



PLANNING COMMITTEE

10.00 AM - TUESDAY, 17 DECEMBER 2024

***MULTI-LOCATION MEETING - COUNCIL CHAMBER, PORT TALBOT
& MICROSOFT TEAMS***

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

Webcasting/Hybrid Meetings:

This meeting may be filmed for live or subsequent broadcast via the Council's Internet Site. By participating you are consenting to be filmed and the possible use of those images and sound recordings for webcasting and/or training purposes.

PART 1

1. Chairs Announcements
2. Declarations of Interest
3. Minutes of the Previous Meeting (*Pages 5 - 8*)
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. P2024/0586 - Land at Pontneddfechan and South of Pontneathvaughan Road (*Pages 9 - 54*)
Proposed development of Waterfall Country Pontneddfechan Visitor Infrastructure Scheme to include retail shop, welfare facilities, tourist accommodation, ancillary plant room, lighting, car parking facilities, demolition of outbuildings adjoining Sgwd Gwladys and existing toilet block, and creation of farm track access, play park/courtyard, with associated infrastructure works, at land at Pontneddfechan and South of Pontneathvaughan Road.
6. Application No. P2024/0685 - The Refurbishment of the Princess Royal Theatre and Civic Square, including extension of the Theatre (*Pages 55 - 102*)
The refurbishment of the Princess Royal Theatre and Civic Square, including extension of the Theatre, at Princess Royal Theatre Port Talbot Civic Centre, access to Port Talbot Civic Centre Port Talbot, Neath Port Talbot.

Section B - Matters for Information

7. Appeals Received - 18 November to 9 December 2024
(*Pages 103 - 104*)
8. Delegated Decisions - 18 November to 9 December 2024
(*Pages 105 - 114*)
9. Urgent Items
Any urgent items at the discretion of the Chairperson pursuant to Section 100BA(6)(b) of the Local Government Act 1972 (as amended).

F.O'Brien
Chief Executive

Civic Centre
Port Talbot

Tuesday, 10 December 2024

Committee Membership:

Chairperson: **Councillor J.Jones**

**Vice
Chairperson:** **Councillor T.Bowen**

Members: Councillors S.Paddison, D.Keogh, R.Davies,
H.Davies, C.James, C.Jordan, S.Thomas,
R.Mizen, P.Rogers and A.R.Aubrey

**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 10am 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 10.00am 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 10.00am 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 - COUNCIL CHAMBER, PORT TALBOT
& MICROSOFT TEAMS)

Members Present:

26 November 2024

Chairperson: Councillor J.Jones

Vice Chairperson: Councillor T.Bowen

Councillors: S.Paddison, D.Keogh, R.Davies, C.James,
C.Jordan, S.Thomas, R.Mizen, P.Rogers and
A.R.Aubrey

Local Members: Councillor S.Reynolds (Gwaun-Cae-Gurwen
and Lower Brynaman)

**Officers In
Attendance:** C.Morris, C.Davies, G.White, J.Weeks and
T.Davies

1. **CHAIRS ANNOUNCEMENTS**

The Chairperson welcomed everyone to the meeting.

2. **DECLARATIONS OF INTEREST**

No declarations of interest were received.

3. **MINUTES OF THE PREVIOUS MEETING**

The minutes of the meeting held on 24 September 2024, were approved as an accurate record.

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

A request for a Site Visit was made on Application No P2024/0510, which was seconded, but was not supported by the majority of the Committee.

5. **APPLICATION NO. P2024/0510 - LAND TO REAR OF 60 GLYN ROAD, LOWER BRYNAMMAN**

Officers made a presentation to the Planning Committee on this Application (Two x two storey detached dwellings and associated works – at Land to Rear of 60 Glyn Road, Lower Brynamman, SA18 1ST) as detailed in the circulated report.

The Local Ward Member had requested that the application be determined by the Planning Committee, and was present to give her representations at the meeting.

RESOLVED: That in accordance with Officers' recommendations Application No. P2024/0510 – Land to Rear of 60 Glyn Road, Lower Brynamman, be Approved, subject to the conditions detailed within the circulated report.

6. **APPEALS DETERMINED - 16 SEPTEMBER TO 18 NOVEMBER 2024**

Members noted the list of Appeals Determined from 16 September to 18 November 2024.

RESOLVED: That the report be noted.

7. **APPEALS RECEIVED - 16 SEPTEMBER TO 18 NOVEMBER 2024**

Members noted the list of Appeals Received from 16 September to 18 November 2024.

RESOLVED: That the report be noted.

8. **DELEGATED DECISIONS - 16 SEPTEMBER TO 18 NOVEMBER 2024**

Members noted the list of Delegated Decisions from 16 September to 18 November 2024.

RESOLVED: That the report be noted.

9. **URGENT ITEMS**

No urgent items were received.

CHAIRPERSON

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

APPLICATION NUMBER: P2024/0586	DATE: 13-09-24
PROPOSAL:	Proposed development of Waterfall Country Pontneddfechan Visitor Infrastructure Scheme to include retail shop, welfare facilities, tourist accommodation, ancillary plant room, lighting, car parking facilities , demolition of outbuildings adjoining Sgwd Gwladys and existing toilet block, and creation of farm track access, play park/ courtyard, with associated infrastructure works.
LOCATION:	Land At Pontneddfechan And South Of Pontneathvaughan Road
APPLICANT:	Head Of Property And Regeneration NPTCBC
TYPE:	Reg 3- Council Development
WARD:	Glynneath Central and East

BACKGROUND

This application is reported to Planning Committee as the application has been submitted by the Head of Property and Regeneration on behalf of the Local Authority and is of local and strategic importance.

SITE AND CONTEXT

The application site is a large parcel of land located within the village of Pontneathvaughan, sited next to the boundary between Powys and Neath Port Talbot and on the outskirts of the Bannau Brycheiniog National Park.

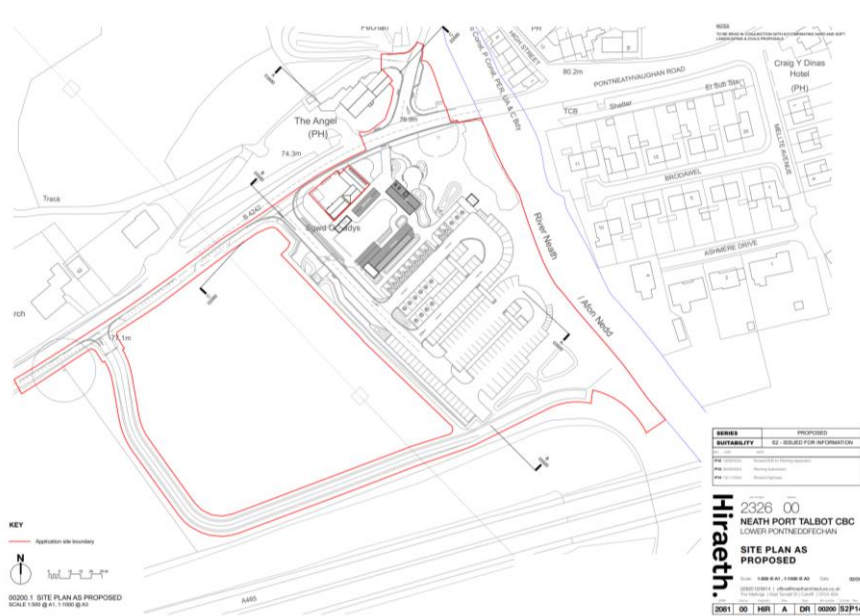
The application site itself is located within the centre of the village and extends for approximately 1.83 hectares located off Pontneathvaughan Road. The application site includes an existing agricultural field, an area of public realm and a section of highway along Pontneathvaughan Road.

The site is predominantly flat with a gradually sloping topography to the south and south-east. The sites immediate surroundings are fairly rural in nature, predominately surrounded by trees to the east and south, with the River Neath located to the east of the site and a Public House to the north of the site that is also a Building of Local Importance. The existing commercial property “Sgwd Gwladys” lies adjacent to the site boundary.

The application site is located approximately 1km to the northeast of and approximately 2 miles from the Head of The Valleys Road (A465) which also

connects to Junction 43 of the M4. Pontneathvaughan offers a gateway to the 'Waterfall Country' which provides a number of hiking trails and waterfalls.

A 260m unrestricted layby is located to the southern section of Pontneathvaughan Road for visitors to use, which was provided by the Local Authority.



DESCRIPTION OF DEVELOPMENT

The application seeks full planning permission for the development of a visitor infrastructure scheme, including a car park, retail shop, welfare facilities, tourist accommodation, ancillary plant room and bin store, with associated infrastructure works. The application also seeks to demolish the existing outbuildings and the existing toilet block and the construction of a farm track to the west of the site.

The proposal has been supported by a Levelling Up Funding (LUF) from UK Government which *"is especially intended to support investment in places where it can make the biggest difference to everyday life, including ex-industrial areas, deprived towns and coastal communities."* It has been introduced to help local areas identify real local priorities for investment.

A new vehicular access point is proposed off Pontneathvaughan Road which would lead to the proposed car park. The vehicular access would be located to the west of Sgwd Gwladys and would run to the south of the site.

The new car park would provide for 125 car parking spaces, including 13 EV charging spaces. The car park would also provide for 10 accessible spaces, 11 large spaces, 12 motorcycle spaces and 1 coach parking space.

Highway improvements are proposed along the road, pavement and junction of Pontneathvaughan Road and High Street. The existing toilet block and parking spaces at High Street would be removed and replaced with an emergency services bay.

As part of the car park development a retail unit with ancillary coffee kiosk, accommodation unit and welfare facility are also proposed together with a plant store

and bike store. A courtyard, play park and public realm area is also proposed as part of the development.

The accommodation building would be of an 'L' shaped design with a dual pitch roof and would measure 30m in depth, 12.4m in width and to a height of 5.3m to the eaves and 7.2m to the ridge of the secondary roof and 8.1m to the ridge of the main building and would provide 8no. bedrooms.

The proposed retail unit would have a pitched roof design and would measure 15.9m in width, 6.3m in depth with a 1.2m overhang and to a height of 2.6m to the eaves and 5m to the ridge.

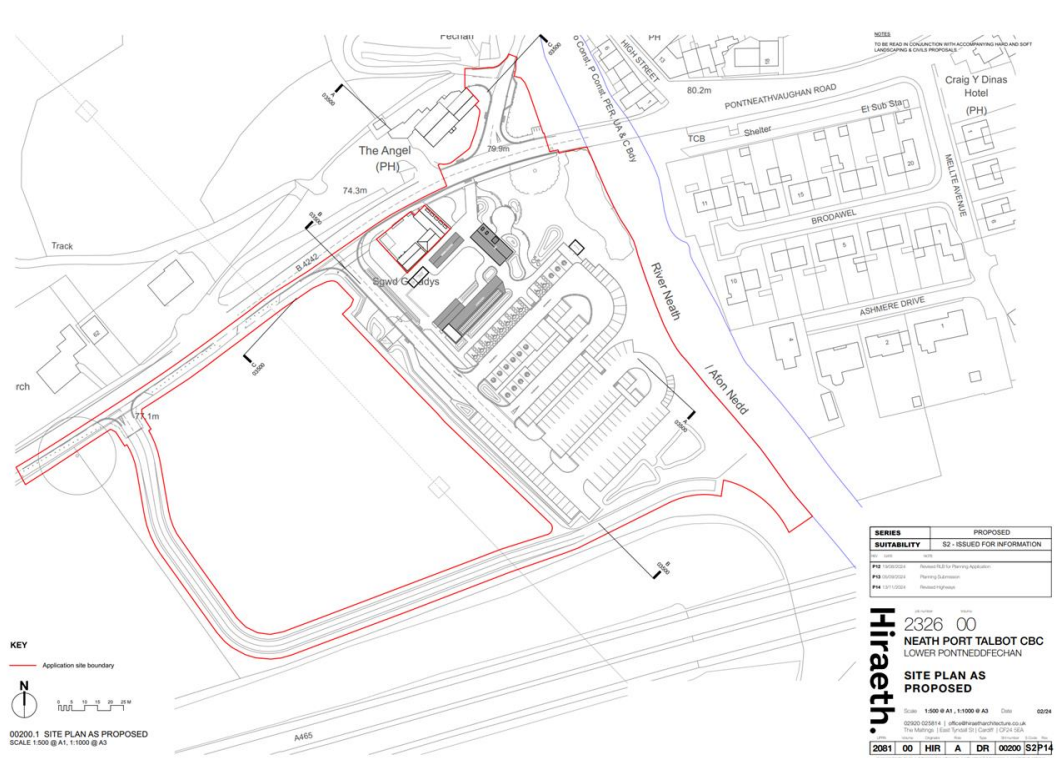
The proposed welfare unit would have a pitched roof design and would measure 15m in width, 4.5m in depth and to a height of 2.4m to the eaves and 4.3m to the ridge.

The proposed plant and bike store would have a flat roof design and would measure 8.6m in width, 3.4m in depth and 2.8m in height.

The buildings would be completed treated vertical cladding and sinusoidal metal roofing system and aluminium/ timber windows and doors.

In order to facilitate the development the agricultural buildings located to the rear of Sgwd Gwladys would be demolished.

The application also proposes the creation of a further vehicular access point to the west of the application site to provide a new agricultural access and track to the western and southern boundaries of the site.



The proposal also includes the provision of landscaping, drainage and associated infrastructure details. All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

Asbri Planning and NPTCBC undertook a planning pre-application consultation for the proposed development between the 11th July and 8th August 2024 and the application has been supported by a PAC report. Further information concerning the pre-application process and the responses received are included within the PAC report.

NEGOTIATIONS

Improvements to on site turning and soft landscaping alterations following consultee comments.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2022/0121 - Proposal: Replacement agricultural building for housing of livestock, plus storage of feed and machinery. Decision: Approved. Decision Date: 21-OCT-22
- P2021/0574 - Proposal: Detached building for use as additional indoor seating in association with Sgwd Gwladys Lodge. Decision: Approved. Decision Date: 05-AUG-21
- P2017/0837 - Proposal: Variation of Condition 9 (Opening Hours) of Planning Application P2017/0310 granted on 16/05/17 to allow extended operating hours from 18.00pm to 23.00pm. Decision: Approved. Decision Date: 22-SEP-17
- P2011/0447 - Proposal: Retention of detached stables. Decision: Approved. Decision Date: 24-OCT-11
- P2017/0103 - Proposal: New vehicle access onto Pontneathvaughan Road (B4242) with associated access track. Decision: Refused. Decision Date: 07-APR-17

Relevant planning history on neighbouring sites.

- P2019/5389 - Proposal: Retention of existing detached outbuilding plus single-storey side extension to connect it with main building to facilitate relocation of kitchen into outbuilding; construction of 2m high fence & gate to enclose external storage area; insertion of door in lieu of window to side elevation of main building. Decision: Approved. Decision Date: 07-NOV-19 (Swgd Gwladys)

- P2017/0310 - Proposal: Change of use of former Tourist Information Centre to a mixed use caf (Use Class A3) on ground-floor and tourist residential lodging accommodation at first-floor (Use Class C3). Decision: Approved. Decision Date: 16-MAY-17 (Swgd Gwladys)
- P2020/0841 - Proposal: Change of use of vacant ground for the siting of a mobile catering trailer (converted vintage horsebox) (Use Class A3) to serve passing tourists hot and cold drinks and cold pre-packaged food. Decision: Refused. Decision Date: 10-DEC-20 (Land Adj to High Street)
- P2018/0860 - Proposal: Retention of premises as cafe/restaurant/bar (Use Class A3) with tourism accommodation at first-floor (Use Class C1); retention and alteration of detached storage building/servery with new pitched roof in lieu of seating area and stepped access, plus formation of dedicated parking area for 6 vehicles on land to the north-east of the Angel Hotel and one disabled persons parking space on site (amended description). Decision: Approved. Decision Date: 15-JAN-19 (Swgd Gwladys)
- P2017/0310 - Proposal: Change of use of former Tourist Information Centre to a mixed use caf (Use Class A3) on ground-floor and tourist residential lodging accommodation at first-floor (Use Class C3). Decision: Approved. Decision Date: 16-MAY-17 (Sgwd Gwladys)
- P2010/1027 - Proposal: Retention of mobile structure for the sale of hot food. Decision: Approved. Decision Date: 01-NOV-10 (Angel Inn Car Park)
- P2017/0837 - Proposal: Variation of Condition 9 (Opening Hours) of Planning Application P2017/0310 granted on 16/05/17 to allow extended operating hours from 18.00pm to 23.00pm. Decision: Approved. Decision Date: 22-SEP-17 (Sgwd Gwladys)
- P2019/5389 - Proposal: Retention of existing detached outbuilding plus single-storey side extension to connect it with main building to facilitate relocation of kitchen into outbuilding; construction of 2m high fence & gate to enclose external storage area; insertion of door in lieu of window to side elevation of main building. Decision: Approved. Decision Date: 07-NOV-19 (Swgd Gwladys)
- P2017/0310 - Proposal: Change of use of former Tourist Information Centre to a mixed use cafe (Use Class A3) on ground-floor and tourist residential lodging accommodation at first-floor (Use Class C3). Decision: Approved. Decision Date: 16-MAY-17 (Swgd Gwladys)

CONSULTATIONS

South Wales Truck Road Agency (SWTRA)– Does not issue a direction.

Authority Biodiversity –No Objection, subject to conditions.

Authority Highways – Conditions and comments provided.

Powys County Borough Council – No representation received.

Authority Active Travel – Comments provided.

Authority Tree Officer – No concerns raised.

Natural Resources Wales – No objection subject to conditions.

Authority Environmental Health (Noise) – Request for conditions

Authority Environmental Health (Air) – No objection.

National Grid – No National Grid Electricity Transmissions assets affected by proposal.

National Grid (Overhead lines) –No issues with regard to overhead tower line.

Dwr Cymru Welsh Water –Protection zones clarified, noting that SABs may be required.

Glamorgan Gwent Archaeological Trust – Archaeological mitigation required with recommendation for condition requiring the applicant to submit a detailed written scheme of investigation for a programme of archaeological work and request for a note for developers.

Wales and West Utilities – Details of gas pipe location provided.

Fire and Rescue Service - Proposal needs to meet the requirements of B5 Approved document B (Wales) 2020 in relation to water supplies and vehicle access for firefighting purposes.

Authority Drainage – No objection, subject to conditions.

Authority Contaminated Land –Conditions relating to land contamination and ground gas required.

Crime Prevention – Request for conditions.

CADW – No representation received.

Glynneath Town Council – No representation received.

Brecon Beacon National Park – No in-principle objection and welcomes the opportunity that the provision of formal parking and facilities in Pontneddfechan would provide to visitors to Waterfall Country to help alleviate current parking and infrastructure pressures in the local Community.

REPRESENTATIONS

The neighbouring properties were consulted on 23/09/24, 3/10/24, 20/11/24.

A site notice was also displayed on 24/09/2024 and the 9/10/2024.

The application was also advertised in the press on 25/09/2024.

In response, to date 37no. representations have been received, with the issues raised summarised as follows: -

Support

- Joined the Ystradfellt and Pontneddfachan Community Council in 2018 to help parking problem and growing visitor numbers. Would like to commend NPTCBC on the strategic vision and courage to take forward this initiative.
- Strongly support, especially inclusion of playground and village shop and extra parking spaces should help alleviate the parking issues.
- Community has been calling out for additional parking, toilets and local facilities for several years.
- would benefit the local economy and perhaps visitor parking fees would enable maintenance and care of the waterfalls area.
- Tourism here to stay.

Object

- Take away livelihood of local farmer and destroy farmland, should be supporting local food production.
- Disruption to the village and will no longer be a country village but a tourist hotspot and will not benefit the village at all impacts of visitors and pollution.
- Disturbance and impact upon biodiversity and wildlife.
- Narrow waterfall paths will be overwhelms and increase of litter and erosion.
- Small village recently inundated with visitors who park either side of the road in front of house.
- Proposal out of character with the area and not in-keeping.
- Approach to the village will complete change and turn the area into a mass of buildings for tourists only.
- Car park and toilets are required but Council has added unrequired buildings to get funding.
- Increase footfall to delicate environment with the new accommodation block, shop, take away together with the idea proposed of pop up vendors, markets & events.
- Increase littering as bins only emptied once a week and dog mess and detract from natural beauty of the area.
- Site and other properties have had planning applications refused as developments did not fit in with the street-scene, how can this be given permission.
- No idea if car park will be closed at night and will people be able to gather during evenings and overnight.
- Noise and disturbance from development and accommodation.
- Will money from the car park be used solely in the area which has been affected.
- If there is a charge to park people will continue to park in unreasonable areas

- Proposed yellow lines will prevent parking outside our property, there should be provision for at least two parking spaces for residents outside their homes.
- Increased sewerage and known issues with existing sewer system entering river and into gardens.
- Swallows return every year to the site but with buildings gone where would they build their nests.
- Who is going to be responsible for maintaining the site once erected.
- Levelling up fund no longer existing under labour so surely money would be better spent on other projects.
- Safety issues with new traffic.
- Privacy of many residents.
- More parking within the village as people don't like paying for parking.
- Play area was supposed to be one of the highlights for the village as current isn't one.
- Can see this proposal spoiling the uniqueness of village.
- Residents have always asked for solution to parking problem, suggesting double yellow lines to left side of the road, but the council put in laybys which increased number of cars. Proposal for major infrastructure turning village into tourist destination is not solving parking problem as requested.
- Clear there is a need for parking, but more parking and facilities will encourage more visitors however the path and access to the falls remains unaffected by application and risks more serious harm and indeed death.
- No thought to residents who feel overwhelmed by volume of residents already, surely planning is to improve quality of life for villagers and tourist amenities should be secondary.
- The two fields in question are the only open green areas in the village and have been treasured by local people.
- No demand for extra beds apart from a few peak days of the year.
- The building of a hotel will create over supply in the market and drive down nightly rate and make existing businesses less profitable.
- Current overflow car parking is provided by local farmer at peak times and flexible arrangement is more sustainable for the environment.
- Ripped down existing toilet block seems wasteful, surely could be used as a tourist information site.
- Septic tanks to be installed will have to be emptied.
- Entrance to the car park is unworkable our road is limited as to the turnaround of traffic.
- Has main entrance to new development been approved?
- Has the main sewerage been established as this has been contentious issue.
- Historically a covenant placed on the fields for agricultural use.
- Village doesn't support development and grant monies shouldn't have been obtained.
- All over the world are protesting against tourists.
- Better to development Glynneath as a hub and encourage public transport.
- Not enough research within the community conducted.
- Village has asked for double yellow lines and parking but proposal with parking charges will not change situation.
- Don't need congestion, accommodation, franchise shops and mention of a park which was ignored during previous requests for funding with local community now organising its own.
- Loss of natural drainage

- Destroying possible archaeological research
- Overdevelopment and unneeded development that is against Future Generations Act.
- Size and number of facilities proposed are to please Levelling Up Bid which is over exaggerated and not needed and will encourage more visitors, contradictory to the Design and Access Statement.
- Size and scale of initial development was smaller and more in-keeping.
- Similar smaller proposal was put forward in 2009 and was given negative view for development on the site.
- land was put forward for the LDP in 2012 for Tourism and Leisure but was rejected by NPTCBC.
- No demand for parking of this size, current parking on the road manages visitor numbers with ease.
- Pedestrian safety from closing existing parking bays, as visitors will be forced to park further west or on the bend.
- Design and Access material of parking situation and surveys are dated and not accurate, there should be further investigations into the demand for parking and visitor numbers.
- States that the land for the public area is unused, this is false. The area is a working farm and is constantly used every day.
- No accidents on the road so highway safety is not an issue.
- NPTCBC land to the west that could become further parking bays.
- The new access onto the farm contradicts a previous planning application P2017/0103 where the application was refused on the principle of an additional track would result in an unjustified encroachment into the open countryside which would cause harm to the character and appearance of the surrounding area/open countryside, with this access proposed further from fence line.
- There are other commercial buildings that can be converted into accommodation or a shop.
- Enticing business from Glynneath with provision of shop.
- More visitors means for accidents and more pressure on emergency services.
- Need for local community not taken into account.
- Application is inadequate and only superficially deals with total capacity of existing water system.
- During times of increased flow, raw sewerage is discharged directly into the river.
- If a bus service was put on this could attract more people with less traffic.
- Not clear if there is a barrier between development and main road, to safeguard people crossing.
- The Nature Buffer Planting (Soft Landscaping) along the river side is closer to the river and therefore closer to the housing in Brodawel where more noise and pollution than previous plans.
Will the lighting be covered by a timing function? What time will the lights be on - at the present the Scgwd Gwladys lights are not a problem - however the development is closer and will be seen across the river giving light pollution.
- Future enforcement of non-compliance with parking restrictions and anti-social behaviour are to be developed? As there is currently no enforcement of non-compliance at present.

