



PLANNING COMMITTEE

**** 2.30 PM - TUESDAY, 6 JUNE 2017***

**** PRINCESS ROYAL THEATRE - PORT TALBOT CIVIC CENTRE***

** Please note time and venue*

PART 1

1. To receive any declarations of interest from Members.
2. To receive the Minutes of the previous meeting held on 28 March, 2017 (*Pages 5 - 6*)
3. To Request Site Visit(s) from the Applications Presented

Report of the Head of Planning and Public Protection

SECTION A - MATTERS FOR DECISION

Planning Applications subject to Members Site Visit Leaving Port Talbot Civic Centre at 12 noon on Tuesday 6 June 2017 - Recommended for Approval

4. **Application No: P2017/0245** - Detached three storey dwelling, incorporating lower level garage, and associated retaining works at Building Plot adjacent to 7 Heol Y Graig, Cwmgwrach, Neath, SA11 5TW (*Pages 7 - 22*)
5. **Application No: P2017/0112** - Development of new roadside services, to include sales building (use class A1), forecourt canopy, underground storage tanks, car care facilities, coffee shop/restaurant with drive thru facility (A1/A3), car parking, landscaping and associated works at Land Between A465 and, High Street, Blaengwrach, SA11 5NZ (*Pages 23 - 48*)

Planning Applications Recommended for Approval

6. **Application No: P2014/0825** - Installation of 13 wind turbines with a maximum tip height of 120m to generate up to 39 MW, together with ancillary development including substation and control building, on site underground electrical cables, stone site access tracks, temporary construction compounds, turbine foundations and temporary crane pads at Foel Trawsant, Bryn, Port Talbot (*Pages 49 - 96*)
7. **Application No: P2017/0421** - Change of use from dwelling (C3) to a House of Multiple Occupation (C4) at 85 Talbot Road, Port Talbot SA13 1LA (*Pages 97 - 104*)
8. **Application No: P2017/0276** - Children's play area including associated equipment plus section of ball top fence and basketball hoop at Land At Abernant Park, Glynneath, Neath, SA11 5BB (*Pages 105 - 110*)

SECTION B - MATTERS FOR INFORMATION

9. Delegated Applications Determined between 21 March 2017 and 25 May 2017 (*Pages 111 - 146*)
10. Any urgent items at the discretion of the Chairman pursuant to Section 100B(4)(b) of the Local Government Act 1972.

S.Phillips
Chief Executive

Civic Centre
Port Talbot

Wednesday, 31 May 2017

Committee Membership:

Chairperson: Councillor S.Paddison

**Vice
Chairperson:** Councillor H.N.James

Members: Councillors A.R.Aubrey, S.Bamsey, R.Davies,
W.F.Griffiths, S.K.Hunt, C.J.Jones, D.Keogh,
S.M.Penry, R.Thomas and S.Pursey

**Cabinet
UDP/LDP
Member:** Councillor A.Wingrave (Non-Voting Member)

Requesting to Speak at Planning Committee

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

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

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

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

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

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

Commenting on planning applications which are to be reported to Committee

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

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

PLANNING COMMITTEE

(COMMITTEE ROOMS 1/2 - PORT TALBOT CIVIC CENTRE)

Members Present:

28 March 2017

Chairman: Councillor R.G.Jones

Vice Chairman: Councillor E.E.Jones

Councillors: D.W.Davies, Mrs.R.Davies, S.K.Hunt, D.Keogh,
Mrs.S.Paddison, R.Thomas and
Mrs.L.G.Williams

Officers In Attendance: Mrs.N.Pearce, M.Shaw, J.Griffiths,
Mrs.J.Woodman-Ralph and N.Headon

1. **MINUTES OF THE PREVIOUS MEETING HELD ON THE 7 MARCH 2017**

RESOLVED That the Minutes of the Planning Committee held on the 7 March 2017, as circulated, be confirmed as a true record.

2. **SITE VISITS**

RESOLVED: That, no site visits be held on the applications before Committee today.

3. **APPLICATION NO: P2017/0085**

(Note: An amendment sheet in relation to Application Number: P2017/0085 was circulated prior to the meeting, on which the Chairperson had allowed sufficient time for Members to read, in respect of application items on the published agenda, the Chairperson had permitted urgent circulation/consideration thereof at today's meeting, the particular reasons and circumstances being not to further delay the planning process, unless the Committee itself wanted to defer any applications and to ensure that Members take all

extra relevant information into account before coming to any decision at the meeting).

Officers made a presentation to the Planning Committee on this Application as detailed in the circulated report.

RESOLVED: That in accordance with Officer's Recommendations Application P2017/0085 be approved with Conditions as detailed in the circulated report, and also subject to the amended condition no. 7 as detailed in the circulated amendment sheet as follows:

- (7) No more than 6 persons shall be resident at any one time within the House in Multiple Occupation element of the scheme hereby approved.

Reason:

For the avoidance of doubt and in the interests of amenity.

4. **APPLICATION NO: P2017/0132**

Officers made a presentation to the Planning Committee on this Application as detailed in the circulated report.

RESOLVED That in accordance with Officers recommendations Application No. P2017/0132 be approved with conditions as detailed within the circulated report.

5. **DELEGATED APPLICATIONS DETERMINED BETWEEN 28 FEBRUARY 2017 AND 20 MARCH 2017**

Members received a list of Planning Applications which had been determined between the 3 January 2017 and 24 January 2017, as detailed within the circulated report.

RESOLVED: That the report be noted.

CHAIRPERSON

SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval Following Members Site Visit

<u>APPLICATION NO:</u> P2017/0245	<u>DATE:</u> 05/04/2017
PROPOSAL:	Detached three storey dwelling, incorporating lower level garage, and associated retaining works
LOCATION:	Building Plot adjacent to, 7 Heol Y Graig, Cwmgwrach, Neath SA11 5TW
APPLICANT:	Mr Philip Barnes
TYPE:	Full Plans
WARD:	Blaengwrach

BACKGROUND INFORMATION

This application was called into Planning Committee by Ward Member Councillor Carolyn Edwards to assess the visual impact of the proposed dwelling on the character of the village and to assess the quality of the un-adopted access road and potential safety impacts on existing residents in Heol y Graig.

The Committee Call-In Panel met and agreed that the application should be brought to Committee on such grounds.

The Call-In Panel also agreed to Cllr. Edward's request that a Members' Site Visit be held on such grounds. Accordingly, the visit will be held on the morning of Committee.

SITE AND CONTEXT

The application site is located on land adjacent to Number 7 Heol y Graig, Cwmgwrach. The site previously formed part of a larger garden serving that property although this area has been disused for some time.

The plot is steeply sloping and triangular in shape. It slopes downwards to a frontage of 25 metres onto the un-adopted highway of Heol y Graig off which access is available, and has a maximum depth of 18 metres. The site levels at the centre of the site where a domestic garage was once sited.

There are terraces of residential properties located on either side of the application site both of which are set back, and located on a higher level than the application site. There is a steeply sloping vehicular track which leads to the donor property running along the south western boundary of the site. Heol y Graig runs along the northern boundary (frontage) of the site beyond which the land continues to drop away down to residential dwellings at a much lower ground level.

The site is located within the settlement limits as defined by Policy SC1 of the Neath Port Talbot Local Development Plan. Planning permission in outline was granted in August 2013 for one dwelling on this site. The previous permission was restricted to a single storey property as it was not demonstrated at the time how a larger scale property could be accommodated on the site without negatively impacting upon visual and residential amenity. The current submission is a detailed application and is supported by plans to clarify these issues and must be considered and determined on its own merits.

DESCRIPTION OF DEVELOPMENT

The proposed development is for a modern detached 2 bedroom dwelling. It has been designed to fit into the topography of this constrained site, providing accommodation over 2 floors, albeit incorporating a lower level garage, accessed directly off Heol Y Graig.

The design of the proposed dwelling is bespoke in concept containing both traditional and contemporary elements, to reflect the restricted size and topographical constraints of the site whilst maximising views from the dwelling. It will incorporate a maximum width of 10.6 metres, a maximum depth of 10.6 metres and a maximum height of 11 metres at the front of the dwelling and 4.2 metres at the rear.

The dwelling will be fitted with a flat roof which will incorporate glazed roof-lights, and a central glazed lantern. These will be screened behind a parapet wall. Windows will be incorporated onto all elevations although those fronting onto Heol y Graig will be larger in size and greater in number to benefit from the views. The windows proposed on the side elevations will serve secondary/ancillary uses, such as bathrooms, study etc.

As stated previously, the lower ground floor level will accommodate a garage. The ground floor will provide the main living areas and the upper floor the bedrooms, bathrooms and ancillary accommodation.

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

NEGOTIATIONS:

The levels and external finishes/materials were discussed prior to registration of the application, and the overall slab level and building height was reduced and the garage dimensions increased in line with the recommendations made by the Officer. In addition, further information was requested to demonstrate the streetscene and relationship of the proposed dwelling house with neighbouring properties was also requested and submitted.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2005/0259 Detached Dwelling (Outline) Approved 17/05/05
- P2008/0619 Detached Dwelling (Outline) Approved 15/05/08
- P2013/0524 Outline for one dwelling Approved 01/08/13

CONSULTATIONS

Blaengwrach Community Council – No response, therefore no comments to make

Biodiversity Section – No objection

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

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

REPRESENTATIONS

7 Neighbouring properties were consulted and a site notice was posted close to the site: In response, 3 no. neighbour representations have been received, the main points of concern are as follows:

- The proposal is a three storey dwelling which does not blend into the surround miners cottages in style or in finish

- The parking arrangements are dangerous as vehicles would have to reverse out of the garage and parking space onto the lane which has no footways
- The layby opposite which could be used for overspill parking is subject to a land dispute over ownership
- The proposed dwelling will be close to the objectors house which will render no privacy to the objectors dwelling, even though the proposal has ensured its own privacy by the design of the windows
- Any construction vehicles will block the narrow road
- Concerns over the amount of digging out necessary and there is Japanese Knotweed on site
- Concerns over the deterioration of the pathway due to the heavy construction traffic

REPORT

National Planning Policy:

Planning Policy Wales (Edition 9 2016)

PPW sets out the Welsh Government's land use planning policy in respect of 'Promoting sustainability through good design' and 'Planning for sustainable buildings', which includes the role of local planning authorities in delivering good sustainable design.

Design is defined in PPW as:

“the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings.”

PPW emphasises that:

“Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and, provides buildings and environments that are convenient and enjoyable to use for everyone.”

National Guidance

The following Technical Advice notes are also of relevance

Technical Advice Note 12: Design

2.5 Good design is not inevitable. It requires a collaborative, creative, inclusive, process of problem solving and innovation – embracing sustainability, architecture, place making, public realm, landscape, and infrastructure.

2.6 Design which is inappropriate in its context, or which fails to grasp opportunities to enhance the character, quality and function of an area, should not be accepted, as these have detrimental effects on existing communities.

2.7 A holistic approach to design requires a shift in emphasis away from total reliance on prescriptive standards, which can have the effect of stifling innovation and creativity. Instead, everyone involved in the design process should focus from the outset on meeting a series of objectives of good design. The design response will need to ensure that these are achieved, whilst responding to local context, through the lifetime of the development (from procurement to construction through to completion and eventual use). This analysis and the vision for a scheme can be presented in a design and access statement where one is required.

Whilst in this case a Design and Access statement is not a validation requirement, the applicant has provided one to support their application.

Technical Advice Note 18: Transport

Local Policy

The Development Plan comprises the Neath Port Talbot County Borough Council Local Development Plan (2011 – 2026) (LDP) which was adopted in January 2016 and within which the following policies are of relevance: -

The application site lies within the settlement area as defined in the Neath Port Talbot Local Development Plan.

Strategic Policies

- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage

Topic based Policies

- **Policy SC1** Settlement limits
- **Policy TR2** Design and Access of New Development
- **Policy BE1** Design

Supplementary Planning Guidance:

The following SPG was approved in October 2016 and is of relevance to this application: -

- [Parking Standards](#)

ISSUES

Having regard to the above, the main issues to consider in this application relate to the principle of development, impacts of the development upon on the visual amenity and the character of the area, the amenities of adjoining property and highway and pedestrian safety.

Principle of Development

The proposed development lies within the settlement limits, as defined under Policy SC1 of the Neath Port Talbot Local Development Plan. The site had the benefit of outline planning permission which was granted in August 2013. Whilst the period for the submission of reserved matters pursuant to this outline have lapsed, the outline lasts for five years and as such the period for the submission of reserved matters can be extended at any time up until August 2018. Therefore the principle of a residential development on this site is already agreed and accords with development plan policy.

Impact on Visual Amenity

Policy BE1 of the Local Development Plan relates to design. It states that;

“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 flood 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 explanation of this policy goes further to add;

“5.5.16 Good design includes paying regard to general amenity as well as appearance, accessibility and resource use. Where a site is to be developed with a mix of uses, careful consideration will need to be given to the interaction and relationship between the uses to ensure that they are compatible and integrate with one another and existing adjacent uses.

5.5.17 Detailed building design, from overall massing to finishing materials, plays an important role and should take account of and enhance the site's surroundings including other buildings, open spaces and topography. Landscaping has an important effect and is a significant part of the overall design process. The design and layout of new development can also have a significant effect on public safety and the fear of crime”

Whilst it is accepted that the property is of an alternative design when compared to the traditional two storey ridged roof dwellings prevalent in the area, it is not the role or function of planning to enforce uniformity or to discourage individuality in design, where appropriate, and justified.

In this case the applicant has designed a property based on the site constraints and opportunities, rather than attempting to fit a standard house type onto a site. The proposed development provides a bespoke

designed property, taking into account the site constraints and opportunities, whilst ensuring that the proposals are both sympathetic to the amenity of residents within adjoining properties, and the character of the area as a whole.

By utilising the site's gradient, it provides a level ground floor level with direct access for a garage onto Heol Y Graig. Setting the property into the embankment, it reduces the overall massing and scale of the dwelling, appearing to be built into the natural landscape, and minimising the requirement for large retaining structures. The scale and massing is further reduced through the use of a parapet wall behind which is a hidden flat roof. These design features give the building a modern twist whilst also ensuring that the building nestles into the wider landscape.

The larger window openings to the frontage, and the creation of the angled projections, adds variation in the building line, and breaks up an otherwise simple elevation. This variation will have the effect of creating additional shadow and light variation that will again have the effect of reducing the overall impact of the dwelling within the wider landscape, especially when seen from a distance.

The use of traditional materials in the external finishes, i.e. white render and slate, echoes the traditional materials used within properties in the surrounding area. The use of modern black framed glazing provides a strong modern contrast when viewed against the white rendered elevations and successfully breaks up the expanse of white render reinforcing the overall modern design concepts used in this 21st century designed dwelling.

Notwithstanding the lack of curvature to the windows, the dwelling has an "art-deco" style and appearance, and is considered to reflect and enhance the site, whilst carefully addressing the site constraints. As stated previously, it is accepted that the appearance of the dwelling is not traditional in terms of the local vernacular, but the area is one that has both rendered and brick finished properties, ranging in scale, typology and age. It should also be noted that a single storey building has previously been granted on this site which itself does not mirror the traditional terraced properties within the surrounding area.

Furthermore it must be acknowledged that the existing terraced properties incorporate a design and use of materials which were relevant at the time of their construction. There are a large number of

properties across the country which were constructed during the 19th and 20th centuries and whilst it is acknowledged that these are held up as incorporating strong architectural principles, there is no reason why we cannot allow dwellings to be constructed from designs which reflect today's architectural principles, so that future generations can look back and see how design has adapted and developed over time.

Having regard to the above the development is considered to comply with the overarching thrust of national Planning Policy Wales, especially TAN:12 Design, in terms of promoting and enhancing design standards generally. Further to this it is considered to comply with Policy BE1 of the Local Development Plan in;

- respecting the context of the site and its place within the local landscape, and taking into account the sites topography;
- utilising materials appropriate to its surroundings;
- it makes 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;

Impact on Residential Amenity

A minimum separation distance of approximately 14 metres is retained between the proposed dwellinghouse and the closest residential dwelling which is located on higher ground to that of the proposed dwelling. The closest part of the building is the south eastern corner of the proposed dwelling and its relationship with No 7 Heol y Graig. At this point the proposed dwelling is cut into the embankment of the site and rises only to a height in line with the eaves level of that neighbouring property. This separation distance together with the topography of the site and the restricted height of the dwelling will ensure that it will not have an unacceptable overbearing or overshadowing impact upon the nearest neighbouring residents. The other neighbouring residents are located even further away from the proposed dwelling and are again located on higher ground, hence they will not be adversely affected in terms of overbearing or overshadowing.

In terms of overlooking, the principle windows will be sited to look directly into the gardens of the application property and the road beyond. There are windows proposed on the side elevation however these serve non-habitable rooms with possible exception to a small study. These windows can be fitted with obscure glass to avoid direct over-looking of the gardens of neighbouring properties. There are also windows on the front elevation which are angled and serve a wet room and a spa. These overlook Heol y Graig rather than the gardens of neighbouring properties and as such will not adversely affect neighbouring residents in terms of privacy.

Parking and Access Requirements and Impact on Highway Safety

The submitted plans show that the dwelling is to be accessed off Heol y Graig, and incorporates a basement garage with one parking space in front of the garage. Whilst the Head of Engineering and Transport originally raised concern with regard to the dimensions of the garage, its size has now been increased to address these concerns.

Whilst it is acknowledged that a turning area is not provided within the site, it must be acknowledged that Heol y Graig serves a limited number of properties and given its un-adopted status and associated condition, vehicular speeds are likely to be low. Furthermore the access drive incorporates vision splays which have been designed to ensure that vehicles accessing and exiting the property are able to see in both directions onto Heol y Graig.

It is also acknowledged that the additional dwelling will result in an increase in vehicular movements on an existing un-adopted highway. However as only one additional dwelling is proposed and planning permission is already in place for a dwelling on this site, it is considered that these additional vehicular movements can be accommodated on Heol y Graig without impacting upon highway safety.

For the above reasons it is considered that this dwelling will not adversely affect either vehicular or pedestrian safety and as such the proposal is acceptable on highway safety grounds.

Biodiversity / Ecology

The local Authority's Ecologist has advised that they have no objection to the proposal subject to a condition being imposed to require the provision of artificial bird breeding boxes as bird nesting habitats will be removed as part of this application.

Other Matters

A number of issues have been raised by objectors to this application. The issues associated with the scale, design, use of materials, inadequate parking, impact upon privacy have been addressed within this report.

Other concerns have been raised in relation to a land ownership dispute associated with a layby opposite but outside the site. Land ownership is not a material planning consideration moreover adequate parking is provided within the curtilage of the site as it is considered that the plot can accommodate the parking requirements associated with the dwelling

Concern that construction vehicles will block the narrow road – A condition can be imposed to secure the submission of a construction management plan which will need to demonstrate where construction plant and materials will be sited during the construction programme. Nevertheless if any access is obstructed at a future date this is a police matter.

Concerns have been raised over the extent of excavation associated with the site and the existence of Japanese Knotweed on site. The rear wall for the proposed dwelling will act as a retaining wall and the structural capacity of this will be addressed under the building regulations. In terms of Japanese knotweed, a condition will be imposed to secure its eradication.

Finally concerns have been expressed that the development will cause further deterioration of the pathway as a consequence of the heavy construction traffic. This would be a private matter and is not a material planning consideration.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

The development is considered be a justified and appropriate form of development complying with Policies SP20, SP21, SC1, BE1 and TR2 of the Local Development Plan and also complying with the principles of good design as set out within TAN12: Design and Planning Policy Wales, which encourages and promotes good design principles having regard to a site's specific opportunities and constraints.

RECOMMENDATION: Approval with Conditions

CONDITIONS

Time Limit Conditions

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

Reason

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

Approved Plans

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

B-BPA7-SW115TW-2017C - Location Plan and Block Plan

PS-BPA7-SW115TW-2017C - Elevation and Floor Plan

3DER-BPA7-SW115TW-2017B - 3d and Elevation of ridge heights

Reason

In the interests of clarity.

Pre-Commencement Conditions

(3) Prior to commencement of works on site, a scheme for the comprehensive and integrated drainage of the site shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall ensure that surface water is discharged at greenfield run off rates and that no surface water or land drainage run off discharges directly or indirectly into the public sewerage system unless all other options have been fully assessed and evidence is submitted to the Local Planning Authority as part of any alternative submission. The scheme as approved shall be fully implemented on site in accordance with these agreed details prior to the first beneficial use of the development and retained as such thereafter.

Reason

In the interest of satisfactory drainage of the land.

(4) No development shall take place, 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:-

- The parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials.
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of dust and dirt during construction
- a scheme for recycling/disposing of waste resulting from construction works
- a scheme for the erection of temporary/semi temporary signage warning drivers of the presence of children and speed restrictions.

Reason

In the interest of Highway and Pedestrian Safety.

Regulatory Conditions

(5) Prior to occupation of the dwelling hereby permitted, an artificial nesting site for birds shall be erected on the dwelling to one of the following specifications, and retained as such thereafter;

Nest Box Specifications for House Sparrow Terrace:

Wooden (or woodcrete) nest box with 3 sub-divisions to support 3 nesting pairs. To be placed under the eaves of buildings.

Entrance holes: 32mm diameter

Dimensions: H310 x W370 x D185mm

or

Swift Nest Box Specification:

Wide box with small slit shaped entrance hole. Must be placed under or close to roofs, at least 5m from the ground.

Dimensions: H150 x W340 x D150mm

Reason

In the interest of Biodiversity.

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

Reason

In the interest of the visual amenity of the area.

(7) Any existing drainage pipe, crossing or discharging onto the development site must be accommodated into the site development works by the developer.

Reason To ensure the existing surface water drainage system is not compromised.

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

Reason

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

(9) Prior to any building works commencing, the Fallopia Japonica (Japanese Knotweed) that is located on the site shall be treated and eradicated in accordance with the Environment Agency Knotweed Code of Practice.

Reason

In the interests of amenity, and to ensure that the treatment is carried out in accordance with recognised good practice.

(10) Prior to first occupation of the dwelling the proposed means of enclosure shall be submitted to and agreed in writing with the Local Planning Authority. The means of enclosure shall be erected in accordance with the agreed details and retained as such thereafter.

Reason

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

(11) Notwithstanding the details submitted and prior to the occupation of the proposed dwelling the windows on the first floor west and east elevations serving the study and bathroom shall be glazed with obscured glass and any opening vent shall be top hinged with the lowest part of the opening a minimum of 1.7 metres above the floor level of that room, and any replacement window or glazing shall be of a similar glazing and type.

Reason

In the interest of the amenities of the adjoining property and the safety of the occupiers of the applicant dwelling.

SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval Following Members Site Visit

<u>APPLICATION NO:</u> P2017/0112	<u>DATE:</u> 25/04/2017
PROPOSAL:	Development of new roadside services, to include sales building (use class A1), forecourt canopy, underground storage tanks, car care facilities, coffee shop/restaurant with drive thru facility (A1/A3), car parking, landscaping and associated works
LOCATION:	Land Between A465 and, High Street, Blaengwrach, SA11 5NZ
APPLICANT:	Park Garages Group PLC
TYPE:	Full Plans
WARD:	Blaengwrach

BACKGROUND

The application was called into Planning Committee by Ward Member Councillor Carolyn Edwards on the grounds that there are local concerns over the impact of the development in terms of its access/ highway safety, including its proximity to the school; impact on nearby dwellings; and potential effect on retail and post office in the village.

The Committee Call-In Panel met and agreed that the application should be brought to Committee on such grounds.

The Call-In Panel also agreed to Cllr. Edward's request that a Members' Site Visit be held on such grounds. Accordingly, the visit will be held on the morning of Committee.

SITE AND CONTEXT

The application site is located just off the A465 roundabout at the entrance to the settlements of Blaengwrach and Cwmgwach. The A465 is located in the valley and links Swansea and the M4 to the south west, with Brecon Beacons and Merthyr Tydfil to the north east.

The site is located with the designated settlement limit, effectively triangular in shape, and measuring approximately 0.4 Ha in area. The site is currently vacant, previously developed land, and is largely flat.

There is a large area of hardstanding on the central part of the site and vegetation on periphery particularly along the northeast and southeast boundaries. This vegetation is mainly in land outside the applicants control and extends to the highway.

Diagonally opposite the site across the roundabout on the A465 is a McDonalds fast food outlet with associated car parking, which falls outside the settlement limit. Adjacent to the restaurant the land was subject to planning applications for a petrol filling station and an outline application for a restaurant (see planning history section below).

DESCRIPTION OF DEVELOPMENT

The application proposal comprises of a new petrol filling station and new coffee shop/restaurant with drive thru element. A four island forecourt is proposed which will provide for eight refuelling positions for cars.

The associated sales building will be located to the east of the site and following amendments will have a footprint of 200 sqm gross external area. The building will be single storey with a glazed frontage which, as well as providing a retail service area, will also provide customer toilet facilities, ATM and paying facilities for fuel.

The coffee shop/restaurant is to be located to the south-west of the site and will include a drive thru facility operating around the building. Car parking primarily for the restaurant is provided to the east of the building comprising of 28 spaces including 2 disabled spaces.

Both the buildings are proposed to be modern in appearance, they make extensive use of glazing with building materials used externally also including wooden and stone effect cladding.

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

NEGOTIATIONS:

The applicant has submitted revised plans following advice from the Planning Section with regard to the size and aesthetic of the development buildings as well as amendments to improve highway and pedestrian safety.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2008/0239 Residential development, 14 houses, 6 flats: approved
- P2005/1527 Residential development (outline): approved

Other relevant planning history: Land opposite/ adjacent to McDonalds restaurant

As referred to earlier, on the opposite side of the A465 roundabout lies a site adjacent to the McDonalds restaurant which was recently the subject of planning applications for a proposed petrol filling station (ref. P2016/0117) and an outline application for a restaurant (P2016/0254).

These applications were refused by the Planning Authority in 2016 on the grounds that they were located outside of the defined settlement limits and were therefore contrary to Policy SC1 of the Councils Local Development Plan and would adversely affect the vitality and viability of the nearby District Shopping Centre, and the Councils aspirations to deliver a comprehensive regeneration scheme on an allocated and more sustainably located site within Glynneath.

Subsequent appeals were recently dismissed on 7th April 2017. Please note the [Inspector's decision](#) on the Planning Inspectorate website. Members should note that the Planning Inspector's decision is the subject of a recent Judicial Review.

CONSULTATIONS

Blaengwrach Ward: Members will note that the application has been brought to Committee at the request of the local Ward Member.

Blaengwrach Community Council: Although no formal objection letter has been received to date, the Community Council object to the development on pedestrian/highway safety grounds. A representative of the Community Council has also requested to address the Committee.

South Wales Trunk Agency: no response

Contaminated Land: No objection

Public Right of Way: No objection

Head of Engineering and Transport (Drainage): No objection

Head of Engineering and Transport (Highways): No objection

REPRESENTATIONS

Initial Notification

The neighbouring properties were consulted on 3rd February 2017, with a site notice also displayed on 9th February 2017.

In response, to date 33 no. representations have been received, with the issues raised summarised as follows: -

- The site is located approximately 60 yard from Cwmgwrach stores and Post office. This development will have a negative impact on these facilities and possibly result in its closure.
- The development will impact negatively on the Councils plans for Park Avenue.
- The development will have a negative visual and smell impact.
- There will be a negative impact on road safety for both the residents of Blaengwrach/Cwmgwrach or indeed the users of the A465.
- Increased traffic entering village will spoil the village atmosphere and impact on the route many children choose to walk to school.
- Increase in pollution and possibly crime.
- Increased risk of terrorism
- Traffic congestion and danger to pedestrians and school children using the underpass.
- Light pollution
- Litter pollution
- Creation of tail backs in terms of traffic.
- People will ignore the re-diverted footpath and will just walk on the road where the current footpath is.
- Creation of a meeting point for children and local youths
- Parking issues

- Housing could have been used for Affordable Housing
- Impact on House prices of residents
- Lack of consultation with residents
- Submission of similar applications
- Application should be located at the McDonalds site.
- Safety issue – Fuel tanks located too near to residential housing
- The development will bring much needed employment to the area.
- Fully support the proposed development, will bring much need employment to the area.

Re-Consultation on Amended Plans (May 2017)

Two further letters of objection have been received which offered the following new comments:

- Out of keeping with the character of the village
- Increase volume of waste water

A petition has also been received (on 25/5/17) with a total of 171 signatures which objects to the development “because it is a direct health and safety risk to the residents of Blaengwrach/Lamb ward. The proposed site for the roadside services is along the only pedestrian route that links Blaengwrach and the Lamb. This will have an impact on highway safety to road users and pedestrians, along with added air pollution to residents”.

REPORT

Issues

The issues to be considered in the determination of this application relate to the principle of the development at this location having regard to the prevailing planning policies together with any impact on visual and residential amenity, highway and pedestrian safety, and an assessment of relevant material considerations.

Planning Policies

The 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:

- **Policy SP6** Development in the Valleys Strategy Area
- **Policy SP12** Retail
- **Policy SC1** Settlement limits
- **Policy BE1** Design
- **Policy TR2** Design and Access of New Development
- **Policy R3** Out of Centre Retail Proposals
- **Policy VRS1** Valleys Regeneration Scheme

Principle of Development

The application site lies within the settlement limit of Blaengwrach as defined by Policy SC1 of the adopted LDP. Therefore the principle of developing the site is generally acceptable, subject to the proposal being proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy, and meeting other relevant Policies governing new development.

In respect, of the nature of development itself, the scale, form and function of the proposal are all considered to be proportionate to the hierarchy and therefore compliant with Policy SC1. Matters of retail impact are addressed below.

Retail Impact

LDP Policy R3 concerns itself with retail proposals outside defined retail centres but within settlement limits. The Policy states that out of centre retail proposals will only be permitted where they satisfy the following criteria:

1. It is demonstrated that there is a need for the development; and
2. The development cannot be accommodated within a defined retail centre and is located in line with the sequential approach; and
3. The vitality and viability of existing retail centres will not be undermined taking into account the cumulative effects of other approved retail developments, recently completed developments and plan commitments; and
4. The proposal would not undermine the Council's retail hierarchy or any regeneration schemes that the Council has formally approved;

Or:

5. The proposal is within the Coastal Corridor Strategy Area and is for a new retail unit, change of use or extension resulting in a premises of 100m² gross floorspace or less and is demonstrated to serve local neighbourhood needs; or

6. The proposal is within the Valleys Strategy Area and is a new retail unit, change of use or extension resulting in a premises of 200m² gross floorspace or less.

Members will note that the issue of compliance with Policy R3 was a critical matter in the appeal on the nearby site, which lay outside of any defined settlement boundary. Indeed that Inspector stated as follows:

“15. Policy R3: Out of Centre Retail Proposals sets out criteria for retail developments outside designated town centres. However, its permissive effect does not extend beyond the defined limits of settlements. The amplification to the policy explains that the intention of the policy is to apply strict controls over retail proposals to ensure retail centres are supported and enhanced as far as possible. In the absence of any other relevant supportive retail policy it follows that the scheme conflict with the LDP’s retail policies”.

The primary difference between that proposal and the current scheme is its location, insofar as this application site lies within the settlement boundary defined by Policy SC1. It is therefore an acceptable development in principle provided it meets either criterion 1 to 4 or criterion 5 or 6.

Given that the site is located within the Valleys Strategy Area, the 6th criterion ‘bites’. This criterion specifies a threshold of 200 square metres of gross retail floorspace as being acceptable ‘out of centre’ (but within settlement), and relates to Policy SP6 for development in the Valleys which advocates taking a flexible approach to encourage small scale retail proposals (criterion 8).

As noted above, Officers have advised the applicants of the strict Policy requirements in term sof acceptable floorspace following which the gross floorspace of the retail kiosk associated with the petrol filling station has been reduced to 200 sq.m. The sales building associated with the petrol filling station therefore now adheres to this threshold, thus making the application compliant with Policy R3.

Impact on Existing Retail Shops

Concern has been expressed locally that the proposed development could have an adverse impact on the existing Cwmgwrach Stores/ Post Office. While such concerns are acknowledged, nevertheless as noted above the proposal would comply with Policy R3 as a matter of principle.

In addition, Planning Policy Wales (at 10.2.12) emphasises that “it is not the role of the planning system to restrict competition between retailers within centres”. Having regard to this guidance – and the fact that the Cwmgwrach Stores and Post Office are not within a designated retail centre - there is nothing in Planning Policy which would prohibit the opening of additional stores based upon concerns over the impact on an existing local store. It is therefore considered that refusal on such grounds could not be substantiated.

Regeneration Priorities

Objections were made in respect of the recent appeals on the land opposite on grounds including the potential adverse impact on the Council's aspirations to deliver a comprehensive regeneration scheme on an allocated and more sustainably located site within Glynneath (Park Avenue, Glynneath – Policy VRS1 refers).

Policy VRS1 is concerned with regenerating the valleys, and the adopted LDP notes that within the Upper Neath Valley Strategic Growth Area, the Park Avenue Mixed Use Regeneration Scheme at Park Avenue, Glynneath is key to delivering the growth strategy to the area, presenting the best opportunity for the growth of the town. A mix of residential and retail uses is envisaged at that site.

While the previous proposals were refused on such grounds, nevertheless in that case the retail element was much greater (gross floor area 375 sq.m. and net sales area of 280 sq.m) and failed to comply with Policy R3 in principle. In this case, however, the retail element of the proposal is smaller and R3 Policy compliant, being in line with the LDP's flexible approach to retail development inside settlement limits in the Valleys, as advocated by Policy SP6.

Within this Policy context, while there is potential for the development to have some impact on the attractiveness of the retail site, it is considered that the proposal could not be argued to have the adverse

impacts identified for the nearby appeal proposals on the delivery of the regeneration site. It is also noted that it is not argued that the proposed development is a use appropriate to the Park Avenue site, given the necessity for the location of a filling station to be in a practical location which will enable it to operate functionally with the right highway infrastructure.

Need for Roadside Service Facilities

Although the principle of the development has been considered acceptable above, it is also material to note that both the current applicants, and those on behalf of the appeal site opposite, have sought to emphasise that there is a local need for additional roadside service areas. There is, however, no national guidance in Wales relating to roadside services areas other than related to motorways, nor is such need addressed through any allocation in the LDP.

The evidence in the appeal stated that the nearest dual directional PFS facilities are on the M4 motorway, 19.3 miles away to the south west and 29.1 miles away to the south east, although the Inspector also noted that there is no assessment of other facilities in the environs of the A465 which may offer PFS and rest facilities.

When considering this issue, the appeal Inspector acknowledged that *“the provision of additional and convenient stops may be welcomed by some motorists and that the location of the sites adjacent to the A465 would be convenient in this respect”*. The Council’s submissions stated that the appellant had failed to justify the need for roadside services at this location given the presence of PFS facilities within Glynneath and the existing parking, toilet and refreshment facilities available at McDonalds. The Inspector also noted the appellant’s comments that diverting HGVs into Glynneath for refuelling may be undesirable, however, she considered that *“no evidence has been presented to point to inconvenience either to HGV drivers or other users of the highway network serving Glynneath”*. Such potential need did not, therefore, justify that development.

Having regard to the above, while this issue is not considered to be determinative, it is nevertheless considered that the ability of this site to offer such services in an accessible, settlement location, add weights to the acceptability of this development in this location, provided there are no other adverse impacts. These impacts are considered in the following sections.

Economic Development

While the principle of development is acceptable in this case, it is also noted that the development would create employment opportunities, estimated at 25 full and part-time jobs in the petrol filling station element and an additional 25 full and part-time jobs in the restaurant. In addition to the actual jobs created by the development, further jobs will be created in the construction phase of the development. There could also be opportunities for spin-off economic linkages to the benefit of Blaengwrach, Cwmgwrach and Glynneath during the construction period itself as, for example, onsite construction site staff utilise shops and services within the local area. Given the focus of the LDP in seeking to generate new employment opportunities with the Valleys, this is considered to add further weight to the arguments in favour of developing this vacant, previously-developed site.

Impact on Visual Amenity

Policy BE1 requires all development proposals to demonstrate high quality design which fully takes into account the natural, historic and built environment context and contributes to the creation of attractive sustainable places.

The site itself essentially has three 'key frontages' namely the view from the A465 and roundabout, the elevation from the access road into Blaengwrach (B4242) and the views from the settlement to the east / High Street/ Chain Road/ Empire Avenue. In respect of the views from the A465, it is noteworthy that the site is at a higher level than the adjacent highway, and existing mature vegetation between the site boundary and highway ensure the site experiences a significant degree of screening from the A465. That good degree of screening continues along the A4242 and further around the corner onto High Street/Chain Road, such that the views of the site from the former two views would largely be restricted to the tops of the buildings, along with any signage that may be requested (subject to advertisement consent being granted of size and location).

The views from High Street/Chain Road would be more open, with the new access arrangements, car parking and retail kiosk forming the key visual elements on this frontage.

Within this context, the sales building along with the restaurant building are proposed to be modern in appearance utilising glazing. The drive-thru coffee unit is constrained somewhat by the necessities of the practical usage of the drive-thru element of it. Nevertheless both the structures incorporate designs which are commonly associated with roadside services and are considered to provide an attractive, modern sense of place with a pleasing visual aesthetic.

Although the A1 sales building 'turns its back' on the main road, this elevation has been articulated through the use of varying materials, and to further ensure the visual amenity of the wider area, conditions are proposed which specifically require detail of the form and type of materials used in the boundary treatment along with a full landscaping scheme. Subject to these conditions, the visual impact on the locality is considered to be acceptable.

Accordingly, it is considered that the proposed development by virtue of its scale and massing together with the use of appropriate materials would provide a development which would redevelop a vacant site in a manner which would have no unacceptable impact on the overall character and appearance of the surrounding area, complying with the objectives of Policy BE1 of the Local Development Plan.

Impact on Residential Amenity

The proposed development by virtue of its location; approximately in excess of 28m from the nearest neighbouring residential property on Church Crescent will not adversely overbear or overshadow any neighbouring properties.

Noise

Although the site is located adjacent to the busy A465 trunk road, with relatively high background noise levels, it is nevertheless acknowledged that introducing a new commercial use onto the site has the potential for noise impacts upon nearby noise sensitive residential properties, including: -

1. The impact of mechanical plant noise
2. The impact of delivery noise
3. The impact of noise associated with vehicles parking and refuelling

It is also noted that the development is intended to operate 24/7, and would require unrestricted fuel deliveries. Deliveries associated with fresh bread and newspapers to the PFS are also proposed to be unrestricted, while larger goods deliveries in connection with the PFS store and restaurant/coffee shop are proposed to be prohibited between 23:00 and 06:00, daily.

The applicant has carried out a full noise assessment, which determined that the deliveries to the shop element of the proposal will be noisiest followed by the fuel deliveries. The report concludes that:

- Noise limits for mechanical services plant at the proposed petrol filling station and restaurant/coffee shop have been established, based on measured background noise levels, as well as taking account of BS 4142 and WHO. Predictions have indicated that with the proposed mitigation measures in place, the overall noise levels from these services would have a low adverse impact.
- Noise limits for deliveries at the proposed petrol filling station store and restaurant/coffee shop between 06:00 and 23:00 have been established, based on measured background noise levels, as well as taking account of BS 4142 and WHO. Predictions have indicated that noise levels from deliveries would meet noise limit objectives and consequently have a low adverse impact.
- Deliveries associated with fuel, as well as newspapers and bread at the petrol filling station are proposed to be unrestricted. Noise levels associated with these activities are low. Therefore, the noise impact at the nearby residential properties is expected to be low.
- Noise limits for vehicular activities have been established, based on WHO, as well as taking account of the measured ambient noise levels. Predictions have indicated that noise levels associated with vehicles refuelling and parking would comfortably meet noise limit objectives and consequently have a very low adverse impact

The submissions have been assessed by Environmental Health, who initially requested clarification in respect of cumulative noise assessments and the proposed unrestricted fuel deliveries, but are now satisfied that there is no need to restrict fuel delivery times on noise grounds, and that there are no grounds to object on noise impact grounds. This view is reached having particular regard to the high background noise levels at the site.

Accordingly, while the development will introduce a new commercial element in proximity to nearby residential properties, there are no sustainable grounds on which to refuse the development on noise level grounds.

Odour

No adverse comments have been received from the Environmental Health Section. There is however potential for odour from the A3 element and therefore the council will ensure a condition is attached requesting the submission of the full specification of the extraction flue to be used within the restaurant.

With regards to potential odours arising from fuel deliveries to site, the premises will be required to install a Petrol Vapour Recovery System that captures fuel vapours during deliveries and returns them to the delivery tanker. This process is regulated by the Environmental Permitting Regime and as such will be subject to ongoing monitoring and enforcement by Environmental Health.

In view of both the location of the development in proximity to neighbouring dwellinghouses and the results of the noise assessment it is concluded that the proposal will not unacceptably affect residential amenity.

Lighting

No issues of light pollution have been raised by the Environmental Health Section, neither have there been any adverse comments from the Highway and Engineering Department. Nevertheless, the site is located close to residential properties, such that it is considered appropriate to ensure that a lighting scheme is submitted to ensure that external illumination of the site would not adversely affect residential amenity.

Parking and Access Requirements and Impact on Highway Safety

Policy TR2 of the LDP seeks to ensure that development proposals: - do not compromise the safe, effective and efficient use of the highway network or have an adverse impact on highway safety or create unacceptable levels of traffic generation; include appropriate levels of parking, cycling facilities and safe access/ manoeuvring; accessibility;

and are accompanied by TAs where likely to create significant traffic generation.

The application was accompanied by a full Transport Assessment (TA), the findings of which can be summarised as follows:

Highway Capacity Following assessments at the mini-roundabout it is concluded that there are no capacity issues. The proposed development can be undertaken without undue impact on highway operation.

Accidents No accidents have been recorded on High Street in the vicinity of the site in the past five years. The nearest accidents to the site were recorded at the Blaengwrach Roundabout. This is expected given that the A465 is one of the main roads in south Wales.

Vehicle Manoeuvres A swept path analysis undertaken on the site confirms that a 16.5m articulated lorry can traverse the site safely. This is important as fuel would be delivered by tanker to the development. It is stressed however that this would take place outside of the operating periods of the station.

Trip Generation The proposed development is expected to generate approximately 190 new turning movements at the site accesses during the weekday AM peak and 250 movements during the PM peak. The impact of this traffic on the wider highway network would be negligible as the majority of the trips generated would be either linked or diverted. As stated above the filling station is not proposed to serve Heavy Goods Vehicles and the only HGV use of the site will be specifically for deliveries. In order to control this a condition will be attached requiring the submission of scheme of signage to be approved denoting the exclusion of HGVs (other than those providing delivery).

The Head of Engineering and Transport (Highways) has assessed the development and the detailed Transport Assessment and has raised no objection to the development, subject to a number of conditions.

These conditions require implementation of a Traffic Regulation Order ('no waiting at anytime') prior to first use to protect the junctions, together with clear demarcation of footpath and access arrangements and for a scheme to be submitted detailing improvements to pedestrian, cycle and vehicular access improvements for the parts of the site fronting onto Chain Road.

Highway concerns from residents

A number of highway specific concerns have been raised by residents within the vicinity. They can be summarised and addressed as follows:

- There will be a negative impact on road safety for both the residents of Blaengwrach/Cwmgwrach or indeed the users of the A465
- Increased traffic entering village will spoil the village atmosphere and impact on the route many children choose to walk to school
- Traffic congestion and danger to pedestrians and school children using the underpass.

With regard to the road safety for both the residents of the settlement and the users of the A465, a Transport Assessment has been undertaken utilising a nationally recognised database for predicted traffic generation (TRICS). This information has been added to the traffic survey undertaken by the applicant and then utilised to assess the capacity of the mini roundabout and its junctions during peaks and provided a Reference Flow Capacity (RFC) figure of 0.24 well below 0.85, the figure at which indicates that the junction roundabout is reaching its capacity. The speed limit entering the village is 20mph and the agency responsible for the A465 offered no objection or required the roundabout of the A465 to be assessed.

In response to the issue of congestion, the transport assessment shows that there will be a maximum 3.3 second delay during the network peak on the mini roundabout.

Following a number of site visits by highways officers during school leaving times, it was recorded that the number of children using the underpass to walk from school is minimal (and the number of children there without adult supervision was zero). Nevertheless, it is acknowledged that the route past the site towards and from the underpass is one used by locals in accessing other facilities to the west

of the A465, and therefore it is necessary to consider whether the development would have unacceptably adverse consequences on pedestrian as well as highway safety. In this respect, it is considered that the introduction of this new commercial use, while introducing additional activity into the area, would nevertheless not impact on the use of the footpaths, or cause any unacceptable impact on the use of the footpaths in the area such that refusal of this development could be justified on such grounds.

In addition, it is noted that the submissions emphasise that the site is not intended for use by HGVs as it is a small scale petrol filling station.

A Construction Method Statement will also need to be submitted prior to any works commencing on site.

It is therefore concluded that, subject to the above conditions, the development will not lead to any unacceptable impacts on highway and pedestrian safety, and would accord with Policy TR2 of the Local Development Plan.

Public Rights of Way

No registered public rights of way affect the site in question.

Other Matters

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

- Concern over terrorism is not considered to be justified or to amount to a material planning consideration of weight in this case
- While the fear of crime can be a material planning consideration, such matters and potential fears over anti-social behaviour / creation of a meeting point for children and local youths, is not considered to be a matter which would justify refusal of this scheme
- The level of litter predicted to be associated with this development is not considered to adversely affect residential or visual amenity.

