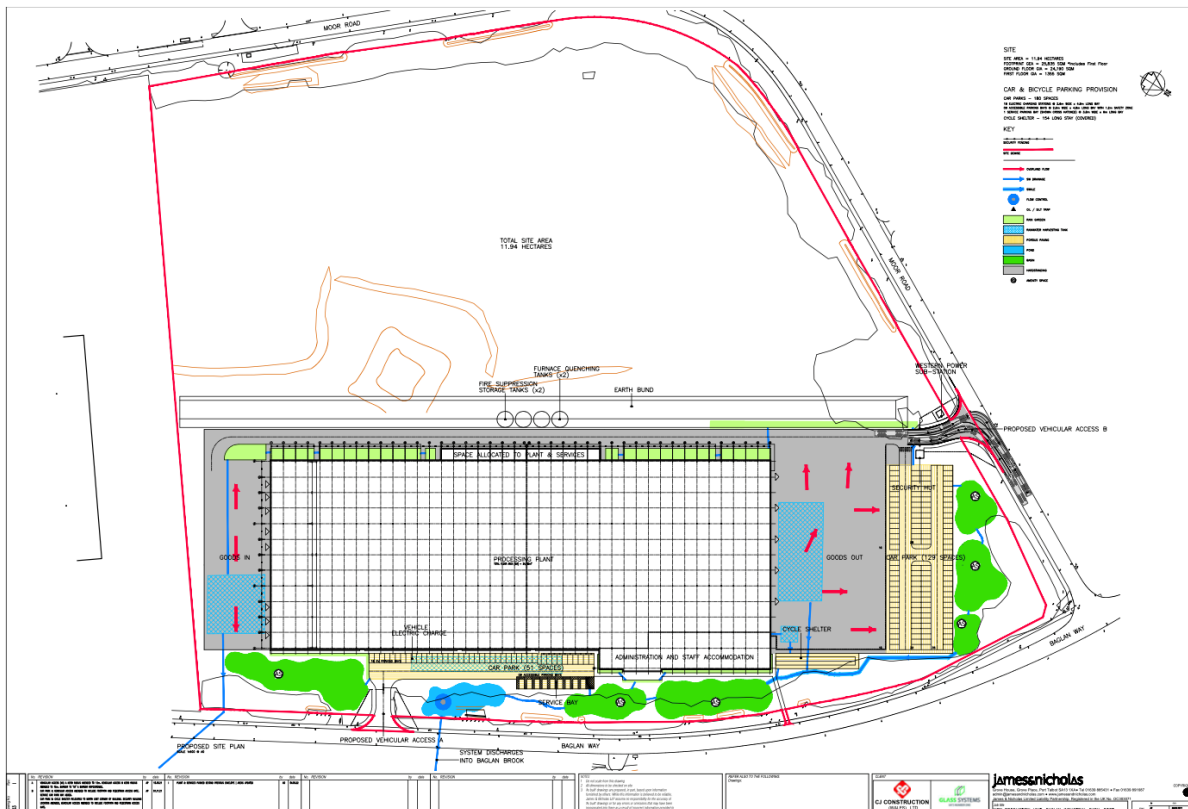


Figure 1: Proposed Site Plan

All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

NEGOTIATIONS

Officers have, prior to statutory pre-application consultation, engaged in dialogue over the development especially in terms of design, scale and massing.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2007/1685 Construction of a new industrial unit (B1, B2 & B8) with ancillary office accommodation, external car parking / vehicular circulation & service areas. Disposed Of – 18th November 2013.
- P2002/0290 Advertisement Application to erect 6no. signs to be located around area being used as temporary lapwing reserve. Approved – 16th April 2002.
- P1987/6154 Erection of buildings for the retail sale of gardening materials Building and DIY goods motor vehicles and components and accessories. Unknown – 30th October 1988

CONSULTATIONS

Dwr Cymru / Welsh Water: No objection, subject to conditions.

Natural Resources Wales: No objection.

Air Pollution: No objection, subject to conditions.

Contaminated Land: No objection, subject to conditions.

Head of Engineering & Transport (Drainage): No objection, subject to SAB approval.

Economic Development: No comment.

Biodiversity Unit: No objection, subject to conditions.

Forward Planning: No comment.

Public Rights of Way: No objection.

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

Landscaping: No comment.

Pollution Control (Noise): No objection, subject to conditions.

Pollution Control (Odour): No comment.

Street Lighting: No comment.

Ecology: No objection, subject to Biodiversity Management Plan.

Policy and Sustainable Transport: No objection subject to conditions.

Arboricultural Officer: No objection.

Parks and Neighbourhood Services: No comment.

Biodiversity Forum: No comment.

Canal and River Trust (Glandwr Cymru): No objection.

Crime Prevention Design Advisor: No objection.

Mid and West Wales Fire and Rescue Service: No objection.

Wales and West Utilities: No comment.

South Wales Trunk Road Agency: No objection.

REPRESENTATIONS

The neighbouring properties were consulted on 16 June 2022.

A site notice was displayed on 21 June 2022.

The application was also advertised in the press on 29 June 2022.

In response, to date 7no. representations have been received, with the issues raised summarised as follows:

- Loss of untouched moorland area, biodiversity and local wildlife.
- Increase in land, air and water pollution.
- Increase in traffic, disruption and congestion.
- Development on a flood plain.
- Increase in noise levels from the fan and production processes, and the delivery and dispatch vehicles, affecting nearby dwellings.
- Increased risk of road accidents and injuries.
- Discharge of waste materials, including glass, on the site of an existing Glass Factory on Aberafan Way.
- Loss of a greenfield site.
- Land contamination from the site historically being used for landfill.
- Loss of a recreation area that local people use.

- Nearby bee friendly zones may be affected.

In addition to local residents, also Local Councillors provided a number of comments on the proposed development as summarised below:

- Flood risk and drainage – the local area suffers from significant flood risk and drainage issues; will the development exacerbate the current situation?
- Noise – concerns was raised about the Predicted Noise Assessment and its assumption and methodology. A model of the daytime noise with roller shutters open is required, alongside specifications of the fans that will be used. Further details of the heat rejection movers should also be provided.
- Loss of SINC – concern was raised with regards to the partial loss of this important site and the general lack of green space in the Borough. People walk their dogs across the site, when it is not flooded.
- Biodiversity – would the proposal affect Natter Bats which have been identified within 2km of the site? The proposed green roof is not considered sufficient to offset the partial loss of the SINC.
- Highways – the applicant should confirm details of anticipated HGVs movements to and from the site, as there seem to be discrepancies between what set out in the application documents and what discussed at a meeting between Councillors and the applicant.
- Active Travel – Councillors contested the applicant’s statement that there are active travel routes adjacent to the site and that the site is accessible by bike. Contributions towards accessibility should be made to make the development acceptable.

REPORT

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council’s duty and the “sustainable development principle”, as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

National Planning Policy:

[Future Wales: The National Plan 2040](#) is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

Policy 9 – Resilient Ecological Networks and Green Infrastructure

“In all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.”

Policy 12 – Regional Connectivity

“Planning authorities must plan the growth and regeneration of the National and Regional Growth Areas to maximise opportunities arising from the investment in public transport, including identifying opportunities for higher density, mixed-use and car-free development around metro stations.

Active travel must be an essential and integral component of all new developments, large and small. Planning authorities must integrate site allocations, new development and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement.

Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.”

[Planning Policy Wales \(Edition 11, February 2021\)](#) outlines the Welsh Government's commitment to the importance of 'places' and 'place-making', the importance of using previously developed land wherever possible in preference to greenfield sites, and the recognition of the health and wellbeing related benefits by creating a sense of place and improving social cohesion. PPW 11 confirms that the environmental components of places are intrinsically linked to the quality of the built and natural environment and contribute to the health and wellbeing of the people who live, work and play there. It emphasises the importance of creating sustainable communities and reducing reliance on the private car as part of a package of measures to reduce the country's carbon footprint and help tackle the climate emergency.

The following guidance is of particular relevance in the assessment of this planning application:

Paras 1.11-1.14, 2.12, 2.27-2.29 (Well-being of Future Generations)
Paras 1.30-1.31 (Managing New Development)
Paras 2.8-2.14, 2.17 (Placemaking)
Paras 3.5 and 3.6 (Access and Inclusivity)
Paras 3.7-3.8 (Environmental Sustainability)
Para 3.11 (Community Safety)
Para 3.12 (Movement)
Para 3.16 (Considering Design Issues)
Para 3.21 and 3.24 (Promoting Healthier Places)

Para 3.36 (Climate Change)
 Paras 4.1.10, 4.1.12 (Transport)
 Paras 4.1.31, 4.1.32, 4.1.34, 4.1.35 (Active Travel)
 Para 4.1.41 (Ultra Low Emission Vehicles)
 Paras 4.1.50 to 4.1.51 (Car Parking)
 Para 4.1.56 (Transport Assessments)
 Section 5.4 (Economic Development)
 Paras 5.7.14-5.7.15 (Renewable Energy Targets)
 Para 5.8.3 (Sustainable Buildings)
 Para 5.12.2 (Design Choices to Prevent Waste)
 Paras 5.12.3-4 (Materials Balance on Site)
 Section 6.2 (Green Infrastructure)
 Section 6.4 (Biodiversity and Ecological Networks)
 Paras 6.6.14- 6.6.16 (Water Quality and Surface Water Flooding)
 Paras 6.6.17- 6.6.20 (Sustainable Drainage Systems (SuDS))
 Paras 6.6.22 – 6.6.29 (Development and Flood Risk)
 Paras 6.7.4-6.7.8, 6.7.12, 6.7.14 (Framework for Addressing Air Quality and Soundscape)
 Paras 6.7.15-6.7.18 (Location of Commercial, Industrial and other Potentially Polluting Development)
 Para 6.7.24 (Soundscapes and Compatibility of Uses)
 Para 6.7.26 (Managing Potential Environmental Risk Arising through Construction Phases)
 Section 6.8 (Lighting)
 Paras 6.9.12-6.9.15 (De-risking Development)
 Paras 6.9.17-6.9.21 (Land Contamination)

PPW11 is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- TAN 5: nature conservation and planning
- TAN 11: noise
- TAN 12: design
- TAN 15: development and flood risk (2004)
- TAN 18: transport
- TAN 21: waste
- TAN 23: economic development

Local Planning Policies

The Local Development Plan for the area comprises the [Neath Port Talbot Local Development Plan](#) which was adopted in January 2016, and within which the following policies are of relevance:

Strategic Policies:

- **Policy SP1** Climate Change
- **Policy SP2** Health
- **Policy SP3** Sustainable communities

- **Policy SP4** Infrastructure
- **Policy SP5** Development in the Coastal Corridor Strategy Area
- **Policy SP10** Open Space
- **Policy SP11** Employment Growth
- **Policy SP15** Biodiversity and Geodiversity
- **Policy SP16** Environmental Protection
- **Policy SP17** Minerals
- **Policy SP18** Renewable and Low Carbon Energy
- **Policy SP19** Waste Management
- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage

Topic Based Policies:

- **Policy SC1** Settlement limits
- **Policy I1** Infrastructure Requirements
- **Policy OS1** Open Space Provision
- **Policy OS2** Protection of Existing Open Space
- **Policy EC3** Employment Area Uses
- **Policy TO4** Walking and Cycling Routes
- **Policy EN6** Important Biodiversity and Geodiversity Sites
- **Policy EN7** Important Natural Features
- **Policy EN8** Pollution and Land Stability
- **Policy M2** Surface Coal Operations
- **Policy RE2** Renewable and Low Carbon Energy in New Development
- **Policy W3** Waste Management in New Development
- **Policy TR2** Design and Access of New Development
- **Policy BE1** Design

Supplementary Planning Guidance

The following SPG is of relevance to this application: -

- [Planning Obligations](#) (October 2016)
- [Parking Standards](#) (October 2016)
- [Baglan Energy Park Development Framework](#) (October 2016)
- [Pollution](#) (October 2016)
- [Open Space & Greenspace](#) (July 2017)
- [Renewable and Low Carbon Energy](#) (July 2017)
- [Design](#) (July 2017)
- [Development and the Welsh Language](#) (July 2017)
- [Landscape & Seascape](#) (May 2018)
- [Biodiversity and Geodiversity](#) (May 2018)

Environmental Impact Assessment (EIA)

In accordance with the Environmental Impact Assessment Regulations, the proposed development is listed under column 1 of Schedule 2 and the application site exceeds the Schedule 2 threshold for development of this type. As such the application has been screened in accordance with the requirements of Schedule 3 of the Regulations.

The findings of the screening report were that the scale and nature of the potential impacts associated with the development both alone and in combination with other developments within the area would not be of a type that would require the carrying out of an Environmental Impact Assessment or the subsequent submission of an Environmental Statement in support of the application.

The proposed development is not located within a zone of influence for any Special Area of Conservation (SAC), Candidate Special Area of Conservation (CSAC) or Ramsar sites and as such it is considered that an Appropriate Assessment as set down within the Conservation of Habitats and Species Regulations 2017 is not required.

Whilst the site is classified as a Site of Importance for Nature Conservation, it is post-industrial land and is located adjacent to an existing employment / industrial area.

Issues

Having regard to the above, the main issues to consider in this application relate to the principle of development, together with the impact on the SINC, ecology, biodiversity, visual amenity, residential amenity, highway safety, parking, access, flood risk / drainage, contaminated land, archaeology and air quality.

Principle of Development

The site is located within the settlement boundary and the use of this site for industrial, employment-related development will help to sustain the existing Baglan Industrial Park, in line with the aspirations of policies SP11 and EC2. The principle of employment use is therefore considered acceptable.

The proposed development would allow the existing 3no. Glass Systems Ltd units situated across South Wales to be agglomerated into one location. The applicant confirmed that the employee numbers would be circa 600, comprising of 450 safeguarded jobs from pre-existing sites in addition to the creation of 150 new positions. Advanced discussions regarding alternative sites in Scotland and England raise the potential for substantial economic loss, both regionally and nationally, therefore this project is considered to accord with strategic Policy SP11: Economic Growth and TAN 23.

This will accompany enrichment of the local economy through utilisation of local labour in construction, generation of training opportunities, and attraction of local and outside investment. Estimations of 450-500 weeks of apprenticeships and up to 55 weeks of training opportunities support employment growth goals within SP11: Employment Growth. Respecting these ambitions, the project will utilise local supply

chains and conduct a 'meet the buyer' event to attract inward investment, and maximise local spending.

Social benefits are generated for the local community, involving potential for 15 STEM and related opportunities, alongside potential for up to 10 community volunteering/support initiatives. This works in line with the Wellbeing of Future Generations Act (2015) goals regarding prosperity and cohesiveness, driving community wellbeing and cohesiveness. Which are echoed by the Authority's own wellbeing objectives, as set out within the Corporate Plan.