- As there is to be a Warden, does this mean that Neath Port Talbot Council will be the authority undertaking the Landscape Management Plan and therefore continue to the upkeep of the land?
- Although Welsh Water does not feel there is a problem in the area - for the past 10-15 years all applications for new buildings have been rejected by Ystradfellte Community Council due to the bad state of the sewage system? There have been blockages and not all situations have been documented by Welsh Water as there have been different offices/call centres telephoned and these have not been collated.

Comments have also been received from Cllr Pursey who raised the following points;

- I am a bit concerned about the swept path analysis submitted for the coaches and buses in the car park.
- From the design I can see the loop around is needed to access the drop off point for coaches.
- I highly doubt anyone will take a vehicle of any significant size around there, it relies on a full lock and perfect approach angle, with almost no clearance between the parking bays and the bus as you make the turn, so any longer cars, or tow hitches, which are quite common, would make it impossible even if someone did attempt it. I think this needs revisiting
- I have one or two observations on the highways work outside of the visitor site, I'm surprised to see an uncontrolled crossing point from the main visitor buildings to the Angel, I would expect there to be significant enough numbers of people crossing here to warrant a zebra.
- Either way that crossing should probably be a raised plateau to manage vehicle speed and this would also avoid a very poor pavement at the visitor centre side, as dropping a kerb on a 2m wide foot way will leave a very narrow flat surface and a steeper than ideal dropped kerb.
- The only other observation is there's no work taking place to the actual access to the waterfalls. We have dropped kerbs and tactile paving to the Angel but no proposed improvements to cross to the waterfalls access opposite.
- Providing another raised plateau here would make for a seamless and inviting pedestrian movement from the parking and coach drop off to the waterfalls.

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 6 – Town Centre First

Policy 7 – Delivering Affordable Homes

Policy 8 – Flooding

Policy 9 – Resilient Ecological Networks and Green Infrastructure

Policy 12 – Regional Connectivity

[Planning Policy Wales \(Edition 12, February 2024\)](#)

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places

PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

PPW 12 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 6 – Planning for Sustainable Rural Communities
- TAN 11 – Noise
- TAN 12 – Design
- TAN 13 – Tourism

- 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 SP2** Health
- **Policy SP3** Sustainable communities
- **Policy SP4** Infrastructure
- **Policy SP6** Development in the Valleys Strategy Area
- **Policy SP10** Open Space
- **Policy SP12** Retail
- **Policy SP13** Tourism
- **Policy SP14** The Countryside and the Undeveloped Coast
- **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
- **Policy SP22** Welsh Language

Topic Based Policies :

- **Policy SC1** Settlement limits
- **Policy SC2** Protection of Existing Community Facilities
- **Policy I1** Infrastructure Requirements
- **Policy VRS1** Valleys Regeneration Scheme
- **Policy OS1** Open Space Provision
- **Policy OS2** Protection of Existing Open Space
- **Policy TO1** Tourism Development in the Countryside
- **Policy TO3** Tourism Led Regeneration Scheme
- **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 M1** Development in Mineral Safeguarding Areas
- **Policy M2** Surface Coal Operations
- **Policy M3** Development in Mineral Buffer Zones
- **Policy RE2** Renewable and Low Carbon Energy in New Development
- **Policy W3** Waste Management in New Development
- **Policy TR1** Transport Proposals
- **Policy TR2** Design and Access of New Development

- **Policy BE1** Design
- **Policy BE2** Buildings of Local Importance
- **Policy WL1** Development in Language Sensitive Areas

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- [Planning Obligations](#) (October 2016)
- [Parking Standards](#) (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 \(May 2018\)](#)
- [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 exceeds the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations. 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 located adjacent to the Coedydd Need a Mellte SAC and the application has been supported by Air Quality Statement which demonstrates no adverse impact upon the SAC through emissions to air. It is also noted that the SAC located on a higher ground level and on the opposite side of the road to the main site of development. As such the development is also not considered to have adverse impacts though the transfer of ground water.

ISSUES and ASSESSMENT

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, biodiversity, flooding, drainage, waste, energy, archeology and contaminated land.

Principle of Development

Policy SC1 states that development outside settlement limits will only be permitted under the particular circumstances, including criteria 8 which allows for development

of a sustainable tourism or farm diversification proposal that is suitable in a countryside location.

The submitted planning statement outlines that the application forms part of the Waterfall Country vision that covers several Local Authorities, NRW, the National Trust and Community Councils that aims to address issues within the village of Pontneddfechan including traffic, parking problems, lack of visitor facilities and quality of life of residents.

The proposal seeks to alleviate parking pressure within the area and provide facilities that can be used by tourists and local community.

In addition to the requirements of Policy SC1, Policy SP13 (Tourism) states that the economic prosperity of Neath Port Talbot will be promoted through encouraging continued growth in the tourist sector by:

1. *Encouraging high quality, sustainable tourism development;*
2. *Providing a flexible approach to the development and conversions to tourism facilities;*
3. *Resisting, where appropriate, proposals which would result in the loss of tourism facilities;*
4. *Supporting tourism proposals through the allocation of land for tourism development.*

More specifically, Policy TO1 states that tourism proposals outside of settlement limits will only be permitted where all of the following criteria are satisfied:

1. *It is demonstrated that the proposal is viable and contributes towards the quality and economic sustainability of the tourism industry;*
2. *It is demonstrated that either the proposal requires a countryside location or it could not be accommodated within an existing settlement;*
3. *The proposal would not have an adverse impact upon the landscape, ecology, and cultural heritage and would not adversely impact upon the social, economic, environmental or residential amenity of the area;*
4. *The proposal does not create unacceptable levels of vehicular traffic, cause a detriment to highway safety and access can be provided by a range of transport modes.*

The supporting text of TO1 states;

5.2.55 This policy offers flexibility in providing new, high quality tourism facilities outside of settlement limits in locations which would not normally be considered for development. Since a large concentration of tourism facilities are located within the valleys area, allowing development outside of settlement limits will provide scope for the tourism sector to grow and contribute to reinvigorating the valley communities.

5.2.56 Proposals will be required to demonstrate that they are economically viable, will promote sustainable development and enhance economic growth in the tourism sector. The valley areas, with their rural setting have the potential to continue to build on the growing tourism industry and can integrate rural diversification into tourism schemes. Evidence required to accompany applications may include business plans and local data, including information on existing and projected visitor numbers for the area and an assessment of the position of the proposed development within the current tourism market.

5.2.57 Certain proposals, by their very nature will require a countryside location and may include activities such as golf, fishing and mountain biking. Such activities will need to be designed in a manner to ensure the environmental impact is fully assessed and is minimised.

With regard to the requirements of Criteria 1 of Policy TO1, it is noted that the application is a Local Authority scheme supported by Levelling Up Funding (LUF) from UK Government and as such is underpinned by a detailed LUF bid that sets out the qualitative and quantitative business case for the proposal. In addition, the application site is located next to existing facilities such as a café, public houses and existing accommodation.

Criteria 2 of Policy TO1 requires proposed development to justify its location within the countryside. The Design and Access Statement submitted identifies that the application site is where Pontneathvaughan Road meets the River Neath with the area known to be the Gateway to the Waterfall Country, receiving over 300,000 visitors annually. The application site is located near existing facilities and is approximately 1.8km from 5 waterfalls located to the north of the site and approximately 1km to 2 waterfalls to the east of the application site.

Glynneath is the closest Neath Port Talbot settlement to the application site, located approximately 930m to the southwest, however access to the Waterfall Trails is located to the north of the application site behind the Angel Inn public house. The proposal is to alleviate the parking demand within this area and as such has to be located here instead of within an existing settlement.

With regard to criteria 3 and 4 of Policy TO1, these impacts are considered in subsequent sections of the report, however it is considered that the purpose of the proposed development is essentially to address to levels of vehicular traffic and parking demand within the locality.

Design and Impact on Visual Amenity

Policy BE1 expects all development proposals to demonstrate high quality design which fully considers the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places and provides a set of criteria for developments to accord with.

It is noted within the Design and Access Statement (DAS) that the design of the proposal the scheme has developed and evolved since the LUF bid process, allowing for the undertaking of surveys, consultations and design practises. Notable the two key constraints of the site were the root protection zones for existing trees and the location of a high pressure watermain located through the centre of the site.

The DAS identifies existing constraints on site, including pavement provision, inadequate and limited visitor and local services and facilities.

The layout of the development conveys that the proposed buildings would be located near the road and existing facilities with the car park designed behind the proposed

building, extending away from the road, while providing sufficient room for tree retention and a drainage infrastructure to the south east of the site.

With regard to Policy BE2, it is noted that the Angel Inn on the opposite side of the road to the application site is a Building of Local Importance. While it is noted that the proposed development would be visible from the Angel Inn, the proposed works are not considered to be of a scale or nature that would unacceptably detriment the character or appearance of building or its setting.

A new vehicular access point off the B4242 would provide access into the proposed car park, a coach drop off layby and also provide access for refuse vehicles. The new vehicular access would be located to the west of Sgwd Gwladys and to the south west of the existing junction to High Street. The siting of the junction would be in replacement of an existing field access that would also provide sufficient visibility splays. The road and pavement along Pontneathvaghan Road and High Street are also proposed to be improved with a new informal crossing point to the northeast of Sgwd Gwladys.

As noted above, the application site outside of settlement limits however is located in close proximity to existing built development with residential dwellings located to the north, east and north west of the application site. While the development would result in the loss of an agricultural field, the car park would follow the topography of the existing site and would be partially screened by the proposed buildings and Sgwd Gwladys. It is also noted that hedging is proposed to the southwest boundary of the site, which would also provide screening of the car park. As such the proposed development of the car park is not considered to have an unacceptable impact upon the countryside landscape in terms of visual impact.

The proposed public realm works to the north east of Sgwd Gwladys would result in the demolition of the existing toilet block and the provision of an emergency services layby, planting and cycle standing as well as seating. The proposed works are considered to contribute to the village of Pontneddfechan and are appropriately designed to allow convenient movement from the application site towards the Waterfall Trails with the incorporation of landscaping and public realm.

To facilitate the construction of the proposed shop, accommodation and welfare building, the existing farm buildings are proposed for demolition, together with the existing toilet block and planters to the front of Sgwd Gwladys. The existing farm buildings are located to the rear of Sgwd Gwladys and are of a pitched roof form. The demolition of the farm buildings are not considered to unacceptably impact upon the character and appearance of the application site. The existing toilet block is located on the corner of High Street and Pontneathvaghan Road and is visible when entering and leaving Pontneathvaghan from the west. The toilet block was constructed fairly recently however is not of a design or appearance that would require its retention.

The proposed buildings would be sited in a similar location to the existing farm buildings, although would extend further to the northeast and southwest. The proposed buildings would be sited behind Sgwd Gwladys which is considered to concentrate the massing of the built development when viewed from Pontneathvaghan Road. The location of the proposed buildings is considered to be appropriate, located near existing built development, the road and the access to the

Waterfall trails. While of a larger scale, the proposed buildings would be of a pitched roof form and would have a similar rural appearance to the existing farm buildings on site. The DAS also outlines that the buildings have been sited following site constraints, namely the watermain that runs through the centre of the site and the existing tree to the north of the site.

The finish floor levels of the building would predominately follow the existing topography of the site, with the shop level proposed at 79.150, accommodation at 79.150, welfare building at 79.300 and plant and cycle store at 79.200.

The accommodation building would be two storeys in form and has been designed with a dual pitch roof and stepped design, with 406sqm of floor area. The building would include a dry room and internal and external plant. The design of the building is considered to reduce the massing of the building and provides a comparatively rural appearance. While the building would extend above the ridge of Sgwd Gwladys, the building would be set back from the road and would be partially screened. The building also includes the provision of integrated PV panels to the southern elevation which are considered to be of a modest scale and appropriate siting and would not be widely visible from the road. Due to the nature of the proposed development, the accommodation building is not considered to be of a scale, form or massing that would appear visual incongruous to the locality.



The proposed community shop building and coffee kiosk would provide 79.3sqm of floor space and would be sited to the northeast of the Sqwd Gwladys building and would be visible form the road. The proposed building would be single storey in form with a pitched room and would be set back from the road. The shop is considered to be of a scale to serve the local and visitor need. The building is sited between the road and the proposed carpark and near the areas of proposed public realm. The siting is considered to be at the centre of the development and contribute to the

sense of place within the development. A condition would be attached to the Decision Notice to ensure the coffee kiosk remains ancillary to the shop.

The shop building would be visible from Pontneathvaughan Road however would be of an appropriate scale and orientation that is not considered to appear out of keeping.

The proposed welfare building would provide 32sqm of floor area and would be located to the rear of Sgwd Gwladys and will predominately be screened. The building is of an appropriate form, scale and massing. The external plant and bike store would also be located next to the welfare building and to the rear of Sgwd Gwladys outbuildings.

The proposed plant and bike store would be located next to the welfare building and is considered to be of a scale and form that would not appear out of keeping within the locality and would largely be screened from Pontneathvaughan Road by the existing neighbouring building of Sgwd Gwladys.

A door is proposed to the northeast elevation of Sgwd Gwladys to provide access to the proposed landscaped area to the northeast of the site. The proposal is considered to be minor and is considered to connect the existing building to the proposed development.

It is noted that a courtyard and play park is proposed within the central area of the development located between the accommodation building, shop and welfare facilities. Its location is considered to be logical with natural surveillance that continues the public realm of the development from high street and into the development site. However, it is noted that no details of the courtyard / play park have been provided and as such a condition will be attached to the Decision Notice for details to be submitted.

A small substation is also proposed to the west of the site however details have not been submitted, as such a condition would be attached to the Decision Notice.

The application proposes the use of a natural palette of colours, predominately consisting of timber cladding, a sinusoidal metal roofing system. The locality is characterised with render, stone and timber materials and the proposal materials are considered to be sympathetic to the rural location of the site and are considered to be acceptable.



The application also proposes the construction of a new farm access to the south west of the application site as the existing access would be removed in order to facilitate the proposed development. The access track would extend around the existing agricultural field to the west of the application site to provide access to agricultural land beyond the application site. The works would include a 250mm excavation of topsoil which would be reprofiled next to the access track. The track would be completed in a granular stone material and is not considered to appear out of keeping and not considered to detriment the appearance of the site. A small access is also proposed to the west of the car park near the access to facilitate access into the field, a condition would be attached to the Decision Notice to ensure the access points are used for agricultural purposes only.

Impact on Residential Amenity

The proposed development on the opposite side of the Neath River to the closest residential properties with additional dwellings located to the north of the site. It is acknowledged that during the consultation period comments were received raising concerns over loss of privacy. In accordance with the Design SPG, the application site is in excess of 10.5m from the boundary of neighbouring properties and in excess of 21m from the dwellings themselves. As such the proposal is not considered to result in an unacceptable impact upon neighbouring properties in terms of overlooking or loss of privacy. It is also noted that the northeastern boundary of the site partially screens the neighbouring dwellings due to the vegetation.

It is noted that there would be a level of noise and disturbance from the application site during the construction period of the development however this would be temporary. A consultation response from Environmental Health requests the inclusion of noise conditions within the Decision Notice which are considered reasonable and would ensure that the level of noise and disturbance from the site is kept to an acceptable level during construction and operation.

During operation the development will experience comings and goings from the site, however the site would be accessed of Pontneathvaughan Road which is a busy

road that runs through the centre of Poneathvaughan. The proposal seeks to reduce and alleviate the existing parking issues experienced within the area by providing a car park in this location. As such while cars would be relocated from the road to the proposed car park, the level of noise generated is not considered to be of a degree that would unacceptably detriment the residential amenity of neighbouring properties.

It is noted that the provision of the accommodation, shop and welfare facilities would provide additional public facilities within Pontneathvaughan, The buildings are sited near the road and next to Swgd Gwladys, an existing accommodation and café. The facilitates would intensify the provision of public facilities within Pontneathvaughan however would be located a minimum of 50m from the closest residential dwellings. The applicant has proposed opening hours for the car park and facility buildings, during winter and summer months.

- The car park is proposed to be open 7am -11pm Monday – Saturday and 7am-10pm on Sundays, during summer and winter.
- The shop is proposed to be open 7am – 10pm Monday -Sunday, during summer and winter.
- The toilet welfare building is proposed to be open 7am- 11pm Monday-Saturday and 7am-10pm on Sundays during summer months and 7am- 5pm Monday- Sunday during winter months.

The summer and winter month time periods are identified within the Planning Statement as Good Friday or 1st April – 30th September and 1st October - Good Friday or Good Friday, which is considered reasonable for the purposes of opening times.

With regard to the proposed opening times, it is noted that Sgwd Gwladys is conditioned to opening hours of 8am -11pm. It is noted that no condition details are found for the opening times of the Angel Inn, however the opening times are advertised online as 11.30am – 10pm.

The proposed opening hours are not considered to be dissimilar to the opening hours of neighbouring public facilities within the locality, however noting that the opening hours of the shop and welfare facilities would be open one hour earlier than Sgwd Gwladys, together with the car park. A condition will be attached to the Decision Notice regarding the opening hours and a condition will also be attached for delivery times.

Parking and Access Requirements and Impact on Highway Safety

Policy TR 2 (Design and Access of New Development) states that development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. *The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*

2. *Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
3. *The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
4. *Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation*

The application incorporates a number highway works as part of the development, namely the removal of layby parking spaces along Pontneathvaighan Road, two new junctions, new pavements, provision of an emergency services layby and a car park with coach drop off and refuse collection. The proposal also includes the provision of two informal crossing points along Pontneathvaighan Road and High Street, bollards to protect vision splays and the provision of cycle stands.

It is noted that the road has been reduced from 30mph to 20mph and the Crash Maps UK data conveys that no incidents have been recorded or reported near the application site in recent years.

The Head of Engineering and Transport was consulted as part of the application and the following comments have been received;

1. *The submission indicates the existing street light will be removed from adjacent to the area where the toilet block will be removed. A scheme will need to be submitted for approval detailing a replacement lighting scheme.*
2. *The emergency layby should be marked accordingly.*
3. *How will spaces and direction arrows etc. be marked out on proposed gravel surfaced element of car park? Signage should be provided in accordance Traffic Signs Regulations and General Directions (2016) to show flow and direction of traffic.*
4. *Will the car park be lit? if so, the impact of the lighting levels on the existing highway will need to be established by suitable assessment which should be submitted for scrutiny.*
5. *All works to be constructed on the public highway shall be subject to Road Safety Audits, stages 1 to 4 in accordance with GG 119 of the Design Manual for Roads and Bridges.*
6. *The proposed junction fronting on to the Pontneathvaighan Road shall be constructed in accordance with drawing number 2081-05-JUB-C-DR-00100 P06 and shall be retained as such thereafter.*
7. *A Construction Method Statement shall be submitted and shall provide for:*
 - a. *the parking of vehicles of site operatives and visitors*
 - b. *loading and unloading of plant and materials*
 - c. *storage of plant and materials used in constructing the development*
 - d. *the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate*
 - e. *wheel washing facilities*

- f. measures to control the emission of dust and dirt during construction*
 - g. a scheme for recycling/disposing of waste resulting from demolition and construction works*
 - h. scheme for the erection of temporary/semi temporary signage warning drivers of the presence of a site access.*
 - i. The Construction Method Statement shall be signed by a competent person(s).*
- 8. Any planting needs to be maintained at 600mm within vehicular and pedestrian vision splays.*
- 9. Unless otherwise agreed in writing by the local planning authority, notwithstanding the details shown on the landscaping proposals no trees shall be planted within the footway nor shall any trees be planted within 2m of the back of footway unless a suitable root barrier is placed along the back of footway.*

The initial point raised by the highways officer would be addressed through the inclusion of a condition, as the proposed highway works would be undertaken by NPTCBC highways department and the provision of new street lighting will be secured by condition through the submission of a lighting scheme along Pontneathvaughan Road.

The removal of the four parking bays off High Street are proposed to be replaced with a Emergency Services layby. It is noted that appropriate signage would be required, which has been acknowledged by the applicant and a suitably worded condition will be attached to the Decision Notice.

With regard to point 3, the applicant has confirmed that markings within the car park have not yet been finalised, however have suggested that thermoplastic and signage would be used. As such a suitably worded condition will be attached to the Decision Notice for details to be provided.

A lighting scheme has been submitted as part of the application which conveys the proposed lighting within the site. The lighting would consist of decorative steel bollards within the first loop of the car park, near the access and along the disabled bay spaces to the rear of the accommodation building. Vandal resistance wall mounted anthracite lighting would also be erected on the four elevations of the accommodation and welfare building and three elevations of the shop building. The proposed lighting is concentrated in the centre of the site, along the access and around the building and avoids extending to the south of the site or along the river and tree line. It is noted that the second loop of the car park will predominantly be used to service peak time visitors and as such is likely to be predominantly utilised during summer months and during day time hours. Therefore the provision of lighting throughout the whole site is not considered necessary. The bollard and wall mounted lighting proposed is considered to be of an appropriate scale to serve the development.

It is noted that the need for a Road Safety Audit and a Construction Method Statement has been raised by the Highways officer and acknowledged by the applicant. A condition will be attached to the Decision Notice for the submission of both documents.

It is noted that points 6, 8 and 9 of the highway response would also be secured by suitably worded conditions.

The new car park would provide for 125 car parking spaces, including 13 EV charging spaces. The car park would also provide for 10 accessible spaces, 11 large spaces, 12 motorcycle spaces and 1 coach parking space. Planning Policy Wales requires a provision of 10% EV charging on new developments which would be satisfied by the provision of 13 EV spaces as part of the development, and the provision of the EV spaces will be conditioned as part of the application.

The proposed car park would also facilitate a coach drop off layby, and space for refuse collection. Swept path analysis has been submitted in support of the application and has been amended to provide additional space for turning within the site following consultation responses.

The proposed car park would be surfaced in two materials, the first loop would be completed in impermeable asphalt concrete, with permeable asphalt concrete parking spaces and the second loop would be completed in permeable gravel. It is noted that the second loop would generally act as the overflow car park and predominately used at peak times, as such the proposed gravel surface is considered to be acceptable due to its distance from the highway and will provide a more rural and less engineered appearance to the car park.

The new access points along Pontneathvaughan Road also include the provision of steel bolt down reflectorized bollards, to deter the parking within the existing layby, and to ensure the visibility splays are retained for both junctions and will be secured by a suitably worded condition.

The proposed farm access track would be located to the west of the application site and would extend around the existing field to allow access to the agricultural land beyond the application site. The access track would be 4m wide and would be completed in a granular stone material. The proposed material is considered to be appropriate for the context of the site with proposed excavated topsoil reprofiled next to the track.

Active Travel have been consulted as part of the application. It is noted that the closest active travel route to the application site is along Pontneathvaughan Road. The Active Travel response highlights that the route has failed a recent audit due to missing dropped kerbs/ tactile paving with cycling also failing and improvements required.

It is noted that concerns have been raised within the site due to missing tactiles however a number of the locations identified are not crossing points. A response from the applicant also confirms that there are no pavements adjoining the proposed junctions and as such crossing points are not proposed.

The applicant has also confirmed that there will be no raised plateaus within the site and a revised plan has been submitted to remove a set of tactiles following the Active Travel response.

While the Active Travel response identifies that Active Travel within the area needs to be improved, particularly from the existing on road parking bays and how pedestrians would cross the B4242 outside of the application site. It is acknowledged that the existing parking bays along to the southern section of the B4242 do not currently benefit from a pavement, with the only pavement located to the north of the B4242. However, the proposal seeks to remove the majority of existing layby parking due to the installation of the bollards. In addition, an informal crossing point has been proposed and located on the desire line which is on the edge of the site and the junction to High Street. Due to the significant removal of parking layby spaces, the provision of the car park with crossing point and the provision of highway improvements it is not considered reasonable for further works to the highway to be required as part of the development.

The applicant has confirmed that the pavements widths around the site would vary from 2.8m to 1.676m due to an existing pinch point outside Sgwd Gwladys. The footway into the site would measure 4m in width with the remaining footpaths also measuring approximately 2m throughout the site. The applicant has also confirmed that the path leading to the cycle store has been widened to meet ATAG requirements.

The application proposes 6no cycle parking spaces within the area to the north of the site and proposes a cycle store to the west of the plant enclosure. The cycle store is located near the courtyard/ play area and next to the entrance/ exit to the site. It is noted that 10no cycle parking spaces are required by the development and the provision is considered to meet the requirements. A condition will also be attached to the Decision Notice to ensure the spaces are provided on site.

Due to the fairly rural location of the site and its location outside settlement limits public transport is fairly limited. The transport statement submitted in support of the application identifies 4no bus routes that are located in close proximity to the site, with only 1no route running on a Sunday. In addition 3no of the bus routes call at Neath Bus Station. Given the nature of the development it is acknowledged that visitors are likely to arrive by car as this is currently the case and the reason for the LUF bid for the development.

Comments have been received from Cllr Pursey, raising concerns with the swept path analysis and turning on site. Following review the plan was amended to provide a larger turned area within the site, providing adequate space for coaches and refuse vehicles within the site. The application would be subject to a Road Safety Audit which would be secured by condition, and following the audit the acceptability of the informal crossing would be established. It is noted that access to the waterfalls is outside of the application site and is private land, as such proposals for improvement haven't been included and it is not reasonable for them to be required for the development.