Furthermore no such concerns have been raised by the Environmental Health Section.

- Increase in pollution - This is not an area which exhibits high levels of air pollution, and in this context it is considered that the proposed use would not have any demonstrable impact on air pollution to the extent that refusal could be justified on such grounds.
- The Local Authority can only assess the application that has been submitted, any other potential uses for the site were not considered in the determination of this application.
- The impact on house prices as a result of this application was not a material planning consideration and therefore had no influence on the decision making process.
- Consultation with residents followed the regimented protocol that is used for each of the applications the Authority receives.
- The fuel tank location is not considered to endanger the safety of any neighbouring residential properties.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in accordance with Policies BE1 (Design), SC1 (Settlement limits), R3 (Out of Centre Retail Proposals) VSR1 (Valleys Regeneration Scheme) and TR2 (Design and Access of New Development) of the Neath Port Talbot Local Development Plan.

RECOMMENDATION : Approval subject to conditions

CONDITIONS

Time Limit Conditions

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

Reason

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

Approved Plans

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

- Proposed Site Layout 1429 3j
- Building Plan, Elevations & Roof Plan 1429 4c
- Site Elevations 1429 6b
- Location Plan 1429 1b
- Drive Thru Building Elevations 1429 7a

Reason

In the interests of clarity.

Pre-Commencement Conditions

(3) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the use is commenced. Development shall be carried out in accordance with the approved details and retained in perpetuity.

Reason

in the interest of visual amenity

(4) No development or site clearance shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. The scheme shall include: - indications of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained and set out measure for their protection throughout the course of development; means of enclosure; hard surfacing materials; and minor artefacts and structures (e.g. storage areas/ units, refuse bins, signs, etc.),

Soft landscape works shall include planting plans; written specifications; schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate; an implementation programme.

Reason

In the interest of visual amenity

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

Reason

In the interest of the visual amenity of the area.

(6) No development shall take place, until a Demolition & Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The Demolition and Construction method statement shall have reference to the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. 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 to prevent deposition of material onto any hard surface road.

Vi. Measures to control the emission of dust and dirt during construction

vii. Measures to prevent stacking of vehicles onto the public highway.

Viii. Identification of the significant construction and demolition noise sources, detailing the physical and operational management controls necessary to mitigate emissions from these noise sources, as well as noise complaint investigation procedures.

Ix. Hours of working on site, and specified hours for deliveries and any elements of the demolition or construction that could lead to amenity issues from noise and disturbance to adjoining properties

Reason

In the interests of residential amenity

(7) Prior to work commencing on site a scheme shall be submitted to and approved in writing to the Local Planning Authority detailing the specification and location of a highway sign to be designed in compliance with Traffic Signs Regulations and General Directions 2016, advising motorists that no part of the site shall be used at any time for the purpose of servicing or fuelling Heavy Goods Vehicles. Heavy Goods Vehicles shall be restricted to those servicing the fuel tanks at the filling station only. The Approved signage shall then be retained on site in the approved position at all times.

Reason

In the interest of highway safety

(8) Prior to the commencement of work on site a scheme to assess the nature and extent of any contamination on the site, and confirmation of whether or not it originates on the site shall be submitted to and agreed in writing with the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006) and shall be submitted as a written report which 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) identifying all plausible pollutant linkages to be assessed.

(ii) a survey of the extent, scale and nature of contamination;

(iii) an assessment of the potential risks to:

- human health,
- ground waters 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;

(iv) an appraisal of remedial options, and proposal of 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.

(9) Prior to the commencement of work on site 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 historical environment shall be prepared and submitted to and agreed 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.

Action Conditions

(10) Prior to beneficial use of the proposed development commencing, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance with condition (Please insert the condition number requiring remediation to be carried out) 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 offsite receptors.

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

Reason

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

(12) The landscaping works shall be carried out in accordance with the approved details with 1 month of the first planting season immediately following completion of the development or in accordance with the agreed implementation program. (The completed scheme shall be managed in accordance with an approved scheme of management).

Reason

In the interest of visual amenity.

(13) Prior to first operation a Traffic Regulation Order (TRO) scheme shall be submitted to the Local Planning Authority for written approval detailing NO WAITING at ANYTIME orders to protect the junctions. This scheme as approved shall be implemented prior to first use and retained as such thereafter.

Reason

In the interest of highway and pedestrian safety.

(14) Prior to work commencing on construction a scheme shall be submitted to the Local Planning Authority for written approval detailing the pedestrian, cycle and vehicular access improvements fronting onto chain road. This scheme as approved shall remain open to the public thereafter and shall be implemented prior to the first use.

Reason

In the interest of visual amenity

(15) Prior to the installation of any external lighting (including car park and building lighting), a lighting scheme for the whole of the site shall have been submitted to and approved in writing by the local planning authority. All lighting at the site shall thereafter only be in accordance with the approved scheme.

Reason: In the interests of visual and residential amenit

(16) No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Appendix 4 of TAN 15 (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a

sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements to secure the operation of the scheme throughout its lifetime.

Reason

In the interest of good drainage

(17) The Applicant shall submit to the Local Planning Authority a scheme for the extraction and control of cooking odours from the premises designed in accordance with the DEFRA document 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. Following approval of the scheme, the extraction system shall be constructed and commissioned to the satisfaction of the Local Planning Authority prior to the first operation of the approved Class A3 use.

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

(18) Extract ventilation system stacks serving the approved Class A3 use should be positioned as far as possible from the nearest odour and noise sensitive property. The stack discharge shall be straight, vertical and terminate a minimum of 1000mm above the maximum roof height of the premises.

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

Regulatory Conditions

(19) The gross retail floorspace hereby permitted shall not exceed 200 square metres and shall not be used for purposes other than those set out in Class A1 of the Schedule for the Town and Country Planning (Use Classes) Order 1987 or any Order revoking, amending or re-enacting that order with or without modification.

Reason

In the interest of clarity

(20) The coffee shop/restaurant hereby permitted shall not be used for purposes other than those set out in Class A3 of the Schedule for the Town and Country Planning (Use Classes) Order 1987 or any Order revoking, amending or re-enacting that order with or without modification.

Reason

In the interest of clarity

REASON FOR GRANTING PLANNING PERMISSION

The decision to grant planning permission has been taken in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan adopted January 2016

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in accordance with Policies BE1 (1), SC1 (Settlement limits), R3 (Out of Centre Retail Proposals) VSR1 (Valleys Regeneration Scheme) and TR2 (Design and Access of New Development) of the Neath Port Talbot Local Development Plan.

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2014/0825	<u>DATE:</u> 20/10/2014
PROPOSAL:	Installation of 13 wind turbines with a maximum tip height of 120m to generate up to 39 MW, together with ancillary development including substation and control building, on site underground electrical cables, stone site access tracks, temporary construction compounds, turbine foundations and temporary crane pads
LOCATION:	Foel Trawsnant, Bryn, Port Talbot
APPLICANT:	Mr Stuart Watcham
TYPE:	Full Plans
WARD:	Bryn & Cwmavon

BACKGROUND

The application is being brought before Committee due to its Strategic Importance. It is also noted that, had the application been received now, the scale of application would make it a 'Development of National Significance' (DNS) which would be determined by the National Infrastructure Directorate within PINS. Nevertheless this scheme remains to be considered locally by NPT.

SITE AND CONTEXT

The Foel Trawsnant Wind Farm site is located approximately 2.3km to the north-west of Maesteg, Bridgend (albeit the site lies entirely within the Neath Port Talbot Local Authority area).

The proposed turbines would be sited on currently open land used primarily for grazing of livestock. The development site rises to maximum height of approximately 371m AOD and occupies a position toward the northern end of the higher ground between the Afan and Llynfi Valleys. Access to the site will be via the B4282, between Bryn and Maesteg.

All of the 13 proposed turbines will be located within the refined Strategic Search Area (SSA) 'F' identified within the adopted Local Development Plan, as well as within a Special Landscape Area (SLA).

DESCRIPTION OF DEVELOPMENT

The applicant seeks full planning permission for the construction of 13 wind turbines, with a maximum hub height of 85m and height to blade tip of 120m.

Associated ancillary development including unit transformers at each turbine, access routes, electricity sub-station, and two temporary site compounds also form part of the application for consent.

The electrical output of the proposed wind farm is anticipated to be up to a maximum of 39MW. This would be sufficient on average to supply the equivalent of the domestic electricity needs of approximately 22,398 homes. The ES notes, however, that the candidate wind turbine selected is 2.3MW, which would result in the generating capacity being 29.9MW.

The proposed wind farm is designed to have an operational life of 25 years and permission is sought for this period of operation only. After this period the applicant proposes to fully restore the site to its original condition.

The application is accompanied by an [Environmental Statement](#) (ES) (and [Non-Technical Summary](#)) which deals with a range of issues, but primarily deals with the following:-

1. Introduction
2. Environmental Impact Assessment
3. Scoping and Consultation
4. Wind Farm Site Selection
5. Description of the Proposed Development
6. National Policy, Statutory Planning Guidance and the Development Plan Policies
7. Landscape and Visual
8. Historic Environment
9. Ecology and Nature Conservation
10. Ornithology
11. Noise
12. Water Resources and Ground Conditions
13. Traffic and Transport
14. Socio-economics including Recreation and Tourism, Electromagnetic Interference, Shadow Flicker, Telecommunications, Aviation and Health and Safety

Cumulative effect:

It is noted that the assessment of cumulative effects in the ES indicate that wind farms that fall within the scope of the cumulative assessment are as follows:

- Ffynnon Oer: 16 operational turbines, 91m high, approximately 3km to the north.
- Pen y Cymoedd: 76 consented turbines, 145m high, a minimum of 3km to the north and extending to the northeast
- Afan Llynfi: 12 consented turbines, 118m high, 4 km to the east
- Mynydd Brombil: 5 proposed turbines, 100m high, 7 km to the southwest.

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

CONSULTATIONS

Glamorgan Gwent Archaeological Trust: No objections

National Grid Plant Protection: No reply

Windfarm Site Clearance – Operating Licensing: No reply

National Resources Wales: No objections

Wales and West Utilities: No objections

RSPB: No reply

Director of Airspace Policy: No reply

Welsh Water: No reply

Ministry of Defence: No objections

Head of Engineering and Transport (Highways): No objections

Head of Transport and Highways (Drainage): No objections

Biodiversity Unit: No objections

Footpaths: No objections

Pollution Control: No objections

Contaminated Land: No objections

Bridgend County Borough Council: Object to the development on the following summarised grounds:

- Maesteg Town Council raises concerns in respect of:-
 - Transport and highway disruption in the Valley during the installation and maintenance
 - Visual impact on the valley
 - Bridleways and footpaths will also be affected and must be maintained

- Bridgend County Borough Council concluded that although the landscape character area is a large-scale landscape with some existing development such as pylons, telecommunications masts and views of nearby development may indicate reduced sensitivity to wind energy development, namely:
 - The distinctive undulating upland topography, with largely undeveloped skyline forming a backdrop to views from nearby settlements.
 - Panoramic views from high ridgelines in the south of the County Borough
 - The scenic qualities of the upland landscape, traditionally grazed by sheep with high levels of tranquillity and predominantly pastoral landscape contributing to a locally valued rural character.

The Council (Bridgend) has suggested consideration should be given to either removing turbines 1, 2, 7 and 8 or repositioning the turbines towards the north of the site.

REPRESENTATIONS

The proposal was originally advertised by means of a press notice and the posting of 6 site notices.

In response, to date 3 letters of objection have been received objecting to the proposal for the following reasons:

- There are already too many turbines planned for this valley. The beautiful area is being spoiled by these “inefficient, ugly machines”
- Foel Trawsant is a designated Special Landscape Area which should have protected status. The wind turbines of 120m will be visible for many miles across a wide area due to the topography of the site. The Environmental Statement states that two Special Landscape Areas will “sustain significant effects”. There are a substantial number of properties in close proximity to the proposed development whose amenity will be adversely affected.
- Negative impact on tourism, biodiversity, access, visual amenity and the cumulative impact of existing wind farms.

Assessment

Having regard to the aims and objectives of the Adopted Local Development Plan, and National Planning Policy guidance, it is considered that the main issue in the determination of this application concern the landscape and visual impact of the proposed turbines on the character and appearance of the area. In addition, matters relating to ecology, heritage assets and the cultural heritage, residential amenity, noise and traffic / highway safety implications. And finally, whether any harm identified in relation to all or any of these matters is outweighed by the benefits of the scheme in terms of its contribution to renewable energy production.

Planning Policy Context:

UK Energy Policy

The National Renewable Energy Action Plan (2010) and UK Renewable Energy Road Map (July 2011) both recognise the central role of the planning system in delivering the infrastructure required to reduce carbon emission, yet also equally recognise the vital role of the planning system in *“safeguarding our landscape and natural heritage and allowing communities and individuals the opportunity to shape where they live and work.”*

Section 4.5 of the UK National Infrastructure Plan EN-3 (July 2011) recognises the need for large scale renewable energy projects to deliver the ambitious 15% renewable energy targets but caveats this with the need for infrastructure projects to be “*sensitive to place*” and, whilst accepting that there are limitations in the appearance of some infrastructure, applicants ought to demonstrate “*good design in terms of siting relative to existing landscape character, landform and vegetation*”.

Planning Policy Wales (Edition 9, November 2016)

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government (WG), and is supplemented by a series of Technical Advice Notes (TANs). PPW emphasises (para 1.2.1) that “the planning system manages the development and use of land in the public interest contributing to the achievement of sustainable development. It should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment”.

PPW also advises (1.4.4) that the planning system will play an important role in tackling climate change and reducing greenhouse gas emissions, with Chapter 4 dealing with the need to tackle Climate Change, which is identified as one of a number of principles underpinning WG’s approach to its planning policy for sustainable development.

Chapter 5 sets out WGs position in seeking to conserve and improve natural heritage and the coast, including the need to avoid, wherever possible, adverse effects on the environment (5.5.2), with Chapter 6 - Conserving the historic environment - including advice at para 6.1.1 that “*It is important that the historic environment – encompassing archaeology and ancient monuments, listed buildings, conservation areas and historic parks, gardens and landscapes – is protected*”.

WGs position in respect of Infrastructure and Services is set out in [Chapter 12](#), with section 12.8 dealing specifically with Renewable & Low Carbon Energy.

This Section is the most relevant in the consideration of this application, with para 12.8.1 noting that the UK is subject to the requirements of the EU Renewable Energy Directive, which include a UK target of 15% of energy from renewables by 2020. The UK Renewable Energy Roadmap sets the path for the delivery of these targets, promoting renewable

energy to reduce global warming and to secure future energy supplies. The WG is committed to playing its part by delivering an energy programme which contributes to reducing carbon emissions as part of our approach to tackling climate change whilst enhancing the economic, social and environmental wellbeing of the people and communities of Wales in order to achieve a better quality of life for our own and future generations. This is outlined in the WG's Energy Policy Statement *Energy Wales: A Low Carbon Transition (2012)*.

Para. 12.8.2 then emphasises that “Planning policy at all levels should facilitate delivery of both the ambition set out in *Energy Wales: A Low Carbon Transition* and UK and European targets on renewable energy” (12.8.2), and that the “Welsh Government’s aim is to secure an appropriate mix of energy provision for Wales which maximises benefits to our economy and communities, whilst minimising potential environmental and social impacts” (12.8.6).

At paragraph 12.8.5 PPW advises¹ Local Planning Authorities, particularly those containing Strategic Search Areas (SSAs), should take the Welsh Government’s imperative for renewable energy into account. (emphasis added)

Para. 12.8.9 states that “Local planning authorities should facilitate the development of all forms of renewable and low carbon energy to move towards a low carbon economy to help to tackle the causes of climate change. Specifically they should make positive provision by.....considering the contribution that their area can make towards developing and facilitating renewable and low carbon energy, and ensuring the development plan policies enable this contribution to be delivered.....ensuring that development management decisions are consistent with national and international climate change obligations, including contributions to renewable energy targets and aspirations”.

Para 12.8.12: “In the short to medium term, wind energy continues to offer the greatest potential (for activities within the control of the planning system in Wales) for delivering renewable energy. Wales has an abundant wind resource and power generation using this resource remains the most commercially viable form of renewable energy. The Welsh Government accepts that the introduction of new, often very large structures for onshore wind needs careful consideration to avoid

¹ In relation to “consultations for large scale onshore wind considered by the National Infrastructure Directorate within PINS” – i.e. ‘Developments of National Significance’ (DNS)

and where possible minimise their impact. However, the need for wind energy is a key part of meeting the Welsh Government's vision for future renewable electricity production as set out in the Energy Policy Statement (2010) and should be taken into account by decision makers when determining such applications”.

Section 12.10 Sets out WGs position in respect of Development Management and Renewable and Low Carbon Energy, with paragraph 12.10.1 stating that “In determining applications for renewable and low carbon energy development and associated infrastructure local planning authorities should take account:

- the contribution a proposal will play in meeting identified national, UK and European targets and potential for renewable energy, including the contribution to cutting greenhouse gas emissions;
- the wider environmental, social and economic benefits and opportunities from renewable and low carbon energy development;
- the impact on the natural heritage, the coast and the historic environment;
- the need to minimise impacts on local communities to safeguard quality of life for existing and future generations;
- ways to avoid, mitigate or compensate identified adverse impacts;
- the impacts of climate change on the location, design, build and operation of renewable and low carbon energy development. In doing so consider whether measures to adapt to climate change impacts give rise to additional impacts;
- grid connection issues where renewable (electricity) energy developments are proposed; and
- the capacity of and effects on the transportation network relating to the construction and operation of the proposal”

12.10.3: Developers for renewable and low carbon energy developments should seek to avoid or where possible minimise adverse impacts through careful consideration of location, scale, design and other measures.

[Technical Advice Note 8: Planning for Renewable Energy – July 2005](#)

PPW8 advises that “The most appropriate scale at which to identify areas for large scale onshore wind energy development is at an all-Wales level. TAN8 (2005) identifies areas in Wales which, on the basis

of substantial empirical research, are considered to be the most appropriate locations for large scale wind farm development; these areas are referred to as Strategic Search Areas (SSAs)“ (12.8.13).

TAN 8 covers the land use planning considerations of all aspects of renewable energy (not just wind). The TAN is written in 2 parts comprising the main report and a series of 6 annexes.

The principal advice contained within the main body of the report can be summarised as follows:

- The provision of energy from renewable sources is an important component of the UK Government energy policy. The target is to produce 10% of electricity from renewable energy sources by 2010.
- The Welsh Government has a target of 4TWh of electricity per year to be produced by renewable energy by 2010 and 7TWh by 2020.
- On-shore wind offers the greatest potential to meet these targets in the short to medium term. To meet this requirement the WG have concluded that large scale (over 25MW) on shore wind farms should be concentrated into ‘Strategic Search Areas’ (SSA’s).
- The TAN acknowledges that not all land within a SSA is going to be suitable but WG is satisfied that sufficient land has been allocated within these areas to meet their targets.
- The TAN advises that Councils should refine the SSA to guide developers to the most appropriate locations within the SSA but does not preclude land outside of, but close to, the SSA from being considered.

There are 7 SSA’s designated within Wales (with the current site falling within SSA ‘F’ (Coed Morgannwg), which have been chosen to meet the following characteristics:

- large areas with a good wind resource,
- upland areas which contain a predominantly flat plateau,
- generally sparsely populated,
- dominated by conifer plantation or impoverished moor land, has little nature conservation or historic landscape features,
- can accommodate over 25MW and achieve 70MW of installed capacity, and,

- largely unaffected by broadcast transmission or military applications.

With regard to the 'refinement exercise' for the SSAs, Annex D states that the purposes of undertaking a refinement exercise is to achieve a finer grain of development allocation within it taking into account landscape, visual and cumulative impacts. It is anticipated that refinements/adjustments can be made to the SSA boundaries when they are translated into local planning documents. This will facilitate the inclusion of development on the margins of the SSA's where local conditions recommend. The proposed turbines are located within two of three highest ranking zones in the TAN 8 Annex D Study. These are zones considered necessary to meet the (original) TAN 8 target of 2010. These are zones considered suitable as '*large scale, high relief landscapes capable of accommodating very large scale wind turbines*'

TAN 8 has considered cumulative landscape and visual interests at an all-Wales level. The strategy adopted is a means of concentrating the impact of wind turbines in a relatively small proportion of the country in areas that are, on balance technically, practically and environmentally better able to accommodate such impacts than other parts of Wales.

Other National Guidance

In addition to TAN8 it is considered that the following TANs are of relevance in the determination of this proposal.

Technical Advice Note 5: Nature Conservation and Planning (2009) provides supplementary advice to the policies set out in PPW in respect of nature conservation issues. It sets out the criteria against which a development will be judged having regard to the relative significance of international, national and local nature conservation designations. Paragraph 6.2.1 advises that the presence of protected species is a material consideration when a local planning authority is considering a development proposal that, if carried out, would be likely to result in disturbance or harm to the species or its habitats.

Technical Advice Note 6: Planning for Sustainable Rural Communities (July 2010) provides practical guidance on the role of the planning system in supporting delivery of sustainable rural communities in particular to local authorities in rural economies and agriculture. Paragraph 2.1.1 acknowledges that the planning system

must respond to the challenges posed by climate change, for example by accommodating the need for renewable energy generation.

Paragraph 2.2.1 states that 'new development can help to generate wealth to support local services ensuring that communities are sustainable in the long term'. A key question for local authorities when determining applications is whether the proposed development enhances or decreases the sustainability of communities.

Paragraph 3.1.2 confirms that planning authorities should support diversification of the rural economy as a way to provide local employment opportunities. Paragraph 3.7.2 recognises that many economic activities can be sustainably located on farms.

Technical Advice Note 11: Noise (1997) identifies the need to ensure that noise generating developments (such as wind farms) do not cause unacceptable levels of disturbance. In relation to wind farms, TAN 11 refers to the more detailed guidance set out in TAN 8 and the need to comply with ETSU guidance on noise.

Technical Advice Note 12: Design (2016) calls for a holistic design response to sustainable development. In doing so, the delivery of good design should be fit for purpose and delivers environmental sustainability, economic development and social inclusion. It calls for an interactive approach involving a proactive planning system with consideration given to such issues as landscape design, layout, density, scale and appearance.

Technical Advice Note 15: Development and Flood Risk (2004) sets out the responsibilities and requirements of the various parties in the development process and seeks to ensure that flood risk, surface water and foul water drainage arrangements are properly considered during the planning process.

Technical Advice Note 18: Transport (2007) explains how transport impacts should be assessed and mitigated.

Technical Advice Note 19: Telecommunications (2002) explains that there can be two types of radio interference from the proposed development; electrical interference and physical interference that:

'Large prominent structures such as tower blocks, cranes, warehouses or wind farms, can cause widespread disruption to television and other

telecommunications services due to the physical obstruction or reflection of the wanted signals. Digital television signals are far more robust than analogue and, as viewers change to digital over time; offer the prospect of the elimination of such problems as interference caused by reflections from structures. Local planning authorities will need to satisfy themselves that the potential for interference has been fully taken into account in the siting and design of such developments, since it will be more difficult, costly and sometimes impossible to correct after the event.'