No constraints regarding heritage assets are present, with partial SINC loss mitigated by conservation and enhancement the remaining area. Economic and social benefits deriving from the project are therefore determined to outweigh this loss, with considerable benefits on both a local and national scale.

Impact on the SINC, Ecology and Biodiversity

SINCs are local sites of substantive nature conservation value. They are the most important places for wildlife outside legally designated sites such as Sites of Special Scientific Interest (SSSIs). In addition, they are important in providing support and linkage, in a local context, to such internationally and nationally designated sites.

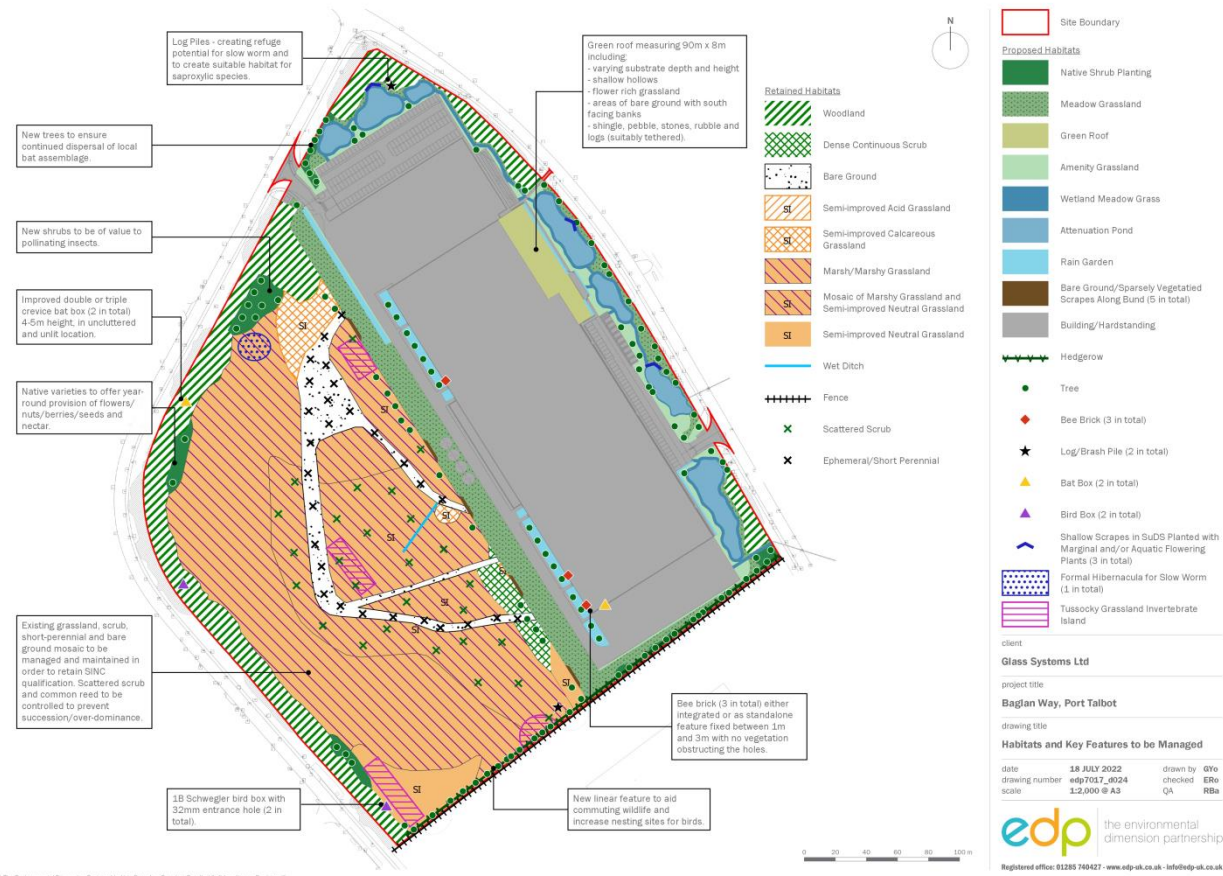
Due to the site's location within a SINC, policy EN6 (Important Biodiversity and Geodiversity Sites) needs to be complied with. This policy permits development proposals that would affect SINCs only where they conserve and, where possible, enhance the natural heritage importance of the site; or the development could not reasonably be located elsewhere, and the benefits of the development outweigh the natural heritage importance of the site. This Panasonic SINC is primarily designated for its mosaic of habitats, including scrub communities, neutral grassland, fen, reedbed and ponds.

As noted by the Biodiversity Officer, SINCs need to be maintained and enhanced for biodiversity by the landowner. If this does not take place, then the habitat quality will deteriorate over time. The site has been subject to very poor maintenance and is in need of an active management plan. The applicant has provided a Biodiversity Management Plan that addresses this requirement, which will be implemented and reviewed for a period of 50 years. As part of this review process aspects of community involvement and potential access and interpretation can be explored.

The proposed development occupies slightly less than half of the site and contains the development in the eastern portion of the site, adjacent to Baglan Way. This area currently measures approximately 4.5ha of marshy and semi-improved grassland, ephemeral/short perennial vegetation, scattered scrub and tall ruderal vegetation. In addition, approximately 1.5ha of the north eastern and northern boundary will be temporary lost / degraded to accommodate sustainable drainage features and a bund. The proposed earth bund separates the proposed built development with the adjacent SINC. This means 41% of the SINC will be lost to the development.

To comply with policy EN6 and mitigate against this loss, the application proposes to conserve and enhance the remaining part of the SINC. The submitted detailed

landscape plan demonstrates the areas of existing vegetation and SINC to be retained; the removed vegetation; proposed tree planting, specimen shrub planting, native hedgerow planting, ornamental hedgerow planting, native shrub planting, wetland shrub planting, aquatic planting mix, and rain garden; proposed turf / amenity grassland; proposed species-rich meadow grass; bare ground for reptiles; proposed wetland meadow grass to the banks and base of the attenuation pond; permanent standing water; and linear water transfer.



A green roof is also proposed to contribute towards this mitigation, measuring 90m in length by 8m in width, equating to 720 sqm. The green roof is located within the east of the site, above the offices, and would incorporate new habitat features including bare ground, wildflowers and tussocky grassland of value to birds and invertebrates. The Biodiversity Officer originally stated that the green roof would be too small to mitigate for the loss of the SINC habitat and would be too far from the invertebrate populations for them to reach it. The applicant prepared a rebuttal letter stating the following:

- The green roof would be in close proximity to the attenuation ponds, meadow grassland and woodland, considering it unlikely that invertebrates would not reach the roof;
- The green roof is located in the area most suitable to structurally support a green roof;
- The size of the green roof should be looked at in conjunction with the biodiversity measures outlined within the Biodiversity Management Plan (BMP), which will enhance and maintain the value of the site over the next 50 years.

The Biodiversity Officer has reviewed the submitted landscape strategy and design, in addition to the BMP, as well as the applicant's rebuttal letter, and confirms that the proposal is acceptable from a biodiversity perspective and that the BMP provides sufficient mitigation to address the partial loss of the SINC.

The BMP details the habitat creation, enhancement and management measures proposed. This includes ongoing maintenance measures for the new habitats/soft landscape to establish and thrive in the first five years post construction. The management must continue for a minimum of 50 years post construction and a condition has been requested to ensure this. This will ensure that the habitat quality is preserved and enhanced.

Due to the site's ecological value, a number of surveys have been completed to support the application including a detailed botanical survey, bat surveys, badger survey, reptile surveys, and invertebrate surveys. With regards to protected and/or notable species, the application site has the potential to support or does support nesting birds, foraging and commuting bats, foraging and sett building habitat for badgers, slow-worm, scarce and local invertebrate species, weasel, stoat, and hedgehog.

With regards to locally important and/or red data species of least concern, there are records of yellow starry feather moss, common feather moss, swamp feather moss, and Nicholson's beard-moss on site. Regarding invasive non-native species, wall cotoneaster and Himalayan cotoneaster are located on site.

Additional surveys were scoped out but not considered necessary in this case, including surveys of breeding birds, dormouse, otter, and great crested newt. The Biodiversity Officer confirmed that the loss of half of the functioning habitat for birds (nesting, roosting and foraging) has been adequately mitigated.

It is noted that a low population of slow-worm has been identified on site. The Biodiversity Officer noted that the reptile surveys should have been completed using the (withdrawn) Natural England TIN102 in order to ensure the number of reptiles present on site is not underestimated. A full reptile translocation method statement for slow-worm, including details of enhancement of the retained area, will be required through a planning condition.

Impact on Visual Amenity

The proposal incorporates an industrial design, using steel frame cladding with composite 1m wide panel cladding and small brickwork plinth, planar glazing to the office and administrative quarters, insulated sectional doors, steel personnel doors and single ply roof membrane. Roller shutters are incorporated on the north-western and south-eastern façade of the building.

It is considered that this design is in keeping with the surrounding area, predominantly industrial in nature, located directly adjacent to Baglan Industrial Park. Whilst the site is bound to the north-west by residential development in Baglan Moors, greenfield land and allotments separates the site from this area, meaning the development will mostly be visible from the local road network. The presence of other industrial units

within Baglan Industrial Park along Baglan Way means that the proposed development will extend this industrial character further along Baglan Way.

A Landscape and Visual Impact Assessment (LVIA) was submitted to support the application. Regarding the landscape impact, the assessment concludes that the site is considered to be of low sensitivity as the landscape features on site are largely limited to the site's periphery. In addition, it notes that a number of manmade features within the site, such as scrambler and motorbike activity, detract from its character. Regarding the visual impact, the assessment considered the following receptor groups would be affected by the development: rights of way users; road users; residential dwelling/groups; and recreational users of POS areas alongside Westlands and Rowan Tree Lane, and allotments to the west of the site.

The assessment concludes that the development would have a minor impact on users of the open space along Rowan Tree Avenue; low impact on users of the A4241 as it passes over the M4; medium impact on users of the junction of Baglan Way and Moor Road, public open space off Westlands, Moor Road at the entrance to Llys y Seren care home, Baglan Way at eastern corner of the site, minor road of Fernfield; and high impact on users of public rights of way 59/119, Wales Coast Path upon western slopes of Mynydd Dinas, and public rights of way 59/107.

The assessment notes that the landscape and visual sensitivities of the site have influenced the design of the proposal, illustrated in the Landscape Strategy. It is considered that the mitigation measures proposed within the landscape strategy, including the retention of circa half of the SINC and landscape features, provision of new landscaping features, and the proposed building, will not have an adverse impact on the visual amenity of the surrounding area due to the industrial character of the area.

Impact on Residential Amenity

Allotments and greenfield open spaces are located beyond Moor Road to the north-west, providing a buffer between the proposed development and the nearby residential development. As such, the distance between the development and nearby dwellings is such that the development would have no issues relating to privacy, daylight and outlook.

With regards to the development's noise impact on residential amenity, a noise impact assessment has been prepared to accompany the application. The report notes that the prevailing ambient sound environment in the area is dominated by road traffic noise arising from vehicles using the M4 motorway. The measurement positions used within the assessment were positioned within the site's northern and western points, measuring in the nearest noise sensitive receptors to Moor Road.

The assessment identifies a risk of adverse impact arising to nearby sensitive receptors as a result of the furnace heat rejection louvres on the southern façade of the plant area, to the south side of the main manufacturing building. The Council's Environmental Health Officer confirmed that they agree with the methodology of the noise impact assessment. However, they requested specific details of the "updated technology" that will allow this machinery to deliver a 17dB reduction in source level.

The applicant provided additional information, stating that such detail would require access to detailed schematics of the proposed plant system, component source data, mitigation potential and ongoing liaison with the M&E designers for the scheme. A condition requiring further details of this is attached to ensure that once the specification of the machinery is known, it will not operate above the required noise levels.

The EHO noted the noise measurements from HGV and LGV movements have been taken from a 1 hour daytime period. The EHO requested the applicant confirm the times for which HGV and LGVs will be permitted to access, manoeuvre on, and leave the site. This information was provided by the applicant and the EHO has subsequently raised no objection, as the proposed hours are during times that will not impact upon residential amenity.

Additional information was also requested regarding whether the assessment was completed with the roller shutters open or closed. The applicant confirmed that the report makes assessments based on the roller shutter doors being in a closed position and that they will only be briefly opened for access and egress to the building. Nevertheless, the applicant confirmed that, even with the doors open, this source of noise is relatively insignificant in comparison to the heat rejection plant. The applicant also noted that operational activities will require the doors to be shut, meaning they will only remain open for access and egress purposes. All other activities within the development are not predicted to give rise to significant impacts.

The EHO raises no objection to the proposed development, however concerns have been raised relating to the unspecified engineering controls required to attenuate the heat rejecting louvers, and tonal noise from early morning deliveries. Therefore, as the noise impact assessment demonstrates that the development depends on unspecified controls in order to not have an adverse impact on nearby sensitive noise receptors, 4 conditions are required including a Noise Management Plan. This will need to consider all potential noise sources on site, including noise from deliveries, cooling fans and heat rejection plant.

Parking and Access Requirements and Impact on Highway Safety

Vehicular and pedestrian access is proposed through an entrance to the northwest on Moor Road and to the southeast on Baglan Way. Both access points will include a security barrier and kiosk to ensure the site is safe and secured.

The Moor Road entrance will serve the factory element of the building and will provide access to 129no. car parking spaces for staff and deliveries / dispatch.

The Baglan Way entrance will serve the building's office area as well as visitors to the site, providing 51no. parking spaces, including 18no. Electric Vehicle (EV) charging points and 9no. accessible bays.

The proposal incorporates 154no. long stay cycle parking spaces, located adjacent to the building entrance, which occupies the administration and staff accommodation.

NPT's Policy & Sustainable Transport Officer reviewed the information submitted and commented that the Baglan Way access should incorporate a priority access to pedestrians and cyclists, aligning with the Council's engineering plans to ensure all side roads on Baglan Way prioritise pedestrians and cyclists. In addition, it was raised that priority crossings on Moor Road and Baglan Way would be beneficial.

The Policy & Sustainable Transport Officer also noted that consideration should be given to how cyclists will transition from Baglan way and Moor Road to the cycle stands within the site. The applicant confirmed that a separate walking / cycling access is provided directly from Bagan Way to the cycle parking area.

In order to address the above comments, the applicant revised the proposal to include a priority crossing on Moor Road and Baglan Way and provided a 'connectivity drawing' to illustrate pedestrian and cycle routes within the site. Further details will be secured via condition to ensure that the Welsh Government standards for Active Travel are met.

The Council's Highways Officer and the Policy & Sustainable Transport Officer confirmed that they raise no objection to the proposals, subject to specified conditions.