It is noted that a number of neighbour responses have been received both expressing support and objections relating to parking. While it is acknowledged that mixed responses have been raised by the need for the car park, it is clear that visitor parking is required in the locality, as the Local Authority have initially tried to alleviate this pressure with the installation of layby parking along the B4242 and the temporary car park provided by the land owner.

The following comments have been received relating to highway and parking and will be addressed individually;

- *Will money from the car park be used solely in the area which has been affected* – outside the scope of the planning application.
- No idea if car park will be closed at night and will people be able to gather during evenings and overnight – *opening hours are proposed above.*
- *If there is a charge to park people will continue to park in unreasonable areas.* – the proposal includes the provision of parking restrictions which would be undertaken outside of planning remits and through highway legislation.
- *Safety issues with new traffic* – the proposal seeks to alleviate existing parking pressure and the proposal would take cars off the highway.
- *More parking within the village as people don't like paying for parking* – outside of planning remits.
- *Residents have always asked for solution to parking problem, suggesting double yellow lines to left side of the road, but the council put in laybys which increased number of cars. Proposal for major infrastructure turning village into tourist destination is not solving parking problem as requested* – the proposal seeks to alleviate parking pressure on the village with fairly proportionate facilities to serve visitors and the local community.
- *Clear there is a need for parking, but more parking and facilities will encourage more visitors however the path and access to the falls remains unaffected by application and risks more serious harm and indeed death.* – a coroner report provided in 2022 has put responsibility of improving signage within the area for risks associated with the waterfalls which extends over three Local Authority's, the National Park Authority and NRW, as such improvements to the Waterfalls Trails and signage would fall outside the scope of the planning application.
- *Current overflow car parking is provided by local farmer at peak times and flexible arrangement is more sustainable for the environment* – current informal arrangement does not provide reason to refuse proposed development.
- *Entrance to the car park is unworkable our road is limited as to the turnaround of traffic* – the application is supported by swept path analysis and achieved visibility splays.
- *Has main entrance to new development been approved?* – it is being considered as part of this planning application.
- *Village has asked for double yellow lines and parking but proposal with parking charges will not change situation* – parking charges are outside planning remits.
- *No demand for parking of this size, current parking on the road manages visitor numbers with ease* – the proposed parking numbers have been established by the need and the loss of layby parking that would result from the development.
- *Pedestrian safety from closing existing parking bays, as visitors will be forced to park further west or on the bend* – loss of the layby parking is to ensure visibility splays are retained and visitors would park in the car park with footpath and crossing provisions.
- *Design and Access material of parking situation and surveys are dated and not accurate, there should be further investigations into the demand for parking and visitor numbers.* – the need for parking within the area is established and the scheme is supported by Levelling Up Funding (LUF) from

UK Government and as such is underpinned by a detailed LUF bid that sets out the qualitative and quantitative business case for the proposal.

- *No accidents on the road so highway safety is not an issue – point noted.*
- *NPTCBC land to the west that could become further parking bays – application can only be considered on its merits.*
- *The new access onto the farm contradicts a previous planning application P2017/0103 where the application was refused on the principle of an additional track would result in an unjustified encroachment into the open countryside which would cause harm to the character and appearance of the surrounding area/open countryside, with this access proposed further from fence line – each application is considered on its own merits however application P2017/0103 was refused on the reason for unjustified encroachment into the countryside with the officer report noting that an existing access was sufficient to serve the site. It is acknowledged that the proposed development would result in the loss of the existing access with constraints such as the overhead lines provided limited alternative siting for a new access.*
- *If a bus service was put on this could attract more people with less traffic – outside planning remit.*
- *Not clear if there is a barrier between development and main road, to safeguard people crossing – proposal would be subject to a Road Safety Audit that would be secured by condition.*
- *Future enforcement of non-compliance with parking restrictions and anti-social behaviour are to be developed? As there is currently no enforcement of non-compliance at present – outside planning remit.*

Biodiversity, Ecology and Green Infrastructure

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) 12 sets out that;

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

A Green Infrastructure Statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15 of PPW 12) has been applied.

A Preliminary Ecology Assessment (PEA) and a Green Infrastructure Statement (GIS) have been submitted to support the application. The GIS states that planting would be provided on site together with bird and bat boxes to the shop building, accommodation building and bin store. The provision of bird and bat boxes would be secured by a suitably worded condition. Hard and soft landscaping proposals have been submitted and as discussed later in the report.

The PEA notes that the existing structures concluded negligible roosting potential for bats and that clearance works and demolition works should be undertaken outside of bird nesting season. A condition would be attached to the Decision Notice to ensure works as undertaken in accordance with the PEA.

The application site is located in close proximity to a Special Area of Conservation (SAC) and as such an Air Quality Statement has been submitted following the consultation response from the Authority's Ecologist.

The Air Quality Statement submitted stated that *'while the net effect of the proposals is most likely to be beneficial, it is important to recognise that any effect on nitrogen deposition will be extremely small. Any changes to concentrations would be too small to measure and nitrogen deposition will continue to be dominated by emissions from agriculture... It can therefore be safely concluded that there will be no significant adverse effect on air quality or nitrogen deposition in the SAC caused by the new car park. There will be no Likely Significant Effect and no further assessment is required'*.

NRW have been consulted as part of the application and requested a CEMP condition and would otherwise object to the proposal due to the proximity of the site to the SAC. As such the requested CEMP condition would be attached to the Decision Notice to ensure site specific measures are put in place to prevent pollution of the surrounding land and water environments.

Landscaping and Trees

Hard and soft landscaping proposals and a tree survey have been submitted to support the application. The tree survey submitted focuses on the trees located to the east of the application site and along the Neath River embankment. It is noted that the remainder of the site just consists of grassland. A number of 39 trees were inspected with 14no of the trees identified as category B, 14no as Category C and 11no as category U. The tree survey recommends the erection of root protection fencing, and as such a condition would be attached to the Decision Notice.

It is noted that an additional tree located to the west of the site would be located in close proximity to the new far access however the works would be outside of the trees root protection area. The root protection fencing condition would also include the need to provide fencing for the additional tree to ensure its protection.

The hard and soft landscaping plans convey the finishes of the site, in relation to the public realm areas and foot paths. The walkways and main surface throughout the site would be completed in resin bound gravel with wet rolled hogging located within the public realm areas. The pavements extending from the coach layby and around the front of the site, adjoining the B4242 Pontneathvaughan Road would be

completed in porous macadam vehicular surface. The hard landscaping proposals are considered to be appropriate and acceptable.

The proposed soft landscaping details convey the planting of 77 trees as part of the development, together with hedgerow planting around the public realm area to the north east of the site and along the extent of the south west boundary. The development also incorporated two rain garden mixes with rain gardens located near the junctions at the ends of the parking bays and within the courtyard and public realm areas. Buffer planting is also proposed to the eastern boundary of the site between the site and the River Neath and neighbouring properties. A Landscape Management Plan has also been submitted and would be conditioned.

The hard landscaping plan conveys that 1.2m timber post and rail fencing would be erected along the southern and west boundary and a 1.2m rail metal estate railings are proposed to the north boundary. The proposed fencing boundary treatment are considered to be acceptable and will tie in the with proposed planting details.

Two litter bins and one dog waste bin is also proposed as part of the application and are appropriately sited within the development.

The proposed soft landscaping details are considered to improve the appearance of the development and contribute to the Green Infrastructure on site and the surface drainage, which will be discussed later in the report.

Flood Risk and Drainage

The application site is partially located within flood zone C2 and within the new flood maps for planning zone 2 and 3, which extends along the eastern boundary of the site due to the River Neath. It is noted that a Flood Consequence Assessment hasn't been submitted to support the development however a Flood Risk Technical Note has been submitted.

It is acknowledged that the proposed development areas are located outside of the flood zones and as such fluvial flooding is not considered to be a risk. NRW have been consulted as part of the planning application and confirmed no concerns with flood risk.

The application has been supported by a drainage strategy and drainage layout plans which convey that the proposed surface water drainage from the proposed buildings would gather in rain gardens within the public realm area before traveling south within the site through a number of rain gardens and surface water drains to two basins at the bottom of the site. A indicative drainage ditch is also proposed from the basins at the bottom of the site which would only be required if final infiltrations testing requires as a worst case scenario. Notwithstanding the submitted details the application would be subject to SAB approval, whereby a scheme of surface water drainage would be assessed.

A watermain runs through the centre of the application and has provided a constraint for the development, as noted previously within the report. However following consultation with Welsh Water, an easement distance of 9.8m is required by the development. It is noted that the proposed building works are located outside of the

9.8m zone and as such are not considered to unacceptably impact upon the watermain. A Standard conditions list has been provided by Welsh Water and the information will be included as informative for the Decision Notice.

With regard to foul drainage from the site, it is noted that concerns have been raised by neighbours regarding the existing sewer. However, Welsh Water have been consulted on the application and confirm that there is capacity within the public sewerage network to receive the domestic foul flows from the development. The concerns raised with regard to the existing sewerage concerns within the locality would fall outside of the planning application and would be a matter for NRW and Welsh Water should these issues arise.

Contaminated Land and Pollution

Policy EN 8 (Pollution and Land Stability) states that *proposals which would be likely to have an unacceptable adverse effect on health, biodiversity and/or local amenity or would expose people to unacceptable risk due to the following will not be permitted:*

- *Air pollution;*
- *Noise pollution;*
- *Light pollution;*
- *Contamination;*
- *Land instability;*
- *Water (including groundwater) pollution.*

Proposals which would create new problems or exacerbate existing problems detailed above will not be acceptable unless mitigation measures are included to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level.

It is noted that the application site is located in a Low Coal Mining Risk area however an informative will be included within the Decision Notice.

The application has been supported by the submission of a Ground Condition Assessment report and the Authority's Environmental Health Contaminated Land officer has been consulted as part of the application. The response received identifies that the report does not cover the northern area of the redline boundary (opposite the Angel Inn) that includes the public toilets and car park that are to be demolished and soft landscaped. Historical maps show a tramway passing through this part of the site. Therefore, a supplementary site investigation is required for this area of the development. For the remainder of the site, the site investigation has found no exceedances in the soil tests. However, ground gas monitoring results are outstanding. These will need to be submitted as part of a finalised report before the report can be approved. As such land contamination conditions are requested and would be attached to the Decision Notice, in order for the additional area of land to be surveyed and for the ground gas information to be included.

Following the submission of an air quality statement and the comments received from Environmental Health the proposed development is not considered to have an unacceptable impact upon air quality.

It is noted that noise and light matters have been considered earlier in the report.

Energy

Policy RE2 (Renewable and Low Carbon Energy in New Development) states that *schemes that connect to existing sources of renewable energy, district heating networks and incorporate on-site zero / low carbon technology (including microgeneration technologies) will be encouraged. The following proposals will be required to submit an Energy Assessment to determine the feasibility of incorporating such a scheme and where viable, would be required to implement the scheme:*

- (a) Residential development for 100 or more dwellings;*
- (b) Development with a total floorspace of 1,000 sqm or more.*

It is acknowledged that the proposed development would not exceed the above thresholds however the DAS has included a Energy and Sustainability Statement. The Statement confirmed that the sites physical and environmental constraints have been considered during the design period including sun path and shading details, with consideration also given to reduce construction impacts and reduction of operational energy. Due to the nature of the development and the scale of built development within the proposal the submitted information is considered to be sufficient.

It is noted that the energy statement identified the developments intention to incorporate air source heat pumps, heat recovery or PV panels as part of the development, however details have not been submitted. As such a condition will be attached to the Decision Notice for details to be submitted with the requirement of a noise impact assessment if air source heat pumps are to be provided.

It is noted that a National Grid overhead line is located to the west of the application site and following consultation it has been confirmed that there are no issues with the proposed development.

Welsh Language

With regard to policy SP22 it is noted that the development is located outside of the identified sensitive areas, however the application has been supported by a Welsh Language Action Plan. Due to the nature of the proposed development the submission is welcomed. It is noted that signage would be provided in English and Welsh with bilingual interpretation proposed. The proposed measures are considered to promote Welsh Language within the area and are considered to be acceptable.

Waste

Policy W3 (Management in New Development) states that *'proposals for new built development will need to demonstrate that provision is made for the design, layout, storage and management of the waste generated by the development both during the construction phase and occupation. The following proposals will be required to produce Site Waste Management Plans:*

- (a) Residential development for 50 or more dwellings;*
- (b) Industrial or commercial development that would generate in excess of 1,000 tonnes of waste per annum;*
- (c) Development that would generate hazardous waste'*

The application proposes a bin store to the north east of the site, located between the buildings and the car park to allow the refuse vehicle to enter the access and access the bin store. It is noted that the Authority operates a fortnightly collection of non-recyclables and a weekly collection of recycling. The bin store is considered to be a modest scale and appropriately sited on site.

Archaeology

The application has been supported by the submission of an Historic Environmental desk-based assessment and noted the potential impact upon several post medieval sites. A response received from Glamorgan Gwent Archaeology advises that Archaeological mitigation would be required on site and as such a condition will be attached to the Decision Notice.

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.

In view of the type and form of development proposed in this location, having regard to local circumstances and needs arising from the development, no planning obligations are considered necessary to make the development acceptable in planning terms and to meet the policy and legislative tests for planning obligations.

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 raised which have not been addressed elsewhere in this report, the following comments are made:

- *Take away livelihood of local farmer and destroy farmland* – not a material planning matter, impact of development assessed above.
- *Disruption to the village and will no longer be a country village but a tourist hotspot and will not benefit the village at all* – the scale of the development is modest and aims to alleviate current parking pressures.

- *Should be supporting local farmers and local food production – not a material planning matter.*
- *Disturbance and impact upon biodiversity and wildlife – assessed above.*
- *Attract and increase number of visitors and increase pollution – assessed above.*
- *Narrow waterfall paths will be overwhelmed and increase of litter and erosion – the waterfall paths lay outside of the application site.*
- *Small village recently inundated with visitors who park either side of the road in front of house – proposal aims to alleviate current parking pressures, provided car park for tourists and visitors.*
- *Proposal out of character with the area and not in-keeping – impact of proposal assessed above.*
- *Approach to the village will complete change and turn the area into a mass of buildings for tourists only- Visual impact of proposal assessed above.*
- *Car park and toilets are required but Council has added unrequired buildings to get funding – LUF funding not a material planning matter.*
- *Increase footfall to delicate environment with the new accommodation block, shop, take away together with the idea proposed of pop up vendors, markets & events – pop-up vendors, markets and events are no proposed within the application.*
- *Increase littering as bins only emptied once a week and dog mess and detract from natural beauty of the area – site management would be a matter for the land owner, and tenant.*
- *Site and other properties have had planning applications refused as developments did not fit in with the street-scene, how can this be given permission – each planning application is dealt with on its own merits.*
- *Noise and disturbance from development and accommodation – assessed above.*
- *Proposed yellow lines will prevent parking outside our property, there should be provision for at least two parking spaces for residents outside their homes – residential parking provisions on the highway is not a planning matter.*
- *Increased sewerage and known issues with existing sewer system entering river and into gardens – matter addressed above.*
- *Swallows return every year to the site but with buildings gone where would they build their nests – bird boxes proposed within development with existing trees to be retained and additional trees to be planted.*
- *Who is going to be responsible for maintaining the site once erected – the land owner or tenant would be responsible for site maintenance.*
- *Levelling up fund no longer existing under labour so surely money would be better spent on other projects – not a planning matter, each application is dealt with on its own merits.*
- *Privacy of many residents – impact on neighbouring properties assessed above.*
- *Play area was supposed to be one of the highlights for the village as current isn't one – courtyard and play area proposed and details would be secured by a condition.*
- *Can see this proposal spoiling the uniqueness of village – comment noted, impact of development assessed above.*
- *No thought to residents who feel overwhelmed by volume of visitors already, surely planning is to improve quality of life for villagers and tourist amenities*

should be secondary – proposal is to alleviate the existing parking pressure within the village and provide facilities for the community.

- *The two fields in question are the only open green areas in the village and have been treasured by local people – fields would remain to the west of the application site and the site is located in close proximity to built development.*
- *No demand for extra beds apart from a few peak days of the year – the proposal is supported by a LUF bid that requires a qualitative and quantitative business case for the scheme.*
- *The building of a hotel will create over supply in the market and drive down nightly rate and make existing businesses less profitable – the proposal includes the provision of 8 no double rooms.*
- *Ripped down existing toilet block seems wasteful, surely could be used as a tourist information site – comment noted, however can only assess proposal as submitted.*
- *Septic tanks to be installed will have to be emptied – no septic tanks proposed, the development would be connected to the public sewer.*
- *Has the main sewerage been established as this has been contentious issue – assessed above.*
- *Historically a covenant placed on the fields for agricultural use – applicant has been made aware however is not a material planning matter.*
- *Village doesn't support development and grant monies shouldn't have been obtained – comments noted.*
- *All over the world are protesting against tourists – comment noted.*
- *Better to develop Glynneath as a hub and encourage public transport – comment noted, however can only assess proposal as submitted.*
- *Not enough research within the community conducted – application has been supported by a number of surveys and documents and PAC undertaken in line with regulations.*
- *Don't need congestion, accommodation, franchise shops and mention of a park which was ignored during previous requests for funding with local community now organising its own – comments noted.*
- *Loss of natural drainage – as noted above the application will be subject to a SAB application.*
- *Destroying possible archaeological research – GGAT have been consulted and a condition would be attached to the Decision Notice as noted above.*
- *Overdevelopment and unneeded development that is against Future Generations Act – scale of development and policy considerations assessed above.*
- *Size and number of facilities proposed are to please Levelling Up Bid which is over exaggerated and not needed and will encourage more visitors, contradictory to the Design and Access Statement – the scale of development has been reduced since LUF bid and seeks to alleviate existing parking pressures and provide facilities for visitors and locals.*
- *Size and scale of initial development was smaller and more in-keeping – proposal has gone through redesign stages since LUF bid however scale of development assessed above.*
- *Similar smaller proposal was put forward in 2009 and was given negative view for development on the site – each planning application is dealt with on its own merits however no details of 2009 application found.*
- *land was put forward for the LDP in 2012 for Tourism and Leisure but was rejected by NPTCBC – limited sites were progressed to allocation within the*

LDP as many sites had not proved to be viable, and policy TO1 provides the ability for sites to come forward and be assessed outside of the allocation process.

- *States that the land for the public area is unused, this is false. The area is a working farm and is constantly used every day* – comments noted.
- *There are other commercial buildings that can be converted into accommodation or a shop* – comments noted, the application can only be considered on its own merits.
- *Enticing business from Glynneath with provision of shop* – the proposed shop is small scale in order to serve visitors and locals.
- *More visitors means for accidents and more pressure on emergency services* – the application seeks to alleviate current pressure on the area.
- *Need for local community not taken into account* – comments noted, proposal seeks to alleviate pressure within local community.
- *Application is inadequate and only superficially deals with total capacity of existing water system* – the application would be subject to SAB approval and Dwr Cymru Welsh Water have been consulted.
- *During times of increased flow, raw sewerage is discharged directly into the river* – outside planning remits.
- *The Nature Buffer Planting (Soft Landscaping) along the river side is closer to the river and therefore closer to the housing in Brodawel where more noise and pollution than previous plans* – impact on neighbouring properties assessed above.
- *Will the lighting be covered by a timing function? What time will the lights be on - at the present the Sgwd Gwladys lights are not a problem - however the development is closer and will be seen across the river giving light pollution* – the proposed lighting has been assessed above and will be subject to a condition.
- *As there is to be a Warden, does this mean that Neath Port Talbot Council will be the authority undertaking the Landscape Management Plan and therefore continue to the upkeep of the land?* – the landscaping would be the responsibility of the land owner and tenant of the development.
- *Although Welsh Water does not feel there is a problem in the area, for the past 10-15 years all applications for new buildings have been rejected by Ystradfellte Community Council due to the bad state of the sewage system? There have been blockages and not all situations have been documented by Welsh Water as there have been different offices/call centres telephoned and these have not been collated.* – a response has been received from Welsh Water which confirms that capacity exists in the sewerage system.

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 Visual Amenity, Neighbouring Amenity,

Highway and Pedestrian Safety, Biodiversity, Trees, Archeology, Flooding, Drainage or Waste. Accordingly, the proposed development is in accordance with Policies SC1, BE1, TR2, EN5, EN6, EN8, RE2, W3, SP22, SP13 and TO1 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:
Site Location Plan 2081-00-HIR-A-DR-00020-S2-P10 Existing Site Roof Plan
2081-00-HIR-A-DR-01039-S2-P7 Proposed Site Plan
2081-00-HIR-A-DR-00200-S2-P14 Site Demolition Plan
2081-00-HIR-A-DR-01139-S2-P5
Proposed Ground Floor Plan 2081-00-HIR-A-DR-01300-S2-P16 Proposed
First Floor Plan 2081-00-HIR-A-DR-01310-S2-P14
Site Roof Plan as Proposed 2081-00-HIR-A-DR-01390-S2-P12 Proposed
Accommodation Elevations 2081-01-HIR-A-DR-02410-S2-P8 Proposed Shop
Elevations 1 2081-02-HIR-A-DR-02420-S2-P6 Proposed Shop Elevations 2
2081-02-HIR-A-DR-02421-S2-P6 Proposed Welfare Elevations 1
2081-04-HIR-A-DR-02440-S2-P6 Proposed Welfare Elevations 2
2081-04-HIR-A-DR-02441-S2-P6 Existing Site Sections
2081-00-HIR-A-DR-03050-S2-P6
Proposed Site Sections 2081-00-HIR-A-DR-03500-S2-P6
Waste Management Plan and Proposed Bin Store 2081-04-HIR-A-DR-
00450-S2-P6
Proposed Bike and Water Tank Enclosure Elevations 2081-04-HIR-A-DR-
00452-S2-P4
Highway Works - Existing & Proposed Drainage 2081-05-JUB-C-DR-00540-
S2-P07
Highway Works - General Arrangement 2081-05-JUB-C-DR-00100-S2-P08
Highway Works - Swept Path Analysis - Delivery Vehicles
2081-05-JUB-CDR-00151-S2-P05
Highway Works - Swept Path Analysis - MPV and Estate Car
2081-05-JUBC-DR-00150-S2-P05

Highway Works - Swept Path Analysis - Refuse and Recycling Vehicles
 2081-05-JUB-C-DR-00152-S2-P05
 Highway Works - Swept Path Analysis - Tractor and Trailer
 2081-05-JUB-CDR-00153-S2-P06
 Highway Works - Swept Path Analysis - Coaches 2081-05-JUB-C-DR-00154-S2-P02
 Proposed Car Park - Drainage Layout 2081-04-JUB-C-DR-00500-S2-P10
 Proposed Car Park - General Arrangement 2081-04-JUB-C-DR-00100-S2-P08
 Proposed Car Park - Swept Path Analysis - Coaches 2081-04-JUB-C-DR-00150-S2-P05
 Proposed Car Park - Swept Path Analysis - Delivery and Refuse Vehicles
 2081-04-JUB-C-DR-00152-S2-P05
 Proposed Car Park - Swept Path Analysis - MPV and Estate Cars 2081-04-JUB-C-DR-00151-S2-P05
 Proposed Car Park - Access Track External Works 2081-04-JUB-C-DR-00730-S2-P02
 Ecological Enhancements Plan 2228-DLA-DR-L-05-P04 Hard Landscape Plan 2228-DLA-DR-L-01-P16 Landscape Sections 2228-DLA-DR-L-04-P04 Soft Landscape Plan 2228-DLA-DR-L-02-P012 Tree Pit Details 2228-DLA-DR-L-03-P02
 Lighting Strategy 2081-00-MCP-E-DR-9000 Rev P03 Tree Survey Plan TS589
 Topographical Survey 6785A
 Planning Statement Asbri Planning
 Welsh Language Action Plan Asbri Planning September 2024
 Site Waste Management Plan Andrew Scott
 Design and Access Statement including Energy and Sustainability Statement - Hiraeth Architecture
 Accommodation Schedule Hiraeth Architecture Drainage Strategy - Jubb
 Flood Risk Technical Note - Jubb 2081-00-JUB-C-RP-00002 September 2024
 Transport Statement Asbri Transport September 2024
 Preliminary Ecological Assessment Neath Port Talbot County Borough Council
 Tree Survey Neath Port Talbot County Borough Council
 Landscape Management Plan Davies Landscapes
 Green Infrastructure Statement Davies Landscapes November 2024
 Factual Exploratory Investigation Earth Science Partnership Ground Conditions Assessment Report Jubb
 Historic Environment Desk Based Assessment Dyfed Archaeological Trust Air Quality Statement - Logika J101618A102

Reason:

In the interests of clarity.