Technical Advice Note 23: Economic Development (2014): provides guidance on planning economic development at a strategic level; working with neighbouring authorities and relevant stakeholders; identifying and assessing economic benefits of development proposals and establishing an evidence base to help prepare economic development policies for LDPs.

Other relevant Policy guidance includes:

- Energy Wales: A Low Carbon Transition (March 2012)
- One Wales:One Planet (The Sustainable Development Scheme of the Welsh Government) (May 2009)
- A Low Carbon Revolution Wales' Energy Policy Statement (WAG) (March 2010)
- Climate Change Strategy for Wales (WG) (October 2010)
- Practice Guidance – Planning Implications of Renewable and Low Carbon Energy Development (WG) (2010)

Ministerial Letter (John Griffiths) July 2011

In his ministerial letter of July 2011, John Griffiths, the then Minister for Environment and Sustainable Development, set out the revised capacities for each of the SSAs (derived from a report by Garrad Hassan (June 2005 – Energy Assessment of TAN8 Wind Energy Strategic Areas)). This increased the total for SSAs to 1666MW, to be achieved as follows (with areas E and F including land within NPTCBC):-

SSA	TAN 8 CAPACITY	GRIFFITHS CAPACITY
A	140	212
B	290	430
C	70	98
D	140	212
E	100	152
F	290	430
G	90	132

While outlining the maximum installation capacities for SSAs (which can be seen to be higher than the indicative capacities outlined in TAN8), he nevertheless accepted that there remains a need “to ensure that windfarm development *within* the SSAs is proportionate and balanced with other development needs in these areas.”

Development Plan Policy

Adopted Local Development Plan (LDP)

The existing Development Plan comprises the Neath Port Talbot County Borough Council Local Development Plan (LDP) which was adopted in January 2016 and covers the period 2011-2026. The Development Plan is the primary document for consideration of land use planning in the County Borough, within which the following Policies are of relevance: -

- **Policy SP18** **Renewable and Low Carbon Energy**
A proportionate contribution to meeting national renewable energy targets and energy efficiency targets will be made while balancing the impact of development on the environment and communities.
- **Policy RE1** **Criteria for the Assessment of Renewable and Low Carbon Energy Development**
- **Policy SP1** **Climate Change**
The causes and consequences of climate change will be addressed.
- **Policy SP4** **Infrastructure**
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.

- **Policy SP14** [The Countryside and the Undeveloped Coast](#)
The countryside and the undeveloped coast will be protected and where possible enhanced through the designation and protection of special landscape areas.
- **Policy SP15** [Biodiversity and Geodiversity](#)
Important habitats, species and sites of geological interest will be protected, conserved, enhanced and managed.
- **Policy SP16** [Environmental Protection](#)
Air, water and ground quality and the environment generally will be protected and where feasible improved.
- **Policy SP20** [Transport Network](#)
The transport system and infrastructure will be developed in a safe, efficient and sustainable manner.

Topic based Policies

- **Policy EN2** [Special Landscape Areas](#)
EN2/3 - Vale of Neath
- **Policy EN6** [Important Biodiversity and Geodiversity Sites](#)
- **Policy EN7** [Important Natural Features](#)
- **Policy EN8** [Pollution and Land Stability](#)
- **Policy TR2** [Design and Access of New Development](#)
- **Policy BE1** [Design](#)

Principle of Development

As noted above, Strategic Policy SP18 states that “a proportionate contribution to meeting national renewable energy targets and energy efficiency targets will be made while balancing the impact of development on the environment and communities”. **Policy RE1** then provides the following criterion-based policy which allows an assessment of the impacts of proposals for Renewable and Low Carbon Energy development.

Proposals for renewable and low carbon energy development will only be permitted subject to the following criteria:

1. Large scale wind farm developments (>25MW) will be expected to be located within the boundaries of the refined Strategic Search Areas.
2. Proposals for wind farms of any size outside the SSAs will only be permitted where it is demonstrated that there will be no unacceptable impact on visual amenity or landscape character through the number, scale, size, design and siting of turbines and associated infrastructure.
3. Small scale wind farm developments (<5MW) will be required to demonstrate that impacts are confined to the local scale.
4. All renewable energy or low carbon energy development proposals will be required to demonstrate that:
 - (a) Measures have been taken to minimise impacts on visual amenity and the natural environment;
 - (b) There will be no unacceptable impacts on residential amenity;
 - (c) The development will not compromise highway safety;
 - (d) The development would not interfere with radar, air traffic control systems, telecommunications links, television reception, radio communication and emergency services communications; and
 - (e) There are satisfactory proposals in place for site restoration as appropriate.

All of the proposed wind turbines are located within the 'refined' SSA 'F' boundary identified within the adopted Local Development Plan, and accordingly it is considered that the principle of such renewables development is acceptable under Policy RE1 subject to a detailed assessment of the 'acceptability' of the impacts. This is assessed in turn below, with the 'planning balance', having regard to need, considered subsequently.

Landscape and Visual Effects:

Within and immediately adjacent to SSAs the implicit objective is to accept landscape change i.e. a significant change in landscape character from wind turbine development. Nonetheless, TAN 8 (paragraph 2.4) also recognises that not all of the land within these areas may be technically, economically and/or environmentally suitable for major wind power proposals. As stated in 'Designing Wind Farms in Wales', good landscape design principles need to be followed to ensure that the development is appropriate for the scale and character of the

landscape, and there may be a limit on the number or extent of wind farms which can reasonably be accommodated.

Wind farms have to be located on high ground to maximise wind conditions, design efficiency dictates that they have to be of such stature. It is impossible therefore to completely screen such developments as they will always be visible from surrounding areas at varying distances.

Any judgement about the acceptability of the current proposal must be influenced by an assessment of its impact upon the landscape character and the area's visual amenity. The key to assessment is to consider whether the impact will unacceptably dominate a particular landscape and the degree to which people would be affected by that impact.

Although no longer in effect or able to be afforded weight, the Council's previous Interim Planning Guidance (under the UDP) differentiated between the level of effects – prominent, dominant and overwhelming. Prominent was considered to mean something that can be seen and identified in the landscape without the need for closer examination; 'dominant' to describe the situation where that object draws the observer's eye to the extent that little else is seen, even in an attractive landscape; and 'Overwhelming' to describe a situation where the wind energy development is so close and of such a size as to be likely to make the observer feel uncomfortable and want to move away. The latter two impacts were stated as likely to result in a proposal being refused.

It is considered therefore that the fact that wind farms will be visible from such areas is not a reason for refusal in itself, but careful assessment has to be made relating to the degree of visual impact each site would have. A key factor is considered to be whether turbines would dominate the landscape and the degree to which people would be affected by that impact.

The visual impact of the development has overlapping influence in relation to a number of factors. The development has the potential to affect people within the vicinity of the proposal, whether living, working, travelling through or undertaking leisure activities.

Landscape Impact

There are a number of landscape assessment studies which have been carried out within the County Borough including the site. These include LANDMAP 2004, Landscape Assessment based on LANDMAP (2004) and TAN8 SSA refinement study.

In respect of the LANDMAP visual and sensory aspect, the site lies within the Foel Trawsnant Special Landscape Area (Policy EN2 refers) which is designated due to its high value landscape in terms of its underlying geology, cultural and historic heritage, ecology, visual amenity and sense of place.

When considering its impact the Planning Department must consider the effects on the site itself, Landscape Designations and residential visual amenity.

The proposal will generate some significant landscape effects due to the contrasting scale, form and movements of the turbines. The characteristics of the site however, are such that these effects would be limited to the site itself and open areas within approximately 1km where intervening topography would allow one or more turbines to be discernible. These discernible vantage points are restricted to seven open areas with all but one of the viewpoints located in the neighbouring borough of Bridgend. That being said whilst it is acknowledged that there would be significant landscape effects at these locations, no areas will experience above negligible magnitudes of landscape change.

Following consultation with the neighbouring borough of Bridgend the following visual amenity objection was received:

“The development is located in close proximity to populated areas on an elevated site above Nantyfyllon, Caerau and Maesteg. The turbines by virtue of their size, scale and appearance will represent an incongruous and dominating feature within the landscape and surrounding area and will be detrimental to visual amenity. As such the development is contrary to national policy in Planning Policy Wales and Technical Advice Notes 8 and Policies EN18 and SP2 of the Bridgend Local Development Plan.”

In response to this, the landscape assessment has considered the potential for effects on landscape features and elements as a result of

the operation of the windfarm, landscape designations and LANDMAP areas, and concluded that there will be significant landscape effects to just four of these 92 receptors, all of which are local to the development site, namely:-

- Local landscape designations- Neath Port Talbot Special Landscape Area 6: Foel Trawsnant;
- Local landscape designations- Bridgend Special Landscape Area 1: Foel y Dyffryn;
- Visual and sensory aspect areas- CynonVS473: Mynydd Baedan (northern part only); and
- Visual and sensory aspect areas- NPTVS358: Foel Trawsnant.

With regard to the Special Landscape Area designation within NPT, it is notable that the Strategic Search Area within the LDP was designated (refined from the TAN8 boundary) in full knowledge of the local landscape character, such that there was a degree of expectation that large-scale renewables infrastructure would be acceptable in principle in this area, not least due to its time limited (temporary) nature. In this regard, while there would undoubtedly be significant impacts on the landscape, they would nevertheless comply with the objectives of Policy RE1.

The area predicted to sustain significant landscape effects as a result of the development lies adjacent to SSA F, with neither the Foel y Dyffryn SLA nor the northern-most part of the Llangynwyd Rolling uplands LCA extending beyond approximately 1km from the SSA boundary. As such, the level of landscape effect arising from Foel Trawsnant Wind Farm is considered to be generally in accordance with the expectations of Welsh national policy. That significant landscape effects would be restricted to the immediate environs of SSA F is a reflection of the appropriateness of siting of the wind farm set back from the plateau edge to the east and the effectiveness of this design in limiting potential landscape effects.

Visual Impacts

The Bridgend Council objection goes into further detail to explain areas where the visual affect is considered to be negatively dominant. Specifically three destinations; Caerau, Nantyllyon and the Public right of way on Mynydd Pwll yr Iwrch. This report responds to these concerns below:

Caerau

The viewpoint taken from the elevated location at the eastern end of the Blaencaerau estate represents the clearest viewpoint within the settlement. This view could be experienced from 11 of the most elevated properties. The photomontage however illustrates that the appearance of a wind farm in these views would not conform to the definition of dominant used in the Bridgend Councils response. It is considered, whilst highly prominent, at a distance of 2.4km, the influence of the turbines would not be such that it would subjugate that of all the other urban and rural elements in these views. As far as all the other viewpoints are concerned within the settlement, none qualify as having the potential for significant effects.

Nantyffyllon

The LVIA within the ES clearly states that even in the most clearest views at this location it is unlikely that more than the upper parts of two or possibly three wind turbines would be available. Once again no significant effects were predicted by these detailed assessments.

Other Visual Receptors / Public Right of Way

The assessment has noted that effects upon other visual receptors, including long-distance walking and cycle routes, settlements and tourist/recreation locations would be significant from locations along a maximum of 6 km of the route shared by two regional trails (Coed Morgannwg Way and St.Illtyd's Way), from less than 1 km of a national cycle route, from three of the 15 locally promoted mountain biking and walking routes and from some of the PRoWs and open access areas within 3 km of the proposal site.

While the impacts on these receptors has been assessed as being likely to sustain significant level of visual effect, this is to be expected for this scale of development. In this respect, whilst it is accepted that the wind farm would be highly prominent, it is not considered that the influence of the turbines would be such that it would subjugate that of all the other urban and rural elements in the expansive views available from this location. The significance of these impacts is also considered below as part of the overall 'planning balance'

Other matters

Reference has been that significant landscape effects are expected in the SSA. Bridgend however has not undertaken its assessment having regard to the need to balance these inherent effects with the benefits of renewable energy. Moreover, Bridgend Council also refers to how consent for Foel Trawsnant would see an exceedance of capacity with SSA F. The issues of capacity and deliverability have been covered extensively earlier in this appraisal.

National Landscape Designations

The most extensive national landscape designation in the defined study area is the Brecon Beacons National Park over half of whose area is located within it. However, the ES states that the operation of the proposed development would have minimum effects upon the National Park and its key characteristics, due to a minimum separation distance of 14km and the low level of potential visibility from locations within the National Park. The turbine array would be discernible from less than 6% of the National Parks total area, with separation distances in excess of 17km, such that the distant presence of the turbines could only ever result in minor incremental effects in the National Parks southern setting. This assessment is accepted.

With regard to the two national designations that are found in the Gower, Officers accept the conclusions that : the separation distance of at least 25 km would be sufficient to ensure a minimal presence for the development; that the low level of the Glamorgan Heritage Coasts would ensure that the proposed turbine array could only be discernible from a moderate proportion of the Heritage Coast; that a minimum separation of 17km would result in the turbines only ever being very minor landscape elements; and their location to the north would ensure that they would not affect the key relationship between the seascapes and the coast.

Cumulative effects

The ES includes a cumulative assessment of impacts in order to evaluate the effects that could be generated were Foel Trawsnant Wind Farm to become operational along with some or all of the other wind farms that are either already operational, have been consented or are proposed i.e. within the planning system, in an extended 60 km radius cumulative study area.

Wind farms that fall within the scope of the cumulative assessment are as follows:

- Ffynnon Oer: 16 operational turbines, 91m high, approximately 3km to the north.
- Pen y Cymoedd: 76 consented turbines, 145m high, a minimum of 3km to the north and extending to the northeast
- Afan Llynfi: 12 consented turbines, 118m high, 4 km to the east
- Mynydd Brombil: 5 proposed turbines, 100m high, 7 km to the southwest.

The applicant's assessment concludes that, given the separation distances between wind farm developments, "the relationship between the other wind farms in this scenario and Foel Trawsnant Wind Farm would be too weak to give rise to any significant cumulative landscape effects". With regards cumulative visual effects, potential visual interactions between the developments at Foel Trawsnant and Mynydd Marchywel and Mynydd Brombil have been assessed as not being significant, either due to intervening forestry or built form, or separation distances. It is therefore concluded that the introduction of Foel Trawsnant Wind Farm into this scenario would not result in any significant cumulative effects.

The influence of the proposed turbines upon the surrounding landscape and upon views would be limited. Whilst significant effects would occur (as is almost inevitable with commercial-scale wind turbines), such effects would be localised in extent and the incremental influence of the turbines upon the wider landscape would not be notable. As such, the presence of the thirteen proposed turbines at Foel Trawsnant would not exceed the capacity of the landscape to accommodate such development and would also be in accordance with the implicit objective of TAN 8 to accept landscape change within and immediately adjacent to SSAs.

Residential Visual Amenity

It is widely accepted that the 'Lavender Test' conceived by the Inspector in the appeal decision at Burnthouse Farm (Cambridgeshire) and adopted in a large number of Inspector's decisions since is the appropriate test to apply when considering the physical impact of turbines on the amenity of nearby properties.

This represents a “transparent and objective approach to assessing visual impact”, with Mr. Lavender, in determining the effect of a windfarm on receptors in the Enifer Downs appeal, considering that “when turbines are present in such number, size and proximity that they represent an overwhelming and unavoidable presence in main views from a house or garden, there is every likelihood that the property concerned would come to be widely regarded as an unattractive and thus unsatisfactory (but not necessarily uninhabitable) place in which to live”.

The residential visual assessment for Foel Trawsnant Wind Farm includes 14 groups of residential properties and seven more isolated individual properties, totalling 115 residential properties which could experience significant effects on views as a result of the operation of Foel Trawsnant Wind Farm.

This, however, is considered to represent a small number of properties when placed in the context of the relatively densely populated nature of the surrounding area - there are approximately 2,000 residential properties within 1.5 km of a proposed turbine location. Moreover, the applicants have submitted a detailed review of potential effects upon ‘residential visual amenity’ at these properties which considers the full range of views likely to be available to residents in the closest properties, including from inside properties and from gardens.

Having regard to the above, whilst it is acknowledged that the number of turbines which would be visible will vary depending on the location of the properties, this detailed assessment concludes that no residential properties would sustain effects upon their residential visual amenity such that the proposed turbines could be considered to be overbearing. Accordingly, Officers have concluded that the impacts on individual properties would not result in any specific property which would fail the ‘Lavender Test’ in terms of it becoming an “unsatisfactory (but not necessarily uninhabitable) place in which to live”.

Summary of landscape and visual effects

The applicants have concluded that “the influence of the proposed turbines upon the surrounding landscape and upon views would be limited. Whilst significant effects would occur (as is almost inevitable with commercial-scale wind turbines), such effects would be localised in extent and the incremental influence of the turbines upon the wider landscape would not be notable. As such, the presence of the thirteen

proposed turbines at Foel Trawsnant would not exceed the capacity of the landscape to accommodate such development”.

Having regard to the above, it is considered that there would be some significant adverse effects both on the landscape and on visual amenity. The site is, however, located within a Strategic Search area (SSA F) where the implicit objective of TAN 8 is to accept landscape change, and Plict RE1 seeks to direct such large-scale renewables development. In this respect, while the planning balance will be assessed below, it is considered that the impacts of development on the area are, given the scale of the proposal, relatively limited and in line with expectations for such renewables development.

Noise Assessment

Noise issues relating to the potential impact of this wind farm scheme have been assessed in the ES, with operational noise assessed in accordance with the ETSU-R-97 Guidance for the daytime period, as recommended by Technical Advice Note 8 (TAN8).

The assessment modelled the predicted noise levels at eight residential properties in the area surrounding the site of the proposed wind turbines, and concluded that the operational noise levels from the wind farm would lie within the noise limits prescribed by the ETSU Guidance. It thus concluded that the relatively high separation distances between the construction activities and the nearest receptors is sufficient to ensure that any construction or decommissioning noise effects will be minimised. A cumulative assessment of the proposed development and Ffynnon Oer Wind Farm, Pen y Cymoedd Wind Farm, and Llynfi Afan Renewable Energy Park similarly demonstrated that all projects can operate concurrently without creating a significant noise effect at the nearest sensitive receptors.

The Head of Public Protection (Noise) has reviewed the submitted ES and concluded that they do not object to the proposal subject to conditions that will control noise levels during construction and operation of the development. As such the development subject to these conditions is not considered to have an adverse impact on the nearest residential properties.

Transport Assessment

Site Access

A Route Assessment Study (RAS) and Traffic Management Plan (TMP) accompanied the application and informed the choice of access to the site proposed via two transport routes. The first route is for the Abnormal Indivisible Loads (AIL's) and would be from the ports at Swansea or Port Talbot onto the M4 (junction 36) continuing north on the A4063 into Maesteg Town Centre and onto the B4282.

While HGVs can also use the first route, an alternative second route will be for general construction traffic (Heavy Goods Vehicles) directly from Junction 40 of the M4 onto the A4107, through Bryn. The highest concentration of HGV related to concrete and stone would be rerouted through the A4063 relative to the location of local quarries and batching plants. With regard to concrete / aggregate suppliers, a desk top study was undertaken by the applicant to identify potential local sites. The nearest four sites were identified as:

- *Green Circle Quarry (located east of Bridgend) – 14.6 miles from the site;*
- *Tarmac – Cornelly Quarry (South of Pyle) – 14.5 miles from the site;*
- *Tarmac - (South of Bridgend) - 13.1 miles from the site; and*
- *Minimix - Ewenny Quarry (South of Bridgend) 13.6 miles from site.*

The most direct access route for these suppliers is travelling to the site on route one (A4063/B4282).

The above provides two potential local sources of concrete and four potential sources of stone. The applicant has stressed that the requirements of the CTMP in terms of routing etc. would be followed in all cases. Nevertheless, the Planning Department believe it is important to attach a condition which requires full details of the source of the material and route taken to ensure highway and pedestrian safety is maintained at all times.

In this respect, Implementation of a Traffic Management Plan (TMP) as amended – detailing measures including temporary road signage, construction traffic routing, timing of deliveries, parking, trial runs - will seek to minimise adverse effects.

Impacts on Highway Network

In terms of impacts on traffic, it is considered that during the operational phase once the wind turbines are functional that the amount of traffic associated with the scheme would be minimal.

Until such time however, the construction activities will be restricted on site to Sundays and Bank holidays and outside the hours of 07.00 to 19.00 Mondays to Fridays on 08.00 to 13.00 on Saturdays.

The submitted Transport Assessment has been based on a 'worst case' scenario of all aggregate being imported by road, and no use of on site excavated material. As noted above, the exact source of material has not been identified to date but will be controlled through condition.

The total number of movements (in/out) is stated as 5126 (of which 143 are one-way AILs for turbine delivery – 286 total including return trip), the majority relating to delivery of stone and concrete.

A 12 month construction programme is expected, with total monthly movements ranging from 28 to 1132. The maximum traffic impact will be construction month 9 concerning concrete deliveries. During this month on four non-consecutive days 128 two way HGV trips are predicted on each working day.

Turbine delivery will take place during months 6-9; during these months there will be 11 AIL movements per turbine (22 2-way movements, albeit no longer than an AIL). It is anticipated that three turbines would be delivered to site during months 6, 7 and 8, and four turbines during month 9. Therefore, the maximum number of AIL (one way) movements in one month would be 44 during month 9. Based on a 22-day month (as used in the TMP and ES assessments) this would equate to 2 AIL movements per day although this may vary depending on agreements with South Wales Police, the South Wales Trunk Road Agency, Neath Port Talbot CBC and Bridgend CBC.

Post Construction

Visits to the site to carry out preventative and reactive maintenance shall only amount to one or two visits per week. It is the construction period whereby environmental effects from traffic may be anticipated.

Head of Engineering and Transport Assessment

In view of the above the supporting documents have been carefully considered by the Head of Engineering and Transport (Highways) who has confirmed that they do not object to the proposal.

They have requested that conditions be imposed to ensure that delivery routes are undertaken in accordance with the Construction Management Plan and mitigation for the control of abnormal traffic flows and the maintenance of the road condition.

Bridgend County Borough Council has commented on the proposed delivery route of the abnormal loads being located in Maesteg. They have expressed concerns with regard to the suitability of the route and the road networks actual capacity to accommodate the construction traffic. In the consultee response they have highlighted what they consider to be potential issues and have suggested potential mitigation. That being said, Neath Port Talbot Council is of the understanding that discussions have taken place between the applicant and the neighbouring Local Authority. The Head of Engineering and Transport (Highways) offers no comment on issues outside the borough.

It is therefore concluded that the proposal during the construction, operational and decommissioning phases of the wind farm there will not be any unacceptable impact upon highway and pedestrian safety which cannot be mitigated by condition.

Shadow Flicker:

In terms of shadow flicker, the ES confirms that potential effects were considered at the scoping stage.