The South Wales Trunk Road Agency raised no objections to the proposal, subject to the Sunnycroft Roundabout not being adversely affected by the development. A Transport Note has been submitted which confirms that the development will not have a material impact on the operation of the Sunnycroft roundabout in the peak hours and no mitigation is required.

It is noted that a number of residents raised concerns regarding the increase in traffic, congestion and road accidents as a result of the proposed development. The submitted Transport Assessment (TA) confirms that Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site which would be exacerbated by the proposals. In addition, the TA demonstrates that the development would not have a material impact on the capacity at any junction and no mitigation is required to accommodate the proposals. This information has been reviewed by the Council's Highways Officer and is considered acceptable, subject to conditions (as above).

Flood risk / Drainage

The application site lies within Flood Zone C1 as defined by NRW's Development Advice Map (DAM), described as an area of the floodplain, which is developed and served by significant infrastructure within the Technical Advice Note 15: Development and Flood Risk (TAN15). The site is located predominantly within Flood Zone 3 in accordance with NRW's Flood Map for Planning (FMfP), describing an area with a greater than 1 in 100 (1%) chance of flooding in a given year, including the impact of climate change.

As highlighted by section 6 of TAN 15, it is the role of the LPA to determine whether development at this location is justified. Section 6.2 of TAN 15 refers specifically to justifying the location of development and that such development should only be

permitted within zone C1 if determined by the local planning authority to be justified in that location and demonstrated that:

- Its location in zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement; or
- Its location within zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners to sustain an existing settlement or region; and
- It concurs with the aims of PPW and meets the definition of previously developed land; and,
- The potential consequences of a flooding event for the particular type of development have been considered and found to be acceptable.

Criterion (i) to (iii) are referred to as Test 1 below as this relates to the site justification and criterion (iv) which has a number of tests is referred to as Tests 2 to 12.

Test 1 – Location

Its location in zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement.

The use of this site for industrial, employment-related development will help to sustain the existing Baglan Industrial Park and contribute to key employment objectives.

It concurs with the aims of PPW and meets the definition of previously developed land (PPW fig 2.1).

The development meets the definition as it is post-industrial, brownfield land.

Tests 2 to 12 – Consequences of Flooding

TAN15 (11.5) states development should only be permitted where the developer has demonstrated that the risks and consequences of flooding are manageable and meet the criteria set out in TAN 15. A Flood Consequence Assessment has been submitted to support the application, providing the flood consequences of less vulnerable development such as this.

Less vulnerable development in Flood Zone 3 can take place provided the flood consequences are deemed acceptable and pass the Justification Test.

Moreover, criterion (iv) of paragraph 6.2 of TAN 15 refers specifically to the potential consequences of a flooding event for the particular type of development have been considered. These are referred to as tests 2 to 12 below.

Test 2 - Flood defences must be shown by the developer to be structurally adequate particularly under extreme overtopping conditions (i.e. that flood with a 1 in 1000 chance of occurring in any year).

NRW have not objected to the development on the basis of inadequate flood defences.

Test 3 - *The cost of future maintenance for all new/approved flood mitigation measures, including defences must be accepted by the developer and agreed with Natural Resources Wales.*

No flood mitigation measures are proposed as part of the development. The proposed development is protected by the presence of flood defences upstream of the site. These are explained in the FCA to be NRW-owned assets that must be maintained to offer protection throughout Neath Port Talbot.

Test 4 - *The developer must ensure that future occupiers of the development are aware of the flooding risks and consequences.*

The applicant is aware of the flooding risks and consequences, as demonstrated in the submitted FCA. The FCA notes that the site is predicted to be flood free with safe access and egress in all modelled flood events. A condition requiring the applicant to make all employees aware of flood evacuation measures is attached to ensure this test is met.

Test 5 – *Effective flood warnings are provided at the site*

The FCA notes that the majority of the site is currently within the ‘Tidal area at Baglan Moors and Aberavon’ flood warning area and the ‘Swansea Bay and the Gower coast’ flood alert area. The FCA notes that the site is predicted to be flood free in both modelled events, explaining that signing up for flood warnings for the site is not necessary.

Test 6 – *Escape / evacuation routes are shown by the developer to be operational under all conditions*

The FCA notes that safe access and egress is provided for all design flood events, stating that safe access and egress from the site is available in accordance with the required flood depths and velocities outlined in TAN 15. This is demonstrated in Figures 5-11 of the FCA, highlighting that, although the site is predicted to be flood free, the vehicle and pedestrian access route is accessible from Baglan Way, connecting to the A4241 which provides routes in all directions.

Test 7 – *Flood emergency plans and procedures produced by the developer must be in place*

NRW advise that if the local planning authority is satisfied that the proposed location is the only possible location in planning terms, it is only then the LPA should consider whether the above risks and consequences can be managed through measures such as emergency planning and evacuation.

Whilst the FCA argues that, as the site is predicted to be flood free with safe access and egress in all modelled flood events, the LPA attach a condition requiring the preparation of a Flood Emergency Plan in accordance with this test.

Test 8 – *The development is designed by the developer to allow the occupier of the facility for rapid movement of goods / possessions to areas away from floodwaters.*

The FCA maintains the argument that the site is predicted to be flood free and, as such, rapid movement of goods / possessions away from floodwaters will be achievable.

Test 9 – *Development is designed to minimise structural damage during a flooding event and is flood proofed to enable it to be returned to its prime use quickly in the aftermath of the flood*

The FCA maintains the argument that the site is predicted to be flood free.

Test 10 – *No flooding elsewhere.*

NRW have not objected to the development on this basis. The FCA notes that the proposed development and surrounding area are flood free in both modelled and flood scenarios. As such, it confirms that flood risk to others will not be increased.

Test 11 – *Paragraph A1.14 of TAN 15 identifies that the development should be designed to be flood free for the lifetime (A1.14) of development for either a 1 in 100 chance (fluvial) flood event, or a 1 in 200 chance (tidal) flood event including an allowance for climate change (depending on the type of flood risk present) in accordance with table A1.14.*

The submitted FCA confirms that the site is predicted to be flood-free during the 1% AEP plus climate change event (fluvial) and predicted to be flood-free during the 2121 0.5% AEP event (tidal).

Test 12 – *In respect of the residual risk to the development it should be designed so that over its lifetime (A1.15) in an extreme (1 in 1000 chance) event there would be less than 600mm of water on access roads and within properties, the velocity of any water flowing across the development would be less than 0.3m/second on access roads and 0.15m/ second in properties and the maximum rate of rise of floodwater would not exceed 0.1m/ hour.*

The submitted FCA confirms that that the site is predicted to be flood-free during the 0.1% AEP event (fluvial) and predicted to be flood-free during the 2121 0.1% AEP event (tidal).

Both NRW and the Council's Drainage Officer have been consulted on the application and raise no objection on the grounds of flood risk or drainage, subject to SAB approval. NRW confirmed that the submitted FCA shows that the risks and consequences of flooding are manageable to an acceptable level, meaning they have no objection on flood risk grounds.



Local Councillors raised concerns regarding a rise in ground water flooding, caused by the proposed development. Both NRW and the Drainage Officer were contacted regarding this issue and confirmed that the FCA is a detailed, site specific assessment on the fluvial and tidal risk, complying with TAN 15. They noted that flood warnings are catchment-based and not site specific. In addition the SAB's approval process ensures that the site itself will deal with all surface water on site and not result in any off site issues with surface water. Providing natural attenuation within the site, as indicated in the above plan.

Contaminated Land

The submitted Geotechnical and Geoenvironmental Report confirms that the contamination of concern relates to sulphate in made ground and natural soil deposits, as well as zinc in groundwaters. The recommended solution is that a piled foundation is adopted for the development. The Pollution Control Officer (Contamination) has reviewed the report produced by Terrafirma and concurs with the findings that no significant human health issues would arise above the generic soil assessment criteria for commercial end use or for ground gas. As such, there are no site specific mitigation and remedial measures required in respect to human health. Good site management in relation to health and safety and dust suppression should be adhered with.

NRW has been consulted regarding land contamination and confirmed that the controlled waters at this site are not of the highest environmental sensitivity due to gross contamination not being present on site. As such, no site-specific advice or comments have been provided. If, during development, gross contamination is found to be present at the site, the Local Planning Authority should be notified and NRW may be re-consulted.

NRW highlighted that due to the former BP Chemical Works being 900m away, section 4.2 of the submitted report lists Isopropanol in the groundwater; however, this was not presented in the groundwater samples. As such, clarification was sought regarding this. The applicant provided an updated report clarifying that this was tested for, however nothing was found.

Archaeology

An Archaeological and Heritage Assessment has been prepared to support the application, assessing the nature and significance of the historic environment surrounding Baglan Way. The report concludes that there are no scheduled monuments, registered historic parks and gardens, listed buildings, conservation areas or World Heritage Sites within the site. The assessment also concludes that the settings of historic assets in a 1km radius will not be altered by the proposed development.

Regarding the site's archaeological importance, the assessment considers it likely that any buried archaeological remains, including any medieval and post-medieval remains relating to previous agricultural practices at the site, will be poorly preserved and of little or no evidential value. This is due to heavy disturbance within the 20th century, removing extant features relating to the former agricultural landscape, which may have damaged or destroyed any buried archaeological remains within the site.

It is therefore considered that the proposed development will not result in any unacceptable impacts on areas of historical, cultural and archaeological importance, in line with policy SP21.

Air Quality

An Air Quality Assessment was submitted to support the application, confirming that there will be no significant effects on the operational air quality of existing, sensitive receptors as a result of the additional traffic generated by the proposed development. The Council's Environmental Health Officer reviewed the Air Quality Assessment and commented that the air quality impact assessment adequately demonstrates that the development does not pose a risk to local air quality based on road traffic emissions, the emissions from onsite activity need to be assessed.

The applicant confirmed that there will be no manufacturing of glass on site; the factory will only process glass that has already been manufactured elsewhere. The proposed process at the new factory will comprise the following:

“Cutting and shaping of glass to the specification of customers, and ‘tempering’ glass to a specification (tempered glass, otherwise known as safety glass, is used for its safety and strength properties).

The tempering process is done by cutting glass to a specific size, and then dependant on the type and thickness of the glass, it will be processed in accordance with specific thermal parameters/programs. The glass will be heated to roughly 650/700 degrees so that it is soft, as it exits the heated chamber air is forced into the outer surfaces of the glass forcing a stress into the glass this increases the strength of the glass by around four times, with these stresses causing the glass to shatter in the manner described above.”

Having reviewed the information provided from the applicant, the Officer confirmed that the proposal is acceptable from an air quality perspective, subject to conditions being imposed to control dust emissions.

Other Matters

As identified earlier in this report, a number of objections were received in response following the publicity exercise. In response to the main issues, the following comments are made:

- The disposal of waste materials, including glass particles, within the existing glass factory on Aberfan Way should be investigated outside of this application. Issues arising from the operation of other similar factories in the area is not a material planning consideration to this planning application. A Waste Management Plan will be secured by condition to ensure all waste (including hazardous waste) is disposed of carefully.
- To address officers’ comments and following a meeting and correspondence with local Councillors, the applicant submitted additional information to supplement the application documents. Further to this, officers confirmed that there will not be an adverse impact on the local area in terms of air and noise pollution. Dust control measures and a Noise Management Plan have been conditioned.
- With regards to the evidence provided of high ground water being experienced in neighbouring properties, this is a drainage matter that needs to be addressed by the affected properties. The application has demonstrated that there will not be any drainage or floor risk impact within the site and on the surroundings as a result of the development.
- With regards to biodiversity, the ecology report and surveys demonstrate that there is no record of rare species of bat recorded within the site. Compensation tree planting will mitigate the loss of trees within the site and will support bats living and foraging the local area.
- Although the partial loss of the SINC is regrettable in principle, the Biodiversity Management Plan (to be secured for at least 50 years) will ensure that the habitat quality of the remaining part of the SINC will be preserved and enhanced.
- The Transport Assessment and additional Transport Note confirm that the proposal will not lead to additional traffic, disruption or congestion. A

pedestrian and cycle crossing will be created on Moor Road and Baglan Way, contributing to road safety and local connectivity.

- The geoenvironmental report has not identified any potential risks to human health and this has been confirmed by officers, with no further mitigation required. Subject to compliance with the contamination conditions, there would be no harm to employees or members of the public as result of the proposed development.
- Finally, it must be noted that although the site has not been historically fenced and therefore members of the public could use it for recreational use, it is not an area of public open space. Therefore, the loss of a recreational area that some residents raised as a concern, is not a planning consideration.

CONCLUSION

The decision to recommend 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. The Development Plan comprises Future Wales - the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the Panasonic SINC and will contribute to local employment opportunities. Accordingly, the proposed development is in accordance with Policies SP1, SP2, SP3, SP4, SP5, SP10, SP11, SP15, SP16, SP17, SP18, SP19, SP20, SP21, SC1, I1, OS1, OS2, EC3, TO4, EN6, EN7, EN8, M2, RE2, W3, TR2, BE1 of the Neath Port Talbot Local Development Plan.

It is further considered that the decision complies with Future Wales - the National Plan 2040 and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

Recommendation:

Approval, subject to conditons.

Time Limit Conditons.

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

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

List of Approved Plans

2. The development shall be carried out in accordance with the following approved plans and documents:

Site Location and Block Plan 2149-A01-Rev.A
Topographical Survey 2149-A02-Rev.A
Proposed site plan 2149-A03-Rev J
General Arrangement Plan – First Floor 2149-A05-Rev.D
General Arrangement Plan – Ground and First Floor Administration and Staff 2149-A07-Rev D
General Arrangement Sections – Sheet 01 2149-A08
General Arrangement Sections – Sheet 02 2149-A09
Elevations 2149-A10-Rev.D
3D Captures Drawings
General Arrangements Site Access Layout – Baglan Way C21049-ATP-DR-TP-004
Planning Statement dated Mat 2022
Design and Access Statement dated May 2022
Pre-Application report dated May 2022
Outline drainage strategy dated April 2022
Ecological Appraisal Report edp7017_r006C
Ecological Method Statement edp7017_r007
Phase 1 Habitat Plan edp7017_d009
Biodiversity Management Plan edp7017_r008a
Flood Consequence Assessment dated March 2022
Geotechnical and Geoenvironmental Report 16750 March 2022
Ground Gas Monitoring Results and Assessment dated November 2021
Landscape Strategy edp7017_d022c
Detailed Soft Landscape Design edp7017_d023a (sheets 1 to 7)
Landscape and Visual Baseline edp7017_r001d
Ecology response letter dated 3 August 2022 L/edp7017/ED/cl
Noise Assessment 21-055 v4
Transport Assessment C21949/TA01.Iss4
Travel Plan C21949/TP01.Iss3
Transport Note C21949/TN01.Iss1
Tree Constraints Plan edp7017_d001
Arboricultural Method Statement edp7017_r005c
Archaeology and Heritage Assessment edp7017_r003e
Air Quality Assessment J10/12526/10/1/F3

Reason:

To ensure that the development is as permitted by the local planning authority and for the avoidance of doubt.