Pre-Commencement Conditions

3. No development or phase of development, including site clearance and demolition, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Construction methods: details of materials, how waste generated will be managed.
 - General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain. All fuel, oil and chemicals used on Site must be stored away in a locked store which is bunded to 110% capacity of the total volume stored.
 - Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance, and mitigation measures.
 - Soil Management: details of topsoil strip, storage, and amelioration for reuse. The early establishment of buffer strips during surface restoration work can filter runoff and reduce soil erosion - such measures are particularly important on steep slopes and bare soil vulnerable to runoff.
 - Control of Nuisances: details of restrictions to be applied during construction including timing, duration, and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.
 - Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater (including details of sewage disposal from any welfare facilities on site), and energy use.
 - Traffic Management: details of site deliveries, plant on site, wheel wash facilities
 - Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan, following the Pollution Control Hierarchy. Site specific pollution sensitive receptors should be identified and their risks, and the methods of mitigation should be identified. A monitoring plan for watercourses should be developed.
 - Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason

To ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction and to accord with Policy EN8 of the Local Development Plan.

4. No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
 - (i) the parking of vehicles of site operatives and visitors
 - (ii) loading and unloading of plant and materials

- (iii) storage of plant and materials used in constructing the development
- (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- (v) wheel washing facilities
- (vi) measures to control the emission of dust and dirt during construction
- (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works
- (viii) scheme for the erection of temporary/semi temporary signage warning drivers of the presence of a site access.
- (ix) The Construction Method Statement shall be signed by a competent person(s).

Reason:

In the interest of highway and pedestrian safety, the environment, and the amenity of residents, and to ensure accordance with Policies BE1 and TR2 of the adopted Neath Port Talbot Local Development Plan.

5. Prior to the commencement of work on site, including demolition, the developer shall submit a detailed Noise Impact Assessment, prepared by a qualified acoustic consultant, to the Local Planning Authority for approval. The assessment shall evaluate the potential noise impacts of the development on surrounding properties and sensitive receptors, particularly during both construction and operational phases. The assessment must be conducted in accordance with current standards and guidelines relevant in Wales, including BS 4142:2014+A1:2019 (Methods for Rating and Assessing Industrial and Commercial Sound) or any succeeding guidance. Where significant noise impacts are identified, the assessment shall also include detailed mitigation measures to reduce noise to acceptable levels. All recommended mitigation measures shall be implemented in full prior to the first occupation of the development and maintained thereafter for the duration of the development.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.

6. Prior to commencement of development (excluding demolition), Road Safety Audits, stages 1 to 4 in accordance with GG 119 of the Design Manual for Roads and Bridges shall be submitted to and approved in writing by the Local Planning Authority, the Road Safety Audits shall include all works to be constructed on the public highway and the works shall be carried out in accordance with the Audits prior to the first beneficial use of the development.

Reason:

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

7. No development shall commence on site until a revised assessment of the nature and extent of contamination affecting the application whole site area has been submitted to and approved in writing by the Local Planning Authority, including the northern section of the site that comprises the existing parking and toilet block. 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
 - 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.

8. Prior to the commencement of the development, including demolition, a secured agreement for a written scheme of historic environment mitigation shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the requirements and standards of the written scheme.

Reason:

To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

9. No development shall commence, excluding demolition, 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.

10. Prior to the commencement of work on site, excluding demolition, details shall be submitted to and approved in writing by the Local Planning Authority for the play park and courtyard as identified on plan 2326 00 Rev 16 (Site Ground Floor Plan as Proposed). The details shall include a block plan, elevation details, equipment details and any hard and soft landscaping. The play park shall then be implemented on site, as approved prior to the first beneficial use of the development.

Reason:

To ensure the acceptable delivery of the courtyard and play park and to ensure the proposal complies with Policy BE1 of the Local Development Plan.

11. Prior to the commencement of development on site, including demolition, and before any equipment, machinery or materials are bought onto site, tree protective fencing as shown in Appendix 2 of the submitted Tree Survey, dated February 2024 must be erected on site in accordance with the Tree Survey and the Tree Survey Plan (dated 29.02.2024). The protective fencing measures must comply with BS5837:2012 Trees in relation to design, demolition and construction and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. The tree protection fencing shall also be erected around the root protection area of the additional tree located to the west of the proposed agricultural access. Nothing shall be stored or placed within any fenced areas, and the ground levels within those areas shall not be altered, nor shall any excavation be made.

Reason:

To ensure all existing trees are protected throughout the construction of the development, in the interest of visual amenity, and to ensure the development complies with Policy BE1 of the Neath Port Talbot Local Development Plan.

Action Conditions

12. Prior to the construction of the car park hereby approved, a scheme detailing how parking spaces and direction arrows will be marked out on proposed gravel surfaced element of car park shall be submitted to and approved in writing by the Local Planning Authority. Signage should be provided in accordance Traffic Signs Regulations and General Directions (2016) to show flow and direction of traffic and the approved scheme shall be implement on site prior to the first beneficial use of the car park and 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.

13. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage system including any increase in the roof area of buildings /or impermeable surfaces within the application site and foul water and surface water discharges shall be drained separately from the site.

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 and ensure the development complies with Policy SP16 and BE1 of the Neath Port Talbot Local Development Plan.

14. The shop, accommodation and welfare buildings hereby approved shall be connected to the mains sewerage system prior to the first beneficial use of the development 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.

15. Notwithstanding the submitted plans, no planting shall be allowed to grow above 600mm within the hereby approved vehicular and pedestrian vision splays and no trees shall be planted within the footway nor shall any trees be planted within 2m of the back of footway unless a suitable root barrier is placed along the back of footway. The vision splays shall thereafter be maintained free of any obstruction exceeding 600mm in height for as long as the development exists.

Reason:

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

16. Prior to the first beneficial use of the development hereby approved the 13no EV charging parking spaces shall be provided on site and retained as such thereafter.

Reason: To ensure that the development complies with the requirements of Planning Policy Wales 12.

17. Prior to the first beneficial use of the development hereby approved, details of the markings of the emergency layby shall be submitted to and approved in writing by the Local Planning Authority. The markings shall then be completed on site in accordance with the approved details prior to the use of the layby, and 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.

18. Prior to the first beneficial use of the development hereby approved replacement highway replacement lighting scheme shall be submitted to and approved in writing by the Local Planning Authority, the replacement lighting scheme shall include the proposed siting of the lighting columns and lux levels and shall be constructed on site prior to the first beneficial use of the development.

Reason:

In the interest of visual, residential amenity and to prevent any unacceptable light spillage, and in the interest of bio diversity and protected species and to ensure the proposal complies with Policies EN8 and BE1 of the Local Development Plan.

19. If required by the development, prior to the implementation of the substation on site, as shown on plan 2326 00 Rev14 Site Plan as Proposed, details shall be submitted to and approved in writing by the Local Planning Authority and the substation shall then be implemented on site in accordance with the approved details.

Reason:

To ensure acceptable design and appearance and to accord with policy BE1 of the Local Development Plan.

20. Prior to the first beneficial use of the development hereby approved, excluding the farm access track, the facilities for the secure storage/ stands for a minimum of 10no cycles, including 1no. adapted space shall be provided in accordance with plan 2081-04-JUB-C-DR - 00100 P08, and such facilities 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.

21. Prior to the first beneficial use of the development hereby permitted, excluding the western farm access, the proposed bird boxes as detailed on plan 2228DLADRL05 P4 (Ecological Enhancement Plan) shall be provided on site and retained as such thereafter.

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.

22. The development hereby approved shall be undertaken in accordance with the Landscape Management Plan (DLA2228LMP01) and the Soft Landscaping Plan (2228 DLA DRL02P12). All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the operation of the buildings or the completion of the development, whichever is the sooner; and any trees, hedgerows or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased

shall be replaced in the next planting season with others of similar size and species.

Reason:

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

23. Prior to beneficial use of the proposed development commencing, if required by condition 9, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance within condition 7 shall have been 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.

24. Should the provision of Air Source Heat Pumps be required by the development, details of the Air Source Heat Pumps including siting location, any housing and specifications shall be submitted to and approved in writing by the Local Planning Authority prior to their installation on site. The details shall also include a Noise Impact Assessment and where significant noise impacts are identified, the assessment shall also include detailed mitigation measures to reduce noise to acceptable levels. All recommended mitigation measures shall be implemented in full prior to the first beneficial use of the development and maintained thereafter for the duration of the development.

Reason:

In the interests of local amenity, and to ensure compliance with Policies SP16, EN8 and BE1 of the Neath Port Talbot Local Development Plan.

25. External lighting within the development shall be completed in accordance with the External Light Management Strategy (2081-009000- P03) and the external lights shall not be operational outside of the operational hours of the development identified in condition 33.

Reason:

In the interest of visual, residential amenity and to prevent any unacceptable light spillage, and in the interest of biodiversity and protected species and to ensure the proposal complies with Policies EN8 and BE1 of the Local Development Plan.

26. Prior to the first beneficial use of the access junctions and car park hereby permitted, the highway bollards as shown on plans 2081 00200 P14 (Site Plan as Proposed) and 2081-05-JUB-C-DR-00100 (Highway Works - General Arrangement) shall be provided on site, and shall be retained as

such thereafter.

Reason:

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

27. Prior to their use in the construction of the development hereby permitted, 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.

Regulatory Conditions

28. Any gates provided across the accesses 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.

29. 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.

30. The development shall be undertaken in accordance with the Preliminary Ecological Assessment 03/2024 EC2023 004.

Reason:

In the interest of biodiversity, and to accord with Policy SP15 of the adopted Neath Port Talbot Local Development Plan.

31. Demolition and construction operations shall be limited to 08:00-18:00 Mon-Fri, 08:00-13:00 Saturday, and no demolition & construction operations shall take place on Sunday and Public Holidays.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.

32. The separate highway access junction and track, as detailed on plan 2081-04-JUB-C-DR-00730 P02, located to the west of the application site and the secondary access point located off the car park access shall be restricted to farm use only and for no other purpose.

Reason:

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

33. The use of car park shall not be carried out outside the hours of 7am -11pm Monday - Saturday and 7am-10pm on Sundays, during summer and winter. The use of the shop and ancillary coffee kiosk shall not be carried out outside the hours of 7am - 10pm Monday -Sunday, during summer and winter. The use of the toilet and welfare building shall not be carried out outside the hours of 7am- 11pm Monday- Saturday and 7am-10pm on Sundays during summer months and 7am- 5pm Monday- Sunday during winter months, as set out within the Planning Statement hereby approved.

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.

34. The coffee kiosk shall be limited to the area shown on plan 2326 00 Rev 16 (Site Ground Floor Plan as Proposed) and shall remain ancillary to the A1 shop hereby approved.

Reason:

In order to ensure compliance with Policy BE1 of the Neath Port Talbot Local Development Plan.

35. No deliveries by Heavy Goods Vehicles (vehicles over 3500kg maximum gross weight) shall be made to the approved Class A1 use outside of the hours 07:00-19:00. All deliveries outside of these hours should be arranged in accordance with Department for Transport document "Quiet Deliveries Good Practice Guidance - Key Principles and Processes for Retailers".

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2024/0685	<u>DATE:</u> 24.10.2024
PROPOSAL: The refurbishment of the Princess Royal theatre and civic square, including extension of the theatre.	
LOCATION: Princess Royal Theatre Port Talbot Civic Centre Access To Port Talbot Civic Centre Port Talbot Neath Port Talbot	
APPLICANT: Mr Clive Barnard Neath Port Talbot County Borough Council (NPTCBC)	
TYPE: Full Plans	
WARD: Aberavon	

SITE AND CONTEXT

The application site is approx. 0.68Ha and located within the northern extent of Port Talbot Town Centre (LDP Town Centre R2/1 Port Talbot). The application site comprises The Princess Royal Theatre, the eastern wing of a defined civic block which includes the Port Talbot Civic Centre (Neath Port Talbot County Borough Council) and the adjacent civic square. The civic square is currently set around an earlier octagonal fountain / art feature forming the public realm to the front / principal elevations of the theatre (southwest facing) and civic buildings (southeast facing), which have a u-shaped format and unified architectural style (post-modern).

The Princess Royal theatre offers a 798-seat community theatre hosting a range of events and attracting visitors / tourists into Port Talbot town centre with the Civic Square providing a principal throughfare between the site, Aberfan Shopping Mall (further South) and high street / town centre (south easterly). The civic square connects to the primary public ‘realms’ of the wider town centre via the Aberavon Bridge (Grade II Listed), pedestrianised and offering passage on foot and via cycle across the River Afan which borders the site at the east. The site area adjoins the grounds of the Ebenezer Welsh Baptist chapel (built 1881 and Grade II listed) and the Aberavon Shopping Centre (circa 1970, redeveloped in 1990’s), both of which also provide inward elevations to the Civic Square.

The site is associated with car parking (3 No. car parks), positioned to the northeast and southeast (abutting the eastern and northern elevations of the Princess Royal Theatre) with some broader areas of soft landscaping. The main access to the site is from the B4286 Heillbronn Way located along the northeastern boundary with pedestrian access possible from Station Road to the southeast, and the B4286 located along the northern site boundary. A detailed description of the Local Area and surrounding context can be found in para. 2.2 of the Planning Statement (The Urbanists, Oct 22, 2024).

DESCRIPTION OF DEVELOPMENT

As described within the Planning Statement prepared by the Urbanists, dated 22nd October 2024 (as received on 23/10/2024) the proposed works are categorised as follows, “The proposals would see a combination of public realm enhancements and architectural interventions to upgrade this site / the improvement of the public realm and desirability of the area for use” and shall include:

- i) Landscaping works to the civic square, comprising resurfacing, extensive landscape planting and re-profiling areas to create spaces and features for relaxation, sustainable urban drainage, and active travel features, alongside a new amphitheatre, and space for 'pop-up' commercial uses.
- ii) Extensions to the Theatre and Civic Centre, to provide a rejuvenated and modernised theatre performance and associated spaces, enhanced contemporary elevations and new gateway entrance into the theatre.



The scope of the proposed works, including demolition of existing parts of the building fabric are discussed below with relevance to the submitted plans / drawings. For a broader comparison of the external alterations, the existing and proposed schemes can be compared via the below, and are discussed in turn under the section of the officer report entitled 'Visual Amenity':

- PRT Existing Context Elevations, Drawing No. 26CC03-AHR-32-TZZ-D-A-08120-P01
- PRT Proposed Context Elevations, Drawing No. 26CC03-AHR-32-TZZ-D-A-08400-P01

Basement Level (BL)

Relevant Plans:

PRT Existing Basement, Drawing No. 26CC03-AHR-31-TB1-D-A-08109-P01

PRT Proposed Basement, Drawing No. 26CC03-AHR-31-TB1-D-A-08209-P01

- (i) Proposed Elements:

- Foundations / supporting columns (7 No.) etc. to extension (to northeast elevation) completed at GF and FF and plinth for transdek lift system.

- Extension / foundation of 8.30m (length) x 6.10m (depth) with retaining works.
- New retaining wall to match existing retaining / brick works to rear (north) of plant rooms (gas 6.2 sqm, cable pit / switch room 12.2 sqm, and substation 27 sqm).
- Internal reconfiguration of layout to create additional stores and cellar (beer pipes to ground and first floor).

Ground Floor (GF)

Relevant Plans:

PRT Existing Ground Floor, Drawing No. 26CC03-AHR-T00-D-A-08110-P01

PRT Proposed Ground Floor, Drawing No. 26CC03-AHR-31-T00-D-A-08210-P01

(i) Proposed Elements:

- Restored stage area (252.20 sqm) completed in black ply stage surface.
- Extension to northeast facing elevation (rear of stage) with a clearance height of 6.00m for scenery access, with 1.50m clear width for access to rear of stage. Extension measures 5.25m – 6.15m (width) x 30.70m (length).
- New transdek dock lift (2 tonne 3.00m x 3.00m) with external roller shutter access (into car parking area).
- Internal alterations to create premier green room dressing room, WC facilities.
- Internal remodelling to create multi-purpose room.
- New internal subdivision / layout to create lobby areas (between foyer and theatre hall), with stores and secure control booth. Creation of bar store (17.80sqm).
- Extension to southwest elevation of building of 26.25m (length) x 6.00m (depth) to create a new entrance lobby 14.10sqm with multiple glazed doors as part of a curtain wall to provide internal / external connection during summer or outdoor performance.
- Side extension (south corner) of 3.80 sqm (depth) x 7.50m (width) to square off corner of the building to create larger WC facilities.
- Bar store to become lift lobby with addition of extension for evac lift (3.00m x 3.00m).
- Creation of info point (5.60 sqm) and theatre office (15.4 sqm) with digital booking screens.
- Remodelled bar servery area and auditorium entrance lobby with large foyer area.
- Front extension (south) with a footprint of 11.90m (depth - west) x 7.45m (depth, east) x 45.40m (breadth) to create a double height lobby and smaller entrance lobby (main entrance on east facing side).
- Installation of glazed doors to south facing elevation (new lobby) as part of a curtain wall to provide internal / external connection during summer or outdoor performance.

First Floor (FF)

Relevant Plans:

PRT Existing First Floor, Drawing No. 26CC03-AHR-31-T01-D-A-08111-P01

PRT Proposed First Floor, Drawing No. 26CC03-AHR-31-T01-D-A-08211-P01

(i) Proposed Elements:

- Extension to the rear (northeast elevation, matched with works at ground floor. clearance height of 6.00m for scenery access, with 1.50m clear width for access to rear of stage. Extension measures 5.25m – 6.15m (width) x 30.70m (length).
- Retention of existing voids (stage & theatre hall), and circle seating areas (185.20 sqm).
- Reconfiguration of partitioning for dressing rooms to create more efficient layout.
- New area for pre-booked drinks (10.40 sqm) to replace existing bar space.
- Redesign of glazing to external wall (southeast) to match the proposed works at ground floor to create a lobby of 9.20 sqm (prior to stair 2) and lift lobby / circulation area of 52.30 sqm prior to evac lift (3.00 sqm x 3.00 sqm).
- Incorporation of stair 3 into extended element with new glazing and stairwell void.
- Matched works at first floor to expand WC facilities. Side extension (south corner) of 3.80 sqm (depth) x 7.50m (width) to square off corner of the building.
- Extension to the southwestern elevation (as per lobby / foyer works at ground floor with a void at first floor to create open gallery space with a lid to the draught lobby. Extension matched to GF of 26.25m (length) x 6.00m (depth). Decorative panelling to front façade of the extension as detailed on elevations.
- Remodelling of internal layout to create bar store, interval drinks area, break out area and bar servery (via reduction to mayor parlour). New bar servery area of 28.3sqm and 'break out' area of 149.60 sqm) instead of smaller offices and a new Mayors Parlour (55.20 sqm).

Second Floor (SF)

Relevant Plans:

PRT Existing Second Floor, Drawing No. 26CC03-AHR-31-T02-D-A-08212-P01

PRT Proposed Second Floor, Drawing No. 26CC03-AHR-31-T02-D-A-08212-P01

(i) Proposed Elements:

- Completion of extension to rear as per works at GF and FF (northeast of the building), extension of 5.25m – 6.15m (width) x 30.70m (length) with an extensive green roof.
- Modification works to existing gantry access (to improve H&S), with mall mounted stair to access doors and electrical plan room to house AV rack, amplifier, fir curtain cogs etc.
- Superficial works to changing rooms, bar servery area and committee rooms including the replacement of windows, making good around openings, decorative refresh to rooms and minor acoustic upgrades.
- Continuation of evac lift shaft and stairwell voids as per GF and FF proposal with creation of a lift lobby (12.00 sqm) and dressing room area 37.60 sqm.
- Completion of 2-storey lobby extension with flat roof / green biodiverse roofing.

Roof Level (RL)

Relevant Plans:

PRT Existing Roof, Drawing No. 26CC03-AHR-31-TR1-D-A-08113-P01

PRT Proposed Roof, Drawing No. 26CC03-AHR-31-TR1-D-A-08213-P01

(ii) Proposed Elements:

- Maintenance access roof across extension to rear / north of the building.
- Lift installation and stairwell extension maintenance roofing.
- New access hatch within existing pitched roof structure.

The Civic Building is a steel frame construction with precast planks generally as floorplates throughout constructed in 1987 with roofing comprising timber purlins, felt, batten and slate roof tiles. With respect to the foundations, it is unlikely that piled foundations have been installed and the foundations of the existing building are expected to be spread pad and strip foundations. The proposed development/extension will have their own stability system and the existing building will not rely on the proposed for stability.

Key Alterations:

- 3 No. lift access points, along with more accessible routes into and through the building.
- Contemporary extension to principal facade to create double height front entrance / lobby to accommodate more customers and incorporate cafe space, ticket sales and info point encouraging greater commercial and retail yield.
- Rear extension to provide servicing / production wing for stage access with lift from street level and associated retaining works.
- Accessibility is prioritised through widening corridors and entryways.
- Alterations to create more spacious dressing rooms, a bar and coffee area and meeting and storage facilities to better utilise internal spaces.

The material schedule / outline specification for stage 2 (works to Princess Royal Theatre) are specified within document reference: Planning Design Statement, AHR, Ref: 26CC03-AHR-10-TXX-T-A-04202, October 2024. In summary, materials include:

- Fibre cement panel rainscreen cladding (ivory)
- Anodised aluminium cladding (gold)
- Perforated anodised brise soleil screens
- Standing seam cladding (Grey)
- Full height curtain wall system
- Integrated artwork (to be confirmed)
- Existing retained brickwork (dark buff facing brick)
- Existing retained slate roof
- Replacement windows
- Replacement doors
- Green roofing with PPC roof guarding

Existing Brick Walls: Allowance to be made for review of existing brick walls and check for any repairs that may be required to ensure weathertightness and longevity of walls Where required cleaning to be undertaken of existing exposed brickwork.

Insulated Green Roof: Green roof system incorporating a top quality, heavy duty, torch applied, SBS elastomeric bitumen capping sheet. The product features chemically treated bitumen to deliver superior root resistance which has been tested and approved by the FLL.

Curtain Walling: Structurally silicone glazed (SSG) curtain wall system to include fully glazed powered double doors and fully glazed powered sliding entrance doors.

NEGOTIATIONS

Pre-application (positive feedback) advice was provided on 07/10/2024 under planning reference Q2024/0188 (Regeneration of the exterior and interior of the existing Princess Royal Theatre to include demolition works, contemporary extensions to the northeast elevation (rear), southeast elevation (side) and southwest facing elevations (front), installation of a green roof, insertion of lifts, with fenestration alterations and associated site works). As part of this application, following consultee comments from Neath Port Talbot County Brough Councils (NPTCBC) Biodiversity Officer on 01/11/2024 an amended landscaping scheme (inc. detailed planting specifications / schedule) with the below attachments was received on 25/11/2024:

- 26CC03-URB-XX-XX-DR-LA-XX-00300-P04 PRT Planting Schedule
- 26CC03-URB-XX-XX-DR-LA-XX-00301-P04 PRT Planting Plan 1 of 4
- 26CC03-URB-XX-XX-DR-LA-XX-00302-P04 PRT Planting Plan 2 of 4
- 26CC03-URB-XX-XX-DR-LA-XX-00303-P04 PRT Planting Plan 3 of 4
- 26CC03-URB-XX-XX-DR-LA-XX-00304-P04 PRT Planting Plan 4 of 4
- 26CC03-URB-XX-XX-DR-LA-XX-00305-P01 PRT Biodiversity Green Roof Plan
- 26CC03-URB-XX-XX-DR-LA-XX-00521-P01 PRT Biodiverse Roof Details

In addition, following consultee comments from Natural Resources Wales (NRW) dated 15/11/2024, with further clarity provided from NRW on 27/11/2024 the developer was required to provide an amended Construction Environmental Management Plan (CEMP). The applicant submitted revised details, by way of an updated CEMP (prepared by Morgan Sindall and dated 02-12-2024). Re-consultation was commenced with NRW on 04/12/2024 given the CEMP attempts to alleviate the concerns presented by NRW.

PLANNING HISTORY

There is no relevant planning history for the site area of the 'Princess Royal Theatre and Civic Square Public Realm' as defined by the red-line boundary relevant to this planning submission.

CONSULTATIONS

NPTCBC Head of Engineering & Transport (Highways): *No Objection subject to the suggested planning conditions being imposed.*

NPTCBC Head of Engineering & Transport (Drainage / SAB): *No objection, SAB approval is required.*

NPTCBC Transport Strategy Manager: Comments provided details of which are addressed under the section entitled 'Sustainable Travel' within the main body of the officer report.

Mid and West Wales, Fire and Rescue Service: The developer should consider the need to provide adequate water supplies and vehicle access for firefighting purposes on the site.

NPTCBC Senior Environmental Health Officer: *No Objection subject to conditions.*

NPTCBC Senior Ecologist: No objections subject to compliance with the approved plans.

National Resources Wales (NRW): Comments and amended details requested, addressed through amended Construction Management Plan, which can be conditioned. Addressed in more details within the following report.

Welsh Water / Dwr Cymru (DCWW): Comments and concerns provided to be addressed via SABs, and easements for infrastructure.

The Coal Authority: *No Objection.*

Heneb, Glamorgan-Gwent Archaeology: *No Objection.*

Theatres Trust: *Overall, we welcome this project and are pleased to see investment into this important theatre and its facilities.*

REPRESENTATIONS

The neighbouring properties were consulted on 25/10/2024.