Shadow flicker occurs when the alignment of the sun, wind turbine and sensitive receptor's occurring during certain climatic conditions. Shadow flicker does not generally create disturbance outdoors as light is reflected from all directions. Therefore animals and sensitive receptors outside are unlikely to experience shadow flicker.

The ES confirms that up to 66 properties have been identified which have the potential to experience some level of shadow flicker. Therefore mitigation measures should be put in place to switch off turbines during conditions when shadow flicker may occur, thus protecting residential amenity. In order to ensure that the proposal will

not result in adverse impacts on residential amenity it is considered that an adequately worded condition to prevent shadow flicker from the development be added to the decision notice should planning permission be granted.

Ecology and Ornithology:

Technical Advice Note 5: Nature Conservation and Planning states that; Biodiversity conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife. Past changes have contributed to the loss of integrity of habitat networks through land-take, fragmentation, severance, disturbance, hydrological changes and other adverse impacts.

But development can also present significant opportunities to enhance wildlife habitats and the enjoyment and understanding of the natural heritage. The planning system needs to be watchful of the cumulative effects of a series of small, perhaps occasional, apparently insignificant losses from the natural world, which can combine to seriously deplete the natural heritage, including essential hydrological and ecological systems; small scale opportunities for habitat creation and enhancement can be significant and can build into major contributions over time.

In addition it states; the development control process is a critical stage in delivering the protection and enhancement of nature conservation required by PPW. The following can help to achieve these objectives:

- adopting the five-point approach to decision-making - information, avoidance, mitigation, compensation and new benefits;
- ensuring that planning applications are submitted with adequate information, using early negotiation, checklists, requiring ecological surveys and appropriate consultation
- securing necessary measures to protect, enhance, mitigate and compensate through planning conditions and obligations;
- carrying out effective planning enforcement;
- identifying ways to build nature conservation into the design of new development.

TAN 5 confirms that through the use of conditions, the delivery of a number of positive benefits to biodiversity beyond those of simply avoiding adverse effects are possible, including;

- The submission and agreement of a landscape scheme so that greater attention can be given to issues such as species composition;
- The maintenance of landscape planting for a five-year period, or longer, where the need for this can be justified;
- Habitat enhancement;
- The restoration and aftercare of a site where a positive approach to restoration and after-use required by conditions can produce significant biodiversity benefits in terms of habitat creation and enhancement.

Originally the Authority's Biodiversity Unit advised that the ecology and ornithology chapter of the ES required further information in relation to Honey Buzzards and clarification in respect of the analysis of results and the impact assessment, together with further information in relation to mitigation, compensation and enhancement proposals. This additional information was duly provided by the applicant.

In conclusion, it is considered that the original ES and the subsequent information demonstrate that the proposal will not have a significant impact on ecological interests to warrant an objection to this proposal. Therefore, subject to the imposition of the suggested conditions and S106 requirements and appropriate mitigation measures and positive habitat management will outweigh any negative ecological effects of the proposal. Some of the ecological mitigation will need to be undertaken via a S106 agreement as the applicant has outlined the application boundary in yellow which has no designation in planning terms. The yellow boundary is within the control of the applicant. The use of appropriate mitigation and pollution controls is supported by NRW. The development is therefore considered to accord with Policies SP15, SP16 and EN6 of the Adopted Local Development Plan.

Human Environment and Land Use Assessment

Land Use (Socio-Economic, Tourism and Recreation)

In respect of tourism, in addition to many Studies relating to Scotland, the Welsh Government Study into the Potential economic Impact of Wind Farms and associated Grid Infrastructure on the Welsh Tourism Sector (Regeneris 2014) found no evidence of significant impacts either

locally or in areas where there are established wind farms or nationally. Indeed existing studies and research on the effects of wind farms on tourism suggest that the presence of a wind farm does not generally deter visitors or impact on the decisions to revisit and that wind farms can be tourist attractions in their own right.

In addition, whilst the scale of the proposal means that it is likely to impact upon the visual experience of walkers close to the site there is no evidence to suggest that wind farms in areas of high scenic value have experienced reductions in tourism demand.

It is therefore considered that the development would have no unacceptable impacts on tourism. It has been confirmed by our Right of Way Officer that footpaths 26 and 40, Bridleway 39 and byway 37 enter and skirt the site. An adequately worded condition detailing the requirements for a scheme to protect the bridleway and public rights of way shall be submitted to the Local Planning Authority and an informative will be added to the decision notice.

Hydrology and Surface Water Assessment

The applicant has undertaken a full hydrology assessment and the project assumptions and mitigations are clearly outlined within the ES. NRW and the Council's Drainage section have indicated that they do not object to the proposal subject to adequate measures being put in place to ensure that there are no adverse impacts on surface water drainage. In order to ensure that appropriate measures are put in place a condition is recommended requiring approval of a construction method statement which will include a requirement for full drainage scheme.

Cultural Heritage and Archaeology

Cultural Heritage has been extensively covered within the ES. In summary, there are no Registered Parks and Gardens within 5km of the proposed development, there are however 24 Listed Buildings within 2km of the application site. The ES has concluded that given the distance, intervening topography, vegetation cover and other developments the impact of the turbines on their setting will be, at most low, which is a conclusion shared by CADW, the Cultural Heritage statutory consultee.

With regard to archaeology, in order to ensure the impact on the archaeological resource is minimised a condition requiring the applicant to submit a written scheme of investigation for a programme of work to protect the resource will be attached to any consent granted.

Telecommunications and Aviation Assessment:

As part of the iterative design process the applicant has taken into account effects on aviation and electromagnetic interference. No objection has been received from OFCOM and the MOD, whilst no comments have been received from CAA. It is therefore considered that the proposal will not have a detrimental impact on telecommunications and aviation.

Assessment having regard to the benefits of renewable energy (“the planning balance”)

The earlier parts of this assessment have concluded that there would be some significant impacts arising from this development. These impacts are assessed below having regard to the benefits of renewable energy, and in the context of Policy RE1 which requires that there are no ‘unacceptable impacts’.

As emphasised earlier in this report, National Policy supports the increased use of renewable energy both to address the concerns about climate change and to deliver national diversity of energy supplies, thus ensuring the UK is not dependent on any one type of fuel or power source.

Nationally, the UK has committed to sourcing 15% of its total energy from renewable sources by 2020 (UK Renewable Energy Strategy (2009)) and projections suggest that by 2020 about 30% or more of electricity generation could come from renewable sources. The UK Renewable Energy Roadmap Update (2013) also emphasises that the UK Government remains committed to the delivery of further renewable energy, noting that the UK has made “very good progress” against the 15% target introduced in the 2009 EU Renewable Energy Directive. In 2012, 4.1% of UK energy consumption came from renewable sources, up from 3.8% in 2011.

As set out earlier in this report, PPW clearly supports the policy aims set out in the Energy Policy Statement (2010) to facilitate the delivery of renewable energy targets, with paragraph 12.8.12 of PPW emphasising

the role wind energy can play when it states that “... the need for wind energy is a key part of meeting the Welsh Government’s vision for future renewable electricity production ...and should be taken into account by decision makers when determining such applications.”

The Welsh Government has also stated that its aim is to have 4.5 KWh/d/p of installed onshore wind generation capacity ‘in the main’ by 2015/2017.....by optimising the use of existing Strategic Search Areas as set out in TAN 8 on Planning for Renewable Energy keeping the TAN under review in the light of progress towards these targets.”

Within this context, the proposal would contribute up to 39 MW towards the UK target of 15% of energy to be derived from renewable sources by 2020 and the WG’s aim of having 4.5KWh/d/p of installed onshore wind capacity in the main by 2015/2017.

Neath Port Talbot Council has, over the years, demonstrated considerable support for the Welsh Government’s policies and targets for renewable energy, and has approved and hosts a number of major renewable energy schemes including a significant number of on-shore wind, biomass and solar schemes. The Council’s support and commitment towards such schemes has, however, been dependent upon the appropriateness of such development having regard not only to national policy imperatives, but also to local and site-specific circumstances. In considering each case on its respective planning merits, therefore, it is necessary to consider local or wider impacts arising from any development proposals and to balance these against the benefits of generating electricity from renewable onshore wind.

The approach of the Council in this regard is consistent with national policy which, whilst recognising the important role wind energy has in achieving energy security and meeting established targets for energy generation from renewables, does not give an open invitation to site wind farms without regard to their impacts, even within Strategic Search Areas.

In particular, the drive towards renewable energy by onshore wind is balanced in PPW and TAN8 both of which emphasise the need for proposals to comply with adopted Development Plan policy and for decision-makers to have regard to local circumstances and other planning considerations.

PPW notes that *“infrastructure which is...badly located can exacerbate problems rather than solving them”* (para 12.1). Para 12.8.14 reinforces the need for a site-specific assessment of impacts by stating that *“Developers will need to be sensitive to local circumstances, including siting in relation to local landform, proximity to dwellings and other planning considerations”* and, at para. 12.10.3, explaining that *“Developers for renewable and low carbon energy developments should seek to avoid or where possible minimise adverse impacts through careful consideration of location, scale, design and other measures”*.

TAN 8, whilst recognising that in the short term onshore wind provides the greatest potential to increase renewable energy in Wales and that, in general, onshore wind farms should be concentrated within Strategic Search Areas (SSAs), nevertheless goes on to state that *“Not all of the land within SSAs may be technically, economically and/or environmentally suitable for major wind power proposals”* (para 2.4). This guidance remains pertinent whether or not the capacity for each SSA has been met.

The proposition that the acceptability of windfarm development, even in SSAs, is to be considered on a site-specific basis is also supported by the letter from John Griffiths, AC/AM, Minister for Environment and Sustainable Development (July 2011) which, while outlining the maximum installation capacities for SSAs which were higher than the indicative capacities outlined in TAN8, nevertheless accepted that there remains a need *“to ensure that windfarm development within the SSAs is proportionate and balanced with other development needs in these areas.”*

Nevertheless, while TAN 8 explains that within (and immediately adjacent) to SSAs, *“the implicit objective is to accept landscape change i.e. a significant change in landscape character from wind turbine development.”* this does not automatically mean that all wind farms even within SSAs are appropriate or acceptable, either in themselves or when considering the need to adopt such a balanced approach.

This view was endorsed by the appeal Inspector at Hirwaun (PINS ref. **APP/L6940/A/07/2058755**) who, whilst noting that *“the imperative of delivering on-shore wind energy production is clear”* and accepting that *“the TAN makes it clear that there is a need to balance the conflicting objectives of increasing production against landscape protection”*, nevertheless noted that *“this need - even within an SSA - **does not justify a ‘development at all costs’ approach**”*.

In this case, the application site is located inside of the TAN 8 SSA boundary and the refined SSA identified in the adopted LDP. TAN 8 indicates (at para 2.4) the ‘broad brush’ nature of the SSA boundaries and emphasises that “it is a matter for local planning authorities to undertake local refinement within each of the SSAs in order to guide and optimise development within each of the areas”. This refinement process has been formally ratified through the adopted LDP.

Having regard to this, the question is the degree that landscape change is acceptable, given that national guidance states that damage should be minimised.

The balance struck by national planning policy is reflected in adopted LDP policy, primarily through **Policy RE1 – Criteria for the Assessment of Renewable and Low Carbon Energy Development** – which supports the need for renewable energy in locations where development does not have unacceptable impacts and emphasises the need, when appraising and determining such proposals, to satisfy all the specified criteria which include the need to minimise impact on visual amenity, the natural environment, residential amenity, highway safety and the proposal would not interfere with radar, air traffic control, telecommunications, television reception or radio communications.

Onshore Wind - Current Need / Provision

While the Secretary of State (SoS), Amber Rudd, in announcing the end of new subsidies for onshore wind on 18th June 2015, stated that “*we now have enough onshore wind in the pipeline for onshore wind to play a significant part in meeting our renewable energy commitments*”, the Welsh Government remain committed to the delivery of renewable energy through suitably deployed wind farms.

In Wales, the Ministerial letter of July 2011 provided clarity on the issue of **maximum** installation capacities for onshore wind within the Strategic Search Areas (SSAs) identified in TAN 8 in 2005. These indicate identified maximum capacities of a total of 1666 megawatts of onshore wind across all our SSAs (the remaining 300+MW to come from smaller schemes, micro-generation etc).

The 2016 TAN 8 Review of Wind Farm Development confirms that there was (at April 2016) a total of **938.6 MW** of operational or consented wind power within SSAs with a further **147.5MW** outside

SSAs (all relating to post-2005 / TAN8 approvals). Pre-2005 operational farms add a further 293.8MW (116.7MW within SSAs and 177.1MW outside) to the total. A further 637.4 MW (430MW within SSAs) was ‘awaiting determination’

This demonstrates that Wales is being reasonably successful in bringing forward appropriate onshore wind projects within SSAs, but there remains a need for new windfarms to meet national targets.

Current Position in respect of SSA F

Based on the WG 2016 Update the current position (at April 2016) in SSA F is as follows: -

Awaiting Determination (MW)	Consented (MW)	operational		Grand Total (MW)
		pre-2005	post-2005	
63.0	237.0	32.0	86.5	418.5

The ‘operational and consented’ Post-2005 total within SSA ‘F’ at April 2016 is **332.5MW**, which is some way short of the maximum capacity (430 MW) identified in the Ministerial Letter dated July 2011.

In NPT we have also resolved to grant planning permission at Melin Court (ref. **P2014/0883** - subject to s106) for 5 turbines with a maximum generating capacity of 18MW.

Even taking into account this resolution, however, there remains ‘headroom’ within SSA ‘F’ before the maximum capacity (430 MW) identified in the Ministerial Letter dated July 2011 is reached.

In the context of this need and the levels of harm identified in this report it is concluded that the benefits of the proposal in meeting the acknowledged need for further onshore wind energy, which is a policy imperative of Welsh Government, positively weighs in the planning balance. Therefore, it is considered that the site’s location in SSA F, means that it is well placed to speedily contribute to the target for wind energy production, as well as the potential shortfall across Wales in achieving future Welsh Government targets in this respect.

It is therefore concluded that there is an overriding need for this development, and any benefits in terms of additional energy generation would outweigh any harm identified earlier in this report in respect of landscape, visual and ecology matters.

For this reason, the proposal accords with Policies SP4, TR2, BE1, EN6 and EN7 but also Policy RE1 – Criteria for the Assessment of Renewable and Low Carbon Energy Development – given that the impacts of the development would be acceptable, in themselves and within the wider context of the generally permissive policy approach towards renewables.

Community Benefit

Developers in consultation with local planning authorities should take an active role in engaging with the local community on renewable energy proposals. Experience has shown that there are opportunities to achieve community benefits through major wind farm development. Local Planning Authorities, where reasonably practical, should facilitate and encourage such proposals. However, such contributions should not enable permission to be given to a proposal that otherwise would be unacceptable in planning terms.

TAN 8 Renewable Energy (2005) considers “Community Involvement and Benefits” and recognises the opportunities that large developments provide in making contribution that benefit the community. These include where developers offer benefits not directly related to the planning process. However, such contributions should not impact on the decision making process, and as stated above should not enable permission to be given to a proposal that otherwise would be unacceptable in planning terms.

Notwithstanding the above, for Members’ information the applicant has had extensive and positive discussions with the Council regarding community benefit, which is expected to result in a contribution of £5000 per installed MW per year (amounting to up to £195k per year) which will be secured through a separate community legal agreement.

Conclusion:

All environmental information submitted within the ES and the Supplementary Environmental Information along with the comments of statutory consultees on the information supplied, and the comments, observations and representations provided by members of the public have been taken into consideration in this recommendation. In addition, all the relevant European directives, legislation and regulations have been taken into account.

The submitted scheme demonstrates that there are no unacceptable detrimental effects in relation to Ecology, Archaeology, Hydrology and Hydrogeology, Geology, Mining and Mineral Resources, Noise, Traffic, Transportation and Access, Electromagnetic Interference and Aviation. In relation to Socio-Economic effects there are limited short term benefits in relation to employment.

Having regard to the landscape and visual impacts identified earlier in this report and the location of the proposed windfarm, it is considered that the siting of the turbines would have significant landscape and visual impacts, nevertheless the level of harm associated with the development would be outweighed by its contribution to the target for wind energy production.

The proposal is therefore considered to accord with Planning Policy Wales, TAN8: Renewable Energy, and Policies SP1, SP4, SP15, SP16, SP18, SP20 TR2, BE1, SP18, RE1, EN6, EN7, and EN8 of the Neath Port Talbot Adopted Local Development Plan.

Recommendation: **APPROVAL** subject to a section 106 agreement with the following heads of terms:

1. To ensure the completion of ecological works which includes the following:
 - The submission of Habitat Management Plan (HMP). The HMP shall be substantially in accordance with the Outline Habitat Management Plan dated July 2016 and implemented within the site boundary area marked on Figure 3.1 of that document for a minimum of 15 years after commissioning of the wind farm, and shall include, although not limited to:
 - Details of all habitat creation and management works, including locations and methods.
 - Details and programme of ecological mitigation and enhancement success monitoring including habitat and species monitoring; along with details mechanisms to undertake remedial action if significant issues are reported by monitoring.
 - Details of bird monitoring in line with the Scottish Natural Heritage Guidance on Methods for Monitoring Bird Populations at Onshore Wind Farms 2009

- Details of bat monitoring in line with the most up to date guidelines
- The developer, or landowner where most appropriate, shall undertake the works detailed in the HMP and shall ensure that appropriate funds are available to do so.
- An ecological steering group shall be set up to advise on the HMP works; this shall include representatives from Pennant Walters (FoelT) Ltd and NPTCBC. Details of the terms of reference for the group shall be included in the HMP. The group shall meet a minimum of once every 2 years starting the first year of HMP implementation.

2. To secure a bond to cover the scenario that the applicant cannot fulfil its obligation for the decommissioning of the scheme.

And the following conditions:

CONDITIONS

Time Limit Conditions

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

Reason

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

Approved Plans

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

- Site Location 24311 Shr294a
- Planning Application Boundary 24311 Shr312
- Typical Wind Turbine 24311 Shr281
- Site Access Plan 24311 Shr282
- Site Road Cross Section 24311 Shr283
- Culvert Detail 24311 Shr2844
- Turbine Pad Foundation 24311 Shr285
- Crane Hardstanding 24311 Shr286
- Cable Trench Detail 24311 Shr287
- Site Control Building and Substation Compound 24311 Shr288
- Environmental Statement
- Planning Statement

- Design and Access Statement
- Non Technical Summary

Reason

In the interests of clarity.

Pre-Commencement Conditions

(3) Before beginning any development at the site, you must do the following: -

a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and

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

Reason:

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

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

(4) No development shall take place, including vegetation clearance, until such time as a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall provide full details of the works to be undertaken including the construction timetable, details of the means of avoidance and mitigation of any impacts on species and habitats as set out in table 9.9 in the Environmental Statement and throughout the Further Ecological Information dated July 2016, and the pollution prevention measures to be implemented during the site preparation and construction phases of the development. The CEMP shall be implemented as approved.

Reason

In the interest of the environment / ecology

(5) Notwithstanding the submitted Constructed Transport Management Plan (CTMP), no development shall commence until an amended CTMP, to include full details of the source of aggregate/concrete/materials and their associated transport route, has been submitted to and approved in writing by the local planning authority. Development shall only be undertaken in full accordance with the approved CTMP.

Reason

In the interest of highway safety

(6) No development shall commence on site until such time as a scheme detailing a programme for updating the bird surveys has been submitted to and approved in writing by the local planning authority, and all such survey work has been undertaken in accordance with an agreed timetable.

Reason: In the interest of ecology, to ensure an appropriate monitoring baseline is available

(7) No development shall take place until written confirmation to the Local Planning Authority has been provided confirming that the necessary aviation bodies such as the Ministry of Defence and the Civil Aviation Authority have been given written notice of the proposed date of commencement and completion of the development and the maximum extension of height of any construction equipment or structures and the height of any Ordnance Survey locations of the turbines.

Reason

In the interest of aviation safety

(8) No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

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 take place until a Construction Method Statement has been submitted to an approved in writing by the Local Planning Authority. The construction of the development shall only be carried out in accordance with the approved Statement. The statement shall be implemented and maintained for the duration of the construction works and shall address the following matters:

- A full drainage scheme for the management of surface water. This shall detail both the temporary and permanent drainage strategy and include details of the hydraulic calculations to control flow rates and detail measures to be implemented.
- Details of the timing of the works and methods of working for cable trenches and foundation works
- Disposal of surplus material
- The construction of the access into the site and the creation and maintenance of the visibility splays and to include temporary speed reduction measures in the vicinity of the site access
- Wheel cleaning facilities
- Arrangements for keeping the site entrance and adjacent public highway clean.
- All activities associated with the construction of the development shall be carried out in accordance with British Standard 5228, 2009: Code of Practice for Noise and Vibration Control on Construction and Open Sites -Part 1 -Noise, Part 2 - Vibration.
- A scheme for the protection and conservation of soil at the site in order to prevent pollution of the water environment. The scheme shall include the pollution prevention techniques to be deployed during the construction and restoration phase.

- Details of the timing of works and methods of working for cable trenches and foundation works.
- Details of the timing of works and construction of construction compound and substation
- Dust management.
- Disposal of surplus materials.
- A construction noise management plan (including identification of access routes, locations of materials lay-down areas, details of equipment to be employed, operations to be carried out, mitigation measures and a scheme for the monitoring of noise).
- Temporary site illumination.
- Post-construction restoration and reinstatement of the working areas including removal of construction equipment and the construction compound.
- Details of any proposed temporary site compounds for storage of materials, machinery and operative/visitor parking within the site, to include the siting of temporary buildings and all means of enclosure and oil/fuel and chemical storage.
- Details of the method of borrow pit working including means of extraction, handling, storage and re use of soil, drainage control and restoration.
- A scheme for recycling/disposing of waste resulting from construction works.
- Arrangements to prevent wildlife becoming trapped in excavation works.
- Programme of works
- Working site speed limit

Reason

In the interest of highway safety and to prevent pollution and to avoid damage to the natural environment.

(10) No works hereby permitted shall be commenced until a surface water drainage strategy has been implemented in accordance with details that shall first have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Appendix 4 of TAN 15 (or any subsequent version), and the results of the assessment provided to the local planning authority. The drainage strategy shall include:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development.

Reason

In the interest of good land drainage

(11) No development shall take place until a scheme for the protection of Public Rights of Way during the construction period within the site and including safety signage has been submitted to and approved in writing by the Local Planning Authority. During the construction period the development shall be carried out in accordance with the approved details.

Reason:

In the interest of safety and to protect rights of way.

Action Conditions

(12) None of the wind turbines hereby permitted shall be erected until a written scheme has been submitted to and approved in writing by the Local Planning Authority, setting out a protocol for the assessment of shadow flicker in the event of any complaint to the local planning authority from the owner or occupier of any dwelling (defined for the purposes of this condition as a building within Use Class C3 of the Use Classes Order) which lawfully exists or had planning permission at the date of this permission. The written scheme shall be implemented in accordance with the approved details.