Pre-commencement Conditions.

3. Before beginning any development at the site, you must do the following: -
 - a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012

(DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and

b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason:

To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.

4. No development, including site clearance, shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be made with reference to the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The CEMP should include the following information: -

Construction methods: details of the extent and phasing of development; details of construction materials or techniques to be used; details for the storage and management of plant and materials used in constructing the development.

General Site Management: details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing; details of complaint investigation procedures.

Protection of retained habitats: Details of any permanent and temporary fencing, signage and protection of retained habitats to ensure no encroachment or damage during the construction phase.

Control of Nuisances: Identification of the significant construction and demolition noise & vibration sources; details of physical and operational management controls necessary to mitigate noise & vibration emissions; details of dust & odour control measures and measures to control light spill.

Traffic Management: details of site deliveries; details for the loading and unloading of plant and materials; details of wheel wash facilities; details for the parking of vehicles of site operatives and visitors.

Hours of working on site, including specified hours for deliveries; details of restrictions to be applied during construction and demolition works (including timing, duration and frequency of works) to prevent noise or nuisance amenity issues to surrounding properties.

Responsible Persons: details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details

The CEMP shall be implemented as approved throughout the site preparation and construction phases of the development.

Reason:

In order to ensure necessary management measures are agreed and implemented to protect local amenity, especially for people living and/or working nearby, and highway safety during construction and to accord with Policies TR2 and EN8 of the Local Development Plan.

5. No development shall take place until a scheme for reptile translocation has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be undertaken in accordance with the timescales and methodologies as approved.

Reason

In the interests of biodiversity and to accord with Policies EN6 and EN7 of the Local Development Plan.

6. No development shall take place until a foul water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.

Reason:

To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment and to accord with Policy I1, EN8 and BE1 of the Local Development Plan

7. No development shall take place until a potable water scheme to serve the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the existing water supply network can suitably accommodate the proposed development site. If necessary, a scheme to reinforce the existing public water supply network in order to accommodate the site shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and remain in perpetuity.

Reason:

To ensure the site is served by a suitable potable water supply and to accord with Policy I1 of the Local Development Plan.

8. Prior to the commencement of development, and notwithstanding the details submitted, a scheme for pedestrian crossing and cycle priority junction arrangements and routes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these approved details and retained as such thereafter.

Reason:

To promote and ensure that the development complies with active travel initiatives and highway safety and Policies TR2 and BE1 of the Local Development Plan.

9. Details of the specification, biodiverse planting, design and materials for the green roof, including the area to which the green roof will be positioned will be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of development. These details as approved shall be fully implemented prior to the first use of the development and maintained as such thereafter.

Reason:

To preserve and enhance the habitat quality of the SINC in accordance with Policies EN6 and EN7 of the Local Development Plan.

Action Conditions

10. Prior to their use in the construction of the development hereby permitted, details and/or samples of the materials to be used in the construction of the external surfaces of the development shall 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 and to ensure the development complies with Policy BE1 of the Neath Port Talbot Local Development Plan.

11. Prior to the first use of the development hereby approved a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be fully implemented in accordance with the details as approved within the first planting season following approval, and maintained as such thereafter. Any species or specimen that die or are damaged within 5 years shall be replaced on a like for like basis, unless otherwise agreed as part of a revised landscaping scheme, to be submitted and approved by the Local Planning Authority.

Reason:

To aid preservation and enhancement of habitat qualities and natural impact within the SINC in accordance with Policies EN6 and EN7 of the Local Development Plan.

12. Prior to commencement of the superstructure of the development hereby approved, the applicant shall submit a scheme detailing how the specified sound rating levels within the noise impact assessment will be achieved. The scheme shall include specific details of any sound attenuation equipment that may be necessary to achieve the stipulated sound rating levels set within the report. The development shall be constructed in accordance with the details hereby approved, and retained as such thereafter.

Reason:

In order to protect the amenity of future workers and neighbouring residents and to accord with Policy EN8 of the Local Development Plan

13. Prior to the first use of the development hereby approved a Noise Management Plan shall be submitted to and approved by the the Local Authority. The Noise Management Plan shall detail how noise emissions from all activities on site will be controlled, and mitigated. The Noise Management Plan should consider all potential noise sources on site, including noise from deliveries etc. The Noise Management Plan as approved shall be strictly adhered to during the operation of the development hereby approved.

Reason:

In order to protect the amenity of future workers and neighbouring residents and Policy EN8 of the Local Development Plan.

14. The Biodiversity Management Plan dated August 2022 shall be fully implemented for a period of no less than 50 years. This plan is to include adaptive management based on 5 year reviews, with an initial review being undertaken 12 months after first operational use of the development hereby approved, and thereafter every 5 years from the date of that approval. The review of the management plan and proposals for the next management period shall be submitted to and approved by the Local Planning Authority at the end of each 5 year period.

Reason:

In order to preserve, enhance and manage the habitat quality of the SINC and to accord with Policies EN6 and EN7 of the Local Development Plan.

15. The car park accessed from Moor Road providing 129 vehicle parking spaces, each space measuring 2.6m x 4.8m as shown in drawing number 21.49-A03-Rev I shall be constructed and clearly marked out on site prior to the first use of the development hereby approved and shall be retained as such thereafter.

The car park accessed from Baglan Road shall be provided with 51 vehicle parking bays, each space measuring a minimum of 2.6m x 4.8m with a 5% provision of the total spaces being used as disabled bays measuring 3.6m x 4.8m as per the NPT Parking Standards 2016 as shown in drawing number 21.49-A03-Rev I, shall be constructed and clearly marked out on site prior to the first use of the development hereby approved and shall be retained as such thereafter.

A minimum of 10% of the total number of spaces for the development shall be provided with EV charging points as detailed in The Planning Policy Wales guidance and shown in drawing number 21.49-A03-Rev I, available for use prior to the first use of the development hereby approved, and retained as such thereafter.

Reason:

To ensure sufficient parking is provided within the application site and that on-road parking of vehicles in the adjoining roads does not occur, in the interests of highway and pedestrian safety, and to accord with Policy TR2 of the Local Development Plan.

16. Details of any signage (directional or otherwise) required for within or on the external public highway shall be submitted to and approved in writing by the Local Planning Authority along with lumen levels should they be illuminated. The signage and any lighting as approved shall be provided prior to the first use of the development hereby approved and retained as such thereafter.

Reason:

In the interest of highway and pedestrian safety, visual amenity and to ensure minimal nuisance or disturbance is caused to the detriment of the amenities of local residents, of ecology and of the area generally. To accord with Policies EN6, EN7, TR2 and BE1 of the Local Development Plan.

17. The new vehicular access points to the development hereby approved, as shown on drawing number 21.49-A03-Rev I, off Baglan Way and Moor Road shall tie into and be constructed to the adoptable standard and specification of the Highway Authority.

Reason:

To ensure that all vehicles can enter and leave the highway in a controlled manner in the interest of highway and pedestrian safety and Policy I1 and TR2 of the Local Development Plan.

18. A Flood Emergency Plan shall be prepared and available for employees and visitors to adhere to in the event of a flood, a copy of which shall be submitted to and approved in writing by the Local Authority prior to the first use of the development hereby approved.

Reason:

To ensure the tests of TAN 15 have been met and compiled with.

19. Prior to the beneficial use of the development a Waste Management Plan (WMP) shall be submitted to and approved in writing by the LPA. The WMP as approved shall be fully implemented.

Reason:

To ensure the safe management of all waste products in compliance with Policies EN8, and W3 of the Local Development Plan

20. The validation of all imported materials should be undertaken in line with WLGA guidance document 'Requirements for the Chemical Testing of

Imported Materials for Various End Uses and Validation of Cover Systems'. Prior to the importation of any material including hardcore, subsoils or topsoils, validation of those materials shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To prevent the introduction of contaminated products to the site and to accord with Policy EN8 of the Local Development Plan

21. Details of all means of enclosure within the development area shall be submitted to and approved in writing by the Local Planning Authority prior to their installation on site. The details approved shall be fully implemented on site and retained on site prior to the first use of the development hereby approved.

Reason:

To provide viable enclosure for the development area, in a manner with acceptable impact on safety and natural uses in accordance with Policy EN7 of the Local Development Plan.

22. Details of any external lighting required within the development area shall be submitted to the Local Planning Authority, alongside lumen levels in areas of activity. Materials and light types utilised shall be provided prior to the first use of the development hereby approved and retained as such thereafter.

Reason:

To provide adequate visibility between all users of the development area, supporting safe and viable activity throughout in accordance with Policies EN6, EN7, EN8, TR2 and BE1

Regulatory Conditions.

23. The sound rating level from the development shall not exceed the background sound level during the day or night at the nearest noise sensitive receptors, when assessed in accordance with the methodology and principles set out in BS4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.

Reason:

In order to protect the amenity of future workers and neighbouring residents and to accord with Policy EN8 of the Local Development Plan

24. In the event of any justified noise complaints being received, the Local Authority will require the applicant to undertake a suitable and appropriate noise assessment and produce the findings and recommendations in a written report. A suitably qualified and competent person shall undertake the assessment.

- The methodology shall be agreed with the Local Authority prior to the assessment within 2 weeks of the Local Authority of this request.
- The assessment and subsequent report shall be submitted to the local Authority within 6 weeks of the Authority making the request .
- If an extension of time is required, then an application must be put in writing to the Authority for consideration. The request for an extension must detail the reasoning why an extension of time is required and detail how much of an extension is sought.
- Recommendations contained within the report shall be implemented within 4 weeks of submitting to and approval of the report by the Authority.
- If an extension of time is required, then an application must be put in writing to the Authority for consideration. The request for an extension must detail the reasoning why an extension of time is required and detail how much of an extension is sought.

Reason:

In order to protect the amenity of future workers and neighbouring residents and to accord with Policy EN8 of the Local Development Plan.

25. Nothing over 600 mm shall be erected or allowed to grow within the vision splay areas of the proposed new vehicular accesses off Moor Road and Baglan Way, to maintain the required visibility splays as detailed in the supporting document *Transport Assessment 3 - Access Arrangements* and shall be maintained as such thereafter.

Reason:

To provide adequate inter-visibility between vehicles using the site access and those in the existing public highway in the interest of highway safety and accord with Policy TR2 of the Local Development Plan.

26. As detailed on the submitted plan, drawing number 21.49-A03-Rev I, any proposed gates adjacent to the public highway shall be of a type that open inwards only and are setback within the site a minimum of 12 metres to allow vehicles to be removed from the public highway whilst the gates are opened/closed.

Reason:

In the interest of highway safety and to accord with Policy TR2 of the Local Development Plan

Informatives:

The permitted development must be carried out in accordance with the approved drawings and specification. If you wish to amend your proposal you will need formal permission from the Council. The method of obtaining permission depends on the

nature of the amendment and you are advised to refer to the Council's web site or take professional advice before making your application.

Protected Species

If any legally protected species are found on site NRW are to be contacted and further licencing may be required.

Nesting Birds

No site/vegetation clearance/demolition should take place between 1st March to 31st July inclusive to minimise the potential for nesting birds to be disturbed as they are protected by law.

The developer is made aware that SAB approval is required prior to any works commencing on site. It is a breach of approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018.

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2022/0521	<u>DATE:</u> 11/10/2022
PROPOSAL: Change of use of Dwelling (C3 use) into 5 Bedroom House of Multiple Occupation (HMO) (C4 use) plus first-floor rear extension	
LOCATION:	7 Clarice Street, Aberavon, SA12 6BQ
APPLICANT:	Mr Alexander Bointon
TYPE:	FULL
WARD:	

BACKGROUND

Cllr Dacey requested on 06/07/2022 that this application be determined at Planning Committee for the following reason:

“I would like to call in the following planning permission 2022/0521, I have reservations with community amenities, the compact nature of the streets and lanes in this area leads to difficulty collecting recycling and refuse materials, the 5 occupants would add to the existing problem.”

The ‘call-in’ Panel agreed that the application could be determined at Planning Committee.

SITE AND CONTEXT

The application site is located at 7 Clarice Street, Aberavon which comprises a three bedroom, two-storey end of terrace property, with a single storey flat roofed rear extension, currently in Class C3 (Dwelling) use.

The property has a rear garden, accessed to the front and rear of the property with access along the side elevation.

The property is located within Aberavon settlement and is part of a single row of terraced properties with no front gardens, perpendicular to Pendarvis Street, similar to neighbouring rows of terraced rows of properties also accessed via Pendarvis Street. To the south-west is Neath Port Talbot’s Cycle Network, followed by the A4241 (Afan Way).

DESCRIPTION OF DEVELOPMENT

This is a full planning application for the change of use of the property from residential (Use Class C3) to a 5 bedroom House of Multiple Occupancy (HMO) (Use Class C4).

External alterations include the addition of a first floor rear extension; measuring approximately 6.3 metres in total height, falling to 5.5 metre eaves height. The proposed width will measure approximately 3.5 metres; matching the existing rear extension's width, whereas the proposed depth from the rear elevation will measure approximately 3.6 metres, the existing extension's length is 8 metres.

The proposed extension will contain the fifth bedroom, with two other bedrooms within the original first floor, and two bedrooms on the ground floor, where the dining and lounge rooms previously occupied.

There are presently no off street car parking spaces to serve this property. Off road parking for three vehicles will be provided to the rear of the property. The existing lawn area will be replaced with a permeable block paving area, in addition approximately 10 metres of the south-western garden wall will be removed for access and visibility, with a further 4.56 metres of existing wall lowered to a maximum height of 0.6 metres for visibility.

All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

NEGOTIATIONS

None

PLANNING HISTORY

The application site has the following relevant planning history: -

App Ref	Description	Decision	Date
P1989/7344	Garage	Approved	06-NOV-89
T1977/1827	Kitchen bathroom extension single storey	Approved	14-DEC-77

CONSULTATIONS

Environmental Health: No objections

NRW: No objections

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

Biodiversity Team: No comment

REPRESENTATIONS

The neighbouring property was consulted on 29.06.2022.