A site notice was also displayed on 28/10/2024.

The application was also advertised in the press on 01/11/2024.

In response, to date 1 no. representations have been received, with the issues raised summarised as follows:

1. The proposed design is hideous, not in-keeping with the local aesthetic or architecture.
2. Port Talbot has a strong legacy of Wales's industrial culture as well as Britain's beautiful architecture, predominantly made out of stonework. The proposal for the refurbishment looks distinctly American with big glass rectangles and aluminium panels.
3. The Council is short on funds and money should not be spent on something which looks nice but has no concrete benefits. The councils' efforts would be better spent focusing on their core objectives such as maintaining services and roads.

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 1 – Where Wales Will Grow

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

Policy 3 – Supporting Urban Growth and Regeneration – Public Sector Leadership

Policy 6 – Town Centre First

Policy 8 – Flooding

Policy 9 – Resilient Ecological Networks and Green Infrastructure

Policy 12 – Regional Connectivity

Welsh National Marine Plan

https://gov.wales/sites/default/files/publications/2019-11/welsh-national-marine-plan-document_0.pdf

This Plan extends up to the level of mean high water spring tides and the waters of every estuary, river or channel, so far as the tide flows at mean high water spring tide. In comparison, land-use planning boundaries generally extend to mean low water spring tides. This Plan therefore overlaps physically with terrestrial plans, helping to facilitate integration between land and sea planning and management.

Vision and objectives

The vision for the Welsh inshore and offshore marine plan regions is: Welsh seas are clean, healthy, safe, productive and biologically diverse:

- Through an ecosystem approach, natural resources are sustainably managed, and our seas are healthy and resilient, supporting a sustainable and thriving economy;
- Through access to, understanding of and enjoyment of the marine environment and maritime cultural heritage, health and well-being are improving;
- Through Blue Growth more jobs and wealth are being created and are helping coastal communities become more resilient, prosperous and equitable with a vibrant culture; and
- Through the responsible deployment of low carbon technologies, the Welsh marine area is making a strong contribution to energy security and climate change emissions targets.

1. **Band One** activities are low risk, and little or no additional evidence is likely to be required to demonstrate compliance with this Plan.

2. **Band Two** activities are medium risk. Some evidence is likely to be required to demonstrate compliance with this Plan. The level of evidence required will be based upon the level of risk associated with the project.
3. **Band Three** activities are higher risk, including projects that require formal project assessment processes. A greater level of evidence is likely to be required to demonstrate compliance with this Plan. Proposals falling into Bands Two and Three should include a clear supporting statement on which plan policies are relevant, the extent to which the proposal complies with the policies and how the proposal contributes to the Plan vision and objectives.

[Planning Policy Wales \(Edition 12, February 2024\)](#)

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places

PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

Planning Policy Wales states that in respect of good design and making better places;

Good design is fundamental to creating sustainable places where people want to live, work, and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area.

Design is an inclusive process, which can raise public aspirations, reinforce civic pride and create a sense of place and help shape its future. For those proposing new development, early engagement can help to secure public acceptance of new development. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales.

The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy, and friendly. Development proposals

should create the conditions to bring people together, making them want to live, work, and play in areas with a sense of place and well-being, creating prosperity for all.

PPW 12 – Accessibility 3.50: A broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor’s surgeries, and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.

PPW 12 - Chapter 4 (Active and Social Places): A Resilient Wales is supported by protecting existing communities and natural environments while promoting well connected infrastructure and facilities closer to where people live. Good housing, access to services, green spaces and community facilities help to create the right conditions for better health and well-being.

To foster Cohesive Communities development will need to be well connected, with the emphasis on the promotion of accessible mixed-use development, comprising appropriate combinations of housing, employment, retailing, community, cultural and recreation opportunities.

PPW 12 - Community Facilities 4.4.1: Community buildings and spaces provide an important focus for sustaining communities and their well-being. They cover a broad range of activities and services that can be delivered by the public, private and third sectors. Community facilities contribute to a sense of place which is important to the health, well-being and amenity of local communities and their existence is often a key element in creating viable and sustainable places...4.4.2, planning authorities should work with their local communities to identify sites and buildings that can help deliver community benefits and which support the development plan, and where appropriate, place plan objectives.

PPW 12 – Recreational Spaces 4.5.1: Recreational spaces are vital for our health, well-being and amenity, and can contribute to an area’s green infrastructure. They provide a place for play, sport, healthy physical activity, and a place to relax often in the presence of nature, and they contribute to our quality of life. Networks of high quality, accessible green spaces and recreation spaces will also promote nature conservation, biodiversity and provide enjoyable opportunities for residents and visitors to participate in a wide range of physical activities. These activities are important for the well-being of children and adults and for the social, environmental, cultural, and economic life of Wales.

PPW 12 – Formal and Informal Green Space 4.5.3: Formal and informal open green spaces should be protected from development, particularly in urban areas where they fulfil multiple purposes. As well as enhancing quality of life, they contribute to biodiversity, the conservation of the historic environment, nature and landscape, better air quality, the protection of groundwater and as places of tranquillity... 4.5.6 Planning authorities should encourage the multiple use of open space and facilities, where appropriate, to increase their effective use... 4.5.7 Planning authorities should

consider scope to use disused land and routes as parks, linear parks or greenways in urban areas and encourage the provision of safe and attractive cycle routes and footpaths.

PPW 12 - Green Infrastructure 6.2.3: Green infrastructure is capable of providing several functions at the same time and as a result offers multiple benefits, for social, economic and cultural as well as environmental resilience. The components of green infrastructure, by improving the resilience of ecosystems, can result in positive benefits to well-being including flood management, water purification, improved air quality, reduced noise pollution and local climate moderation, climate change mitigation and food production. These benefits are important in urban environments where they can facilitate health and well-being related benefits of open space, clean air and improved tranquillity, for example, as well as creating a sense of place and improved social cohesion. In addition, green infrastructure has a role in protecting local distinctiveness, providing economic benefits and social and community opportunities.

PPW 12 is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- Technical Advice Note (TAN) 5: Nature Conservation and Planning (2009)
- Technical Advice Note (TAN) 12: Design (2016)
- Technical Advice Note (TAN) 13: Tourism
- Technical Advice Note (TAN) 15: Development and Flood Risk (2004)
- Technical Advice Note (TAN) 16: Sport, Recreation and Open Space (2009)
- Technical Advice Note (TAN) 18: Transport (2007)
- Technical Advice Note (TAN) 24: The Historic Environment (2017)

Local Planning Policies

The Local Development Plan for the area comprises Future Wales: The National Plan 2040 and the Neath Port Talbot County Borough Council Local Development Plan (2011-2026) Adopted January 2016, 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 SP15** Biodiversity and Geodiversity
- **Policy SP16** Environmental Protection
- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage

Topic Based Policies:

- **Policy SC1** Settlement limits
- **Policy OS1** Open Space Provision
- **Policy OS2** Protection of Existing Open Space
- **Policy EN6** Important Biodiversity and Geodiversity Sites

- **Policy EN7** Important Natural Features
- **Policy EN8** Pollution and Land Stability
- **Policy EN9** Developments in the Central Port Talbot Area
- **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: -

- [Parking Standards](#) (October 2016)
- [Pollution](#) (October 2016)
- [Open Space & Greenspace \(July 2017\)](#)
- [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](#))

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, and active travel routes.

Principle of Development

The proposed development is a Levelling Up Fund (LUF) scheme that has successfully secured funding. The vision for the development as included in the funding submission was as follows: “To create a considered sequence of vibrant green spaces centred around the River Afan for Port Talbot’s local community and visitors to enjoy. Bringing to the town, a richness and diversity that will create new popular destinations that enhances the town’s vitality and supports its local businesses”

The objectives to achieve at the Theatre Site (via LUF) are summarised below:

- Ground floor extensions, including a remodelled foyer with glazed extension to the front, and single storey extension to the rear, together with internal alterations to the Princess Royal Theatre (PRT) (visualisation provided at Figure 4.2);
- Associated new: rear signage and public artwork; as well as side elevation elements including new theatre stage lift and signage;
- Creation of a new civic space which significantly increases the amount of greener creates a more inviting and usable space, acting as a destination for the town;
- Using trees and planting to frame buildings and create focal points, as well as seating to emphasise and enable the use of spaces;
- Measures implemented to prevent antisocial behaviour, which include lighting and bollards;
- Increased permeability and sustainable drainage systems designed into the civic space;
- Orientating the design/ layout of the civic space towards the PRT to celebrate the new glazed foyer area and tie into the public realm;

- Extending the new green space to the River Afan to enhance the setting to the Ebenezer Chapel and capture the benefits of the proximity to the river;
- Providing sheltered dwell space adjacent to the Chapel to accommodate semi-permanent active uses that would provide an active edge to the space;
- Generally capitalising on strong positive views towards Mynydd Emroch and Mynydd Brombil by framing views and creating a new dwelling space.

As detailed within the Planning Design Statement, AHR, Ref: 26CC03-AHR-10-TXX-T-A-04202, October 2024, and in response to the LUF objectives, the Princess Royal Theatre provides the following / enhanced offerings to the local community:

- A theatre space with a 798 seating capacity (reduced to 700 seats to accommodate scope of the works).
- A conference capacity of up to 250 people
- A stage area with a new rear wing space.
- Remodelled lightweight orchestra pit
- DDA stands for the Disability Discrimination Act (DDA) compliant accesses.
- Remodelled server areas with a coffee shop / bar area and facility to sell tickets in an entrance with good circulation space.
- Better circulation, access and egress for users during events.
- Modernised bar area at first floor.
- Remodelling to provide better Green Room facilities.
- Larger sound and lighting room with winch and rigging systems.
- Car park and entrance built on key placemaking principles
- Areas within the Civic Square / Public Realm for activities (i.e. Christmas Markets).
- Better connectivity between public spaces and the civic centre.
- External advertisements.
- Interior design to consider localism.
- Energy-efficient plant.
- BREEAM, very good rating.

By way of background positive pre-application advice was provided on 7th October 2024 under reference Q2024/0188 [Regeneration of the exterior and interior of the existing Princess Royal Theatre to include demolition works, contemporary extensions to the northeast elevation (rear), southeast elevation (side) and southwest facing elevations (front), installation of a green roof, insertion of lifts, with fenestration alterations and associated site works]. The scheme under assessment today, builds positively on the feedback provided at earlier stages of negotiation. In addition to the pre-application Q2024/0188 (sole relevance to the theatre and the civic square), pre-application Q2024/0192 was also considered in tandem; *Regeneration of Riverside Public Realm (Outdoor Space) in Port Talbot*. This scheme covers part 2 of the project (to be completed in future) which serves to regenerate the quality of the outdoor public space and/or active 'riverside' public realm on the southeastern side of the River Afan.

Tackling key issues in Neath Port Talbot; As outlined within section 1.3.1 of the LDP a plethora of key issues have been identified, the following of which are of most relevance to this case:

KI 3: Economic growth in Neath Port Talbot has stagnated over the last 10 years

KI 10: There are concerns over the vitality and viability of the town, district and local centres.

KI 14: There are significant areas of brownfield (previously developed) land requiring remediation and regeneration.

KI 16: There is a need for improvements to the highway network to facilitate new development, deliver key regeneration proposals and improve accessibility.

KI 17: There is a need to address dereliction and loss of character in settlements and urban centres

Considering the above, the scheme works to improve an existing economic outlet which also provides stable and flexible employment opportunities and assists in supporting public services, retail, and tourism within the county borough. Given the PRT and Civic Squares central context, serving as a key node within the Town Centre the cohesive regeneration of both sites assists in achieving the latter, but notably enhancing the vitality and viability of Port Talbot Town Centre and in the foreseeable future, the Port Talbot Riverside Realm. The development includes existing urban sites that feature well-established uses, with LUF making it possible to remediate and regenerate locally desirable sites. Likewise, although no major upgrades to highway infrastructure are proposed here, the site is well supported by existing infrastructure and therefore, it is possible to deliver a key regeneration proposal that also primarily serves to improve accessibility, not only at PRT but also around the public realm. Contemporary extensions to the existing building, which currently has limited architectural merits, serves to revitalise the aesthetics of the civic building with unique, identifiable and locally distinct architectural elements, that makes subtle references to existing material palettes, the industrial history of Port Talbot and the character of adjacent developments, including Listed artefacts. The scheme has considered relevant placemaking principles set out within PPW and the Placemaking Charter (Welsh Government and the Design Commission for Wales).

Principle of Development

The application site as defined by the red-line boundary and as known as ‘Princess Royal Theatre, Port Talbot Civic Centre’ lies within the defined settlement limit (LDP Policy SC1) and LDP strategy area of Port Talbot (Aberavon Ward) an identified ‘Town Centre’ district R2/1. LDP Policy SP3 (Sustainable Communities) in union with Policy SC1 (Settlement Limits) cites that with the defined settlement limits, proposed development in sustainable locations that is proportionate in scale and form to the role and function of the settlement and that accords with the settlement hierarchy will be permitted / acceptable in principle.

LDP Policy SP5 specifies that in the Coastal Corridor Strategy Area, sustainable growth and development will be promoted to benefit the County Borough as a whole, while protecting and enhancing the area’s character and environment. This includes, criterion 4; safeguarding existing employment uses and sites for employment purposes; and criterion 5; promoting mixed use regeneration schemes at Neath Town Centre, Port Talbot Town Centre and Aberavon Seafront.

In short, this proposal comprises the regeneration of the existing (circa. 798 seat) theatre and conference complex at the Port Talbot Civic Centre, with works to enhance areas of the Civic Square / Public Realm under the Levelling Up Fund (LUF). Extensive external works, incorporating contemporary styled extensions in addition to the reconfiguration of the internal floor plans (across GF, FF, and SF) will provide enhanced offerings within a valuable community leisure facility (D2 Use Class -

Assembly and leisure). As clarified by the applicant, “the project aim is to make the Theatre more appealing to the community, encourage a more diverse use and create a strong identity”, notably by ensuring spaces / places are fully accessible to a diverse portfolio of users, afford a theatre outlet for a wider variety of show types and enhancing potential for commercial/ retail yield. There are no objections to the principle of the development, providing all other relevant planning policy and material planning considerations are satisfied.

Local Development Plan (LDP) Policies

LDP Policy R2 (Proposals Within Retail Centres) cites that (1) within the designated retail centres, uses that would enhance the vitality, viability, and attractiveness of the centre, including uses in classes A and D will be permitted where:

- a) The proposal integrates with and strengthens the layout, retail character and pedestrian flows of the centre; and
- b) Does not prejudice the effective use of upper floors; and
- c) Maintains a vibrant and attractive shopping street frontage.

Proposals for the redevelopment or conversion within a retail centre of retail, commercial, leisure or community premises to ground floor uses not complying with point 1 of this policy will only be permitted where:

- a) It is demonstrated that the existing use is no longer viable or appropriate in the location; and
- b) The proposal would not result in the loss of a supermarket, shop, café, or public house which is important in terms of providing facilities to serve the community; or:
- c) The proposal would result in the redevelopment of derelict, unsightly, underused, and vacant land / premises for alternative uses which would have significant social, community or regeneration benefits.

With respect to the above criteria, given the PRT falls under a D Class Use, the project would accord with objective (a), with preserved and improved offerings / facilities (conference suites) at upper floors. Although the theatre does not strictly form part of the established retail frontages within the Port Talbot Town Centre, its frontage has a clear dominance over the Civic Square as a pinnacle building / gateway feature in the broader context. The works which comprise adding architectural merit to the building with a contemporary frontage onto the Civic Square contribute to a significant visual and physical enhancement of the public realm and wider ‘retail centre’, satisfying the objectives of (a) to (c). It is also noted that the regeneration of the existing theatre would help to bring people into the town centre, which would improve the vibrance and vitality of the town centre, with visit making use of other facilities located within the town centre, such as shops, bars, and restaurants.

The square is characterised by a geometry reflecting that of the PRT and Civic Centre and acts as a key thoroughfare / connector for pedestrians and cyclists transitioning between the site (from Heilbronn Way) and onward to the Aberavon shopping mall and town centre (further southeast inc. High Street / Station Road). At present the space is largely constrained by raised planting beds set around an octagonal shaped fountain centred around an existing public art installation. landscape features radiate outward from this feature, including adjacent brick-plinth planters and associated integrated and freestanding street furniture. Although the existing layout is structured around this focal point, key desire lines to the Civic Centre are interrupted, limiting the versatility of the space. The existing hardscaping is limited by way of structure, textures, materiality, and topography, such that the space is unattractive with poorly maintained planting. The current circumstances deter longer dwell times and the landscaping has minimal contributions towards local biodiversity.

The proposed public realm / civic square regeneration scheme provides for enlarged pedestrianised terraces with stepped access around the façade of the building with DDA friendly ramped access points. A central focal point remains, with seating set around a 'stage' (outdoor amphitheatre) feature that is well integrated into the space and allows for freer circulation around the square. Vistas and vernaculars are enhanced with the proposed contemporary building extensions framed to culminate views across the square. In addition, the scheme introduces mixed paving types, contemporary street furniture providing seating in a range of coordinates across the public realm and rejuvenated ornamental planting, in modern raised / topographically styled planters and lower-lying beds and across existing lawns. Therefore, the criterions of the policy are dually satisfied.

Public Open Space

LDP Policy SP10 (Open Space): Open Space Provision will be made to ensure that all residents have access to adequate open space through the following measures:

1. Ensuring that new development addresses local needs;
2. Retaining and protecting existing open space.

The policy sub-text para 5.1.52 specifies, “the strategy is to address inequalities in open space provision where possible through the planning system by retaining and enhancing existing provision and requiring new development to make provision for open space where there is a need. The term ‘open space’ refers to publicly accessible recreational space and includes playing fields, sports pitches, and courts; children’s play areas, facilities for older children, informal open space, greenspace, parks and allotments.”

The Civic Square regeneration scheme includes:

- Removal of the central water feature – with scope to accommodate contemporary art installations prepared by local artists.
- Additional steps / seating to create an outdoor amphitheatre style arrangement (around the central platform).
- Additional seating made from a low carbon material, modern and robust, vandal resistant and an all-inclusive design; positioned as borders around raised and level planting beds / features.
- Changes to the topography and utilities with creation of main arrival steps leading up to the building primary frontages and new levels (removal of existing raised planters).
- Development of a SuDS approach with green biodiverse roofing and rain gardens.
- An alternative area for a focal point or siting of a Christmas tree etc.
- A revised drainage scheme to better manage water flows / flooding.
- Retention of existing trees where possible and introduction of new trees and mixed-level native ornamental planting.
- Resurfacing with fresh paving and asphalt surfaces.



The revised soft and hard landscaping schemes would result in a contemporary refresh / overhaul of the existing civic square creating an attractive public realm, with space for activities, with improved accessibility and a clear, integrated pedestrian approach to the primary entrances / façades of the civic building and the PRT. In addition, suitably integrated GI will enhance the aesthetics and character quality of the 'place' in addition to the biodiversity of the site. In union with the works to enhance the exterior of the PRT, the rationale behind the scheme is evidenced, with emphasis on the connections and movements between outdoor and indoor spaces. The enhancement of green infrastructure, biodiversity net gain and incorporation of SuDS features is highly welcomed. With respect to Policy SP10 and strategic objectives of the LDP, the scheme would satisfy both parts, accord with broader objectives and result in considerable improvements to the existing offerings of informal open space.

The councils' expectations in relation to open space are clarified within Supplementary Planning Guidance (SPG): Open Space and Greenspace (July 2017), and SPG: Biodiversity and Geodiversity (May 2018) which discusses appropriate mechanisms to enhance biodiversity and G.I (section 2.4 Green Infrastructure). In union the broader objectives of LDP Policy SP2 (Health) would be met; (3) Healthier, more active and safer lifestyles will be encouraged through the retention of a range of accessible leisure, recreational, health, retail, social, cultural and community facilities throughout the County Borough and (4) Accessibility within and between communities will be improved to encourage active travel; relevant Key Policies: TR1-TR2; BE1.

With reference to placemaking principles, the public realm should feature streets and public spaces that are well defined, welcoming, safe, and inclusive with a distinct identity. Public areas are designed to be robust and adaptable with landscape, green infrastructure, and sustainable drainage well integrated. They are well connected to existing places and promote opportunities for social interaction and a range of activities for all people. As this scheme involves the improvement of areas comprising the established public realm within Port Talbot, the Local Planning Authority will support the scheme providing it supplies:

- Defined public spaces that support and complement existing places
- Priority given walking, cycling, and playing.

- High quality well distributed green spaces and Green Infrastructure (GI) that supports everyday physical activity, provides an attractive setting, and supports biodiversity.
- An appropriate variety of spaces that support different uses.
- Use of materials that are robust, sustainable and contribute to character.
- Well integrated green infrastructure that delivers targeted benefits such as: active travel, reduce surface water, mitigates air pollution, noise abatement, supports biodiversity, and/ or reduces urban heat island effects.
- An inclusive environment in which people with different physical abilities, ages or backgrounds are not excluded and all people feel safe.
- Active travel connections provide a more direct route to key destinations.



LDP Policy BE1 (Design): All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. Proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing, and elevation treatment;
2. It respects the context of the site and its place within the local landscape, including its impact on the important arterial gateways into the County Borough, its effects on townscape and the local historic and cultural heritage and it takes account of the site topography and prominent skylines or ridges;
3. It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate;
4. It would not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the community;
5. Important local features (including buildings, amenity areas, green spaces and green infrastructure, biodiversity and ecological connectivity) are retained and enhanced as far as possible;
6. It achieves and creates attractive, safe places and public spaces, taking account of 'Secured by Design' principles (including where appropriate natural surveillance, visibility, well-lit environments and areas of public movement);

7. It plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community;
8. It uses resources, including land and energy, as efficiently as possible through:
 - (a) Making the best and most efficient use of the land available through being of appropriate density taking into account the character and appearance of the area, normally a minimum of 35 dwellings per hectare in the Coastal Corridor Strategy Area or a minimum of 30 dwellings per hectare in the Valleys Strategy Area;
 - (b) The layout and form of the development does not preclude the reasonable use of other adjacent land;
 - (c) Developing brownfield land in preference to greenfield land where possible;
 - (d) Minimising building exposure while maximising solar gain.
9. Its drainage systems are designed to limit surface water run-off and food risk and prevent pollution;
10. The layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities.

The successive sections of this report assess the relevant aspects of the criterion above. The 10 No. criteria of LDP Policy BE1 (Design) must be satisfied in accordance with guidance within TAN 12: Design (2016). BE1 in union with TAN 12 high quality developments that meets the standards for 'good design' as set out by Welsh Government (drawn from policy guidance within FW and PPW). The objectives of this policy are discussed within the Planning Statement and Design and Access Statement (DAS) that support this application. It is demonstrated that TAN 12 and LDP Policy have informed the concept development (evidenced at pre-application stage) and been competently considered when finalising this scheme.

In tandem with LDP Policy BE1, Policy SP21 (Built Environment and Historic Heritage) also operates to; (i) secure high-quality design standards in all development proposals, (ii) Protecting arterial gateways from intrusive and inappropriate development and (iii) safeguard features of historic and cultural importance. The concept idealises retaining key features, (i.e. honouring original scale and massing of the PRT) whilst enhancing the identified character and appearance of the setting albeit introducing contemporary forms. The general principles of Policy SP21 would be carried through in this scheme. Based upon the portfolio of plans and supporting information that have been submitted, the LPA is confident that several relevant criteria of the policy are suitably met, notably in respect of Criteria (1) to (7), 9 and 10. Based on the comments provided from NPTCBC internal consultees (inc. Highways / SAB Engineers and Sustainable Travel), there are no significant conflicts with Policy BE1, further discussed under the relevant sections of this officer report. Robust information has been provided with respect to criterion 9 and the scheme (subject to SAB) is likely acceptable.

In terms this proposal, the plans clearly demonstrate that the enhanced internal layout of the PRT and external ingress/egress points / access upgrades will provide for a development that will achieve inclusive design by ensuring barrier free environments, and will improve access to a range of users, making full provision for people with disabilities. The existing PRT complex, falls short of the criteria of current LDP policies, hence the improvements are supported.

Impact on Visual Amenity / External Design Assessment

Proposed external elevations can be seen comparatively on plan ref: PRT Proposed - Context Elevations, Drawing No. 26CC03-AHR-32-TZZ-D-A-08400-P01 and compared against the existing; PRT Existing – Context Elevations, Drawing No. 26CC03-AHR-32-TZZ-D-A-08120-P01. A summary of the works across each façade is presented below:



1. Proposed Long Front Elevation
1 : 200

Front Elevation (South Facing):

Detailed on 'Proposed Elevations 1 of 2', Drawing No. 26CC03-AHR-32-TZZ-D-A-08401-P01, this elevation features a contemporary welcome lobby / two-storey extension with a horizontal format spanning the breadth of the façade and slightly beyond to the east. The front extension provides an open-plan, light, and highly accessible foyer / lobby area at ground floor with an entirely open void to second floor of approx. 9.00m.