Reason

To ensure that shadow flicker does not unacceptably affect existing residents.

(13) The permission hereby granted shall endure for a period of 25 years from the date when electricity is first exported from any wind turbine. Written confirmation of the first export date shall be sent to Local Planning Authority within one month of the first export date.

Reason

In the interest of visual amenity and safety

(14) Any micro-siting of turbines, associated infrastructure and tracks shall minimise impacts on S7/BAP habitats and avoid deep peat deposits no greater than 0.5m in depth.

Reason

In the interest of ecology

(15) The development shall be carried out in substantial accordance with the principles and mitigation measures as set out within the Environmental Statement and Supplementary Environmental Information accompanying the application.

Reason

The proposed development is the subject of an Environmental Impact Assessment and due regard must be had to the principle impacts of the development in the preparation of detailed design and the operation of the site. Any material alteration to the proposal may have an impact which has not been assessed by the process.

(16) Prior to the erection of any turbine, details of the external finish of the turbines hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of visual amenity.

(17) Within 25 calendar years from the date when electricity is first generated to the grid, or within 12 months of cessation of electricity generation by the wind farm facility, whichever is sooner, the wind farm and all associated works/equipment shall be dismantled and removed from the site and the land restored to its former condition in accordance with the decommissioning and site restoration scheme as approved by the Local Planning Authority.

Reason

In the interest of visual amenity

(18) No later than 12 months before the expiry date of the planning permission hereby granted a decommissioning and site restoration scheme shall be resubmitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- Details of the removal of all the wind turbines and the surface elements of the development plus one metre of the turbine bases below ground level
- A de-construction method statement

- Details of measures to prevent/minimise impacts upon important habitats and species
- Details of all habitat restoration measures including methods and any seed mixes.

The scheme shall be fully implemented as approved.

Reason

To ensure the development is properly decommissioned after it ceases to generate electricity and site reinstated.

(19) If during the course of development, any unexpected land instability issues are found which were not previously identified, measures for their remediation in the form of a remediation scheme shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved measures which shall be retained thereafter.

Reason

In the interest of safety.

(20) In the event of any wind turbine failing to produce electricity supplied to the local grid for a continuous period of 12 months, then it will be deemed to have ceased to be required, the turbine and its ancillary equipment shall be dismantled and removed from site within 3 months of the deemed cessation date and site restored to its former condition.

Reason

In the interest of visual amenity

(21) The blades of all the wind turbines shall rotate in the same direction.

Reason

In the interest of visual amenity

(22) Unless required for health and safety purposes, or for aviation purposes, no part of the Development shall display any name, logo, sign or advertisement or means of illumination without the prior written approval of the Local Planning Authority.

Reason

In the interest of visual amenity and safety

(23) The turbines shall not be illuminated and there shall be no illumination on the site after the construction period unless required by law.

Reason

In the interests of the character and appearance, as well as the biodiversity of the area.

(24) In line with item 4.6 of the Construction Traffic Management Plan there shall be no HGV movements through the village of Bryn between 08.15 to 09.15 and 15.00 to 16.00 hours

Reason

In the interest of highway safety

(25) All vehicular movements shall be in accordance with the Construction Traffic Management Plan dated 15th August 2014.

Reason

In the interest of highway safety

(26) Any gate or barrier erected across the main access off the B4282 shall be set back a minimum 20 metres from the nearest edge of the metalled highway.

Reason

In the interest of highway safety.

(27) The proposed access of the B4282 shall be metalled for the first 20 metres measured back from back edge of highway and provide with drainage to prevent surface water discharging onto or over the highway.

Reason

In the interest of highway safety

(28) The level of noise emissions generated by the operation of the Development, hereby approved, measured at dwellings which lawfully exist or having planning permission for construction at the date of this permission, and when determined in accordance with the attached guidance notes, shall not exceed the values set out in Table 1 or Table 2 (as appropriate) when measured and calculated in accordance with the attached Guidance Notes. The coordinate locations to be used in determining the location of each of the dwellings listed in Tables 1 and 2 shall be those listed in Table 3 (Refer to appendix A). No electricity

shall be exported until the wind farm operator has submitted to the Local Planning Authority for written approval additional background noise data for receptors at Nant-yr-Hwyaid Farm and Tycanol, and the level of noise emissions set out in Tables 1 and 2 amended as necessary. The developer shall submit a scheme under this condition for the approval in writing of the Local Planning Authority:

i. The wind farm operator shall continuously log power production, wind speed and wind direction, all in accordance with Guidance Note 1(d). This data shall be retained for a period of not less than 24 months. The wind farm operator shall provide this information in the format set out in Guidance Note 1€ to the Local Planning Authority on its request, within 14 days of receipt in writing of such a request.

li. No electricity shall be exported until the wind farm operator has submitted to the Local Planning Authority for written approval a list of proposed independent consultants who may undertake compliance measures in accordance with this condition. Amendments to the list of approved consultants shall be made only with the prior written approval of the Local Planning Authority.

lii. The commissioning of the development shall not take place until details of a nominated company representative (including arrangements for notifying and approving a subsequent change in nominated representative) have been submitted to and approved in writing by the Local Planning Authority. The nominated representative shall also have responsibility for liaison with the Local Planning Authority in connection with any noise complaint(s) made during the operation of the development;

iv. Within 21 days from receipt of a written request from the Local Planning Authority following a complaint to it from an occupant of a dwelling alleging noise disturbance at that dwelling, the wind farm operator shall, at its own expense, employ a consultant approved by the Local Planning Authority to assess the level of noise emissions from the wind farm at the complainant's property in accordance with the procedures described in the attached guidance notes. The written request from the Local Planning Authority shall set out at least the date, time and location that the complaint relates to and any identified atmospheric conditions, including wind direction.

V. Prior to the submission of the independent consultant's assessment of the rating level of noise emissions, the wind farm operator shall

submit to the Local Planning Authority for written approval a proposed assessment protocol, as developed in association with the independent consultant. The protocol shall include the proposed measurement location identified in accordance with the Guidance Notes where measurements for compliance checking purposes shall be undertaken and also the range of meteorological and operational conditions (which shall include the range of wind speeds, wind directions, power generation and times of day) to determine the assessment of rating level of noise emissions. The proposed range of conditions shall be those which prevailed during times when the complainant alleges there was disturbance due to noise, having regard to the written request of the Local Planning Authority under Paragraph iv, and such others as the independent consultant considers likely to result in a breach of the noise limits. The assessment of the rating level of noise emissions shall be undertaken in accordance with the assessment protocol approved in writing by the Local Planning Authority.

Vi. Where a dwelling to which a complaint is related is not covered by the levels listed in the Tables in Appendix A, the noise limits shall be those of the physically closest location. For such dwellings, the wind farm operator may submit to the Local Planning Authority for written approval proposed noise limits selected from the values, to be adopted at the complainant's dwelling for compliance checking purposes. The rating level of noise emissions resulting from the combined effects of the wind turbines when determined in accordance with the attached Guidance Notes shall not exceed the noise limits approved in writing by the Local Planning Authority for the complainant's dwelling.

Vii. The wind farm operator shall provide to the Local Planning Authority the independent consultant's assessment of the rating level of noise emissions undertaken in accordance with the Guidance Notes within 2 months of the date of the written request of the Local Planning Authority for compliance measures to be made under paragraph iv, unless the time limit is extended in writing by the Local Planning Authority. The assessment shall include all data collected for the purposes of undertaking the compliance measures, such data to be provided in the format set out in Guidance Note 1e of the Guidance Notes. The instrumentation used to undertake the measurements shall be calibrated in accordance with Guidance Note 1a and certificates of calibration shall be submitted to the Local Planning Authority with the independent consultant's assessment of the rating level of noise emissions.

Reason

In the interest of residential amenity.

(29) All cabling within the site shall be installed underground. Any variation shall be submitted to and approved in writing by the Local Planning Authority before development commences.

Reason: In the interests of visual amenity.

REASON FOR GRANTING PLANNING PERMISSION

The decision to grant planning permission has been taken in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan adopted January 2016

The submitted scheme demonstrates that there are no unacceptable detrimental effects in relation to Ecology, Archaeology, Hydrology and Hydrogeology, Geology, Mining and Mineral Resources, Noise, Traffic, Transportation and Access, Electromagnetic Interference and Aviation. In relation to Socio-Economic effects there are limited short term benefits in relation to employment.

Having regard to the landscape and visual impacts identified earlier in this report and the location of the proposed windfarm, it is considered that the siting of the turbines would have significant landscape and visual impacts, the level of harm associated with the development would be outweighed its contribution to the target for wind energy production.

The proposal is considered to accord with Planning Policy Wales 2016, TAN8: Renewable Energy, policies SP1, SP4, SP15, SP16, SP18, SP20 TR2, BE1, SP18, RE1, EN6, EN7, EN8 of the Neath Port Talbot Adopted Local Development Plan.

SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2017/0421	<u>DATE:</u> 28/04/2017
PROPOSAL:	Change of use from dwelling (C3) to a House of Multiple Occupation (C4)
LOCATION:	85 Talbot Road, Port Talbot SA13 1LA
APPLICANT:	Miss Lara Haxa
TYPE:	Full Plans
WARD:	Port Talbot

BACKGROUND INFORMATION

The application was called into Planning Committee by Ward Member Councillor Saifur Rahaman on the following grounds: Adverse effect on the residential amenity of neighbours, by noise and disturbance; Highway safety, inadequate parking and access; Size of the property and the current internal layout/ setup is unsuitable to allow for HMO; Overcrowding is an issue for environment and health & safety.

In the absence of a Chair of Planning (post-Election) to sit on a 'Committee call in panel', the Head of Planning & Public Protection agreed that the application should be brought to Committee on such grounds.

SITE AND CONTEXT

The application is a terraced dwellinghouse situated at 85 Talbot Road, Port Talbot. The immediate area consists of a street of terraced houses.

DESCRIPTION OF DEVELOPMENT

The application seeks full planning permission for the change of use of a dwellinghouse into a House of Multiple Occupation (HMO) for 5 people.

The applicant has indicated in correspondence that they would need to create an access point through the existing sitting room in order for the amenity rooms to be accessed by the individuals.

There are no external works proposed. No off street parking is proposed .

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

PLANNING HISTORY

The application site has no relevant planning history: -

CONSULTATIONS

As noted above, Councillor Saifur Rahaman (Port Talbot Ward) has called the application into Committee for determination.

Environmental Health: No objections (but provide comment in respect of internal layout requiring addressing under EH legislation).

REPRESENTATIONS

The neighbouring properties were consulted on 3rd May 2017 with a site notice also displayed on 3rd May 2017.

In response, to date 4 no. representations have been received, with the issues raised summarised as follows: -

- There is enough social housing in the area to fulfil the quota for helping people with housing problems
- Lack of parking for 5 additional people
- The property is not big enough for 5 individuals
- What class of people will be living in the premises
- Additional refuse created
- Prefer to encourage families to move into the area rather than individuals
- Noise and disturbance
- Layout unsuitable for HMO
- No consultation was taken within the community
- Increase in crime rates
- Neighbour participation in the Regeneration Scheme

REPORT

Planning Policies

The 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 SP3** Sustainable communities

Detailed Policies

- **Policy BE1** Design
- **Policy TR2** Design and Access of New Development
- **Policy SC1** Settlement limits

Supplementary Planning Guidance:

The [Parking Standards](#) SPG was approved in October 2016 and is of relevance to this application.

Issues

The main issues for consideration relate to the principle of residential development at this location having regard to the provisions of the development plan as well as the impact upon the character and appearance of the surrounding area; residential amenity of the occupiers of the adjacent properties, and highway and pedestrian safety

Principle of Development

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

The change to the Use Classes Order therefore served to bring the change of use of dwellings (which fall in Class C3) to HMO's within the

control of planning authorities by making such changes subject to planning permission. The reason for the change in the Use Class Order followed a recognition that, in some parts of the Country, the number of HMOs within an area was having an adverse impact upon the character of an area.

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

The application site is located within the settlement limits defined by Policy SC1 of the LDP and in an area where there is no concentration of HMOs. Therefore the principle of residential development (albeit a Class C4 HMO use rather than a Class C3 dwellinghouse) would be acceptable subject to an assessment of its general impacts.

Impact on Visual Amenity

There is no impact on visual amenity by virtue of the lack of external alterations proposed.

Impact on Residential Amenity

The proposal does not include any extensions and therefore there will be no additional physical impact from the development.

In respect of overlooking, although the use proposes a change to an HMO under Use Class C4, all habitable room windows remain as they are currently under the C3 Dwelling use. There is therefore no change in circumstances.

While noting concerns in respect of potential noise disturbance, having regard to the lack of objection from the Environmental Health Officer and the authorised use of the property as a dwelling, it is considered that five people living there albeit individually would not lead to unacceptable levels of noise, disturbance or nuisance that would warrant refusal of this application on such grounds.

Parking and Access Requirements and Impact on Highway Safety

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

During the application process there has been concern raised locally regarding the potential impact allowing this development would have on the existing local highway network, namely in traffic, parking congestion and pedestrian safety.

The approved Parking Standards SPG does not specifically refer to Class C4 HMOs, but it is considered that the proposed residential use should be subject to the same parking standards as for the existing C3 dwellinghouse use, with both uses requiring a maximum of 3 parking spaces.

In this respect, given that there isn't any existing off-street parking serving the property it is considered that the impact on highway and pedestrian safety posed by the change of use will not be over and above what currently exists for the existing lawful use. Moreover, the site is located in a sustainable location with good access to public transport and local facilities. Accordingly, a refusal on lack of parking grounds could not be sustained.

Environmental Health

It is noted that there are local concerns about the suitability of the property for use as an HMO. It is noted that the Environmental Health department were contacted by the applicant prior to the submission of the Planning Application. The Officer informed them they had no issue with the principle of the property being used as a HMO but they were advised that the current building layout, namely the individual rooms were not large enough to meet the legislative standards required for 5 people.

In an attempt to front load the proposal and also as a means of joined up working between two Council departments, the Planning Authority also reiterated this concern to the applicant informally. While the applicant has not amended their layout to meet the Environmental Officer's requirements, it is nevertheless clear that such internal

arrangements are governed by other legislation (including the Housing Act 2004 and The Management of Houses in Multiple Occupation (Wales) Regulations 2006) and should the applicant wish to make the necessary internal modifications the property will eventually be able to pass Environmental Health legislation. They do not, therefore, preclude the principle of this house being changed to a HMO for up to 5 persons. An informative note will be added to the decision notice advising of the requirement to meet such legislation.

Other Matters

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

The class of people who could potentially live in the unit and neighbour participation in a Regeneration Scheme are not material planning considerations and were therefore not considered in the determination of this application.

In terms of consultation, all Council protocols with regard to a planning application of this type were carried out correctly.

This application is not 'affordable housing', but in any event the amount of 'social housing' in the area is not a material issue in relation to the permission that the applicant seeks in this submission.

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 the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in

accordance with Policies BE1 (Design) and TR2 (Design and Access of New Development) of the Neath Port Talbot Local Development Plan.

RECOMMENDATION : Approval subject to conditions

CONDITIONS

Time Limit Conditions

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

Reason

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

Approved Plans

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

- Red Line Location Plan

Reason

In the interests of clarity.

REASON FOR GRANTING PLANNING PERMISSION

The decision to grant planning permission has been taken in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan adopted January 2016

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in accordance with Policies BE1 (1) and TR2 (Design and Access of New Development) of the Neath Port Talbot Local Development Plan.

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2017/0276	<u>DATE:</u> 30/03/2017
PROPOSAL:	Children's play area including associated equipment plus section of ball top fence and basket ball hoop
LOCATION:	Land At Abernant Park, Glynneath, Neath SA11 5BB
APPLICANT:	Mr Simon Knoyle
TYPE:	Change of Use
WARD:	Glynneath

BACKGROUND INFORMATION:

This application is reported to committee due to it being submitted under the name of Simon Knoyle who was subsequently elected as a Local Councillor for the Glynneath Ward on 4th May 2017.

SITE AND CONTEXT

The application site comprises a grassed area located in the far north western corner of Abernant Park, which is commonly known and used by Glynneath RFC. The park at present comprises of a rugby field, all weather training pitch, clubhouse and associated buildings. The main access to the site is off A4109 to the east, although there are vehicle access gates to the west of the site via New Street.

DESCRIPTION OF DEVELOPMENT

The application seeks full planning consent for the construction of a children's play area, and a 'sports wall' on the adjacent grassed playing field (essentially creating a Multi-Use Games Area (MUGA)).

A bow top fence will be erected from the existing entrance to the car park at the north west of the application site, following the existing pathway around the clubhouse for a distance of 27m.

The proposed playground will comprise of 4 items of equipment including an Olympic Swing and Roty Roundabout, and will be enclosed by a 1.2m high powder-coated, bow topped fence. Full specifications of the equipment can be viewed on the submitted plans, which can be viewed on the [Council's online register](#).

The grassed area will have a kick-about area and will include netball, basket-ball and cricket facilities with a new 'sports wall' constructed on its northern boundary adjacent to the existing car park.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2009/0469 Erection of two 11m high Floodlighting columns – Approved 2/7/2009.
- P2015/0566 All weather pitch including borehole to form part of the drainage scheme plus a 3m high fence around the perimeter of the pitch with 2 additional light fittings attached to existing columns. – Approved 20/8/15

CONSULTATIONS/ REPRESENTATIONS

This application has been advertised on site on 7th April 2017, and 5 Neighbouring properties have been directly consulted by letter. To date, no representations have been received

Glynneath Town Council – No response received therefore no comments to make

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

REPORT

Local Planning Policies

The 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:

- **Policy BE1** Design
- **Policy TR2** Design and Access of New Development

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.

Principle of Development

It is considered that the addition of a small children's playground and play area (MUGA) within an existing recreation area comprising of a rugby field and training pitch would be a welcome addition to the area and would benefit the families within the Glynneath area.

The play section has been consulted as part of the planning process, and comments were received regarding the feasibility and safety of the development. Subsequent details have been provided by the applicant which address any concerns raised, while it is further noted that the proposed play area will be outside the control of the Local Authority, and will be maintained by appropriate bodies, being an ancillary play area for younger children within the grounds of Abernant Park which is in the control of Glynneath RFC.

Impact on Visual Amenity

It is acknowledged that the development will be highly visible from a public vantage point. However, due to its siting within a well-established recreation area, it is not considered that the development will detract from the character and appearance of the area.

Impact on Residential Amenity

Given the nature of the development and existing land use, and that the closest residential dwellings are located approximately 50m away, it is not considered that the proposed development will result in an adverse impact upon the residential amenity of the occupiers of the surrounding neighbouring properties.

Parking and Access Requirements and Impact on Highway Safety

The proposed development does not include the creation or widening of an existing access, or generate a significant increase in the access and egress of vehicles entering the application site. As such, the

development will have not result in a detrimental impact upon pedestrian and highway safety.

Drainage

The Head of Engineering and Transport (Drainage) has offered no objection to the development subject to the imposition of conditions regarding the materials used in the surfacing of the playground, and that no surface water shall flow onto the highway drainage system. These are matters that are addressed through an informative note on the consent.

Flood Risk / Drainage

The NRW acknowledges that fact the application site lies within zone C2, as defined by the development advice map referred to under TAN 15. However, given the nature of the development it was not considered that a Flood Consequence Assessment (FCA) would be required in this particular circumstance. Nevertheless, to ensure that the applicant is fully aware of the potential flood risk in the area, the applicant has submitted an “Acceptance of Consequence Letter” to accompany the application.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises 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 residential and visual amenity nor would it result in an adverse impact upon pedestrian and highway safety. Accordingly, the proposed development is in accordance with Policies BE1 and TR2 of the Neath Port Talbot Local Development Plan.

RECOMMENDATION: Approval with Conditions

CONDITIONS

Time Limit Condition

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

Reason

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

Approved Plans

(2)The development hereby approved relates to the following plans and documents:

Location Plan Dwg No 15-0055 dated 30/3/2017

General Plan Dwg No Q-13574-C3W3-C dated 20/3/2017

Reason

In the interest of clarity.

REASON FOR GRANTING PLANNING PERMISSION

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 the Neath Port Talbot Local Development Plan (3) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on residential and visual amenity nor would it result in an adverse impact upon pedestrian and highway safety. Accordingly, the proposed development is in accordance with Policies BE1 and TR2 of the Neath Port Talbot Local Development Plan.