A site notice was also displayed on 01.07.2022 and 12.07.2022

In response, to date 16 no. representations by 12 contributors have been received, with the issues raised summarised as follows: -

- Only one resident in the street received a neighbour notification.
- Concerns future occupants may not be fit and proper, causing anti-social behaviour and noise and disturbance. Likely to be those on lower incomes and potentially unemployed.
- Concerns over potential crime will exacerbate residents existing anxiety and depression
- Potential fire hazards
- Litter problems, extra people will generate extra bin bags, bad smells and rats
- Loss of a family dwelling
- Insufficient parking for the proposed number of occupants, insufficient turning room for cars from the off road parking provision
- Traffic generation on a school route
- A HMO will reduce the value of neighbouring properties, HMOs should be spread out across the constituency. Aberavon Ward is already oversubscribed with HMOs
- These properties should be purchased by local people
- First floor extension will block light to neighbouring property and window will reduce privacy by overlooking
- Extra occupancy will reduce the already apparently lower than standard water pressure

REPORT

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

National Planning Policy:

[Future Wales: The National Plan 2040](#) is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

Policy 8 – Flooding

[Planning Policy Wales \(Edition 11, February 2021\)](#) outlines the Welsh Government's commitment to the importance of 'places' and 'place-making', the importance of using previously developed land wherever possible in preference to greenfield sites, and the recognition of the health and wellbeing related benefits by creating a sense of place and improving social cohesion. PPW 11 confirms that the environmental components of places are intrinsically linked to the quality of the built and natural environment and contribute to the health and wellbeing of the people who live, work and play there. It emphasises the importance of creating sustainable communities and reducing reliance on the private car as part of a package of measures to reduce the country's carbon footprint and help tackle the climate emergency.

PPW 11 is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- Technical Advice Note (TAN) 11: Noise (1997)
- Technical Advice Note (TAN) 12: Design (2016)
- Technical Advice Note (TAN) 15: Development and Flood Risk (2004)
- Technical Advice Note (TAN) 18: Transport (2007)

Local Planning Policies

The Local Development Plan for the area comprises the [Neath Port Talbot Local Development Plan](#) which was adopted in January 2016, and within which the following policies are of relevance:

Strategic Policies :

- **Policy SP1** Climate Change
- **Policy SP2** Health
- **Policy SP3** Sustainable communities
- **Policy SP15** Biodiversity and Geodiversity
- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage

Topic Based Policies :

- **Policy SC1** Settlement limits
- **Policy H1** Housing Sites
- **Policy EC6** Live-work Units
- **Policy TO4** Walking and Cycling Routes
- **Policy TR1** Transport Proposals
- **Policy TR2** Design and Access of New Development
- **Policy BE1** Design

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- [Parking Standards](#) (October 2016)
- [Design](#) (July 2017)
- [Biodiversity and Geodiversity \(May 2018\)](#)

Issues

Having regard to the above, the main issues to consider in this application relate to the principle of development, together with the impact on the visual amenity of the area, the amenities of neighbouring residents, highway and pedestrian safety.

Principle of Development

Background Information

As background, it is of note that in February 2016 the Welsh Government introduced changes to the Town and Country Planning (Use Classes) Order to create a new use class for Houses in Multiple Occupation (HMO) (Class C4). The Use Class C4 in broad terms covers shared houses or flats occupied by between three and six unrelated individuals who share basic amenities, such as the proposals set out within this submission.

The change to the Use Classes Order therefore served to bring the change of use of dwellings (which fall in Class C3) to HMO's within the control of Planning Authorities by making such changes subject to planning permission. The reason for the change in the Use Class Order followed a recognition that, in some parts of the Country, the number of HMOs within an area was having an adverse impact upon the character of an area.

It should be noted that large houses in multiple occupation (those with more than six people sharing) remain unclassified by the Use Classes Order and in planning terms are therefore considered to be 'sui generis'.

Having regard to the above, it is acknowledged that concentrations of HMOs can, in some instances, lead to a range of cultural, social and economic changes in a community and that high concentrations have the potential to create local issues. The Council does not, however, have any specific local Policies aimed at preventing the spread of HMOs at present. This is due largely to the absence of any significant historical issue in the area, and the introduction of the C4 Use Class post adoption of the LDP.

Evolving National Policy Context

[Planning Policy Wales](#) (Edition 11) was revised and restructured in February 2021 to coincide with publication of, and take into account the policies, themes and approaches set out in, [Future Wales - the National Plan 2040](#) and to deliver the vision for Wales that is set out therein. This includes a significant emphasis on placemaking and the creation of sustainable places and their role in improving the wellbeing of communities. Indeed, PPW11 emphasises that one of the "Key Planning Principles" is "Creating & sustaining communities", noting that:

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"The planning system must work in an integrated way to maximise its contribution to well-being. It can achieve this by creating well-designed places and cohesive rural and

urban communities which can be sustained by ensuring the appropriate balance of uses and density, making places where people want to be and interact with others. Our communities need the right mix of good quality/well designed homes, jobs, services, infrastructure and facilities so that people feel content with their everyday lives.”

It goes further to add that Social Considerations (paragraph 2.28) include:

- *who are the interested and affected people and communities;*
- *how does the proposal change a person’s way of life, which can include:*
 - *how people live, for example how they get around and access services;*
 - *how people work, for example access to adequate employment;*
 - *how people socialise, for example access to recreation activities; and*
 - *how people interact with one another on a daily basis*
- *who will benefit and suffer any impacts from the proposal;*
- *what are the short and long-term consequences of the proposal on a community, including its composition, cohesion, character, how it functions and its sense of place; and*
- *how does the proposal support development of more equal and more cohesive communities.*

When referring to housing (at 4.2.1), PPW 11 also emphasises the need for Councils to “*make informed development management decisions that focus on the creation and enhancement of Sustainable Places*”. In this regard, it is considered that Planning has an important role in ensuring not only that new development creates places, and communities, but also that existing communities are protected and enhanced, and that cohesive communities are retained.

Evolving Local Context

Although it is emphasised that it is not directly relevant to this Authority or its decisions, it is also of note that the City & County of Swansea (CCS) adopted its LDP in February 2019, which now includes a HMO Policy, accepted by the LDP Inspectors, and based on local background evidence, notably a report by an independent company called Lichfields.

That background evidence report, while focussing on CCS, is nevertheless of relevance insofar as it identifies the wider national context.

That report notes that: -

- *HMOs represent an efficient use of building resources, where a single house can be fully utilised to provide accommodation for multiple people.*
- *Notwithstanding their positive contributions and important socio-economic role, areas with high densities of HMOs can also be characterised by problems with community cohesion, higher levels of noise and waste complaints, and place a strain on services.*
- *The positive impacts of HMOs are realised and, with rising pressures from the increased number of students, the need for affordable and flexible housing tenancies, and the changes to Housing Benefit, their role within the housing market is increasingly important.*

The analysis undertaken by Lichfields identified a correlation between areas with high densities of HMOs and community cohesion issues. These negative impacts were summarised as:

1. Higher levels of transient residents, fewer long term households and established families, leading to communities which are not balanced;
2. Isolation for the remaining family households in areas with very high concentrations of HMOs;
3. Reduction in provision of community facilities for families and children, in particular pressure on the viability of schools through falling rolls;
4. Issues of anti-social behaviour, noise, burglary and other crime;
5. Increased pressure regarding on-street parking, although this might be expected in City Centre fringe locations;
6. Reduction in the quality of the local environment and street scene as a consequence of increased litter, lack of suitable refuse storage, refuse left on the street, fly tipping, increased levels of housing disrepair in the private rented sector, and high numbers of letting signs.

As a consequence of this research, CCS now has an adopted HMO Policy in their LDP. However, the complexity of assessing whether any proposed change of use has a harmful impact on local character or community cohesion is demonstrated by the varying criterion in their Policy, which includes a requirement (outside of their HMO Management areas – these being existing areas of high HMO concentration) for any proposal not to result in more than 10% of all residential properties within a 50m radius of the proposal being HMOs, and within ‘small streets’ for a proposal to not “create a disproportionate over-concentration of HMOs within that street”. In addition to specifying % rates within designated areas, the policy also requires an assessment of whether the development would have an unacceptable adverse impact caused by noise nuisance and general disturbance.

The supporting text to their Policy is also relevant to a wider understanding of the issue, insofar as it emphasises that there is a need for future HMO provision to be managed sustainably in the interests of fostering cohesive communities, including avoiding instances of over-concentration of HMO properties to the detriment of residential amenity and community balance. These objectives are equally pertinent to consideration of this application.

It also emphasises that “National research has identified that 10% is a general ‘tipping point’ beyond which the evidence indicates that a concentration of HMOs can begin to have an adverse impact on the character and balance of a community. This tipping point is described as a threshold beyond which a community can ‘tip’ from a balanced position in terms of demographic norms and impacts, towards a demographic that is noticeably more mixed in terms of shared and family households.

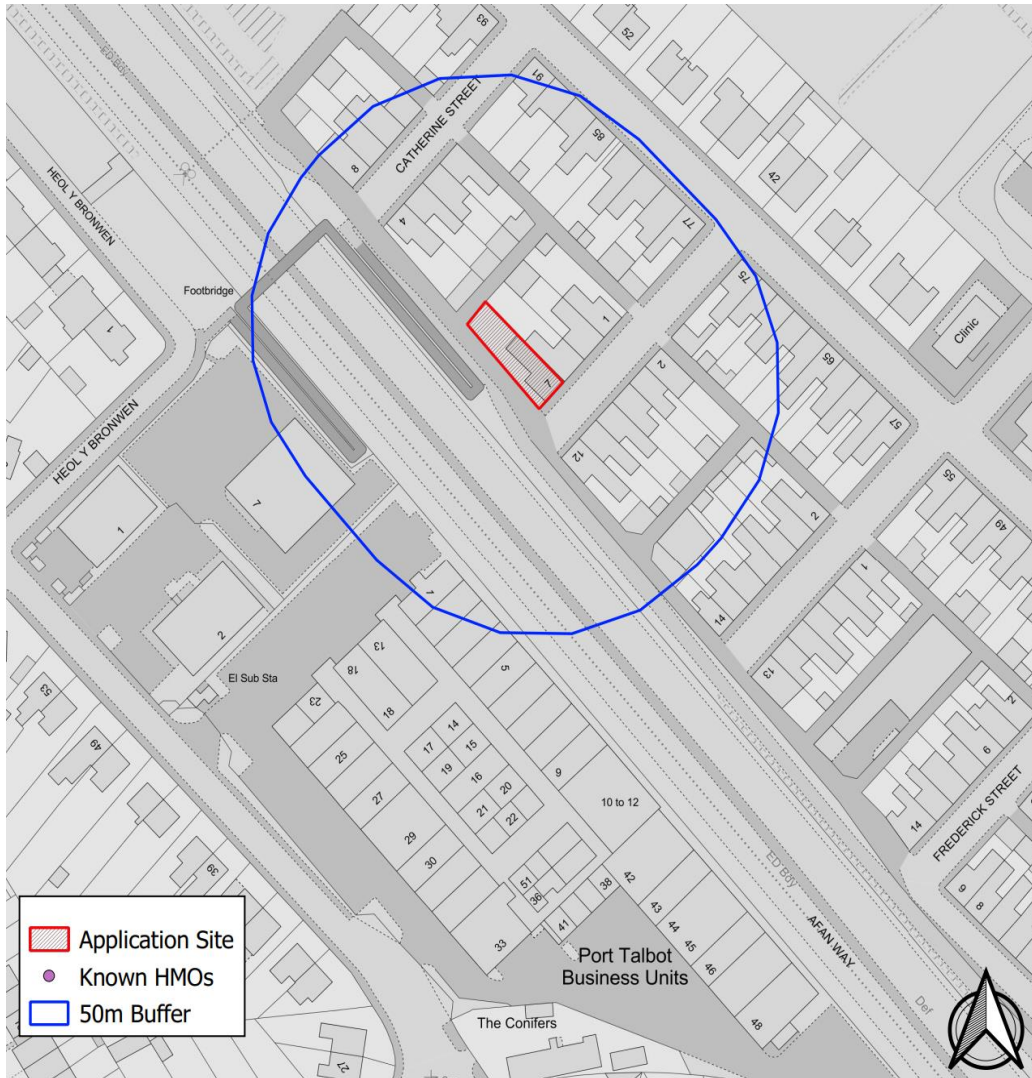
Assessment of Current Application

While it is again emphasised that the CCS Policy context described above is **not** directly relevant to this assessment, the approach itself is considered to have merit insofar as it is an evidence-based approach that provides a robust rationale for applying a 10% threshold for all areas outside their HMO Management Area. This does not mean, however, that anything over 10% is unacceptable or harmful as a matter of principle - given the need to still demonstrate the harm of such concentrations and the absence of a policy within NPT.

In the absence of a specific HMO Policy, this application has to be determined in line with current LDP Policies. In this respect, it is emphasised that the application site is located within the settlement limits defined by Policy SC1 of the LDP and therefore the principle of residential development (albeit a C4 HMO use, rather than a Class C3 dwellinghouse) would be acceptable subject to an assessment of its general impacts. This includes consideration of any potential wider impacts on local character and social / community cohesion created by HMO uses, as well as other amenity / highway issues. It is also notable that the existing residential accommodation is a 3-bedroom house split over two floors.

The wider assessment of the principle, however, should have regard to the Local and National context described earlier, and it is especially notable that there is a need for this Authority to ensure that the years where there is a 'policy vacuum' between the adoption of our current LDP (in January 2016) and conclusion of the review (commencing 2020 and adoption in 2024) is not taken advantage of by developers to the extent that applications are progressed incrementally to the point where the character and cohesion of the local area could be irreparably harmed.

Should planning permission be granted for this development it would result in 25% of the properties within this terrace being occupied as an HMO. SPGs adopted in other authorities including that within Swansea have referred to a 50m buffer zone being drawn around the application site and a requirement for consideration of the number of HMOs within that zone. In this case there are no other known HMOs within this zone. As such this would be the only HMO within that zone of influence.



Having regard to the guidance in PPW (4.2.1), which emphasises the need for Councils to “make informed development management decisions that focus on the creation and enhancement of Sustainable Places”, it is considered that Planning has an important role in ensuring not only that new development creates places, and communities, but also that existing communities are protected and enhanced, and that cohesive communities are retained.

In this respect, while it is noted that there is often concern in the local community about the potential impact of HMOs on local character and social cohesion, there are no known HMO issues in this particular area of Aberavon, such that even in the absence of a specific HMO Policy within the LDP, there are no grounds to refuse this application relating to the impact on local character or community cohesion – especially given the mix of uses in this ‘block’. As such, the principle of the conversion is acceptable on Policy grounds, and there are no overriding considerations that would outweigh this recommendation.

Impact on Visual Amenity

It is noted the external alterations include the construction of a first-floor rear extension, which would be finished in materials matching the existing dwelling, so would be

considered residential in appearance and subservient to the main dwelling, in any respect, would not be viewable from the streetscene.

The removal and reduction of the existing garden wall is considered to be a minor alteration and would not have a detrimental impact on the character and appearance of the surrounding area or streetscene.

Impact on Residential Amenity

In respect of potential overlooking, it is noted that the only additional windows would be on the northern elevation facing towards the rear garden, the lane behind the garden and the neighbouring terraced property's rear gardens, and the western elevation facing towards the rear garden, followed by the cycle lane and A4241. There will be no windows facing towards the neighbouring terraced dwelling.