The building envelope, features glazing (curtain wall glazing system), with integrated glazed curtain wall doors recessed into the structural 'frame' with a further projecting building collar.

Stylistically the extension features flat roofing, with a recessed glass façade and building frame / parapet completed in mixed materials; inner face completed in gold anodised aluminium cladding and external collar of fibre cement panel rainscreen cladding. In union, the extension has integrated 'artwork' comprising suspended perforated anodised aluminium brise soleil screens. The roofing is finished with parapet capping (Insulated proprietary polyester heavy duty anodized (costal) aluminium capping with closed lapped joints and continuous EPDM). Additional superficial modifications to the existing building form include, physical enhancement by way of new fenestration to 3rd floor openings (like-for-like alterations), with existing brickwork and slate roofing retained.

With respect to the use of anodised aluminium cladding, the applicant provided the manufacturing guarantee; with guarantees on the longevity of the colour of this material with prolonged exposure to the predicted levels / intensity of UV in this location and its weathering. In addition, this material would be prone to vandalism and based on the specifications is likely to be resistant to vandalism from prospective sources (i.e. physical external damage). As per policy BE1 (6) 'Secured by Design' principles (including where appropriate natural surveillance, visibility, well-lit environments and areas of public movement) have been considered and evidenced in the supporting plans; both for PRT and the Civic Square.

Heights, Scale and Massing:

With respect to the building heights, the roof level of the extension lies at the cill level of openings at second floor, such that this fenestration is not impacted by the development. The fenestration at 2nd floor appears as a hovering grid of openings above a series of square columns supporting the roofing at of the lower recessed entry façade (setback at ground and first floor). The prevalent post-modern municipal

architectural character of the Civic Centre building is preserved as a backdrop to the contemporary elements; succinctly incorporating elements of the historic vernacular. The use of varying materials and textures adds an emphasis to the structure against the brickwork background with a contemporary aesthetic that is clearly defined as a 'new' architectural element, yet has a novel synchrony with the existing building, by way of showing its interior as a 'visual portal' from the public realm. The use of glazing gives a clear view into the interior of the building, enabling spectators to connect to this space from the outdoors and visibly 'see' the operational function of the building as a public theatre. Internally, the open design (double height foyer and bar area) encourages passive wayfinding and creates a sense of space / place.

The idea of 'connectivity' is reflected in the design with purposed architectural juxtaposition, enhanced using a statement colour (gold) to highlight structural elements. It is agreed that the contemporary addition, with a distinct flat roof form, enhances the featureless entry façade and creates a unique, clearly indefinable, projecting gateway into the theatre building – meeting the project brief. As highlighted within the concept statement, "the main building facade is south-oriented, creating a potential issue with excessive solar gain. A facade design involving the use of a solar-shading device minimises this whilst providing a striking appearance to the building."

The theme that the outdoors and the interior are 'connected spaces' is further reflected in the use of the braise soleil panels, which are also perforated to allow sunlight to penetrate the building to create natural light patterns within the gallery space for visual interest. It is noted that, a perforated design has been used on the cladding screen on the canopy of the Grade II listed Aberavon Bridge; inspiring the design of the screening. The ornamentation with a variety of material and panelling types / orientations and scales creates an attractive projecting façade.

River elevation (east facing):

Detailed on 'Proposed Elevations 1 of 2', Drawing No. 26CC03-AHR-32-TZZ-D-A-08401-P01) features the side elevation of the proposed 2-storey, highly contemporary front extension.



2. Proposed Long River Elevation
1: 200

A desirable aspect of this elevation is that the architectural composition of the proposed front extension (new PRT entrance) is still fully visible to this elevation / vista with a secondary entry point / gateway that has a clearly defined contemporary aesthetic and holds the intended dominance over the host building as PRTs 'public access portal'. This layout carries the design around the southeastern corner of the site and connecting to the 'contemporary' additions on this side.

From this side the extension appears as a partially projecting mass in union with the proposed lift shaft. Stylistically there is a pleasing contrast between materials, with the recessed façade completed in anodised aluminium cladding (gold) with the outer

parapet / frame finished in fibre cement panel rainscreen cladding. The full height curtain wall system with a powered entry door is visible at this side (as a continuation of the proposed feature glazing) in addition to a subtle glimpse of the perforated anodised aluminium Soliel screens at a high-level which adds visual interest to this elevation. Illuminated building signage (lettering) assists in giving prominence to the entryway and advertising the use of the building to the public realm. The contemporary cladding finish is highly contrasted with the vertical standing seam cladding (dark grey), existing brickwork, and slate roofing, such that contemporary additions take a prominence in each key vista.

To the rear the side elevation of the rear contemporary extension / unit (artwork display box) unit can be viewed, completed in matched panelling, with the same recessed façade and outer, defined building collar; for a welcomed visual / architectural coherency between new elements.

The use of standing seam cladding is not opposed, given this material suitably amalgamates with the existing building fabrics and proposed material palette. The dark grey colour of this materials helps set-back the lift shafts against the brighter tones used in the front extension and matches the colouration of existing roofing (grey slate roof tiles).

Across this elevation the historic character of the building is still highly observed with the original building heights respected, such that the lift shafts do not project over the ridge of the existing roofing, as noted secondary elements. The design is matched to the function of these spaces (as lift shafts / voids) however, the original pattern of fenestration is largely respected, with contemporary upgrades to existing vertical glazing. This elevation is highly visible along Hellibron way (elevated section of highway), and within the southerly / easterly viewpoints from rear and side car parking areas, although less visible within the pedestrianised public realm areas.

Rear Elevation (north facing):

Detailed on 'Proposed Elevations Sheet 2', Drawing No. 26CC03-AHR-32-TZZ-D-A-08402-P01) features a contemporary 3-storey extension with a rectangular format featuring a recessed art display (details to be confirmed) with illuminated building signage (Theatre / Theatre lettering), finished in fibre cement panel rainscreen cladding. The contemporary art installation and advertisements at this side provide a visual enhancement to an otherwise stark elevation with vast areas of brickwork and minimal fenestration.



3. Proposed Road Elevation
1:200

Standing seam cladding adorning the lift shaft (visible on southeast facing elevation) is partly visible as a contrasting backdrop in addition to retained brickwork and slate roofing across the existing northern elevation. Lower-lying features include an architectural concrete / engineering brick retaining wall (in lieu of the existing retaining features). At this side, the works also comprises a replacement curtain wall to the stairwell (replacement of existing building fabric / glazing) and enlarged louvres

(required for access / replacement to plantroom), with new louvred PPC plant enclosure. The existing roller shutters at this side are retained. The retention of the triangular / irregular shaped window detailing at this side (serving stairwells) preserves more notable, original architectural features.

This side of the theatre features backstage access and services bays, comprising the primary operational elevation of the site (inc. access to cellar / plant rooms and staff quarters etc). The proposed removal of the awkward stair access for an integrated building foundation is welcomed and enhances the northeastern corner profile. A consistent material palette is used across this elevation to succinctly integrate / unify the scheme across the entirety of the building profile. The use of vertical columns to support the ground floor preserves access to the rear bays situated at basement level and is reflective of the vertical columns used historically to add definition to the building. The minor changes to fenestration / louvres at this side are acceptable.

The exterior showcasing artwork (that potentially could be an interchangeable installation or LED display) and the role of the building serves to advertise the venue within higher vantage points / vistas (identifiable 'flag post' seen from Heilbronn Way, B4286). The building envelope works with the existing composition of the building, notably with a subordinate scale, height, and massing, such that the original building can still be observed behind.

Section 5.5.10 of the sub-text to LDP Policy BE1 specifies, "Arterial Gateways' are those areas adjacent to the County Borough boundary which are prominent when entering or leaving Neath Port Talbot and help to define the character and image of the area. There are concerns that previous developments within these areas have detrimentally affected the appearance of the locality and consequently the first impressions given to visitors and the overall image of the County Borough."

Considering the broader objectives of the Policy BE1 and overarching LDP Strategy and the nature of this statement, the proposal is beneficial, defining / enhancing 'gateways' from/to the Civic Square and Riverside regions, when entering and leaving the area utilising key commuter links (i.e. Heilbronn Way and A48). The previous Civic Centre and PRT development is significantly enhanced both visually and in terms of functionality / accessibility. The policy sub-text adds greater weight to the desirability of this outcome and in support of the proposal, highlighting:

Para. 5.5.12 (BE1): Within these gateway areas, new developments will be required to take full account of their visual impact when seen from the main transport arteries, with careful attention being paid to siting, design, appearance, massing and scale to minimise any visual intrusion and where appropriate enhance the visual aspects of the area.

Para. 5.5.13 (BE1) Drainage systems should be designed to ensure that developments have no detrimental effects on the water environment or on food risk. Normally this will involve the use of Sustainable Drainage Systems (SuDS) techniques.

Para. 5.5.14 (BE1) In order to make the best use of available land, developments should be designed where possible to maximise the accommodation provided while remaining in keeping with the surrounding area.

The proposed regeneration scheme successfully achieves the latter from a planning perspective and meets the objectives of LDP Policy BE1 (Design), parts 1 to 3.

Impact on Residential Amenity

The closest noise sensitive receptors, by virtue of residential dwellings are situated approx. 125m to the northeast along Prior Street and residential apartments (1 to 41) within Oriel House approx. 20m from the border of the Civic Square and 90m to the nearest elevation of the Theatre. In general, the area is characterised by heavy urban activity, comprising commercial / retail and office uses.

Noise

The following documents have been submitted to support this application:

- (i) Formant Stage 3 Acoustic Design Report, Report ref. 26CC03-FOR-10-XX-T-OJ-0003, Revision: P01, Date 29-08-2024

The acoustic condition of the existing theatre has been benchmarked and a detailed summary is provided in Section 4 of the acoustic report. Key points are summarised as follows:

- No significant upgrades to the building envelope are required to reduce noise break-out.
- Internally, auditorium noise levels were dominated by ventilation system noise at around 40 dBA and this needs to be reduced significantly.
- Environmental noise break-in to the auditorium was around 30 dBA and this should be reduced as much as practicable.
- Room acoustics in the auditorium were mixed and measures should be developed to improve the 'muddy' sound under the balcony whilst trying to maintain the room acoustics elsewhere in the room.
- Concert noise transfer to adjacent meeting rooms was high but it is not practicable within the scope of this project to mitigate this.

In response to the above findings, the report highlights, "Improvements to the auditorium building envelope sound insulation are proposed via a high performance get-in door, additional acoustic lining to the soffit above the stage and high sound insulation walls/roof to the new extension. The upgrades represent the best practicable improvements working to achieve the 'no worse than existing' brief, but the sound insulation performance will ultimately still be limited by the retained elements." With further details provided within the 'Acoustic Design Strategy' section of the report (page 2). In short, the proposed scheme should achieve a lower noise target of 30 dBA.

As provided within section 4.5 of the report: external baseline noise measurements were undertaken between 21-24 March 2024 at three locations outside the building (OP1-3), representative of the location of the three nearest NSRs. The measurements were repeated between 20:00 and 20:45 whilst a 'typical noisy event' took place in the theatre (live band: The Blockheads). An unattended noise logger was left running at the site at position OP4 between 05 and 09 May 2024". The locations are as follows: OP1 - car park adjacent to theatre, OP2 - plaza representative of the flats at Oriel House, OP3 – Prior Street and OP4 – 1st floor balcony on the front of the theatre building. As conclude, during a live event, music was just audible at locations OP1 and OP2, proximate to the theatre, however it did not dominate the soundscape at either location. The soundscape at these locations was dominated by traffic noise from the M4 and the sound of water in the river. At OP3, music was not clearly audible, and the

soundscape was dominated by traffic noise from the M4 (constant) and from local roads (more sporadic). Therefore, the report concludes, that entertainment noise break-out from the auditorium would be unlikely to result in any significant adverse noise impacts at any of the NSR locations.

Upon review of the above the Councils Environmental Health (EVH) Officer confirms the following:

The report demonstrates that there is minimal noise breakout from the theatre during a noisy event, and as this application relates to the refurbishment of the existing theatre which has operated in the same way for many years without noise complaints, we do not have any objection or require any noise conditions be applied to the planning consent.

Based on the above comments, these matters have been suitably addressed and standard planning conditions in respect of noise curfews in the relevant context shall be applied, only if considered necessary.

Parking and Access Requirements and Impact on Highway Safety

Strategic LDP Policy SP20 (Transport Network) advises on the numerous measures that must be secured to ensure the transport system and infrastructure will be developed in a safe, efficient, and sustainable manner. Notably, via the following criterion:

1. Implementing key transport projects and supporting schemes identified in the Joint Transport Plan;
2. Promoting connectivity and access to public transport through improving bus and rail facilities;
3. Supporting enhancements to the walking and cycling network;
4. Promoting park and share schemes along key highway routes;
5. Promoting efficient use and links to the transport network through the identification of a road hierarchy;
6. Restricting development which would have an unacceptable impact on highway safety; Requiring development proposals to be designed to provide safe and efficient access and promote sustainable transport;
6. Requiring appropriate parking provision;
7. Facilitating movement of freight by means other than road.

Para 5.4.4 (LDP) states; "In order to reduce the need to travel and restrict negative impacts of traffic growth, the LDP will assist in developing a sympathetically designed, high quality and well-maintained network of public transport, cycle and walking routes in and between communities. The Plan will support the implementation of planned new walking and cycling routes and will give favourable consideration to proposals that will improve the cycle and walking network and public and community transport". Parking provision for both motor vehicles and bicycles will be required to be incorporated into new developments.

In union with LDP Policy SP20, Policy TR2 (Design and Access of New Development) species, development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. The development does not compromise the safe, effective, and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation; Appropriate levels

- of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
2. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
 3. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

The authority has set out parking and access standards that developments will be required to meet in line with the CSSW Parking Standards (2008/2014). Due to the diverse nature and varying characteristics of the County Borough, the Authority has divided the area into parking zones, with respective parking standards applied to each zone. Full details are set out in supplementary planning guidance (SPG): Parking Standards (October 2016). In addition to LDP policy, guidance within PPW shall be followed to in addition to (PPW) Technical Advice Note (TAN) 18: Transport (2007).

The application is supported by a Technical Note, Ref: 1776-ACS-ZZ-XX-RP-T-001-A TN (Princess Royal Theatre – PRT, Port Talbot), prepared by Acstro and dated 12th July 2024. The TN relates to the proposed redevelopment of the PRT and associated public realm area (phase II of the LUF project) and considers the sites accessibility by active travel modes of transport and the availability of nearby public car parking.

The active NPT Cycle Network / Active Travel (AT) route travels along the northwest to northeastern periphery of the site (along Heilbronn Way, B4286 and under viaduct to the multistorey car park) with access via pedestrian / cycle links from car parks 2 and 3 (Port Talbot Civic Centre). Pedestrian links from the Civic Centre and Theatre complex are well established with access on foot into the Aberavon Shopping Centre and Port Talbot Bus Station further southwest, also easily accessed via cycle on the same AT route as previously described. Areas to the front of the Civic Centre / Theatre are highly pedestrianised (mostly level and accessible) with the public realm focused around a central fountain / monument. From this ‘Civic Square’ a designated pedestrian AT route travels to Port Talbot Parkway (Town Centre) via the River Afan crossing (past Ebenezer Chapel and onwards towards Tesco). A short pedestrian (AT route - Sustrans) links Port Talbot Civic Centre to Pentyla / Baglan Road; route from Civic to residential area to the north of the M4, aligning along Pentyla / Baglan Road (A48). Longer term alignment of this route is yet to be established.

All walking and cycling infrastructure should be designed to comply with the Welsh Governments Policy & Strategy – Active Travel Act Guidance (ATAG), July 2021. The guidance is issued using the powers of the Welsh Ministers to give guidance under sections 2(6), 2(9), 3(4), 4(5), 5(2) and 7(2) of the Active Travel Act (2013) and is prepared in alignment with the seven Well-being Goals (Wales) central to PPW. Active Travel routes should be coherent, direct, safe, comfortable, and attractive and mapped via ‘Active Travel Network Maps (ATNM)’ – showing existing routes and future routes which shall combine the Existing Routes Map and the Integrated Network Map required by the act. Full details of the ATNM requirements are provided in chapter 10 (ATAG). The Councils Active Travel Network Map (ATNM) shows both existing and future routes in the vicinity of the proposed development. The future routes show where routes need improvement and/or a new link is required, and existing routes represent a route that has passed an audit and therefore meets AT requirements.

The TN highlights that “a future walking and cycling route (FRPT-SU113) is shown crossing the public realm space to the south and east of the theatre. As such, the development of this area will incorporate measures to facilitate the delivery of this

route.” The route will be designed in accordance with Welsh Government’s 2021 ‘Active Travel Guidance’ document.

Cycle Parking: Cycle parking provision will be in accordance with the Council’s adopted Parking Standards (Supplementary Planning Guidance – SPG), which specifies a minimum of 1 stand per 10 members of staff plus 1 stand per 30 seats for theatre users.

Vehicle Parking: The redevelopment of the site will result in the loss of 7 No. parking spaces that are located to the rear of the existing theatre building (car park 2). Including the Civic Centre car park there are 3 No. council public car parks within a 5-minute walk of the site, providing a total of 992 parking spaces (912 at times the civic centre car park is not open to the public). The loss of 7 No, spaces equates to a reduction of less than 1% of this parking capacity.

No concerns have been raised by the Councils Transport Strategy Manager with respect to the concluded impacts, nor any matters that could not be dealt with via the imposition of standard conditions. With respect to this planning proposal, there no AT routes that would be impacted by the works, with enhancements to existing infrastructure. Pedestrian routes around the building shall be largely retained, with pedestrianised areas preserved. Routes / access into the building itself, shall be enhanced and made more accessible to a broader range of users as discussed / evidenced in the plethora of supporting material.

Based upon the Active Travel assessment and the conclusions above, the proposal complies with LDP Policies; SP20 and TR2.

Biodiversity / Ecology and Green Infrastructure

National Policy:

Environment (Wales) Act 2016: The Environment (Wales) Act sets out the approach for the sustainable management of natural resources in Wales, which will help to mitigate for and adapt to the impacts of climate change.

Section 6 (S6) of the Environment (Wales) Act 2016 introduces an enhanced biodiversity and resilience of ecosystems duty for public authorities in the exercise of functions in relation to Wales. In accordance with the S6 duty, public authorities must seek to maintain and enhance biodiversity so far as consistent with the proper exercise of their functions and in so doing promote the resilience of ecosystems. Section 7 of the Environment (Wales) Act requires the Welsh Ministers to prepare and publish a list of living organisms and types of habitats that are of principal importance for maintaining and enhancing biodiversity in Wales. This section replaces the duty outlined in Section 42 of the NERC Act 2006.

Planning Policy Wales, Edition 12: Chapter 6 of PPW sets out how the quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

A green infrastructure statement must be submitted with all planning applications and should be proportionate to the scale and nature of the development proposed and will

describe how green infrastructure has been incorporated into the proposal. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15 of PPW 12) has been applied. The DECCA framework (as outlined within PPW, Chapter 6) sets out 5 key considerations of habitats and species which lead to Ecosystem Resilience (ER).

The main policy requirements within PPW 12 can be summarised as follows:

Green Infrastructure: Stronger emphasis on taking a proactive approach to green infrastructure covering cross boundary considerations, identifying key outputs of green infrastructure assessments, the submission of proportionate green infrastructure statements with planning applications and signposting Building with Nature standards.

Net Benefit for Biodiversity and the Step-wise Approach: Further clarity is provided on securing net benefit for biodiversity through the application of the step-wise approach, including the acknowledgement of off-site compensation measures as a last resort, and, the need to consider enhancement and long-term management at each step. The use of the green infrastructure statement as a means of demonstrating the stepwise approach is made explicit.

Protection for Sites of Special Scientific Interest: Strengthened approach to the protection of SSSIs, with increased clarity on the position for site management and exemptions for minor development necessary to maintain a 'living landscape'. Other development is considered unacceptable as a matter of principle.

Trees and Woodlands: Closer alignment with the stepwise approach, along with promoting new planting as part of development based on securing the right tree in the right place. At a minimum any tree felled must be replaced at a ratio of at least 3 trees of a similar type and size planted for every 1 lost.

PPW, Technical Advice Note 5 - Nature Conservation and Planning (1996): (TAN5) provides advice on how land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. The guidance indicates that biodiversity conservation and enhancement is an integral part of planning for sustainable development. The guidance advocates a collaborative approach where LPAs, developers and key stakeholders in conservation should work together to deliver sustainable development.

Future Wales: The National Plan 2040: Future Wales (FW) - The National Plan 2040 was adopted in February 2021 as the national development framework (NDF) setting the direction of development in Wales to 2040. Policy 9 (Resilient Ecological Networks and Green Infrastructure) encourages the maintenance and enhancement of biodiversity, the resilience of ecosystems, and green infrastructure assets. The key objectives of Policy 9 are;

- identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and
- identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions

as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.

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.

Local Policy:

The Local Biodiversity Action Plan (2014): Para 1.2.45 of the LDP (Neath Port Talbot County Borough Council Local Development Plan (2011-2026) Adopted January 2016) specifies, “The Neath Port Talbot Local Biodiversity Action Plan (LBAP) 2014 is a tool for securing and focussing the resources needed to protect and enhance the biodiversity of the County Borough. The focus of the LBAP is to achieve no net loss of listed habitats and species, and a gain in the (perceived or actual) extent / population of listed habitats and species”. Therefore, the LBAP provides a foundation / set of actions on which organisations should build and follow, to protect and enhance biodiversity in the county borough.

Neath Port Talbot Environment Strategy (2008-2026): The purpose of the Environment Strategy is to provide the framework within which to achieve an environment that is clean, healthy, and thriving, has improving economic prosperity and is valued by residents, businesses, and visitors alike. As outlined within para. 1.2.48 of the LDP, a key objective includes:

- Built Environment: planning, buildings, neighbourhoods, environmental health, housing, energy, climate change, renewable energy, economic development, and tourism.
- Transport & Travel: cars, motorbikes, walking, public transport, cycling, freight, alternative fuels and initiatives.
- Environmental Responsibility: sustainable purchasing, social enterprises, buying decisions, food marks, waste, recycling, eco-schools and Education for Sustainable Development and Global Citizenship (ESDGC)

Local Development Plan (2011-2026):

The above objectives feed into the principal policies within the LDP, of which Policies EN6 and EN7 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.

Policy EN 6	Policy EN 7
IMPORTANT BIODIVERSITY AND GEODIVERSITY SITES	IMPORTANT NATURAL FEATURES
Development proposals that would affect Regionally Important Geodiversity Sites (RIGS), Local Nature Reserves (LNRs), Sites of Interest for Nature Conservation (SINCs), sites meeting SINC criteria or sites supporting Local Biodiversity Action	Development proposals that would adversely affect ecologically or visually important natural features such as trees, woodlands, hedgerows / field

<p>Plan (LBAP) or S42 habitats or species will only be permitted where:</p> <ol style="list-style-type: none"> 1. They conserve and where possible enhance the natural heritage importance of the site; or 2. The development could not reasonably be located elsewhere, and the benefits of the development outweigh the natural heritage importance of the site. Mitigation and/or compensation measures will need to be agreed where adverse effects are unavoidable. 	<p>boundaries, watercourses or ponds will only be permitted where:</p> <ol style="list-style-type: none"> 1. Full account has been taken of the relevant features in the design of the development, with measures put in place to ensure that they are retained and protected wherever possible; or 2. The biodiversity value and role of the relevant feature has been taken into account and where removal is unavoidable, mitigation measures are agreed.
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Adopted Supplementary Planning Guidance (SPG) - Biodiversity and Geodiversity (May 2018): This SPG provides information and guidance setting out the expectations on all development proposals to protect, conserve, enhance and manage important habitats, species, and sites of geological interest. The Council's planning policy is set out in the Neath Port Talbot LDP, namely Strategic Policy SP15 (Biodiversity and Geodiversity) and detailed policies EN6 (Important Biodiversity and Geodiversity Sites) and EN7 (Important Natural Features) and this SPG should be read in the context of these policies and explanatory text.

The SPG sets out a basic framework for dealing with biodiversity and geodiversity in the planning process in Neath Port Talbot. In specific regard to biodiversity, a great deal more detailed guidance can be found in the British Standard 42020:2013 'Biodiversity – Code of Practice for Planning and Development'. Whilst the SPG does not repeat sections of the British Standard, the document does signpost relevant sections where appropriate.