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SECTION B – MATTERS FOR INFORMATION

DELEGATED APPLICATIONS

DETERMINED BETWEEN 21ST MARCH 2017 AND 26TH MAY 2017

1	App No. P2013/0108	Type Full Plans
Proposal New foul drainage system, pumping station and associated works.		
Location Margam Park, Margam, Port Talbot		
Decision Approval with Conditions		
Ward Margam		

2	App No. P2014/0693	Type Full Plans
Proposal Variation of conditions 3 and 5 of Planning Permission P2011/0537 to allow for the implementation of a revised Surface water drainage strategy.		
Location Pwllfawatkin Landfill Site, Rhydyfro, Pontardawe		
Decision Approval with Conditions		
Ward Pontardawe		

3	App No. P2016/0307	Type Full Plans
Proposal Three link 2 Bed bungalows, plus associated off street car parking and access lane (additional plans showing proposed sewer diversion)		
Location Land Off Martyn's Avenue, Seven Sisters, Neath SA10 9DP		
Decision Approved subject to s.106		
Ward Seven Sisters		

4	App No. P2016/0711	Type Outline
Proposal 2 No. Detached dwellings (Outline with all matters reserved)		
Location Plots 39a & 38a Nant Celyn, Crynant, Neath SA10		
Decision Approval with Conditions		
Ward Crynant		

5	App No. P2016/0867	Type Full Plans
Proposal Change of Use from Funeral Directors (Sui- generis) to Woodworking (use class B2) with ancillary office accommodation.		
Location 1 Batavia Place, Monastery Road , Neath Abbey, Neath SA10 7DH		
Decision Approval with Conditions		
Ward Dyffryn		

6	App No. P2016/1034	Type Discharge of Cond.
Proposal Details pursuant to the discharge of Condition 18 (Landscaping scheme) of Planning Permission P2016/0456 (Approved on the 13/09/2016 for the temp construction access and demolition works)		
Location Former BP Refinery, Land South of Coed Darcy, Llandarcy,		
Decision Approval with Conditions		
Ward Coedffranc West		

7	App No. P2017/0008	Type Listed Building Cons
Proposal Listed Building application for the renovation of the turbine house to include the restoration and replacement of the roof structure and roof tiling; new ceilings; replacement valley gutter and rain water goods, replacement windows and doors; formation of additional dormer feature to roof to facilitate access to bat roost; internal redecoration and renew electrical installation and erection of a 0.9m high retaining wall that adjoins the building and new section of paved pedestrian access, plus demolition of lean to structure.		
Location Turbine House, Margam Country Park, SA13 2TJ		
Decision Approval with Conditions		
Ward Margam		

8	App No. P2017/0017	Type Full Plans
Proposal Demolition of existing residential dwelling and construction of a new replacement residential dwelling.		
Location Bewdley, Dyffryn Road, Dyffryn, Neath SA10 7AZ		
Decision Approval with Conditions		
Ward Dyffryn		

9	App No. P2017/0039	Type Full Plans
Proposal Retention of use of ground floor as Tattoo studio (Use Class Sui Generis) and proposed change of use of first floor from residential flat (Use Class C3) also to Tattoo studio in association with the ground floor use.		
Location 2 Castle Street, Aberavon, Port Talbot SA12 6DS		
Decision Approval with Conditions		
Ward Aberavon		

10	App No. P2017/0042	Type Householder
Proposal	Replacement and increase in ridge height of roof by 1.2m and the addition of front and rear dormer windows and a roof light, single storey rear conservatory, and widening of driveway with associated retaining wall and pillar.	
Location	133 Maes Ty Canol, Baglan, Port Talbot SA12 8US	
Decision	Approval with Conditions	
Ward	Baglan	

11	App No. P2017/0059	Type Full Plans
Proposal	Installation of dormer feature in rear roof slope.	
Location	Turbine House, Margam Country Park , Margam, Port Talbot SA13 2TJ	
Decision	Approval with Conditions	
Ward	Margam	

12	App No. P2017/0071	Type Full Plans
Proposal	Detached two storey dwelling, with associated parking and engineering works (Revised arboricultural report, proposed site plan including revised drainage layout, and Preliminary Coal Mining Risk Assessment received 19.04.17)	
Location	Site of Former Stables/ Workshop, Alltygrug Road, Ystalyfera,	
Decision	Approval with Conditions	
Ward	Ystalyfera	

13	App No. P2017/0079	Type Full Plans
Proposal	Change of use of first floor residential accommodation to offices (Use Class A2) plus external alterations including replacement shopfront. Change of use of 2 storey outbuilding to Offices (Class A2) plus external alterations and pedestrian access off Alfred Street. (Reconsultation due to amended certificate)	
Location	Plaza Cafe, 34 Orchard Street, Neath SA11 1HA	
Decision	Approval with Conditions	
Ward	Neath North	

14	App No. P2017/0080	Type Reserved Matters
Proposal	Coastal rock revetment works (Reserved Matters pursuant to Outline Planning Permission P2010/0222- University Campus)	
Location	Bay Campus, Fabian Way, Jersey Marine, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc West	

15	App No. P2017/0081	Type Householder
Proposal	Demolish existing extension and construction of a single storey rear extension	
Location	159 HEOL Y LLWYNAU, TREBANOS PONTARDAWE, SWANSEA SA8 4DB	
Decision	Approval with Conditions	
Ward	Trebanos	

16	App No. P2017/0083	Type Householder
Proposal	customs	
Location	33 MAIN ROAD, BRYNCOCH, NEATH SA10 7PD	
Decision	Approval with Conditions	
Ward	Bryncoch North	

17	App No. P2017/0092	Type Discharge of Cond.
Proposal	Details pursuant to the discharge of Conditions 5 & 9 (Landscaping and bird box locations) of Planning Permission P2016/1067 (Building 19- Residential)	
Location	Bay Campus, Fabian Way, Jersey Marine, Neath	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

18	App No. P2017/0096	Type Full Plans
Proposal	Detached dwelling	
Location	Glyn Clydach Hotel, Longford Road, Longford, Neath SA10 7AJ	
Decision	Refusal	
Ward	Dyffryn	

19	App No. P2017/0103	Type Full Plans
Proposal	New vehicle access onto Pontneathvaughan Road (B4242) with associated access track.	
Location	Angel Farm, Pontneathvaughan Road, Glynneath, Neath SA11 5NR	
Decision	Refusal	
Ward	Glynneath	

20	App No. P2017/0108	Type Full Plans
Proposal	Detached three storey academic building	
Location	Bay Campus, Fabian Way, Jersey Marine,	
Decision	Approval with Conditions	
Ward	Coedffranc West	

21	App No. P2017/0113	Type Full Plans
Proposal	Installation of 24m high lattice mast, supporting 3 No. Antenna, 2 No. 300mm dishes, plus associated ground based equipment cabinets and ancillary development. (amended plan showing reduction in height by 4 metres).	
Location	Land at Seven Sisters ATE, Heol Heddwch, Seven Sisters SA10 9AR	
Decision	Approval with Conditions	
Ward	Seven Sisters	

22	App No. P2017/0125	Type Full Plans
Proposal	Retention of shop front and proposed change of use to Café/ sandwich bar (Use Class A3/A1)	
Location	163 New Road, Skewen, Neath SA10 6HD	
Decision	Approval with Conditions	
Ward	Coedffranc Central	

23	App No. P2017/0128	Type Householder
Proposal	Single storey rear extension and alterations to front roof design (Amended description)	
Location	20 Primrose Lane, Rhos Pontardawe, Swansea SA8 3ES	
Decision	Approval with Conditions	
Ward	Rhos	

24	App No. P2017/0144	Type Householder
Proposal	Retention of radio aerial.	
Location	46 Ffrwd Vale, Neath SA10 7EN	
Decision	Approval with Conditions	
Ward	Bryncoch South	

25	App No. P2017/0146	Type Change of Use
Proposal	Change of use from residential use (Class C3) to residential care home (Class C2), demolition of existing garage and outbuilding and construction of detached outbuilding as overspill accommodation for the care home and boundary wall.	
Location	46 Park Avenue, Lonlas, Neath SA10 6SA	
Decision	Approval with Conditions	
Ward	Coedffranc North	

26	App No. P2017/0147	Type Discharge of Cond.
Proposal Discharge of Condition 20 of Planning Permission reference P2012/1073 (Scheme for the demolition of 43 Ochr y Waun)		
Location East Pit East Revised OCCS, New Road, Gwaun Cae Gurwen, Neath SA18 1UP		
Decision Approval with Conditions		
Ward Gwaun-Cae-Gurwen		

27	App No. P2017/0149	Type Householder
Proposal Two storey rear extension plus first floor balcony.		
Location 12 Gwilym Road, Cwmllynfell, Swansea SA9 2GH		
Decision Approval with Conditions		
Ward Cwmllynfell		

28	App No. P2017/0151	Type Householder
Proposal Conversion of garage to living accommodation with first floor extension above.		
Location 13 Dyffryn Woods, Bryncoch, Neath SA10 7QA		
Decision Approval with Conditions		
Ward Bryncoch South		

29	App No. P2017/0155	Type Full Plans
Proposal Installation of Miners Memorial.		
Location Former Bryn Navigation Colliery Site, East of Royal Oak Public House,		
Decision Approved with 5yr expiry only		
Ward Bryn & Cwmavon		

30	App No. P2017/0158	Type Full Plans
Proposal Construction of Palisade Perimeter Fencing, 10 wall mounted lights, 19 post mounted lights, 2 number roller shutter doors and 1 number entrance doors		
Location Industrial/Distribution centre, Unit 1 Kenfig Industrial Estate, Margam, Port Talbot SA13 2PE		
Decision Approval with Conditions		
Ward Margam		

31	App No. P2017/0160	Type Change of Use
Proposal	Change of use from car sales to hand car wash facility.	
Location	Prime Cars Uk, Swan Road, Baglan, Port Talbot SA12 8LA	
Decision	Approval with Conditions	
Ward	Baglan	

32	App No. P2017/0162	Type Full Plans
Proposal	Retention and competition of a detached garage	
Location	Garage Compound Rear of, 12 Heol Illtyd, Caewern, Neath SA10 7SF	
Decision	Approval with Conditions	
Ward	Bryncoch South	

33	App No. P2017/0163	Type Full Plans
Proposal	Installation of an enclosed childrens play frame and reconfiguration of outdoor seating area and associated works.	
Location	Mcdonalds, Layby Off A465 To Skewen Service Station, Skewen, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc Cent	

34	App No. P2017/0164	Type Advertisement
Proposal	11 No. internally illuminated advertisement signs. Including, 6 No. totem signs, 2 No. customer order display units, relocation of 1 No. hero board, 1 No. replacement banner sign retention 2 No. directional signs, and 1 No. height restrictor	
Location	Mcdonalds, Layby Off A465 To Skewen Service Station, Skewen, Neath	
Decision	Approval with no Conditions	
Ward	Coedffranc Central	

35	App No. P2017/0165	Type Advertisement
Proposal	Relocation of 1 no internally illuminated fascia sign	
Location	Mcdonalds, Layby Off A465 To Skewen Service Station, Skewen, Neath	
Decision	Approval with no Conditions	
Ward	Coedffranc Central	

36	App No. P2017/0167	Type Full Plans
Proposal	Retention of portacabin structure for a physiotherapy use and associated engineering works	
Location	Playing Fields, Llandarcy Sports Academy, Llandarcy, SA10 6JD	
Decision	Approval with Conditions	
Ward	Coedffranc West	

37	App No. P2017/0171	Type Advertisement
Proposal	Retention of four externally illuminated fascia signs	
Location	Units 8,9 & 10 The Courtyard, D'arcy Business Park, Llandarcy, Neath SA10 6EJ	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

38	App No. P2017/0172	Type Full Plans
Proposal	Installation of a 20m lattice mast accommodating 3 no. antennas, 2no. 300mm dishes, radio equipment housing and ancillary development at land at Bryngurnos Farm	
Location	Bryngurnos Farm, Neath Road, Bryn, SA13 2RS	
Decision	Approval with Conditions	
Ward	Bryn & Cwmavon	

39	App No. P2017/0173	Type Advertisement
Proposal	Installation of 2 no parasols (adverts) with 8 no golden arch symbols	
Location	Mcdonalds, Layby Off A465 To Skewen Service Station, Skewen, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc Central	

40	App No. P2017/0177	Type Full Plans
Proposal	Access ramp to church.	
Location	St Agnes Church, Forge Road, Port Talbot SA13 1US	
Decision	Approved with 5yr expiry only	
Ward	Port Talbot	

41	App No. P2017/0181	Type Householder
Proposal	Two storey rear and single storey side extensions	
Location	24 Martyns Avenue, Seven Sisters, Neath SA10 9DR	
Decision	Approval with Conditions	
Ward	Seven Sisters	

42	App No. P2017/0183	Type Full Plans
Proposal Single storey rear and side extensions, reconfiguration of drive thru lane to provide a side by side order point including kerb reconfiguration and associated works, alterations to patio and outdoor seating areas, 2 No. canopies over customer order display units, 1 No. height restrictor and 2 No. Umbrellas.		
Location Mcdonalds, Layby Off A465 To Skewen Service Station, Skewen, Neath		
Decision Approval with Conditions		
Ward Coedffranc Central		

43	App No. P2017/0184	Type Householder
Proposal Two storey and single storey rear extensions		
Location 80 Wern Road, Taibach, Port Talbot SA13 2BA		
Decision Approval with Conditions		
Ward Taibach		

44	App No. P2017/0185	Type Full Plans
Proposal Demolition of existing toilet block, and rebuild new toilet block		
Location Blaendulais Primary School, Standert Terrace, Seven Sisters, SA10 9AA		
Decision Approval with Conditions		
Ward Seven Sisters		

45	App No. P2017/0186	Type Householder
Proposal Single storey side extension plus balcony to rear.		
Location 49 Lon Y Wern, Alltwn Pontardawe, Swansea SA8 3BJ		
Decision Approval with Conditions		
Ward Alltwn		

46	App No. P2017/0188	Type Householder
Proposal Single storey rear extension incorporating room at basement level, plus recessed balcony and external steps.		
Location 32 Dyffryn View, Bryncoch, Neath SA10 7TU		
Decision Approval with Conditions		
Ward Bryncoch North		

47	App No. P2017/0190	Type Householder
Proposal	Single storey rear side extension	
Location	10 Maximin Road, Margam, Port Talbot SA13 2EA	
Decision	Approval with Conditions	
Ward	Margam	

48	App No. P2017/0191	Type Householder
Proposal	Single storey rear extension	
Location	29 The Uplands, Port Talbot SA13 2EW	
Decision	Approval with Conditions	
Ward	Port Talbot	

49	App No. P2017/0192	Type Householder
Proposal	First floor and ground floor rear extensions	
Location	67 Albion Road, Baglan, Port Talbot SA12 8DD	
Decision	Approval with Conditions	
Ward	Baglan	

50	App No. P2017/0193	Type Full Plans
Proposal	Change of Use of building as assisted living (Extra Care) accommodation (Use Class C2) in association with the existing nursing home.	
Location	Tynant Lodge, Viaduct Road, Cymmer, Port Talbot SA13 3NR	
Decision	Approval with Conditions	
Ward	Cymmer	

51	App No. P2017/0197	Type Full Plans
Proposal	Alteration to display window to front elevation.	
Location	Post Office, 32 Neath Road, Briton Ferry, Neath SA11 2YR	
Decision	Approval with Conditions	
Ward	Briton Ferry East	

52	App No. P2017/0199	Type Householder
Proposal	Single-storey side extension.	
Location	62 Mariners Quay, Aberavon, Port Talbot SA12 6AN	
Decision	Approval with Conditions	
Ward	Sandfields East	

53	App No. P2017/0200	Type Householder
Proposal	Detached outbuilding.	
Location	8 Westlands, Aberavon, Port Talbot SA12 7BW	
Decision	Approval with Conditions	
Ward	Aberavon	

54	App No. P2017/0201	Type LawfulDev.Cert-Prop.
Proposal	Certificate of Lawfulness (Proposed) part conversion of integral garage in living area.	
Location	34 Lon y Grug, Llandarcy, Neath SA10 6FW	
Decision	Issue Lawful Dev.Cert.	
Ward	Coedffranc West	

55	App No. P2017/0203	Type LawfulDev.Cert-Prop.
Proposal	Lawful Development Certificate (Proposed) for a single storey rear extension	
Location	8 Heol Celyn, Cimla, Neath SA11 3YL	
Decision	Issue Lawful Dev.Cert.	
Ward	Cimla	

56	App No. P2017/0204	Type Advertisement
Proposal	Internally Illuminated Totem (Sky) Sign.	
Location	Mcdonalds, Old Road, Baglan, Port Talbot SA11 2YW	
Decision	Advert Approved with Std Cond	
Ward	Briton Ferry East	

57	App No. P2017/0206	Type Householder
Proposal	Retention and completion of single storey rear outbuilding	
Location	43 Southville Road, Sandfields, Port Talbot SA12 7DT	
Decision	Approval with Conditions	
Ward	Sandfields West	

58	App No. P2017/0207	Type Householder
Proposal	Single-storey detached rear annex.	
Location	1 Lorraine Close, Sandfields, Port Talbot SA12 6PJ	
Decision	Approval with Conditions	
Ward	Sandfields East	

59	App No. P2017/0208	Type Householder
Proposal	Single storey side and rear extension plus 2 first floor windows in side elevation of original dwelling	
Location	42 Southgate Street, Neath SA11 1AG	
Decision	Approval with Conditions	
Ward	Neath East	

60	App No. P2017/0209	Type Prior Notif. Telecoms
Proposal	Prior Notification for the erection of a 15m high telecommunication monopole with 3 antennas, 2 transmission dishes and 3 equipment cabinets and associated compound with a 2.1m high fence.	
Location	Land at BT Telephone Exchange, Maesteg Road Lane, Cymmer, SA13 3HY	
Decision	Prior Approval Required	
Ward	Cymmer	

61	App No. P2017/0210	Type Householder
Proposal	Retention and completion of single storey rear extension	
Location	30 Cove Road, Sandfields, Port Talbot SA12 6TL	
Decision	Approval with Conditions	
Ward	Sandfields East	

62	App No. P2017/0211	Type Advertisement
Proposal	1 No. Internally illuminated fascia sign	
Location	Lloyds Pharmacy, Graig Road, Gwaun Cae Gurwen, Ammanford SA18 1EG	
Decision	Approval with Conditions	
Ward	Gwaun-Cae-Gurwen	

63	App No. P2017/0212	Type Householder
Proposal	Detached Garage	
Location	19 Maes Mawr Road, Crynant, Neath SA10 8SY	
Decision	Approval with Conditions	
Ward	Crynant	

64	App No. P2017/0213	Type Householder
Proposal	Single storey rear extension and detached garage.	
Location	22 Evans Street, Port Talbot SA13 1AS	
Decision	Approval with Conditions	
Ward	Port Talbot	

65	App No. P2017/0215	Type Section 37 Elec Act
Proposal	Consent under Section 37 of the Electricity Act 1989 to install an above ground 11kv electricity line, approx 18 spans, 17 poles, 1500m in length	
Location	Perthi Gwynion, Rhydyfro, Pontardawe	
Decision	No Objections	
Ward	Gwaun-Cae-Gurwen	

66	App No. P2017/0216	Type Householder
Proposal	First floor side extension.	
Location	68 Pen Y Dre, Neath SA11 3HG	
Decision	Approval with Conditions	
Ward	Neath North	

67	App No. P2017/0219	Type Full Plans
Proposal	Retention of garage/shed.	
Location	Land south east of The Elms, Pheasant Road, Trebanos, SA8 4DP	
Decision	Approval with Conditions	
Ward	Trebanos	

68	App No. P2017/0221	Type Full Plans
Proposal	New ridged roof to two storey rear wing, insertion of display window, plus access door to side elevation to facilitate first floor flat.	
Location	1 Leonard Street, Neath SA11 3HW	
Decision	Approval with Conditions	
Ward	Neath North	

69	App No. P2017/0222	Type Discharge of Cond.
Proposal	Details to be agreed in association with condition 25 (Landscaping and tree protection details) of application P2015/0905 granted on 25/04/16.	
Location	Baglan Stables, Baglan Park, Baglan SA12 8PS	
Decision	Approval with no Conditions	
Ward	Baglan	

70	App No. P2017/0225	Type Householder
Proposal	Single storey rear extension	
Location	13 Ffordd Afan, Cwmavon, Port Talbot SA12 9BR	
Decision	Approval with Conditions	
Ward	Bryn & Cwmavon	

71	App No. P2017/0227	Type Discharge of Cond.
Proposal	Details to be agreed in association with Conditions 3 (Construction Traffic Management Plan), 4 (Biodiversity Method Statement), 5 (Calculations for the proposed culvert), and 6 (Calculations for the existing culvert under access track) of application P2016/0182 granted on 24/08/16.	
Location	Maesgwyn, Glynneath, Neath SA11 5RW	
Decision	Approval with no Conditions	
Ward	Glynneath	

72	App No. P2017/0230	Type LawfulDev.Cert-Prop.
Proposal	Certificate of Lawfulness (Proposed) Dormer Extension to side roof plane on rear wing, plus second floor window in front elevation.	
Location	9 Westernmoor Road, Neath SA11 1BJ	
Decision	Issue Lawful Dev.Cert.	
Ward	Neath East	

73	App No. P2017/0232	Type Outline
Proposal	Detached dwelling, plus detached garage (Outline with all matters reserved)	
Location	Building Plot adjacent to, 17 Gardiners Lane, Neath SA11 2AH	
Decision	Approval with Conditions	
Ward	Neath East	

74	App No. P2017/0234	Type LawfulDev.Cert-Prop.
Proposal	Single storey rear extension - Certificate of Lawful Development (Proposed).	
Location	16 Cronin Avenue, Sandfields, Port Talbot SA12 6BE	
Decision	Approval with no Conditions	
Ward	Sandfields East	

75	App No. P2017/0237	Type Lawful Dev. Cert-Prop.
Proposal	Single storey side and rear extension - Certificate of Lawful Development (Proposed)	
Location	31 Sunnybank Road, Sandfields, Port Talbot SA12 6JE	
Decision	Issue Lawful Dev. Cert.	
Ward	Sandfields East	

76	App No. P2017/0239	Type Householder
Proposal	Single storey rear extension	
Location	25 Penschanel, Neath Abbey, Neath SA10 6PW	
Decision	Approval with Conditions	
Ward	Dyffryn	

77	App No. P2017/0240	Type Discharge of Cond.
Proposal	Details to be agreed in association with condition 15 (right turn lane) of planning application P2015/0011 granted on the 31/01/2017	
Location	Land at Neath Road, Tonna, Neath	
Decision	Approval with no Conditions	
Ward	Tonna	

78	App No. P2017/0242	Type App under TPO
Proposal	Works to 1No. Goat Willow Tree (Tree Preservation Order T273/T8) comprising of a 25% crown thin, and 25% crown reduction, plus works to 1No. Sessile Oak (T273/T9) comprising of a 25% crown thin and 25% crown reduction.	
Location	15 Cloda Avenue, Bryncoch, Neath SA10 7FH	
Decision	Approval with Conditions	
Ward	Bryncoch South	

79	App No. P2017/0244	Type Householder
Proposal	Single storey rear extension and replacement flat roof to existing rear extension, plus front porch.	
Location	6 Sandown Road, Sandfields, Port Talbot SA12 6PR	
Decision	Approval with Conditions	
Ward	Sandfields East	

80	App No. P2017/0247	Type Full Plans
Proposal	Single-storey rear extension with external lighting, plus the creation of 2 additional car parking spaces.	
Location	Unit 1, Christchurch Road, Aberavon, Port Talbot SA12 7BZ	
Decision	Approval with Conditions	
Ward	Aberavon	

81	App No. P2017/0250	Type Non Material Amendment (S96A)
Proposal	Non-material amendment to vary condition 25 (Landscaping and Tree Protection details) of application P2014/0905 to separate the tree protection from the landscaping details and to allow the landscaping details to be submitted prior to the start of works on the superstructure.	
Location	Former Stables at Baglan Park, Laurel Avenue, Baglan, Port Talbot	
Decision	Approval with Conditions	
Ward	Baglan	

82	App No. P2017/0251	Type Lawful Dev. Cert-Prop.
Proposal	Dog grooming business in outbuilding in rear garden, Certificate of Lawfulness (Proposed)	
Location	313 Heol Y Gors, Cwmgors, Ammanford SA18 1RW	
Decision	Issue Lawful Dev. Cert.	
Ward	Gwaun-Cae-Gurwen	

83	App No. P2017/0253	Type Full Plans
Proposal	Retention of contractors yard for a temporary period until 31st May 2017 and retention of fence and gates	
Location	Land at Harwoods Garage, Water Street, Aberavon, Port Talbot	
Decision	Approval with Conditions	
Ward	Aberavon	

85	App No. P2017/0342	Type Householder
Proposal	Two-storey side and rear extension and single-storey rear extension.	
Location	27 Llewellyn Street, Glynneath, Neath SA11 5AF	
Decision	Approval with Conditions	
Ward	Glynneath	

86	App No. P2017/0343	Type Householder
Proposal	Single storey outbuilding	
Location	27 Dunraven Street, Cwmgwrach, Neath SA11 5PB	
Decision	Approval with Conditions	
Ward	Blaengwrach	