With regard to potential overbearing and overshadowing, the first-floor rear extension accords with the design advice contained in the Supplementary Planning Guidance (SPG) Design Guide for household extensions to terraced properties. The first-floor will not project further than 3.6 metres of the original wall.

In respect of potential noise and disturbance, whilst it is acknowledged that the use of the property will be for a 5 bedroom HMO, the Environmental Health Department has assessed the submitted scheme and advises that they are satisfied that the room sizes and amenities provided are sufficient for the proposed use as a 5 person C4 Use Class HMO, and would have no objection to the principle of this change of use.

Accordingly, it is considered that the proposed HMO would not lead to unacceptable levels of noise, disturbance or nuisance that would warrant refusal of this application.

In light of the above, it is considered that there are no justifiable grounds to refuse planning permission on residential amenity grounds, having particular regard to the fact that if any such issues arise in the future, these can be addressed by the Environmental Health Department under their statutory nuisance powers.

Parking and Access Requirements and Impact on Highway Safety

Policy TR2 of the Local Development Plan states that permission will be granted for development that is acceptable in terms of access, parking and highway safety. The policy also requires that sufficient parking and cycle provision is provided and that the development is accessible by a range of travel means.

The Head of Engineering and Transport (Highways) have assessed the proposal and have offered no adverse comments subject to the inclusion of conditions regarding parking provision, providing and retaining 3 off street car parking spaces.

Therefore, it is not considered to result in a negative impact on highway and pedestrian safety.

As identified above, Policies EN6 and EN7 of the Local Development Plan will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

Planning Policy Wales (PPW) 11 sets out that “planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity”. This policy and subsequent policies in Chapter 6 of PPW 11 respond to the Section 6 Duty of the Environment (Wales) Act 2016.

The Biodiversity Department have been consulted as part of the application process and have no comments to make. Notwithstanding this, a condition will be added requiring the developer to install a biodiversity enhancement within the curtilage, following any permission granted. In this case a condition requiring an artificial nesting box for birds.

Flood risk / Drainage

The proposal is located within a C1 flood zone, and as such have provided a Flood Consequence Assessment. It notes that the site is classed as ‘highly vulnerable’ and is located within the low risk flood zone on the Natural Resources Wales flood map which equates to between 1% (1 in 100) and 0.1% (1 in 1000) probability of flooding from the nearby River Afan. The maximum depth of flooding is externally up to 0.11 metres and internally 0.06 metres. It recommends flood risk management measures.

Additionally, NRW have been consulted on the above proposal, they note that the FCA shows that the risks and consequences of flooding are manageable to an acceptable level, and offer no objections subject to the developer being made aware of the potential flood risks and advised to install flood-proofing measures as part of the development.

Subject to the inclusion of such measures, the proposal is considered acceptable in terms of potential flood risks.

Other Matters

Responses to matters raised in representations not covered in the report on the main issues.

As identified earlier in this report, a number of objections were received in response following the publicity exercise. In response to the main issues raised which have not been addressed elsewhere in this report, the following comments are made:

- It is Neath Port Talbot Council’s standard procedure to notify neighbours which directly adjoin the application site, in this instance an end of terrace property has one adjacent neighbour, it is considered that the visible site notice and inclusion on the weekly list is sufficient additional publicity.
- In respect of the concerns that the proposal will decrease property values, it should be noted that this is not a material planning consideration, so cannot be taken into

account when determining this application. The proposed use would be residential in nature within a predominantly residential area.

- It should be noted that the planning system controls the use of the land not the type of future occupant. As a result, the planning application process cannot dictate the type of resident who will potentially occupy this property and as such associated concerns cannot be considered as part of this application.
- In relation to the comments concerning littering and pests, it should be noted that bin storage is indicated on the plans in the rear yard, and it would be for the landlord/developer to agree the most appropriate bin storage details and provision with the Waste/Refuse Section of the Authority (i.e. 1 large communal bin or separate smaller bins). It should also be noted that if there are any issues with waste storage or distribution then the Waste Enforcement Section and/or Environmental Health Section have powers to enforce against the landlord, as the responsibility lies with them.
- In respect of the concerns regarding the potential for excessive noise this is not a planning matter, and would be for Environmental Health to investigate under their noise nuisance legislation.
- In respect of the concerns regarding the loss of family housing, it should be noted that the balance of HMOs to residential has been addressed in the report. It should also be noted that consideration has to be given for the need to provide accommodation for all parts of society – not just families.
- In regards to the concerns of overlooking and impact of light, these have been addressed in the report above.
- Finally, the concern regarding the proposals impact on water pressure, it should be noted that this is not a material planning consideration, so cannot be taken into account when determining this application.

CONCLUSION

The decision to recommend 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. The Development Plan comprises Future Wales - the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposed development would not have a detrimental impact upon residential amenity or upon the character and appearance of the surrounding area, and there would be no adverse impact upon highway and pedestrian safety. Hence, the proposed development would be in accordance with Policies SC1, TR2 and BE1 of the Neath Port Talbot Local Development Plan.

It is further considered that the decision complies with Future Wales - the National Plan 2040, and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

RECOMMENDATION

Approval, subject to conditions

Time Limit Conditions

1. The development shall begin no later than five years from the date of this decision.

Reason:

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

List of Approved Plans

2. The development shall be carried out in accordance with the following approved plans and documents:

A-4 - LOCATION PLAN

25 - AL(47)01 - PROPOSED ROOF PLAN

25 - (AL4-)02 - PROPOSED SIDE ELEVATION

25 - AL(4-)03 - PROPOSED REAR ELEVATION

25 - AL(2-)01 - PROPOSED GROUND FLOOR PLAN

25 - AL(2-)02 - PROPOSED FIRST FLOOR PLAN

PROPOSAL PLANS 03 - PARKING

Reason:

In the interests of clarity.

Pre-Commencement Condition

3. Prior to the first beneficial occupation of the House of Multiple Occupation (HMO) hereby approved the rear parking area detailed on the 'Plan Proposal Plans P03' dated 16/8/22, and shall be fully implemented and a minimum of three off street car parking spaces maintained within the curtilage of the property thereafter.

Reason:

In the interest of highway and pedestrian safety, Green Travel and residential amenity and to comply with Policies TR2 and BE1 of the Neath Port Talbot Local Development Plan.

4. Prior to the first beneficial occupation of the dwelling hereby approved, the parking area shall be constructed in a hardwearing porous material, such as block paving or asphalt, or provision must be made to direct run-off water from the hard surface, to a permeable porous area or surface within the curtilage of the dwelling to a

maximum gradient of 1 in 9, with no surface water allowed to flow out onto the public highway and permanently maintained as such use thereafter.

Reason:

In the in interest of highway and pedestrian safety and to ensure compliance with Policy TR2 of the Neath Port Talbot Local Development Plan.

5. Prior to the first beneficial occupation of the House of Multiple Occupation (HMO) hereby approved, an artificial nesting site for birds shall be erected on the dwelling to one of the following specifications, and retained as such thereafter;
- Nest Box Specifications for House Sparrow Terrace:
Wooden (or woodcrete) nest box with 3 sub-divisions to support 3 nesting pairs. To be placed under the eaves of buildings.
Entrance holes: 32mm diameter
Dimensions: H310 x W370 x D185mm or
- Swift Nest Box Specification:
Wide box with small slit shaped entrance hole. Must be placed under or close to roofs, at least 5m from the ground.
Dimensions: H150 x W340 X D150mm

Reason:

In the interest of biodiversity, and to mitigate to loss of bird nesting/foraging habitats under the Habitats Regulations (amended 2012) and to accord with Policy SP15 of the adopted Neath Port Talbot Local Development Plan.

6. Prior to the first beneficial use of the approved development the flood resilience measures as set down Section 8 of the FCA shall be fully implemented onsite and shall be retained as such thereafter.

Reason:

In order to safeguard and to protect the residents within the development, and to accord with Policy BE1 of the Neath Port Talbot Local Development Plan and TAN15: Development of Flood Risk.

- 1 Prior to the first beneficial occupation of the House of Multiple Occupation (HMO) hereby approved the pedestrian and vehicular visibility splays of 2.4 metres x 2.4 metres shall be provided as shown on Drawing No. 'Plan Proposal Plans P03' dated 16/8/22, in which nothing over 600mm is allowed to be erected or allowed to grow.

Reason:

In the interest of highway and pedestrian safety, Green Travel and residential amenity and to comply with Policies TR2 and BE1 of the Neath Port Talbot Local Development Plan.

- 2 Prior to the first beneficial occupation of the House of Multiple Occupation (HMO) hereby approved the boundary walls surrounding the vehicular parking shall be reduced as shown on Drawing No. 'Plan Proposal Plans P03' dated 16/8/22.

Reason:

In the interest of off-street car parking provision and highway safety, and to comply with Policy TR2 of the Neath Port Talbot Local Development Plan.

Regulatory Conditions

- 3 The House of Multiple Occupation (HMO) hereby approved shall be limited to a maximum of 5 people.

Reason:

In the interest of the residential amenity of the potential future occupiers due to the size of the kitchen area, and to comply with Policy BE1 of the Neath Port Talbot Local Development Plan.

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (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 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 development and need to protect the parking within the rear yard area, and to accord with Policies BE1 and SC1 of the Neath Port Talbot Local Development Plan.

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order

revoking and re-enacting that Order with or without modification), no doors, windows or dormer windows (other than those expressly authorised by this permission) shall be constructed 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 such additional doors /windows/dormers, having regard to the particular layout and design of the development and need to protect the amenity of nearby properties, and to accord with Policies BE1 and SC1 of the Neath Port Talbot Local Development Plan.

- 6 Any gates provided across the access drive(s) shall be of a type which open inward only and can be seen through, and shall be retained as such thereafter.

Reason:

In the in interest of highway and pedestrian safety and to ensure compliance with Policy TR2 of the Neath Port Talbot Local Development Plan.

SECTION B – MATTERS FOR INFORMATION

APPEALS DETERMINED

a) Planning Appeals

Appeal Ref: A2020/0014 **Planning Ref:** P2020/0601

PINS Ref: APP/Y6930/A/20/3263628

Appellant: Recycling Plant And Machinery Limited

Proposal: Change of use from dwelling house and annex building into a mixed used development consisting of guest house accommodation consisting of 16 guest rooms, with associated bar, cafe and spa facilities, and truck stop with 21 HGV parking spaces. The proposal includes the demolition of an existing single storey rear extension, and the erection of a single-storey rear extension, together with widened site access, additional internal access roads, parking areas and associated works. (Bat survey and mitigation submitted 18/09/2020)

Site Address: Land At Tyn-Y-Caeau Margam Road Margam
Port Talbot SA13 2NW

Appeal Method: Hearing

Decision Date: 1 September 2022

Decision: Appeal Withdrawn

Appeal Decision Letter

Appeal Ref: A2022/0006 **Planning Ref:** P2021/0733

PINS Ref: CAS-01513-R3Y9R4

Appellant: Mr Andrew Hall

Proposal: Retention and completion of single-storey garden studio with raised decking and associated works

Site Address: Daisey Barn Eglwys Nunnydd Margam SA13 2PS

Appeal Method: Written Representations

Decision Date: 19 July 2022

Decision: Appeal Dismissed
Appeal Decision Letter

Appeal Ref: A2022/0007 **Planning Ref:** P2021/0484

PINS Ref:

Appellant: Mr Andy Chamberlain

Proposal: Retrospective application for the retention of the use of land as garden curtilage including installation of fencing replacing a dry stone wall and gabion baskets, off street parking to front and first floor rear extension (Amended Gabion Info received 23/09/21)

Site Address: 22 Maesteg Road Cymmer Port Talbot SA13 3HS

Appeal Method: Written Representations

Decision Date: 7 September 2022

Decision: Appeal Dismissed
Appeal Decision Letter

b) Enforcement Appeals

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SECTION B – MATTERS FOR INFORMATION

APPEALS RECEIVED

a) Planning Appeals

Appeal Ref: A2022/0008 **Planning Ref:** P2021/0919

PINS Ref: CAS-01904-R6J2B5

Appellant: CK Hutchison Networks (UK) Ltd

Proposal: Proposed 15.0m Phase 8 Monopole with wrapround Cabinet at base, plus 3 additional cabinets and associated ancillary works

Site Address: Osprey Drive Cimla Neath SA11 3SP

Start Date: 1 September 2022

Appeal Method: Written Representations

Appeal Ref: A2022/0009 **Planning Ref:** P2022/0113

PINS Ref: CAS-01947-L8S0Z

Appellant: Mr And Mrs G Porter

Proposal: Construction of rear extension, increase in ridge height, rear dormer extension and construction of detached garage.

Site Address: Hafod Wennol Farm Lane From Baran Road To Hafod Wennol Farm Rhydyfro Pontardawe Swansea Neath Port Talbot SA8 4RU

Start Date: 12 September 2022

Appeal Method: Written Representations

Appeal Ref: A2022/0010 **Planning Ref:** P2021/0925
PINS Ref: CAS-01961-W0S0P4
Appellant: Mr and Mrs Chris Mole
Proposal: Proposed detached house, creation of access
and associated works
Site Address: Tanybryn Main Road Cadoxton Neath SA10 8BL
Start Date: 12 September 2022
Appeal Method: Written Representations

b) Enforcement Appeals

SECTION B – MATTERS FOR INFORMATION

DELEGATED APPLICATIONS

DETERMINED BETWEEN 1ST AUGUST 2022 AND 3RD OCTOBER 2022

App No: **P2020/0866**

Proposal: Variation of condition 1 of planning permission P2014/0495 (Four No. detached split level dwellings, garages, car parking and associated engineering operations) approved on 02.10.2014 to extend the period of time for commencement of development for a further 5 years.

Location: Land Adjacent To 22 Gnoll Road Godre'r Graig SA9 2PA

Decision: Approved

Ward: Godre'rgrraig

App No: **P2021/0071**

Proposal: Erection of a new raw materials bunker (extension to existing facilities), raised conveyor extension and associated works.

Location: Port Talbot Steelworks Grange Road Margam SA13 2NG

Decision: Approved

Ward: Margam & Taibach

App No: **P2021/0520**

Proposal: Retention of raised decking and Domestic Outbuilding

Location: 4 Min Y Coed Glynneath Neath SA11 5RY

Decision: Approved

Ward: Glynneath Central & East

App No: **P2021/1177**

Proposal: First floor extension and alteration of roof to provide a side dormer to facilitate the conversion of roof space to living accommodation (amended plans).