Ecological Assessment:

The application is supported by; Princess Royal Theatre and Civic Square, Green Infrastructure Statement (GIS), ref: 2264-URB-XX-XX-RP-PL -XX-001 (dated 21/10/2024. PPW (Ed. 12) provides the legislative and national planning policy context for GI Statements. With the LDP and relevant SPG there is no specific policy guidance on GI Assessments, however, the policy context (as per the above) is relevant. The prepared GIS has been informed by the following documents which also support this application:

- Noise Assessment
- Energy/ Sustainability Statement
- Phase 1 Site Investigation
- Phase 2 Site Investigation Report
- Archaeology Desktop Report
- Preliminary Ecological Appraisal
- Bat Surveys
- Flood Consequences Assessment
- Tree Survey, Arboricultural Impact Assessment & Tree Protection Plan

The GI establishes the baseline at the site (Section 3) identifying that the site currently comprises amenity spaces, parking areas and the built form (theatre building) and

therefore there is limited ecological value. Soft landscaping predominantly encompasses areas of manicured lawn with mature shrubbery contained within raised and non-raised beds and a variety of mature trees. In general opportunities exists, for invertebrates and species that forage on them, and potentially roosting birds. With respect to the site's proximity to the SINC watercourse (river Afan), although this increases its potential to be used by wildlife utilising the river corridor, there is no significant connection. The mitigation hierarchy is detailed within section 4.1 of the GIS.

The scheme will largely introduce new areas of biodiversity / habitats, inc. green roofing, raingarden areas, amenity planted beds (native species) and bulb planted areas in existing amenity grassland. The extent of some grassland will be permanently lost, contradicted by a gain in the extent of tree cover. Given the baseline condition of the site and overall enhancement will be provided. With respect to the above GIS statement, the Councils Senior Ecologist concludes, "I am happy with the narrative in the GIS regarding the DECCA framework, particularly explaining the loss of some habitats will be outweighed by the increase in quality."

With respect to the proposed hard and soft landscaping scheme, planting schedule and biodiverse roofing strategy the council's Ecologist is satisfied with the proposal, following a period of negotiation (as outlined in the preceding sections of this report)

With respect to trees within the application site, the proposal is supported by an Arboricultural Impact Assessment, Ref:

Project Reference – ArbTS_1869.2_PRINCESS ROYAL THEATRE & PUBLIC REALM, prepared by ArbTS and dated 21st October 2024.

The above report includes:

- Tree Survey Data & Tree Constraints Plan - ArbTS - Arboricultural Technician Services Ltd, drawing No. ArbTS_1869.2_PRINCESS ROYAL THEATRE & PUBLIC REALM_TreeCP (project ref: 1869.2).
- Tree Protection Plan, Drawing No. ArbTS_1869.2_PRINCESS ROYAL THEATRE & PUBLIC REALM_TreeCP (project ref: 1869.2)
- Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement, all completed to the British Standard 5837:2012 (Trees in relation to design, demolition and construction. Recommendations).

As outlined within the AIA, the Preliminary management recommendations are as follows: *The survey has identified preliminary management recommendations for the trees on or adjacent to this site. Details regarding these specified operations are provided within the report (See Appendix 1 - Tree Survey Data). Where work priority is stated to be H – High due to safety reasons, these operations should be carried out as soon as possible. Where work priority is said to be M/H – medium/high or higher, these operations should be undertaken before the commencement of any works on site.* (Project Ref: ArbTS_1869.2_PRINCESS ROYAL THEATRE & PUBLIC REALM 21st October 2024).

The majority of trees on site (as defined within section 3.2 of the report) are Category C (low – optional for retention) with 15, category B and 5 Category A. The following individual trees will be lost:

- T20 – Whitebeam – Moderate Quality (B category)
- T9 – T17 (9 Small Rowan Trees of fair to poor health with limited future) – Low quality (C category)

- T26 – Small Hawthorn – Low quality (C category)
- T27 – Small Rowan – Low quality (C category)
- T30 – Whitebeam – Low quality (C category)

Most trees to be removed are Category C, with 1 no. category B. Group tree loss features Tree Group – G6 – 2 Small Hawthorn - Low quality (C category).

As discussed above, any trees which are to be lost shall be replaced at a 3:1 ratio in line with Chapter 6 of PPW 12:

PPW para. 6.4.42: Permanent removal of trees, woodland and hedgerows will only be permitted where it would achieve significant and clearly defined public benefits... Where loss is unavoidable developers will be required to provide compensatory planting (which is proportionate to the proposed loss as identified through an assessment of green infrastructure value including biodiversity, landscape value and carbon capture). Replacement planting shall be at a ratio equivalent to the quality, environmental and ecological importance of the tree(s) lost, and this must be preferably onsite, or immediately adjacent to the site, and at a minimum ratio of at least 3 trees of a similar type and compensatory size planted for every 1 lost.

It has been demonstrated that the above objective has been achieved, as evidenced on the above 'PRT Planting Plan' (4 Parts) and 'Planting Schedule'. In summary, 15 trees are identified to be removed to facilitate the construction of the proposed development design. All but one of these trees identified for removal are small, low-quality trees (C Category) with a limited future. These would not constrain the development of the site and are readily mitigated via replacement tree planting. The Council's Ecologist agrees that suitable mitigation / replacement planting has been incorporated into the landscaping proposal.

The application package includes a Preliminary Ecological Appraisal (PEA) prepared by Ecological Services Ltd, Version 1.0 and dated 12th April 2024. The Princess Royal Theatre sits in the eastern wing of a larger building (Port Talbot Civic Centre), for completeness, the PEA covers the entire building and adjacent grounds.

Section 4 'Recommendations and Mitigation' of the report highlights that, "further survey work and consideration of the ecological mitigation and compensation that development of the site may require, is needed once detailed plans are known". The PEA advises of the following, which should be submitted in support of any future planning application:

Bat Activity Surveys: Two bat activity surveys will need to be carried out and must follow the guidance within the BCT Good Practice Guidelines 2023 (4th Edition).

Root Protection Zone (RPZ): RPZ's must be implemented around any retained trees which lie adjacent to or within the boundary of the proposed development site. The recommendations within British Standard BS 5837, 'Trees in Relation to Design, Demolition and Construction' will be followed. Measures will include clear marking of the RPZ to guarantee no machinery is used or digging carried out in that area. This will ensure that there is no detrimental impact to the trees and the flora or fauna it supports.

Nesting Birds: Trees and buildings within the site have potential for use by nesting birds. Any tree or building works must be completed outside of the bird nesting season of March to August inclusive.

Lighting Scheme: careful consideration must be given to the use of lighting within the development site, as this can adversely affect the activity of a variety of fauna, particularly foraging bats, nesting birds, and invertebrates. Light spillage into adjacent semi-natural habitats must be avoided and brightness kept to the lowest permissible level in the areas adjacent to such habitats. All lighting must meet recommendations in the BCT Guidance Note 08/23 Bats and Artificial Lighting at Night. Therefore, the applicant should submit a lighting scheme for both Sites 1 and 2.

The PEA presents several measures that may be implemented to secure a Net Benefit for Biodiversity (NBB), in accordance with the requirements of the Planning Policy Wales, Ed. 12 (2024) and BSI 42020:2013, robust mitigation measures must be incorporated into the scheme to demonstrate that a NBB can be achieved in compliance with overarching national policies but also, Policies EN6 and EN7 of the Local Development Plan:

Following the PEA the following have been prepared and made available to the LPA: Bat Survey V1.0, prepared by Ecological Services Ltd and dated October 2024.

The Bat Survey includes an internal scoping survey (section 7.0) and 2 No. emergence surveys (section 8.0) completed June and July 2024. Section 9/0 of the report 'Concluding Remarks and Recommendations' presents the following facts:

- During the emergence surveys, no bats were observed emerging from the building.
- Throughout the surveys, a very low number of bat calls were recorded, and no bats were observed using the building. Therefore, it is suggested that the proposed building works will have a negligible impact on the local bat population.
- The building does not offer significant hibernation potential for bats. The external walls were sound with no visible apertures for bats preventing access into the wall structure. The building is in use and therefore central heating will be on which does not provide a thermally stable environment for hibernating bats. When considering the absence of bat access points into the wall structure, the hibernation use of the building is considered to be limited.
- No evidence of nesting bird use of the building was observed during the surveys.
- Given the potential roosting features within the building and proximity of the building to the River Afan, the building was assessed as having moderate potential for bat roosting use.
- The site is located in an area with excellent ecological connectivity for bats to the wider environment and the surrounding environment does offer potential for bat use.
- There were moderate amounts of ambient lighting within the vicinity of the building.
- A suitable external lighting plan must be implemented to reduce any disturbance to the bats feeding and commuting within the vicinity of the property.

On the basis of the above and in agreement with the Councils Ecologist an informative note shall be attached to the decision notice regarding the possible presence of bats and nesting birds. As outlined within section 10.0 of the report, in order to comply with The Environment (Wales) Act 2016, ecological gain will be included into the scope of works. This will consist of: 1 No. Schwegler IFQ Surface Mounted Bat Box and 2 No. Vivara Pro WoodStone Swift Nest Boxes as detailed on the proposed elevations. These biodiversity enhancements shall be secured by planning condition.

The application is supported by a proposed external lighting scheme; 'External Lighting Layout - Civic Centre', Drawing No. 26CC03-HYD-55-CXX-D-E-55001-P01. The lighting scheme shall be completed in accordance with these scheme as per the requirements of planning conditions (condition 02, Approved Plans List).

A Construction Environmental Management Plan (CEMP)

The submitted CEMP outlines how the developer will minimise any negative environmental impacts of the proposed construction project and demonstrates that the construction works will be appropriately managed to comply with the relevant environmental legislation:

- IAQM - Guidance on the assessment of dust from demolition and construction, January 2024 (Version 2.2)
- BSI - ISO 14001 - Environmental Management System (EMS)
- Control of Pollution Act 1974
- Environmental Protection Act 1990

NRW initially provided comments in relation to matters they considered relevant for inclusion within the documents. The applicant submitted a revised CEMP that specified the measures that would be carried out to ensure that the development would comply with the required regulations and guidance. As such, the submitted revised CEMP is considered to be acceptable.

Flood risk / Drainage

The application is supported by;

Princess Royal Theatre, Flood Consequences Assessment (FCA), ref: MSX-JBAB-XX-XX-RP-Z-0001-S3-P01-Princess_Royal_Theatre_FCA (Version 1), prepared by Morgan Sindall and dated July 2024.

The application site falls within Flood Zone C1 (Served by significant infrastructure, including flood defences) as identified within TAN 15: Development and Flood Risk (2004), Development Advice Map (DAM). The application site also falls under NRW's Flood Map for Planning (FMfP) Flood Zones 2, 3 (Rivers) and Flood Zone 3 (Seas). The Princess Royal Theatre and Civic Square lie to the northwest of the River Afan.

Technical Advice Note (TAN 15): Development and Flood Risk (2004), specifies (para, 6.2) that New development should be directed away from zone C and towards suitable land in zone A, otherwise to zone B, where river or coastal flooding will be less of an issue. In zone C the tests outlined in sections 6 and 7 of TAN 15 will be applied, as new development should only be permitted within zones C1 and C2 if determined by the planning authority to be justified in that location.

Development, including transport infrastructure, will only be justified if it can be demonstrated that:-

- (i) 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,
- (ii) Its location in 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,

- (iii) It concurs with the aims of PPW and meets the definition of previously developed land (PPW fig 2.1); and
- (iv) The potential consequences of a flooding event for this particular type of development have been considered, and in terms of the criteria contained in sections 5 and 7 and appendix 1 (TAN 15) have been found to be acceptable.

TAN 15, para. 7.1, highlights “If a development proposal in zone C1, or in C2 if it is defined as being of low vulnerability, meets the test outlined in section 6, the justification will be in the knowledge that those developments will flood and will need to be planned accordingly. This section will apply in zone C, and those parts of zone B where flooding has been identified as a material consideration to allow for localised problems.” As discussed within the FCA, topographical surveying of the site was completed by Gwalia Surveyors in March 2024 (portfolio of surveys have been attached to the submission; ref: 3348-E (01, 02), 3348-F (01, 02, 03 and 04), 3348-S (01) and 3348-T Princess Theatre 2D Rev A, 3348-U Princess Theatre). Figures 2-3 within the FCA show NRW's Light Detection and Ranging (LiDAR) data, which provides an alternative illustration of the site topography.

Ground levels across the Princess Royal Theatre and Civic Square (Riverside Public Realm) redevelopment site fall in a north easterly direction from the higher points in the south of the site and at the main building towards the northern topographic depression. The theatre building has a Finished Floor Level (FFL) of 10.14mAOD. The route of the River Afan Watercourse (waterbodies) lies to the eastern boundary of the site, flowing southerly through Port Talbot (to Severn Estuary). The riverside realm is also bordered on the western side by the river (opposing east elevation of Aberavon Shopping Mall). Both sites are protected by flood defences which are present along the banks of the River Afan and comprise of a flood wall which protects the sites from a 1% AEP event. The FCA further discusses the FFL of the buildings / sites and external improvements which include landscape works, the removal of the central water feature and the addition of SuDS features.

The FCA concludes, that both the Princess Royal Theatre and Civic Square Redevelopment site and the Port Talbot Town Centre Riverside Public Realm site are at low risk of flooding from rivers, according to NRW's Flood Risk Assessment Wales (FRAW) Flood Risk from Rivers map, with the results of a detailed fluvial flood risk assessment discussed in section 5 of the FCA. The section of greatest relevance is section 6 of the FCA (Assessment of Acceptability Criteria) in relation to the tests / acceptability criteria as outlined in TAN15. The following has failed to be demonstrated:

The developer is required to demonstrate that the site is designed to be flood-free for the lifetime [Ref: TAN-15 A1.5] of development for a 1 in 100 (1%) chance (fluvial) and 1 in 200 (0.5%) chance (tidal) flood event including an allowance for climate change in accordance with TAN-15 table A1.14.

The Princess Royal Theatre is used as a public building (in addition to the Civic Square, which forms part of a Public Realm) which is classified as highly vulnerable development. However, development proposals at the site will not change the development use nor intensify the development. The 'Riverside Public Realm' (stage 2 of the LUF Project) will be public open space which is not explicitly classified in the flood risk vulnerabilities in TAN-15. Therefore, the development is classified as 'Other'. Lying in Zone C1, the site is within areas of the floodplain which are developed and served by significant infrastructure, including flood defences (TAN-15 Defended Zone of the FMfP). The site is at little or no risk of flooding from the sea, groundwater, or sewer flooding.

With respect to the above:

Detailed hydraulic modelling has been used to assess the risk of fluvial flooding to the site. This demonstrates that the proposed rear extension in the Princess Royal Theatre and Civic Square Redevelopment site will be flood-free in the post-development 1% AEP plus climate change and 0.1% AEP event fluvial event and the front extension will flood to shallow depths.

However, as the entrance is required to be at the same level as the existing building, it is not possible to increase the finished floor levels. The FCA therefore recommends that a Flood Response Plan (FRP) is prepared to ensure that future occupiers of the site are aware of the flood risk with flood risk management actions in place. On that basis, the FCA concludes that the Acceptability Criteria in compliance with the aims and objectives of PPW and TAN-15 have been met. With respect to the tests outlined within TAN 15, the LPA must be satisfied that the tests can be passed, taking a clear steer from NRW as statutory consultees.

With respect to flood risk NRW provide the following assessment:

Our Flood Risk Map confirms the application site lies entirely within Zone C1 of the Development Advice Maps (DAM) contained in Technical Advice Note (TAN) 15: Development and Flood Risk (2004). The Flood Map for Planning identifies the application site to be at risk of flooding and falls into Flood Zone 3 Rivers and TAN15 Defended Zone.

We note the proposals are for an extension to the existing theatre, which is considered less vulnerable development (LVD). The application is supported by a Flood Consequence Assessment (FCA) by JBA, dated July 2024 (Doc Ref. MSX-JBAB-XX-XX-RP-Z-0001-S3-P01- Princess_Royal_Theatre_FCA Revision 1), which we have reviewed.

As this is an extension to the theatre, we note there will be no change in the vulnerability of the development, nor is it intended to increase its capacity. The FCA, which we note is supported by hydraulic modelling, shows that the proposed development will not increase flood risk to third parties, as it is stated that any areas affected are under the Neath Port Talbot County Borough Council's ownership.

Additionally, we note that the owner/operator of the site are aware of and acknowledge the flood risk. We are in agreement with the FCA's findings and noting the scale and nature of the proposals as an extension to the existing building, we consider the proposals are acceptable.

Therefore, the relevant tests in sections 6 and 7 of TAN15 are 'passed'. In union Policy 8 (Flooding) of FW is met, in addition to Policy EN8

Sustainable Urban Drainage Systems (SuDS)

The Councils Drainage Engineer (SAB) advises that SAB approval is required. The SAB is in receipt of a full SAB Application for this development, received on 6/11/2024 reference S2024/0039 (refer to the 'consultee comments' section preceding this chapter). Therefore, an appropriate site drainage strategy shall be secured. However, given the plethora of plans submitted to support this application and the modelling / surveying that has been done, it is demonstrated that these matters can be dealt with

promptly and efficiently (pre-commencement). With SAB approval in place the proposal meets the requirements of LDP policies EN8 and BE1.

With respect to the comments submitted by DCWW, SAB are aware of these matters and working closely with the service provider and developer through the SAB determination phases. This would be a private matter for DCWW to resolve with the developer via their own legislation. If changes to the landscaping and suds features are required, these matters would need to be addressed post planning.

Contaminated Land

LDP Policy EN8 (Pollution and Land Stability) states:

Proposals which would be likely to have an unacceptable adverse effect on health, biodiversity and/or local amenity or would expose people to unacceptable risk due to the following will not be permitted:

- Air pollution;
- Noise pollution;
- Light pollution;
- Contamination;
- Land instability;
- Water (including groundwater) pollution.

Proposals which would create new problems or exacerbate existing problems detailed above will not be acceptable unless mitigation measures are included to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level. Noise has been discussed under 'Residential Amenity' in addition to Lighting, which has been touched upon under 'Biodiversity and Ecology'. The package of supporting information includes a variety of land stability and topographical surveys, including an assessment of existing underground infrastructure (utilities); thus, demonstrating that robust surveying has been undertaken prior to finalising the scheme.

The application site does not specifically fall within an area of known / high risk of land contamination. The following documents have been submitted to support this application:

- (i) Tetra Tech Limited Phase 1 Geoenvironmental Assessment Desk Top Study, dated April 2024, reference 784-B046183, and;
- (ii) Tetra Tech Limited Ground Investigation Report, dated August 2024, reference 784-B046183

Upon review of the above the Councils Environmental Health (EVH) Officer confirms the following:

We are in agreement with the conclusions in relation to Benzo(ghi)perylene. We agree that 1 No. minor exceedance of the conservative SSV for this type of land use does not warrant any further remediation. This is on the basis that the proposed landscaped areas within the scheme are formal planting as opposed to open park land and as such exposure will be significantly less than in a normal public open space scenario.

With regard to ground gas, there has only been one monitoring visit and whilst on that occasion the gas concentrations were low, they do not represent a worst case scenario because it was conducted during high barometric pressure. One ground gas monitoring visit does not comply with the guidance and as such we recommend

conditions requiring further visits and an updated ground gas risk assessment to confirm the findings before we can be satisfied that the gas regime has been adequately characterised.

Conditions are to be imposed as suggested by the EVH team:

Upon review of the submitted information, NRW provide the following clarifications on Contaminated Land:

We note the historical land uses of the site are unlikely to have resulted in significant contamination. The results of the ground investigation presented support this, and do not indicate there to be significant contamination. Hydrocarbon odours are noted at location WS10; however, the leachate analysis did not identify significant contamination. We note that groundwater was not encountered at the site, however soil leachate results are a conservative alternative to quantify leachable components of any contamination. We therefore have no concerns to raise over contaminated land.

Based on the above, it would only be prudent to apply the standard conditions relating to contaminated ground as additional surveying / ground gas monitoring has not been requested by NRW. The LPA is confident that these matters have been addressed by the two surveys / reports specified above. Overall, there are no conflicts with LDP Policy EN8.

Impacts Upon Historic Assets

The application is supported by Grade II Ebenezer Chapel, Forecourt Walls, Railings, Gates and Aberavon Bridge Archaeological Assessment (May 2024), GGAT report no. 2024/017.

The following policies within the Neath Port Talbot County Borough Council Local Development Plan (2011-2026) Adopted January 2016 are of relevance:

Policy BE1 (Design): All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.

Policy BE2 (Buildings of Local Importance): Development proposals that would affect buildings that are of local historic, architectural, or cultural importance will only be permitted where:

1. They conserve and where appropriate enhance the building and its setting; or
2. 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.

Policy SP21 (Built Environment and Historic Heritage): The built environment and historic heritage will, where appropriate, be conserved and enhanced through the following measures:

1. Encouraging high quality design standards in all development proposals;
2. Protecting arterial gateways from intrusive and inappropriate development;
3. Safeguarding features of historic and cultural importance;
4. The identification of the following designated sites to enable their protection and where appropriate enhancement:

- a) Landscapes of Historic Interest;
- b) Historic Parks and Gardens;

- c) Conservation Areas;
- d) Scheduled Ancient Monuments; and
- e) Listed Buildings and their curtilage.

PPW: Listed Buildings 6.1.10 - There should be a general presumption in favour of the preservation or enhancement of a listed building and its setting, which might extend beyond its curtilage. For any development proposal affecting a listed building or its setting, the primary material consideration is the building, its setting, or any features of special architectural or historic interest which it possesses.

The following historic assets are located within proximity to the site area:

- (i) Ebenezer Chapel, Grade II* designated on 22/07/1980

Listed grade II* as an unusually finely detailed building in scarce Romanesque style by a nationally important chapel architect. Group value with its forecourt, gate piers and railings and Aberavon Bridge.

- (ii) Forecourt Walls, Railings and Gates Ebenezer Chapel, Grade II designated on 31/01/2000

Listed for the fine ironwork. Group value with Ebenezer Chapel.

- (iii) Aberavon Bridge, Grade II designated on 29/08/1979

The bridge crosses the River Afan and serves as the physical link between the shopping centres of Aberavon and Port Talbot, the former development of the 1990s. The roadway is now pedestrianised. Bridge of 3 low segmental arches with flat deck. Spandrels and parapets faced with coursed stone; voussoirs, pilasters and cutwaters of tooled dressed stone, listed as a C19 bridge of unusually high architectural quality.

In addition to the above LDP policies, overarching national legislation is defined within The Historic Environment (Wales) Act 2023, the first consolidated legislation in the Welsh Government's initial five-year program to improve the accessibility of Welsh law. The Act was brought into force 04/11/2024.

Cadws best-practice guidance, is also of relevance:

- Cadw's Conservation Principles for the Sustainable Management of the Historic Environment in Wales (Conservation Principles).
- Cadw CHAPELS IN WALES Conservation and Conversion (1999)
- Cadw Managing Change to Listed Buildings in Wales
- Cadw Managing Easy Access to Listed Buildings in Wales (Technical Guidance, 2022)

PPW - Technical Advice Note 24: The Historic Environment (May 2017)

Technical Advice Note (TAN) is read in conjunction with Planning Policy Wales (PPW) which sets out the land use planning policies of the Welsh Government, including for

the Historic Environment (Chapter 6 – Distinctive & Natural Places). PPW, the TAN, and the Welsh Government's Historic Environment Service (Cadw) best practice will also be taken into account by the LPA, both in the preparation the local development plan (LDP) and during the determination of planning applications.

The submitted Archaeological Impact Assessment (AIA), draws on Cadw's Conservation Principles (2011), Heritage Impact Assessment (2017) and Setting of Historic Assets in Wales (2017). Where relevant, the assessment of significance for historic assets makes reference to the four 'heritage values' which are defined by Cadw's Conservation Principles (2011).

The proposed works as cited in the preceding sections of this assessment would not involve alterations to any listed artefacts or unduly Impact the character of any of the Grade II listed structures. Likewise, the proposals would not adversely impact the character of the wider curtilage / setting of these buildings (in accordance with part 1 of Policy BE 2). The works to upgrade hard surfacing within the public realms, at the Civic Square would terminate prior to adjoining the existing surfacing over Aberavon Bridge, with areas of soft landscaping set on the grounds adjacent to the bridge.

The AIA concludes, "The proposed external works to the theatre and council buildings are fairly limited in terms of landscaping and could add to the existing ecological environment with increased planting and would open up the space. The biggest impact visually, would be the provision of the glass box extension to the Princess Theatre, altering the appearance of the entrance, and its closeness with the noted assets. However, given that the surrounding modern developments have already had an impact on the original setting of the church, and that the proposals are sympathetic to the 'style' and 'theme' of the surrounding area, the impact on the known heritage assets will be minimal. During the course of the works, it is anticipated that access to the Church and Bridge would be temporarily restricted. It is not expected that any sightlines will be impeded by the proposed works. If so, they would be temporary. Overall, the proposed development is evaluated to have very little impact on the overall setting of the Chapel or Bridge."

The proposed enhancements to these areas are visually sympathetic and an enhancement of existing fabrics within these public realms with a more contemporary styling and cleaner aesthetic. Therefore, the wider setting will provide a more attractive backdrop to these listed features whilst still providing a novel sense of coherency between old and new materials (modern paving types juxtaposed with older stones / textures). The proposed soft landscaping scheme is welcomed to provide improved green infrastructure within an otherwise significantly urbanised and hard surfaced area, notably given the Civic Square Public Realm is a pedestrianised space. The AIA concludes, "Overall, it is considered that with the proposed sympathetic changes the renovation proposals will equate to a "Negligible" outcome for the setting of the Listed Buildings. Indeed, the outcome for the long term may be considered to be beneficial."