Location: 18 Main Road Bryncoch SA10 7PD

Decision: Approved

Ward: Bryncoch South

App No: **P2021/1273**

Proposal: Revised turning head, road alignment, car parking layout , fencing, and associated works (this is a variation to the access road and parking approved under planning application P2021/0678 which related to the construction of a class A1 food store and access road.) (revised FCA and wall details) (revised FCA)

Location: Csn Precision Engineering Neath Abbey Road Neath SA10 7BR

Decision: Approved

Ward: Bryncoch South

App No: **P2022/0043**

Proposal: Detached residential property with associated parking

Location: Land Adj To 65 Heol Y Gors Heol Y Gors Cwmgors Ammanford SA18 1PT

Decision: Approved

Ward: Gwaun Cae Gurwen & Lower Brynamman

App No: **P2022/0054**

Proposal: Detached split level dwelling (outline with all matters reserved)

Location: Land Adjacent 16 Morgan Street Trebanos Pontardawe SA8 4DW

Decision: Approved

Ward: Trebanos

App No: **P2022/0141**

Proposal: Conversion of attached garages to living accommodation and associated works including the construction of a new porch and engineering works to create a new retaining wall.

Location: Pentwyn Farm 38 Pentwyn Baglan Road Baglan SA12 8EB

Decision: Approved

Ward: Baglan

App No: **P2022/0147**
Proposal: Single-storey side and rear extensions to existing gym, plus creation of new car parking and turning area and highway access off Fenbrook Close, and associated works
Location: Bulldogs Gym Fenbrook Close Aberavon Port Talbot Neath Port Talbot
Decision: Approved
Ward: Aberavon

App No: **P2022/0162**
Proposal: Relocation of existing condenser units from the flat roof onto car park area of the job centre.
Location: Car Park To Rear Of 64-66 Station Road Port Talbot SA13 1LX
Decision: Approved
Ward: Port Talbot

App No: **P2022/0194**
Proposal: Change of use of dwelling (C3) to respite home for young adults with learning disabilities (C2)
Location: Ty'r Eglwys The Oaks Ty'r Owen Row Cwmavon SA12 9BD
Decision: Approved
Ward: Bryn And Cwmavon

App No: **P2022/0237**
Proposal: Joint application for a proposed two-storey rear extension at 95 Neath Road, the works for which would include the demolition of an existing single storey rear extension plus the partial demolition and re-construction of an existing detached garage, and a proposed two-storey rear and side extension at 97 Neath Road, the works for which would include the demolition of an existing single storey rear extension.
Location: 95 And 97 Neath Road Rhos Pontardawe SA8 3EH
Decision: Approved
Ward: Rhos

App No: **P2022/0242**
Proposal: T962 - sycamore - fell, T963 - sycamore - fell, T970 - sycamore - fell
Exempt: T967 - oak - remove major deadwood, X1 - dead - fell
Location: Garth Mor Court Old Road Briton Ferry Neath Neath Port Talbot
Decision: Approved
Ward: Neath East

App No: **P2022/0245**
Proposal: Porch together with replacement roof light to south west facing roof plane
Location: Oak Cottage High Street Pontardawe Swansea Neath Port Talbot
Decision: Approved
Ward: Pontardawe

App No: **P2022/0247**
Proposal: Listed Building Consent for re-instatement of porch together with replacement roof light to south west facing roof plane
Location: Oak Cottage High Street Pontardawe Swansea Neath Port Talbot
Decision: Approved
Ward: Pontardawe

App No: **P2022/0300**
Proposal: Proposed provision of an additional pitch and retention of 3 (overall 4) for touring campervans/caravans
Location: 1 Brynglas King Edward Road Tairgwaith Ammanford Neath Port Talbot
Decision: Approved
Ward: Lower Brynamman

App No: **P2022/0334**

Proposal: Change of use of former St Johns Ambulance Hall, by refurbishment and conversion into a detached bungalow as a new dwelling, with associated parking.
Location: The Brambles 5 Varteg Row Bryn SA13 2RF
Decision: Approved
Ward: Bryn And Cwmavon

App No: **P2022/0372**
Proposal: Erection of a single wind turbine up to 100m high to tip (up to 71m max rotor diameter) and installation of associated infrastructure.
Location: Land At Kenfig Industrial Estate Margam
Decision: Approved
Ward: Margam & Taibach

App No: **P2022/0383**
Proposal: Tiering of rear garden.
Location: 36 Cae Canol Baglan SA12 8LX
Decision: Refused
Ward: Baglan

App No: **P2022/0385**
Proposal: Part single and part two storey rear extension.
Location: 115 Shelone Road Briton Ferry SA11 2NE
Decision: Approved
Ward: Briton Ferry West

App No: **P2022/0399**
Proposal: Part single/part two storey rear extensions, front porch, additional first floor side en-suite and dressing room windows in main dwelling, rear boundary wall, pillars, fencing and pedestrian gate.
Location: 8 Richley Close Baglan SA12 8TA
Decision: Approved
Ward: Baglan

App No: **P2022/0402**

Proposal: Proposed double storey side and front porch extensions, the works for which include the demolition of an existing double storey side extension and front porch. Plus excavation works and alterations to front garden area to accommodate extended off-street parking area and the reinstatement of the retaining wall/buttness which runs adjacent to the public footpath.

Location: 1 Bryn Morgrug Alltwen Pontardawe SA8 3DG
Decision: Approved
Ward: Alltwen

App No: **P2022/0408**
Proposal: Proposed two-storey and single storey rear extensions, plus alterations to the main roof from a hipped roof to gable and the addition of a rear dormer, the works for which include the demolition of an existing conservatory.

Location: 168 Cimla Crescent Cimla Neath SA11 3PF
Decision: Approved
Ward: Neath South

App No: **P2022/0421**
Proposal: Construction of building for micro scale fruit processing/pressing

Location: Site To The South Of Rhos On The Neath Road (Site Located On The Left Hand Side As You Approach Rhos)

Decision: Refused
Ward: Rhos

App No: **P2022/0431**
Proposal: Proposed two storey rear and side extension, with first floor rear balcony and raised decking area with privacy screening, the works for which include the demolition of an existing single storey rear extension.

Location: 170 Swansea Road Trebanos Pontardawe SA8 4BU
Decision: Approved
Ward: Trebanos

App No: **P2022/0434**
Proposal: Proposed change of use of ground floor shop (Use class A1) to 1 No. Studio flat (Use Class C3) together with external alterations to include new windows and door access (amended description)
Location: 1 Station Road Cymmer SA13 3HR
Decision: Approved
Ward: Cymmer & Glyncorrwg

App No: **P2022/0449**
Proposal: Two storey side extension and retaining garden wall.
Location: 10 Fernfield Baglan Port Talbot Neath Port Talbot SA12 8AL
Decision: Approved
Ward: Baglan

App No: **P2022/0465**
Proposal: Two-storey side extension, with alterations to the existing porch to provide pitched roof, balcony to rear and patio area to side elevation.
Location: Danygraig Lane Between Glan Gwrelych And Ynys Y Nos Avenue Glynneath SA11 5LG
Decision: Approved
Ward: Glynneath Central & East

App No: **P2022/0471**
Proposal: Two storey side/rear extensions with first floor front balcony, single storey rear extension, replacement front porch, alterations and extension to existing garage/store to accommodate 2 parking spaces, new vehicular access and parking area within front curtilage of property.
Location: Rose Cottage 13 Henfaes Road Tonna SA11 3DX
Decision: Approved
Ward: Resolven & Tonna

App No: **P2022/0474**
Proposal: Single storey rear extension

Location: Brookside 59C Bertha Road Margam Port Talbot
Neath Port Talbot
Decision: Approved
Ward: Margam & Taibach

App No: **P2022/0482**
Proposal: Two storey side extension.
Location: 2 Hawthorn Avenue Baglan SA12 8PG
Decision: Approved
Ward: Baglan

App No: **P2022/0483**
Proposal: Proposed single storey rear extension, the works for which would include alterations to the rear garden ground levels to create a level patio area with privacy screening. Plus the conversion of the integral garage.
Location: 65 Parc Gilbertson Rhydyfro Pontardawe SA8 4PT
Decision: Approved
Ward: Pontardawe

App No: **P2022/0490**
Proposal: Retention and completion of front, side and rear extension
Location: 213 Western Avenue Sandfields Port Talbot Neath
Port Talbot SA12 7NE
Decision: Approved
Ward: Sandfields West

App No: **P2022/0494**
Proposal: Single storey side/rear extension
Location: 60 Chestnut Road Cimla Neath Neath Port Talbot
SA11 3NU
Decision: Approved
Ward: Neath South

App No: **P2022/0495**
Proposal: Construction of dwellinghouse with integral garage

Location: 37 Parish Road Blaengwrach Neath Neath Port Talbot SA11 5SW

Decision: Approved

Ward: Blaengwrach & Glynneath West

App No: **P2022/0496**

Proposal: Change of use of ground floor to personal fitness training studio (no change to existing residential use on first floor)

Location: 26 Flat Commercial Road Resolven SA11 4HF

Decision: Refused

Ward: Resolven & Tonna

App No: **P2022/0498**

Proposal: Construction of detached garage to side of property and construction of front boundary wall with gates.

Location: 27 Swan Road Baglan Port Talbot Neath Port Talbot SA12 8BN

Decision: Approved

Ward: Baglan

App No: **P2022/0501**

Proposal: First floor rear extension with undercroft

Location: 5 Francis Street Pontardawe SA8 4EQ

Decision: Approved

Ward: Pontardawe

App No: **P2022/0503**

Proposal: Proposed two-storey rear extension, the works for which include the demolition of an existing single storey rear extension.

Location: 25 Wern Road Skewen SA10 6DN

Decision: Approved

Ward: Coedffranc Central

App No: **P2022/0506**

Proposal: Proposed change of use from dwellinghouse (use class C3) to restaurant (use class A3)

Location: 41 Commercial Road Taibach SA13 1LN
Decision: Approved
Ward: Margam & Taibach

App No: **P2022/0507**

Proposal: Proposed single storey rear extension & two-storey rear extension, and a proposed rear dormer extension to facilitate loft conversion. The works for which include a partial demolition of an existing single storey rear extension.

Location: 74 Heol Y Llwynau Trebanos Pontardawe Swansea Neath Port Talbot

Decision: Approved
Ward: Trebanos

App No: **P2022/0513**

Proposal: Retain use of land as domestic curtilage, retain existing decking and means of enclosure and erect timber trellis beneath existing decking together with landscaping.

Location: 20 Dyffryn Woods Bryncoch SA10 7QA

Decision: Approved
Ward: Bryncoch South

App No: **P2022/0520**

Proposal: Single storey rear extension

Location: 15 Baglan Heights Baglan SA12 8UF

Decision: Approved
Ward: Baglan

App No: **P2022/0522**

Proposal: Construction of new two-storey dwelling (on site of outline planning permission P2020/0189)

Location: Land Adjacent To 10 Elias Road Bryncoch Neath Neath Port Talbot SA10 7TN

Decision: Approved
Ward: Bryncoch North

App No: **P2022/0523**

Proposal: Proposed detached garage
Location: 37 Llygad Yr Haul Caewern SA10 7SR
Decision: Approved
Ward: Bryncoch South

App No: **P2022/0530**
Proposal: Proposed two-storey rear extension, the works for which include the demolition of an existing single storey rear extension.
Location: 7 Royston Court Waunceirch Neath SA10 7PY
Decision: Approved
Ward: Bryncoch South

App No: **P2022/0531**
Proposal: Retention and completion of means of enclosure and ground works including level changes from importation of material and surfacing to facilitate the change of use of the land for a private ménage, together with construction of stables for the keeping of horses for private use only.
Location: Coedffaldau Cottage Coedffaldau Road Rhiwfawr Swansea Neath Port Talbot
Decision: Approved
Ward: Cwmllynfell & Ystalyfera

App No: **P2022/0536**

Proposal: Section 73 application for the variation of Conditions 1 (approved plans), 5 (historic environment mitigation scheme), 11 (road safety audits), 17 (heritage interpretation scheme), 18 (noise assessment) and 29 (landscaping and biodiversity enhancements) of planning permission P2021/0678 (which related to a class A1 food store and associated access, parking and landscaping) approved on 26/10/2021 to allow the following: adjust site levels and retaining wall detail, alter the timings for submission of the archaeological report, road safety audits and noise assessment, retain alternative demarcation studs to those approved for marking out the Roman Fort and amend the approved landscaping and biodiversity enhancement details to meet SuDS requirements

Location: Land Adjacent To Csn Precision Engineering Neath Abbey Road Neath SA10 7BR

Decision: Approved

Ward: Bryncoch South

App No: **P2022/0537**

Proposal: Non-material amendment to planning permission P2016/0567 to vary the wording of the description of development to the installation of a Photovoltaic Solar Farm, access, infrastructure and associated works.

Location: Caegarw Solar Farm Caegarw Farm A48 From Margam Roundabout To Pyle Road Margam Bridgend

Decision: Approved

Ward: Margam & Taibach

App No: **P2022/0544**

Proposal: Proposed single storey rear extension

Location: 1 Cwm Clydach Cottages Dyffryn Road Bryncoch SA10 7YY

Decision: Approved

Ward: Dyffryn

App No: **P2022/0545**

Proposal: Details to be agreed in association with condition 3 (retaining walls), condition 4 (floor levels), condition 6 (boundary walls), condition 9 (materials) and condition 10 (nesting birds) of permission P2021/0704 granted 09.11.2021.

Location: Plot 29 Forest Lodge Lane Cwmavon Port Talbot SA13 2RX

Decision: Approved

Ward: Bryn And Cwmavon

App No: **P2022/0548**

Proposal: Proposed conversion of existing garage to granny annexe ancillary to main dwelling

Location: Margam House 24 St Davids Park Margam SA13 2PU

Decision: Approved

Ward: Margam & Taibach

App No: **P2022/0560**

Proposal: Proposed front porch, the same as that approved under P2020/0918 but with a glass roof.

Location: 73 Rowan Tree Close Bryncoch Neath Neath Port Talbot SA10 7SQ

Decision: Approved

Ward: Bryncoch South

App No: **P2022/0561**

Proposal: Proposed single storey extension to existing outbuilding, installation of electric vehicle charging point and creation of vehicular access, plus alterations to existing hardstanding

Location: 74 Gwyn Street Alltwen Pontardawe SA8 3AN

Decision: Approved

Ward: Alltwen

App No: **P2022/0564**

Proposal: Proposed first floor side extension

Location: 21 Bryn Derwen Pontardawe SA8 4LF

Decision: Approved

Ward: Pontardawe

App No: **P2022/0565**

Proposal: Proposed two-storey rear extension and 2x single storey side extensions, the works for which include the demolition of an existing rear conservatory

Location: Bryn-Glas 46 Grove Road Pontardawe SA8 4HH

Decision: Approved

Ward: Pontardawe

App No: **P2022/0566**

Proposal: Erection of illuminated and non-illuminated signs to the exterior of the building

Location: 7 Windsor Road Neath SA11 1LS

Decision: Approved

Ward: Neath North

App No: **P2022/0569**

Proposal: Proposed single storey rear extension and raised terrace area with privacy screening.

Location: 24 Moorlands Dyffryn Cellwen Neath Neath Port Talbot SA10 9HU

Decision: Approved

Ward: Crynant, Onllwyn & Seven Sisters

App No: **P2022/0572**

Proposal: Single storey rear extension

Location: 14 Curtis Street Neath SA11 1UW

Decision: Approved

Ward: Neath South

App No: **P2022/0576**

Proposal: Details to be agreed in association with Condition 7 (Reptile translocation scheme) of P2020/0727 granted on 13/08/21

Location: Land Adjacent To Dan Y Bryn Residential Home 84 Brecon Road Pontardawe Swansea

Decision: Approved

Ward: Pontardawe

App No: **P2022/0577**

Proposal: Dormer extension, single storey rear extension with internal refurbishments, new side elevation windows with changes to the external finishes.

Location: 8 Lodge Drive Baglan SA12 8UB

Decision: Approved

Ward: Baglan

App No: **P2022/0582**

Proposal: Single storey rear extension and first floor extension over garage.

Location: 77 Fernlea Park Bryncoch SA10 7SX

Decision: Approved

Ward: Bryncoch South

App No: **P2022/0583**

Proposal: First floor bedroom/en-suite side extension

Location: 95A Neath Road Resolven Neath Neath Port Talbot SA11 4AN

Decision: Approved

Ward: Resolven & Tonna

App No: **P2022/0587**

Proposal: Works to 8 Trees covered by Woodland Tree Preservation Order W8/T314

Location: Land To Rear Of 15 Nant Y Wiwer Coed Hirwaun Port Talbot Neath Port Talbot

Decision: Approved

Ward: Margam & Taibach

App No: **P2022/0590**

Proposal: Two storey side extension and single storey rear extension.

Location: 51 Wildbrook Taibach SA13 2UL

Decision: Approved

Ward: Margam & Taibach

App No: **P2022/0591**

Proposal: Single storey rear extension

Location: 16 Crymlyn Parc Skewen SA10 6DG

Decision: Issue Certificate

Ward: Coedffranc West

App No: **P2022/0592**

Proposal: Single storey rear extension

Location: 100 Cimla Road Cimla SA11 3UD

Decision: Issue Certificate

Ward: Neath South

App No: **P2022/0594**

Proposal: Detached single storey garage

Location: 7 White Close Sandfields SA12 7BD

Decision: Approved

Ward: Sandfields West

App No: **P2022/0595**

Proposal: Retention and completion of detached single storey building (for storage of vehicles) to rear of existing MOT and repair centre

Location: 40 Cilmaengwyn Road Cilmaengwyn Pontardawe Swansea Neath Port Talbot

Decision: Approved

Ward: Godre'rgraig

App No: **P2022/0598**

Proposal: Conversion of dwelling into 1 no. 1 bedroom flat and 1 no. 2 bedroom flat

Location: 63 Brytwn Road Cymmer Port Talbot Neath Port Talbot SA13 3EW

Decision: Approved

Ward: Cymmer & Glyncorrgw

App No: **P2022/0600**
Proposal: Proposed two storey side extension, front bay window and canopy.
Location: 27 Tonclwyda Clyne SA11 4BS
Decision: Approved
Ward: Resolven & Tonna

App No: **P2022/0603**
Proposal: Porch to front elevation of property.
Location: 40 Olive Branch Crescent Briton Ferry Neath Neath Port Talbot SA11 2UG
Decision: Approved
Ward: Briton Ferry West

App No: **P2022/0604**
Proposal: Change of use from a dwelling occupied by 6 people living together and receiving care (C3b) to a dwelling occupied by 7 people living together and receiving care (Sui generic)
Location: 10 Victoria Gardens Neath SA11 3BE
Decision: Approved
Ward: Neath North

App No: **P2022/0605**
Proposal: Felling of 1x Large Leyland Cypress protected by Neath Town Centre Conservation Area Status
Location: Neath Castle Grounds Castle View Neath SA11 3 LW
Decision: Approved
Ward: Neath North

App No: **P2022/0606**
Proposal: Change of use of land for the storage of waste disposal skips (for collection and delivery) and provision of additional car parking in association with existing scrap yard. Erection of pallisade fence to enclose site, laying of hardstanding and creation of accesses.
Location: R And J Metals The Dock Yard Estate Briton Ferry Neath Neath Port Talbot

Decision: Approved
Ward: Briton Ferry West

App No: **P2022/0612**
Proposal: Prior Notification application for a proposed agricultural building, clad with box profile metal or Yorkshire boarding to 1.2 metres and concrete stock wall panels above and fibre cement sheets to roof for storage of farm machinery and hay
Location: Wernddu Uchaf Farm Wernddu Road Alltwen Pontardawe Swansea
Decision: Prior Notification Approval Not Required
Ward: Alltwen

App No: **P2022/0621**
Proposal: Demolition of conservatory and construction of single storey rear extension
Location: 31 Lon Y Wern Alltwen Pontardawe SA8 3BJ
Decision: Approved
Ward: Alltwen

App No: **P2022/0632**
Proposal: Front porch
Location: 3 Ocean Way Sandfields Port Talbot SA12 7NP
Decision: Approved
Ward: Sandfields West

App No: **P2022/0633**
Proposal: Proposed telecommunications installation: Proposed 16.0m high Phase 8 Monopole C/W wrapround cabinet at base and associated ancillary works
Location: B4242 Blaengwrach Neath Port Talbot SA11 5NZ
Decision: Prior Notification Approval Required
Ward: Blaengwrach & Glynneath West

App No: **P2022/0638**

Proposal: Addition of 10 solar thermal panels to south facing main roof of property (dwellinghouse). 10 panels in 2 rows of 5 one above each other in landscape (each panel /PVmodule 1784mm x1096mm).
Location: Tyn Yr Heol Tareni Gleision Access Lane Cilybebyll Pontardawe SA8 3JL
Decision: Issue Certificate
Ward: Rhos

App No: **P2022/0639**
Proposal: Non material amendment to application P2018/0621 to reduce the size of the approved two storey rear extension and to amend condition 2 to amend the changes in the approved plans.
Location: 6 Addoldy Road Glynneath SA11 5DU
Decision: Approved
Ward: Glynneath Central & East

App No: **P2022/0643**
Proposal: Proposed Lawful Development Certificate for the installation of solar photovoltaic (PV) panels with an output of approximately 363 KWp on the roof of the existing Dyfed Steels unit at ABP Port Talbot.
Location: Dyfed Reinforcements Riverside Road Port Talbot SA13 1RH
Decision: Issue Certificate
Ward: Port Talbot

App No: **P2022/0645**
Proposal: Proposed conversion of two houses into one dwelling, the works for which include the addition of an internal ground floor doorway to join the two properties.
Location: 23 & 24 Brookville Drive Skewen SA10 6SR
Decision: Issue Certificate
Ward: Coedffranc North

App No: **P2022/0647**
Proposal: Discharge condition 3 (biodiversity enhancements) of planning permission P2022/0361 issued 14 July 2022

Location: 32 Neath Road Crynant Neath Neath Port Talbot
SA10 8SE
Decision: Approved
Ward: Crynant, Onllwyn & Seven Sisters

App No: **P2022/0657**
Proposal: Installation of an automated prescription dispenser
machine (green), with associated surround.
Location: 84 Fairwood Drive Baglan SA12 8NU
Decision: Approved
Ward: Baglan

App No: **P2022/0664**
Proposal: Details pursuant to the discharge of condition 8
(imported topsoil) of planning permission P2020/0429
for development of new CISM building and gas store
building
Location: Swansea University Bay Campus Fabian Way
Crymlyn Burrows SA1 8EN
Decision: Approved
Ward: Coedffranc West

App No: **P2022/0667**
Proposal: Proposed two-storey side extension.
Location: The Gables Main Road Aberdulais Neath SA10 8LE
Decision: Approved
Ward: Aberdulais

App No: **P2022/0668**
Proposal: Proposed single storey side extension, with access
ramp.
Location: 16 Pandy View Cimla Neath SA11 3RT
Decision: Approved
Ward: Neath South

App No: **P2022/0669**
Proposal: Single storey front extension.

Location: 102 Mackworth Drive Cimla Neath Neath Port Talbot
SA11 2QA

Decision: Approved

Ward: Cimla & Pelenna

App No: **P2022/0672**

Proposal: Non-Material Amendment to planning application P2018/0493 to amend land uses proposed in the parameter zones, mostly maintaining the zone areas footprints other than minor changes to the shape of the Central Plaza Zones, and maintaining the consented building sizes and building height parameters for each of the zones (except hotel). Amendment to siting of lodges within Trails and Lodges Zone (west and central) only with no lodges in the Wildfox Forest Zone (east), removal of car park from the south-west of the site, re-alignment of the internal distributor road, amendment of the building parameters in the Wildfox Hotel Zone(formerly known as X-Sports Village Zone), introduction of forest activity hub into the Forest Zone and removal of water attenuation features from the Parameters Plan and new annotation applied to the Concept Plan and variation of Conditions 5 and 23 to amend associated plan references.

Location: Land At Pen Y Bryn Croeserw Cymmer Port Talbot

Decision: Approved

Ward: Cymmer & GlyncorrwgCymmer & Glyncorrwg

App No: **P2022/0675**

Proposal: Consultation Request from a Neighbouring Authority for Installation of a 35m lattice tower supporting 3no. antennas, 2no. transmission dishes, 1 no. meter cabinet and development thereto, including a generator and associated fuel tank, a fenced compound for the shared rural network project on behalf of Cornerstone.

Location: Land At Rhigos Forestry Rhigos Road Rhigos
Aberdare

Decision: No Objections

Ward: Outside Borough

App No: **P2022/0688**
Proposal: Vehicle hardstanding and widening of existing steps within front curtilage and single storey rear extension - Lawful Development Certificate Proposed
Location: 3 Heol Camlas Cwmavon SA12 9PT
Decision: Issue Certificate
Ward: Bryn And Cwmavon

App No: **P2022/0698**
Proposal: Single storey rear extension - Certificate of lawful development (Proposed)
Location: 20 Mayberry Road Baglan Port Talbot Neath Port Talbot SA12 8DF
Decision: Issue Certificate
Ward: Baglan

App No: **P2022/0700**
Proposal: First floor side extension
Location: 5 Village Gardens Aberavon Port Talbot Neath Port Talbot SA12 7LW
Decision: Approved
Ward: Aberavon

App No: **P2022/0709**
Proposal: Demolition of existing rear extension and construction of a new single storey rear extension - Certificate of lawful development (Proposed)
Location: 9 March Hywel Rhos Pontardawe SA8 3HE
Decision: Issue Certificate
Ward: Rhos

App No: **P2022/0711**
Proposal: Proposed single storey rear extension & rear dormer extensions
Location: 24 Ffordd Y Glowyr Godre'r Graig SA9 2BQ
Decision: Approved
Ward: Godre'rgrraig

App No: **P2022/0714**
Proposal: Construction of detached garage
Location: Land Rear Of 44 Sitwell Way Sandfields Port Talbot
SA12 6BL
Decision: Approved
Ward: Sandfields East

App No: **P2022/0725**
Proposal: Details to be agreed in relation to condition 3 (an
assessment of the nature and extent of contamination
affecting the application site area) of planning
application P2022/0226 granted on 27/6/22
Location: Unit 1 Ynysygerwn Avenue Aberdulais SA10 8HH
Decision: Approved
Ward: Aberdulais

App No: **P2022/0730**
Proposal: Non-material amendment to planning permission
P2021/0475 (for single storey gym extension) to extend
link corridor and reposition the building by 0.5m to
avoid previously unknown services
Location: Swansea University Bay Campus Fabian Way
Crymlyn Burrows SA1 8EN
Decision: Approved
Ward: Coedffranc West

App No: **P2022/0731**
Proposal: Proposed rear single storey extension and alterations
to the rear garden including decking and steps.
Location: 38 Pen Yr Alley Avenue Skewen SA10 6DS
Decision: Issue Certificate
Ward: Coedffranc Central

App No: **P2022/0733**
Proposal: Details pursuant to the discharge of conditions 3 (green
roof details) and 5 (external materials) of planning
permission P2021/0475 for single storey gym extension

Location: Swansea University Bay Campus Fabian Way
Crymlyn Burrows SA1 8EN
Decision: Approved
Ward: Coedffranc West

App No: **P2022/0737**
Proposal: Proposed demolition of existing single storey rear lean-
too extension and development of single storey rear
extension.

Location: 3 Queens Road Skewen SA10 6UH
Decision: Issue Certificate
Ward: Coedffranc Central

App No: **P2022/0741**
Proposal: Non Material Amendment to approved planning
application P2022/0109 to:
1.Reduce projection of single storey rear kitchen
extension from 5m to 4.5m.
2.Increase projection of rear utility room extension to
site flush with 4.5m rear kitchen extension.
3.Cancel need for setting back existing garden
retaining wall.
4.Enlarge former garage/approved living room by
400mm on left hand side and 200mm to front.
Location: 108 Brookfield Neath Abbey Neath Neath Port Talbot
SA10 7EF
Decision: Approved
Ward: Bryncoch South

App No: **P2022/0742**
Proposal: Single storey rear extension - Lawful Development
Certificate Proposed.
Location: 16 Duke Street Taibach Port Talbot Neath Port
Talbot SA13 1NA
Decision: Issue Certificate
Ward: Margam & Taibach

App No: **P2022/0745**

Proposal: Non Material Amendment to original application
P2021/0461 (Approved 15 July 2021) amending the
description of the approved development to correspond
with the approved plans to read as 'Change of use of
the former public house (class A3) to 3 retail units
(class A1) on ground floor with 2no. one-bedroom and
2no. two-bedroom flats on the first and second floors'
Location: 30 Orchard Street Neath SA11 1DU
Decision: Approved
Ward: Neath North

App No: **P2022/0762**
Proposal: Single storey rear extension - Lawful Development
Certificate Proposed
Location: 12 Ynyslas Crescent Glynneath SA11 5LB
Decision: Issue Certificate
Ward: Glynneath Central & East

App No: **P2022/0805**
Proposal: Single storey rear extension and detached garden
room - Lawful Development Certificate Proposed.
Location: 94 Fairway Sandfields SA12 7HP
Decision: Issue Certificate
Ward: Sandfields West

App No: **P2022/0812**
Proposal: Single storey rear extension - Lawful Development
Certificate Proposed
Location: 1 Glan Hafren Baglan Port Talbot Neath Port Talbot
SA12 8TW
Decision: Issue Certificate
Ward: Baglan

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