Therefore, there are no conflicts with the LDP policies; BE1, BE2 and SP21.

Archaeology

GGAT Sites: Ebenezer Baptist Church - Ebenezer Chapel built in 1836, (iron date plaque now set in the SW forecourt wall to the side of the present chapel), has the appearance of having been rebuilt or refurbished in the late 19th century.

With relevance to the above Heneb (Glamorgan-Gwent Archaeology) provide the following comments:

“We have consulted information in the Historic Environment Record (HER) and note there are no known archaeological sites within the proposed development area. However, there are adjacent Listed Buildings, including Ebenezer Chapel (Grade II, Cadw ref. 14174), its Grade II Forecourt Walls, Railings and Gates (Cadw ref. 22805) as well as Aberavon Bridge (Grade II, Cadw ref. 14173/22804).*

We note the submission of an Archaeological Assessment by GGAT Archaeological Services (report no. 2024/017, dated May 2024) which concludes there will be a ‘Negligible’ impact on the settings of the Listed Buildings. A review of historic Ordnance Survey mapping indicates terraced housing within the application area.

However, it is likely that the subsequent development of the site, including the construction of the Princess Royal Theatre, will have had an adverse effect on any potential remains. Overall, it is unlikely that significant archaeological remains will be encountered during the course of the work.

As a result, there is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application. The record is not definitive, however, and features may be disturbed during the course of the work. In this event, please contact this division of the Trust.”

AS such a suitably worded informative will be imposed on any decision notice issued advising on the action that should be taken should any archaeological remains be found.

Other Matters

Responses to the issues raised by public representatives are addressed in turn below:

1. *The proposed design is hideous, not in-keeping with the local aesthetic or architecture.*

A design assessment of the proposal is offered within the main body of the officer report. On balance, the LPA are satisfied that the proposal complies with the key criterions of LDP Policy BE1 (Design).

2. Port Talbot has a strong legacy of Wales' industrial culture as well as Britain's beautiful architecture, predominantly made out of stonework. The proposal for the refurbishment looks distinctly American with big glass rectangles and aluminium panels.

The proposal combines contemporary elements with the existing historic fabrics of the Civic Centre sympathetically whilst retaining as much of the original facades as possible. The scheme assists in improving access into the Theatre complex whilst connecting with the adjacent public square in a more succinct, efficient capacity, such

that connectivity is also improved into the public realm and across to wider areas with Port Talbot Town Centre.

3. The Council is short on funds and money should not be spent on something which looks nice but has no concrete benefits. The councils' efforts would be better spent focusing on their core objectives such as maintaining services and roads.

The scheme is supported by Levelling Up Funding (LUF) from UK Government (Levelling-up and Regeneration Act 2023) and as such is underpinned by a detailed LUF bid that sets out the qualitative and quantitative business case for the proposal. The 'Investment Themes' section of the LUF prospectus provides an overview of the types of capital projects that qualify for funding. The LUF technical note sets out potential outputs and outcomes from projects, and places are strongly encouraged to design their bids so that the outputs delivered align with investment themes. As LUF is supporting this project (as part of a wider scheme – inc. Port Talbot Riverside Realm as highlighted within the Officer report), the LUF funding related this element (phase 1) is to be defrayed by March 2025 (or by 2025/26 by exception). Therefore, a complete discrete project must be secured / active, even if associated works are ongoing (Phase 2). All funding provided from the Fund should be spent by 31 March 2025, and, exceptionally, into 2025-26 for larger schemes. The maintenance of adopted highways or existing services (i.e. public waste collections) etc. is not eligible for LUF funding.

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 visual, residential or highway amenity. Accordingly, the proposed development is in accordance with Policies SC1, SP3, SP5, SP10, SP20, SP21, R2, TR2, EN6, EN7, EN8, BE1, 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, 3, 6, 8 and 9 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:
 - PRT Construction Environmental
 - Management Plan, prepared by Morgan Sindall (dated 02/12/2024), as received on 02/12/2024;
 - PRT Planting Schedule, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00300-P04;
 - PRT Planting Plan 1 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00301-P04;
 - PRT Planting Plan 2 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00302-P04;
 - PRT Planting Plan 3 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00303-P04;
 - PRT Planting Plan 4 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00304-P04;
 - PRT Biodiversity Green Roof Plan, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00305-P01;
 - PRT Biodiverse Roof Details, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00521;
 - as received on 25/11/2024.
 - Princess Royal Theatre Flood Consequences Assessment, Version 1, prepared by Morgan Sindall (July 2024);
 - PRT Ground Investigation Report, Ref: 784-B046183, prepared by Tetra Tech (August 2024);
 - PRT Phase 1 Geoenvironmental Assessment Desk Top Study, Ref: 784-B046183, Prepared by Tetra Tech (August 2024);
 - Arboricultural Impact Assessment, ArbTS_1869.2_PRINCESS ROYAL THEATRE & PUBLIC
 - REALM, prepared by ArbTS, dated 21/10/2024; as received on 30/10/2024.
 - Technical Note / Transport Statement, ref: 1776-ACS-ZZ-XX-RP-T-001-A TN, prepared by Acstro, dated 12/07/2024);
 - Preliminary Ecological Assessment, V1.0, prepared by Ecological Services Ltd, dated 12/04/2024;
 - Planning Design Statement, Ref: 26CC03-AHR-10-TXX-T-A-04202 (October 2024);
 - Bat Survey, V1.0, prepared by Ecological Services Ltd (October 2024);
 - Formant Stage 3 Acoustic Design Report, Report ref. 26CC03-FOR-10-XX-T-OJ-0003, Revision: P01, dated 29/08/2024;
 - PRT Landscape Planning Statement, Rev P01, The Urbanists, dated 21/10/2024;
 - PRT Proposed Basement, Drawing No. 26CC03-AHR-31-TB1-D-A-08209-P01;
 - PRT Proposed Ground Floor, Drawing No. 26CC03-AHR-31-T00-D-A-08210-P01;
 - PRT Proposed First Floor, Drawing No. 26CC03-AHR-31-T01-D-A-08211-P01;
 - PRT Proposed Second Floor, Drawing No. 26CC03-AHR-31-T02-D-A-08212-P01;
 - PRT Proposed Roof, Drawing No. 26CC03-AHR-31-TR1-D-A-08213-P01;

- PRT Proposed Context Elevations, Drawing No. 26CC03-AHR-32-TZZ-D-A-08400-P01;
- PRT Proposed Elevations 1 of 2, Drawing No. 26CC03-AHR-32-TZZ-D-A-08401-P01;
- PRT Proposed Elevations 2 of 2, Drawing No. 26CC03-AHR-32-TZZ-D-A-08402-P01;
- Proposed Site Levels Layout Civic Square, Drawing No. 26cc03-HYD-50-CXX-D-C-00202-P02;
- Site Constraints Plan Civic Square, Drawing No. 26CC03-HYD-50-CXX-D-C-00500-P06;
- Active Travel Route Plan Civic Square, Drawing No. 26CC03-HYD-50-CXX-D-C-01000-P02;
- Vehicle Tracking Refuse Vehicle, Drawing No. 26CC03-HYD-50-CXX-D-C-01303-P04;
- Vehicle Tracking Fire Tender, Drawing No. 26CC03-HYD-50-CXX-D-C-01302-P07;
- Kerbing & Finishes Plan Civic Square, Drawing No. 26CC03-HYD-50-CXX-D-C-01400;
- Proposed Site Sections Civic Square, Drawing No. 26CC03-HYD-50-CXX-D-C-03400-P02;
- Post-Development Catchment Plan Civic Square, Drawing No. 26CC03-HYD-50-CXX-D-C-04300-P04;
- Exceedance Plan Civic Square, Drawing No. 26CC03-HYD-50-CXX-D-C-04400-P01;
- Information & Communication Plan Civic Square, Drawing No. 26CC03-HYD-50-CXX-D-C-04900-P01;
- Proposed Drainage Plan Civic Square, Drawing No. 26CC03-HYD-52-CXX-D-C-03000-P08;
- Drainage Construction Details Civic Square, Drawing No. 26CC03-HYD-53-CXX-D-C-05000-P01;
- SuDS Construction Details Civic Square, Drawing No. 26CC03-HYD-53-CXX-D-C-06000-P02;
- External Lighting & Lux Layout, Drawing No. 26CC03-HYD-55-CXX-D-E-55001-P01;
- Proposed External Services Layout, Drawing No. 26CC03-HYD-30-CXX-D-ME-30001-P01;
- PRT Civic Square, Illustrative Masterplan, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00005-P04;
- PRT Sheet Key Plan, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00006-P04;
- PRT Redline Boundary Plan, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00010-P01;
- PRT Green Infrastructure Assessment Plan, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00011-P01;
- PRT Hard & Soft Landscaping Masterplan, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00012-P04;
- PRT Red Line Boundary 1 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00101-P04;
- PRT Red Line Boundary 2 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00102-P04;
- PRT Red Line Boundary 3 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00103-P04;
- PRT Red Line Boundary 4 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00104-P04;

- PRT Landscape Enabling Works 1 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00105-P04;
- PRT Landscape Enabling Works 2 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00106-P04;
- PRT Landscape Enabling Works 3 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00107-P04;
- PRT Landscape Enabling Works 4 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00108-P04;
- PRT Vegetation Retention and Removal GA 1 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00109- P04;
- PRT Vegetation Retention and Removal GA 2 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00110- P04;
- PRT Vegetation Retention and Removal GA 3 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00111-P04;
- PRT Vegetation Retention and Removal GA 4 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00112- P04;
- PRT General Arrangement 1 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00201-P04;
- PRT General Arrangement 2 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00202-P04;
- PRT General Arrangement 3 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00203-P04;
- PRT General Arrangement 4 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00204-P04;
- Proposed Hardscape GA 1 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00401-P04;
- Proposed Hardscape GA 2 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00402-P04;
- Proposed Hardscape GA 3 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00403-P04;
- Proposed Hardscape GA 4 of 4, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00404-P04;
- PRT Cross Sections AA, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00601-P01;
- PRT Cross-Sections BB, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00602-P01;
- PRT Cross-Sections CC, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00603-P01;
- PRT Cross Sections DD-EE, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00604-P01;
- PRT Elevations AA, Drawing No. 26CC03-URB-XX-XX-DR-LA-XX-00605-P01;
- Planning Statement, prepared by the Urbanists, dated 22/10/2024;

Reason:

In the interests of clarity

Pre-Commencement Conditions

3. Prior to the start of development on site, the tree protective fencing as detailed within the Arboricultural Impact Assessment, Ref: Project Reference - ArbTS_1869.2_PRINCESS ROYAL THEATRE & PUBLIC REALM, prepared by ArbTS (dated 21st October 2024) and detailed on Tree Protection Plan, Drawing No. 1869.2 shall be fully implemented on site and the specifications of the fencing shall be in full compliance with BS5837: "Trees in Relation to

Design, Demolition and Construction to Construction - Recommendations" (2012). The fencing shall be retained in situ for the duration of all construction operations on site.

Reason:

In the interests of protecting retained trees on site in accordance with Policy EN7 of the Neath Port Talbot Local Development Plan.

Action Conditions

4. Prior to their use in the construction of development hereby permitted, full details and samples of the materials to be used in the construction of the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The 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.

5. Prior to the first beneficial use of the development hereby approved, full details for the secure storage of cycles shall be submitted to and approved in writing by the Local Planning Authority, 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.

6. 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.

Regulatory Conditions

7. Any bollards erected on site shall have a minimum spacing of 1.50m between it and any other bollard or the closest adjacent feature.

Reason:

To comply with Welsh Governments Active Travel Act Guidance (July 2021) and Policy TR2 of the Neath Port Talbot Local Development Plan.

8. Any external lighting shall be installed in accordance with the details on Drawing No. 26CC03-HYD-55-CXX-D-E-55001-P01, External Lighting Layout & Lux, Civic Centre as received on 23/10/2024.

Reason:

In the interest of visual amenity and biodiversity and in accordance with Policy SP15 and EN6 of the Neath Port Talbot Local Development Plan.

9. Prior to the first beneficial use of the development hereby permitted, the biodiversity enhancement measures shall be provided in accordance with: Princess Royal Theatre and Civic Square, Green Infrastructure Statement, ref: 2264-URB-XX-XX-RP-PL -XX-001 (21/10/2024); PRT Green Infrastructure Assessment Plan, Drawing No. 26CC03-URB-XX-XX-DR-LAXX-00011-P01; and Bat Survey, V1.0, prepared by Ecological Services Ltd and dated October 2024 and shall be retained as such thereafter.

Reason:

In the interest of providing artificial nesting habitats to secure a net benefit for biodiversity in accordance with Planning Policy Wales (Ed. 12).

10. Demolition or construction works shall not take place outside the hours of 08:00 to 18:00 Monday to Friday, 08:00 to 13:30 on Saturdays and no works 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.

11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise alternative species is agreed in writing with the Local Planning Authority.

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.

12. The development, hereby approved shall be completed in accordance with the Construction Environmental Management Plan (CEMP), prepared by Morgan Sindall (dated 02/12/2024).

Reason:

In the interests of biodiversity and the amenity of the area as a whole and to ensure the development complies

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SECTION B – MATTERS FOR INFORMATION

APPEALS RECEIVED

a) Planning Appeals

Appeal Ref: A2024/0013 **Planning Ref:** P2023/0182

PINS Ref: CAS-03818-H6K2Y1

Appellant: Mr Hale

Proposal: Erection of new outbuilding to house poultry, farm equipment, hay, and 2 no. biomass boilers with solar panels on the roof

Site Address: Gelli Bwch Farm Lane From B4290 To Gelli Bwch Farm Jersey Marine SA10 6JU

Start Date: 22 November 2024

Appeal Method: Written Representations

b) Enforcement Appeals

Appeal Ref: A2024/0014 **Planning Ref:** E2022/0179

PINS Ref: CAS-03853-X3V9B6

Applicant: Mr Marc O'Mahoney

Alleged Breach: Appeal against

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

Start Date: 2 December 2024

Appeal Method: Written Representations

SECTION B – MATTERS FOR INFORMATION

DELEGATED APPLICATIONS

DETERMINED BETWEEN 18 NOVEMBER 2024 AND 9 DECEMBER 2024

App No: **P2023/0877**

Proposal: Single storey childcare centre (use class D1), including access, parking, drainage, landscaping arrangements and associated works (amended / additional details including Construction Environmental Management Plan, desk study, Ground Investigation Report and revised plans received 15th and 24th July 2024)

Location: Land At High Street Seven Sisters Neath Port Talbot

Decision: Approved

Ward: Crynant, Onllwyn & Seven Sisters

App No: **P2024/0042**

Proposal: Detached bungalow (amended plans received 22.08.24)

Location: Tanyrallt Graig Road Gwaun Cae Gurwen SA18 1EH

Decision: Refused

Ward: Gwaun Cae Gurwen & Lower Brynamman

App No: **P2024/0070**

Proposal: Change of use of existing dwelling (use class C3) to a children's care home (use class C2) for the care of a maximum of 5 children, together with 2 no. associated staff members.

Location: Thistle Lodge 1-3 Howells Terrace Alltwen Hill Alltwen Pontardawe

Decision: Refused

Ward: Alltwen

App No: **P2024/0180**

Proposal: Two storey detached dwelling (outline with all matters reserved)

Location: Land Adjacent To 14 Rhyd Hir Longford Neath
Neath Port Talbot
Decision: Approved
Ward: Dyffryn

App No: **P2024/0243**
Proposal: Retrospective installation of 1 x 42" LCD media screen
size - 860(W) x 2160(H) mm screen size - 530(W) x
930(H) mm; 2nos x 1250 mm x 700 mm flag pole signs,
overall 3350 mm in height
Location: Tesco Supermarket A4067 From Glais To
Pontardawe Alltwen Pontardawe SA8 3AZ
Decision: Approved
Ward: Alltwen

App No: **P2024/0354**
Proposal: Discharge of conditions 7 (refuse and recycling), 8
(landscaping) and 12 (lighting plan) of planning
permission P2022/1063 for the development for 43 no.
affordable dwellings and associated works including a
new access, an internal road network, landscaping,
sustainable drainage, car, cycle parking and partial
demolition of school.
Location: Former Dyffryn Lower School Talcennau Road Port
Talbot SA13 1EP
Decision: Approved
Ward: Port Talbot

App No: **P2024/0420**
Proposal: Listed Building Consent for alterations to the redundant
schoolhouse at rear of Chapel. Works to include: new
internal bathroom, toilet and kitchen, new plumbing,
electrical sockets and re-wiring; replacement of ceiling
light fittings; repairs to some existing windows and
doors; installation of new bat and bird boxes to the
exterior
Location: Gorffwysfa Welsh Calvinistic Methodist Chapel New
Road Skewen Neath Neath Port Talbot
Decision: Approved
Ward: Coedffranc Central

App No: **P2024/0493**
Proposal: Advertisement consent for replacement of x1 non-illuminated fascia sign with new company branding located on front elevation. Install new internally applied vinyl window message and company logo also on front elevation.
Location: 35 Windsor Road Neath Neath Port Talbot SA11 1NB
Decision: Approved
Ward: Neath North

App No: **P2024/0504**
Proposal: Proposed first floor extension with increased rear extension and single storey side extension.
Location: 40 Pentwyn Baglan Road Baglan Port Talbot Neath Port Talbot SA12 8EB
Decision: Approved
Ward: Baglan

App No: **P2024/0505**
Proposal: Single storey rear extension
Location: 9B Bethel Street Briton Ferry Neath Neath Port Talbot SA11 2HQ
Decision: Approved
Ward: Briton Ferry East

App No: **P2024/0507**
Proposal: Single storey rear and side extension and raised platform to rear.
Location: 66 Morfa Glas Glynneath Neath Neath Port Talbot SA11 5RW
Decision: Approved
Ward: Blaengwrach & Glynneath West

App No: **P2024/0520**
Proposal: Removal of existing retaining works for the provision of an off street parking area including construction of retaining walls and steps.

Location: 73 Dyffryn Road Alltwn Pontardawe SA8 3BY
Decision: Approved
Ward: Alltwn

App No: **P2024/0528**
Proposal: Outline application (all matters reserved) for construction of 1 no. detached double storey residential dwelling with associated off-street parking.
Location: Land Adjacent To 24 Ochr Y Waun Cwmllynfell Neath Port Talbot SA9 2GA
Decision: Approved
Ward: Cwmllynfell & Ystalyfera

App No: **P2024/0531**
Proposal: Non-Material Amendments to planning permission P2022/0692 granted consent on 16.6.23 to alter external materials between windows from brickwork to cladding. Increase the height and reduction in width of the stairwell and alteration to external cladding. Window to plant room removed to North courtyard elevation, doors changed to window south courtyard elevation, door removed to High Street elevation, brick layout changed internal courtyard.
Location: 38 - 42 Wind Street Neath Neath Port Talbot SA11 3HA
Decision: Approved
Ward: Neath North

App No: **P2024/0542**
Proposal: Discharge of condition 5 (pedestrian crossing visibility splays) of planning permission P2023/0101 granted on 16.08.2024 (for the erection of a freestanding drive-thru/restaurant, car parking, landscaping and associated works)
Location: Tesco Supermarket Car Park A4067 From Glais To Pontardawe Alltwn Pontardawe SA8 3AZ
Decision: Approved
Ward: Alltwn

App No: **P2024/0544**
Proposal: Single storey rear extension and raised decking area
Location: 18 St Annes Drive Tonna Neath Port Talbot SA11
3JU
Decision: Approved
Ward: Resolven & Tonna

App No: **P2024/0547**
Proposal: Change of use from dwellinghouse (C3) to 5 bedroom
HMO (C4).
Location: 1 Park View Port Talbot Neath Port Talbot SA13 1ST
Decision: Approved
Ward: Port Talbot

App No: **P2024/0550**
Proposal: Detached garage in rear garden (part retrospective)
Location: 11 Clare Road Ystalyfera Neath Port Talbot SA9 2AJ
Decision: Approved
Ward: Cwmllynfell & Ystalyfera

App No: **P2024/0594**
Proposal: Proposed replacement of existing flat roof on two
storey side extension with a pitched roof.
Location: 102 Wern Road Skewen Neath Port Talbot SA10
6DP
Decision: Approved
Ward: Coedffranc Central

App No: **P2024/0602**
Proposal: Discharge of conditions 4 (cycle parking) and 8
(materials) of planning permission P2024/0185
(Proposed community hub within the school grounds to
provide a cafe, office and classroom, with viewing deck
to rear and relocation of gates and fencing) granted on
13.06.2024.
Location: Ysgol Cwm Brombil Bertha Road Margam SA13
2AN
Decision: Approved

Ward: Margam & Taibach

App No: **P2024/0605**

Proposal: Roof conversion, construction of three-storey rear extension and side garage.

Location: 19 Parish Road Blaengwrach Neath Port Talbot SA11 5SW

Decision: Approved

Ward: Blaengwrach & Glynneath West

App No: **P2024/0613**

Proposal: External works to existing buildings comprising of; external wall insulation, solar panels installed within the south-western roof slopes, the installation of 12 no. external battery stores, the installation of 12 no. Air Source Heat Pump (ASHP) units, and associated works.

Location: 1-12 Traherne Court Court Herbert Neath Neath Port Talbot SA10 7EE

Decision: Approved

Ward: Dyffryn

App No: **P2024/0616**

Proposal: Proposed two-storey and single storey rear extension, the works for which would include the demolition of an existing single storey rear extension and outbuilding. Plus widening of existing driveway to front of property.

Location: 89 Cimla Crescent Cimla Neath Port Talbot SA11 3PF

Decision: Approved

Ward: Neath South

App No: **P2024/0625**

Proposal: Discharge of Condition 3 (Construction Method Statement) and 4 (Delivery Management Plan) of planning consent P2024/0328 (Demolition of existing single storey building and construction of single storey building and associated works, consisting of one classroom, kitchenette, office, meeting room, toilets and a store) granted 2nd September 2024.
Location: Sandfields Primary School Lilian Street Aberavon SA12 6AJ
Decision: Approved
Ward: Aberavon

App No: **P2024/0659**
Proposal: Side extension to existing garage
Location: 4 Crofton Drive Baglan Neath Port Talbot SA12 8UL
Decision: Approved
Ward: Baglan

App No: **P2024/0671**
Proposal: First floor rear extension with covered patio underneath.
Location: 1 The Green Trebanos Pontardawe Neath Port Talbot SA8 4BR
Decision: Approved
Ward: Trebanos

App No: **P2024/0676**
Proposal: Work to x3 Oak Mature trees (identified as T1, T2 and T3) covered by Tree Preservation Order T339: Reduction of approximately 2.4m back to growth points on lateral branches overhanging the property building.
Location: 38 Darran Park Neath Abbey Neath Port Talbot SA10 6PY
Decision: Approved
Ward: Dyffryn

App No: **P2024/0694**
Proposal: Details to be agreed in association with condition 6 (external materials) of P2024/0346 granted on 3.9.24

Location: Cwmgors Old School Heol Y Gors Cwmgors SA18
1RF
Decision: Approved
Ward: Gwaun Cae Gurwen & Lower Brynamman

App No: **P2024/0702**
Proposal: Marine Licence application consultation from NRW for
proposed Skewen flood alleviation scheme
Location: Caenant Terrace, Whitegates Court, Drummau Road
And Old Road Skewen Neath
Decision: No Objections
Ward: Coedffranc West

App No: **P2024/0708**
Proposal: Non-Material Amendment to conditions 2 (approved
plans); 21 (boundary treatments); and 29 (car parking)
of planning permission P2022/1063 for the
Development for 43no. affordable dwellings and
associated works including a new access, an internal
road network, landscaping, sustainable drainage, car,
cycle parking and partial demolition of school. The
proposal is to amend the layout of the approved bin
stores.
Location: Former Dyffryn Lower School Talcennau Road Port
Talbot SA13 1EP
Decision: Approved
Ward: Port Talbot

App No: **P2024/0716**
Proposal: Non-material amendment to change the wording of
condition 8 (pre-commencement ecological surveys) of
planning permission P2024/0060 approved on 26/06/24
to allow submission of Ecological surveys prior to first
use of the approved development
Location: The application site comprises a singular application
area, located in Trebanos, Neath Port Talbot (Easting:
270961, Northing: 202127, Ordnance survey SN
70951 02130, nearest postcode: SA7 9JE).
Decision: Approved
Ward: Trebanos

App No: **P2024/0734**
Proposal: Details to be agreed in association with condition 7
(secure storage of cycles scheme) of P2024/0257
granted on 25.9.24
Location: Carpet Right Vale Of Neath Retail Park Vale Of Neath
Retail Park Access Road Neath Neath Port Talbot
Decision: Approved
Ward: Bryncoch South

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