87	App No. P2017/0344	Type Householder
Proposal	Single storey rear extension two storey side extension and rear raised decking area, detached garage and boundary wall (amended description 27/4/2017)	
Location	25 Neath Road, Crynant, Neath SA10 8SE	
Decision	Approval with Conditions	
Ward	Crynant	

88	App No. P2017/0255	Type Householder
Proposal	Single storey rear extensions	
Location	45 Pantyrheol, Neath SA11 2HN	
Decision	Approval with Conditions	
Ward	Neath East	

89	App No. P2017/0256	Type Non Material Amendment (S96A)
Proposal	Non-Material Amendment to Conditions 2, 27 and 30 of Planning Permission P2016/1022 to allow the early demolition of 7 buildings/structures on site prior to the compliance with the specified conditions.	
Location	Groes Primary And Dyffryn Upper Schools, Bertha Road, Margam, Port Talbot SA13 2AW	
Decision	Approval with no Conditions	
Ward	Margam	

90	App No. P2017/0258	Type LawfulDev.Cert-Exist
Proposal	Certificate of Lawful Use (Existing) for the operation of a Cat Rescue Centre (Sui Generis).	
Location	Tynant Nursing Home, Viaduct Road, Cymmer, Port Talbot SA13 3NR	
Decision	Issue Lawful Dev.Cert.	
Ward	Cymmer	

91	App No. P2017/0260	Type LawfulDev.Cert-Prop.
Proposal	Single storey side extension - Certificate of Lawful Development (Proposed)	
Location	3 Ger Y Nant, Glynneath, Neath SA11 5RN	
Decision	Issue Lawful Dev.Cert.	
Ward	Glynneath	

92	App No. P2017/0261	Type Non Material Amendment (S96A)
Proposal	Non-material amendment to Planning Permission P2012/1102 (Dwelling) for the removal of conditions14, 15 & 16 (Code for sustainable homes)	
Location	Land rear of, 10A Ormes Road, Skewen, Neath SA10 6SY	
Decision	Approval with no Conditions	
Ward	Coedffranc Nort	

93	App No. P2017/0264	Type Householder
Proposal	Detached garage	
Location	46 Tan Y Groes Street, Port Talbot SA13 1EE	
Decision	Approval with Conditions	
Ward	Port Talbot	

94	App No. P2017/0265	Type Non Material Amendment (S96A)
Proposal	Non-material amendment to planning Permission P2016/0495 (Two storey side extension plus change of use to commercial development 4 units) to amend the wording of Condition 3 to require the submission of details (Archaeological assessment and monitoring) prior to the commencement of any development on the extension.	
Location	Hope And Anchor, New Road, Neath Abbey, Neath SA10 7NG	
Decision	Approval with Conditions	
Ward	Dyffryn	

95	App No. P2017/0269	Type LawfulDev.Cert-Prop.
Proposal	Conversion of attached garage to dining room - Certificate of Lawful Development (Proposed)	
Location	9 St Catherines Court, Baglan, Port Talbot SA12 8AJ	
Decision	Issue Lawful Dev.Cert.	
Ward	Baglan	

96	App No. P2017/0271	Type Full Plans
Proposal	Installation of 2 No. air conditioning units	
Location	37 New Road, Skewen, Neath SA10 6UT	
Decision	Approval with Conditions	
Ward	Coedffranc Central	

97	App No. P2017/0272	Type Householder
Proposal	Two storey rear extension	
Location	60 Park Street, Lower Brynamman, Ammanford SA18 1TG	
Decision	Approval with Conditions	
Ward	Lower Brynamman	

98	App No. P2017/0273	Type Householder
Proposal	Detached domestic garage.	
Location	Arima, 15 Tonmawr Road, Pontrhydyfen, Port Talbot SA12 9UB	
Decision	Approval with Conditions	
Ward	Pelenna	

99	App No. P2017/0274	Type Discharge of Cond.
Proposal	Details for approval in respect of conditions 23 (Dormouse mitigation), 26 (Great Crested Newt mitigation) and 28 (Otter Survey / Mitigation) of Planning Permission P2016/0078 (alternative restoration and aftercare scheme)	
Location	Former Margam Surface Mine, Fford Y Gyfraith, Cefn Cribwr CF32 0BS	
Decision	Approval with no Conditions	
Ward	Margam	

100	App No. P2017/0277	Type Householder
Proposal	Retention and completion of a single storey rear extension	
Location	41 Llygad Yr Haul, Caewern, Neath SA10 7SR	
Decision	Approval with Conditions	
Ward	Bryncoch South	

101	App No. P2017/0278	Type Lawful Dev. Cert-Prop.
Proposal	Single storey side extension - Certificate of Lawful Development (Proposed)	
Location	1 Margam Road, Taibach, Port Talbot SA13 2HN	
Decision	Issue Lawful Dev. Cert.	
Ward	Taibach	

102	App No. P2017/0279	Type Non Material Amendment (S96A)
Proposal	Non-material amendment of application P2016/0774 to amend Condition 10 to allow an alteration to the approved boundary treatment.	
Location	Land Adjacent To, 72 Moorland Road, Sandfields, Port Talbot SA12 6LJ	
Decision	Approval with no Conditions	
Ward	Sandfields East	

103	App No. P2017/0280	Type Full Plans
Proposal	Detached Garage	
Location	26 Pen Yr Allt, Ystalyfera, Swansea SA9 2AX	
Decision	Approval with Conditions	
Ward	Ystalyfera	

104	App No. P2017/0281	Type Householder
Proposal	Single storey rear extension	
Location	28 Glannant Way, Cimla, Neath SA11 3YA	
Decision	Approved with 5yr expiry only	
Ward	Cimla	

105	App No. P2017/0282	Type Discharge of Cond.
Proposal	Details to be agreed in association with Condition 5 (Remediation Scheme) of application P2016/1022 granted on 01/02/17.	
Location	Groes Primary School, Bertha Road, Margam, Port Talbot SA13 2AW	
Decision	Approval with no Conditions	
Ward	Margam	

106	App No. P2017/0283	Type Householder
Proposal	Garage conversion to living accommodation plus 3 No. gabled dormer extensions to side elevation.	
Location	30 Delffordd, Rhos Pontardawe, Swansea SA8 3EL	
Decision	Approval with Conditions	
Ward	Rhos	

107	App No. P2017/0284	Type Householder
Proposal	Single storey rear extension	
Location	45 Cloda Avenue, Bryncoch, Neath SA10 7FH	
Decision	Approval with Conditions	
Ward	Bryncoch South	

108	App No. P2017/0285	Type Discharge of Cond.
Proposal	Details pursuant to the discharge of Conditions 11 (Means of enclosure), 12 (landscaping scheme), 13 (Landscape management) 14 (artificial nesting sites for birds scheme) and 15 (ground levels) of planning Permission P2015/0158 (Residential development for 27 dwellings) approved on the 19th January 2017	
Location	Land adjacent to, 102 Crymlyn Road, Skewen SA10 6DT	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

109	App No. P2017/0288	Type Full Plans
Proposal	Erection of two gates to secure the private access	
Location	Springfield Terrace, Neath SA11 1AB	
Decision	Approval with Conditions	
Ward	Neath East	

110	App No. P2017/0290	Type Householder
Proposal	Single storey rear extension	
Location	5 Southcross Road, Sandfields, Port Talbot SA12 7LG	
Decision	Approval with Conditions	
Ward	Sandfields West	

111	App No. P2017/0295	Type Householder
Proposal	Single storey side and rear extension	
Location	17 Elmwood Road, Baglan, Port Talbot SA12 8TF	
Decision	Approval with Conditions	
Ward	Baglan	

112	App No. P2017/0297	Type Householder
Proposal	Conversion of garage into living accommodation with replacement of garage door with window.	
Location	73 ASCOT DRIVE, BAGLAN, PORT TALBOT SA12 8YL	
Decision	Approval with Conditions	
Ward	Baglan	

113	App No. P2017/0298	Type Householder
Proposal	First floor rear extension and raised decking area to front garden	
Location	2 Wern View, Main Road, Pontrhydyfen, Port Talbot SA12 9TN	
Decision	Approval with Conditions	
Ward	Pelenna	

114	App No. P2017/0299	Type Householder
Proposal	Single storey rear extension	
Location	5 Llewellyn Avenue, Neath SA10 7AL	
Decision	Approval with Conditions	
Ward	Bryncoch South	

115	App No. P2017/0301	Type Householder
Proposal	Sunroom to rear elevation	
Location	81 Fernlea Park, Bryncoch, Neath SA10 7SX	
Decision	Approval with Conditions	
Ward	Bryncoch South	

116	App No. P2017/0302	Type LawfulDev.Cert-Prop.
Proposal	Certificate of Lawfulness Application (proposed) rear conservatory	
Location	51 Waun Gron, Rhydyfro Pontardawe, Swansea SA8 4LW	
Decision	Issue Lawful Dev.Cert.	
Ward	Port Talbot	

117	App No. P2017/0308	Type Change of Use
Proposal	Change of use from sales and Marketing suite (Use Class B1) to chiropractic and medical aesthetics clinic (Use Class D1 / sui generis mixed use)	
Location	5 Crown Way, Llandarcy, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc West	

118	App No. P2017/0309	Type Householder
Proposal	Two storey side extension	
Location	47 Greenwood Drive, Cimla, Neath SA11 2BW	
Decision	Approval with Conditions	
Ward	Cimla	

119	App No. P2017/0310	Type Change of Use
Proposal	Change of use of former Tourist Information Centre to a mixed use café (Use Class A3) on ground-floor and tourist residential lodging accommodation at first-floor (Use Class C3).	
Location	Former Tourist Information Centre, Pontneathvaughan Road, Glynneath, Neath SA11 5NR	
Decision	Approval with Conditions	
Ward	Glynneath	

120	App No. P2017/0311	Type Discharge of Cond.
Proposal	Details to be agreed in association with condition 8 (Front boundary treatment) of application P2016/1021.	
Location	191 Victoria Road, Sandfields, Port Talbot SA12 6QJ	
Decision	Approval with no Conditions	
Ward	Sandfields East	

121	App No. P2017/0313	Type Discharge of Cond.
Proposal	Details to be agreed in association with condition 5 (Decommissioning Method Statement) of application P2016/0567.	
Location	Land at Caegarw Farm, Margam, Port Talbot CF33 6PT	
Decision	Approval with no Conditions	
Ward	Margam	

122	App No. P2017/0314	Type Discharge of Cond.
Proposal Details to be agreed in association with Conditions 4 (Construction Method Statement); 5 (Energy Assessment); 6 (Revised Car Parking Scheme); 10 (Drainage Calculations) and 12 (Landscaping Scheme) of application P2016/0991 granted on 28/02/17.		
Location Land Adjacent to TWI and Justice Centre, Harbourside, Port Talbot SA13 1RA		
Decision Approval with no Conditions		
Ward Margam		

123	App No. P2017/0315	Type Householder
Proposal Single storey rear extension.		
Location 11 Sunnycroft Road, Baglan, Port Talbot SA12 8TB		
Decision Approval with Conditions		
Ward Baglan		

124	App No. P2017/0316	Type Non Material Amendment (S96A)
Proposal Non material amendment to P2014/0672 granted on 13/8/14 - Change roof design of proposed garage from a pitched roof to flat roof		
Location 22 Yeo Street, Resolven, Neath SA11 4HS		
Decision Approval with no Conditions		
Ward Resolven		

125	App No. P2017/0320	Type Full Plans
Proposal Erection of 2.3m high security fencing.		
Location Llanellec Precision Engineering Co Ltd, Jenkins Road, Skewen, Neath SA10 7GA		
Decision Refusal		
Ward Dyffryn		

126	App No. P2017/0324	Type Neigh.Auth/Nat.Park
Proposal Consultation from City and County of Swansea with regard to Swansea Central redevelopment.		
Location Former St Davids Centre, Other land North and South of Oystermouth Road, Swansea		
Decision No Objections		
Ward Outside Borough		

127	App No. P2017/0327	Type Full Plans
Proposal	New shopfront.	
Location	8 Parry Road, Sandfields, Port Talbot SA12 7TR	
Decision	Approval with Conditions	
Ward	Sandfields West	

128	App No. P2017/0330	Type Householder
Proposal	Single storey rear extension	
Location	12 Afan Villas, Cwmavon, Port Talbot SA12 9HB	
Decision	Approval with Conditions	
Ward	Bryn & Cwmavon	

129	App No. P2017/0331	Type Householder
Proposal	Single storey rear extension	
Location	59 Windsor Village, Aberavon, Port Talbot SA12 7EY	
Decision	Approval with Conditions	
Ward	Aberavon	

130	App No. P2017/0333	Type Householder
Proposal	Retention of detached outbuilding and decking.	
Location	10 Birch Road, Baglan, Port Talbot SA12 8PW	
Decision	Approval with Conditions	
Ward	Baglan	

131	App No. P2017/0335	Type Householder
Proposal	Single storey side extension	
Location	1 Benedict Close, Court Herbert, Neath SA10 7JA	
Decision	Approval with Conditions	
Ward	Dyffryn	

132	App No. P2017/0336	Type Non Material Amendment (S96A)
Proposal	Non-material amendment to vary condition 2 (Approved Plan schedule) and condition 17 (Driveway Width) of application P2014/0905 to substitute plans to allow changes related to materials and windows sizes and a driveway width enlargement.	
Location	Baglan Stables, Baglan Park, Baglan, Port Talbot SA12 8PS	
Decision	Approval with no Conditions	
Ward	Baglan	

133	App No. P2017/0337	Type Householder
Proposal	Single storey rear extension	
Location	Pentrehaearn Farm, Ty'n Y Cwm Lane, Rhos Pontardawe, Swansea SA8 3EY	
Decision	Approval with Conditions	
Ward	Rhos	

134	App No. P2017/0338	Type Full Plans
Proposal	Conversion of existing dwelling into 3 no. self-contained flats including insertion of door to ground-floor south side elevation and window to first floor north side elevation; new window and door to ground-floor rear elevation and creation of parking to rear yard.	
Location	58 Neath Road, Briton Ferry, Neath SA11 2YR	
Decision	Approval with Conditions	
Ward	Briton Ferry Ea	

135	App No. P2017/0340	Type Change of Use
Proposal	Change of use from cake shop (Use Class A1) to wine / prosecco bar (Use Class A3)	
Location	Old Town Hall, New Street, Neath	
Decision	Approval with Conditions	
Ward	Neath North	

136	App No. P2017/0341	Type Listed Building Cons
Proposal	Listed Building Application for internal works including painting of walls, pillars, doorframes and shelving, tiling, vinyl window stickers and free standing bar.	
Location	Old Town Hall, New Street, Neath	
Decision	Approval with Conditions	
Ward	Neath North	

137	App No. P2017/0345	Type Change of Use
Proposal	Change of use to shop (ground floor) and flat (first floor)	
Location	35 Cefn Llan Road, Rhydyfro Pontardawe, Swansea SA8 4NA	
Decision	Approval with Conditions	
Ward	Pontardawe	

138	App No. P2017/0346	Type Householder
Proposal	Two storey side extension, single storey rear extensions plus detached garage	
Location	17 Upper Colbren Road, Gwaun Cae Gurwen, Ammanford SA18 1HR	
Decision	Approval with Conditions	
Ward	Gwaun-Cae-Gurwen	

139	App No. P2017/0347	Type Householder
Proposal	Retention and completion of single storey side extension	
Location	8 Brondeg Lane, Alltwn Pontardawe, Swansea SA8 3AE	
Decision	Approval with Conditions	
Ward	Alltwn	

140	App No. P2017/0349	Type Householder
Proposal	Two storey rear extension and replacement garage.	
Location	18 Vivian Park Drive, Sandfields, Port Talbot SA12 6RT	
Decision	Approval with Conditions	
Ward	Sandfields East	

141	App No. P2017/0350	Type Vary Condition
Proposal	Section 73 for the variation of condition 2 of application P2016/0508 to amend the approved site plan, elevations, and floor plans and to allow for an extension to the rear storage area.	
Location	Lamb And Flag, Main Road, Bryncoch, Neath SA10 7TW	
Decision	Approval with Conditions	
Ward	Bryncoch North	

142	App No. P2017/0353	Type Non Material Amendment (S96A)
Proposal	Non-material amendment to Planning Permission P2015/0158 (Approved on the 19/01/2017 or) to vary conditions 3 and 17 (Drainage strategy)	
Location	Land to rear of, 102 Crymlyn Road, Skewen, SA10 6DT	
Decision	Approval with no Conditions	
Ward	Coedffranc West	

143	App No. P2017/0356	Type Screening Opinion
Proposal Request for a screening Opinion (EIA Regulations) for the development of 200 dwellings and associated infrastructure.		
Location Land off, Leiros Park, Neath		
Decision EIA Not Required		
Ward Cadoxton		

144	App No. P2017/0358	Type Discharge of Cond.
Proposal Details pursuant to conditions 4, 5, and 6 (Contamination) of Planning Application P2016/0969 approved on 06/12/2016		
Location Mcdonalds Restaurant, Sewage Works Access Road, Blaengwrach, Neath SA11 5NZ		
Decision Approval with no Conditions		
Ward Blaengwrach		

145	App No. P2017/0359	Type Screening Opinion
Proposal Request for screening opinion under Regulation 5 of the (Environmental Impact Assessment) (Wales) Regulations 2016 for addition of rock armour, extension of stepped access and ramped access to Aberavon promenade.		
Location Aberavon Promenade, Sandfields, Port Talbot		
Decision EIA Not Required		
Ward Sandfields East		

146	App No. P2017/0360	Type Full Plans
Proposal Change of Use from A1-Retail to A3-restaurant - Vintage 1940's Themed Restaurant		
Location 25 Station Road, Port Talbot SA13 1NN		
Decision Approval with Conditions		
Ward Port Talbot		

147	App No. P2017/0362	Type Non Material Amendment (S96A)
Proposal Non-material amendment to application P1998/1412 to amend the wording of the conditions 2 and 4 to allow the repair of disability equipment instead of power tools.		
Location 111 Neath Road, Briton Ferry, Neath SA11 2BZ		
Decision Approval with Conditions		
Ward Briton Ferry East		

148	App No. P2017/0364	Type Householder
Proposal	Single storey rear extension	
Location	54 Bertha Place, Margam, Port Talbot SA13 2AP	
Decision	Approval with Conditions	
Ward	Margam	

149	App No. P2017/0365	Type LawfulDev.Cert-Prop.
Proposal	Certificate of Lawfulness (proposed) Single storey side extension	
Location	51 Abbots Close, Margam, Port Talbot SA13 2ND	
Decision	Issue Lawful Dev.Cert.	
Ward	Margam	

150	App No. P2017/0366	Type Householder
Proposal	Single storey rear extension	
Location	12 Gower Street, Port Talbot SA13 1SL	
Decision	Approval with Conditions	
Ward	Port Talbot	

151	App No. P2017/0370	Type Non Material Amendment (S96A)
Proposal	Non-material amendment to application P2014/1130 to amend the design of the main entrance porch.	
Location	Mozart Court, Seaforth Close, Sandfields, Port Talbot SA12 7UG	
Decision	Approval with no Conditions	
Ward	Sandfields West	

152	App No. P2017/0371	Type Vary Condition
Proposal	Variation of conditions 3 and 4 of outline planning permission P2014/0289 (Approved on 25/04/14) to extend the time period for the submission of reserved matters	
Location	Land Adjacent To, 20 Dan Y Graig Road, Neath SA11 1TY	
Decision	Approval with Conditions	
Ward	Neath East	

153	App No. P2017/0372	Type Householder
Proposal	Single storey rear extension	
Location	2 Burrows Road, Baglan, Port Talbot SA12 8BG	
Decision	Approval with Conditions	
Ward	Baglan	

154	App No. P2017/0374	Type Householder
Proposal	Single storey side and rear extension	
Location	65 Beechwood Road, Margam, Port Talbot SA13 2AF	
Decision	Approval with Conditions	
Ward	Margam	

155	App No. P2017/0376	Type Householder
Proposal	Detached outbuilding	
Location	10 Primrose Lane, Rhos Pontardawe, Swansea SA8 3ES	
Decision	Approval with Conditions	
Ward	Rhos	

156	App No. P2017/0381	Type PriorNotif.Agric.Bld
Proposal	Prior Notification for agricultural building for storage of machinery including an open two bay store for winter fodder	
Location	Nant Y Gaseg Uchaf Farm, Pontardawe Road, Pontardawe, Swansea SA8 4SY	
Decision	Prior Approval Not Required	
Ward	Pontardawe	

157	App No. P2017/0382	Type Full Plans
Proposal	Construction of three tier concrete terrace	
Location	Skewen Rugby Football Club Tennant Park, Charles Street, Skewen, Neath SA10 6HU	
Decision	Approval with Conditions	
Ward	Coedffranc West	

158	App No. P2017/0386	Type Householder
Proposal	First floor rear extension	
Location	30 Edith Mills Close, Penrhiwtyn , Neath SA11 2JL	
Decision	Approval with Conditions	
Ward	Neath East	

159	App No. P2017/0387	Type Vary Condition
Proposal	Variation of Condition 1 of Planning Permission P2012/0274 (detached dwelling and garage, approved on the 22/06/2012) to extend the time for implementation for a further 5 years.	
Location	15 Siding Terrace, Lonlas, Neath SA10 6RE	
Decision	Approval with Conditions	
Ward	Coedffranc North	

160	App No. P2017/0389	Type Householder
Proposal	First floor and single storey rear extension	
Location	18 St Davids Road, Ystalyfera, Swansea SA9 2JQ	
Decision	Approval with Conditions	
Ward	Ystalyfera	

161	App No. P2017/0390	Type Discharge of Cond.
Proposal	Details pursuant to the discharge of conditions 3 (notice of commencement of development), 5 (boundary wall structural survey) & 6 (demolition and construction method statement) of planning permission P2016/0663 approved on the 2nd February 2017	
Location	Cartref, Burrows Road, Skewen, Neath SA10 6AB	
Decision	Approval with no Conditions	
Ward	Coedffranc Central	

162	App No. P2017/0391	Type LawfulDev.Cert-Prop.
Proposal	Lawful Development Certificate (Proposed) for a Dormer extension to the rear	
Location	5 Smithfield Road, Pontardawe, Swansea SA8 4LA	
Decision	Issue Lawful Dev.Cert.	
Ward	Pontardawe	

163	App No. P2017/0395	Type Householder
Proposal	Alterations in the roof design of the existing single storey rear extension	
Location	155 Swansea Road, Trebanos Pontardawe, Swansea SA8 4BS	
Decision	Approval with Conditions	
Ward	Trebanos	

164	App No. P2017/0396	Type Advertisement
Proposal	4 x internally illuminated fascia signs, 1 internally illuminated kiosk sign and canopy signs, 1 internally illuminated totem sign	
Location	Morrisons Supermarket, Riverside Drive, Neath SA11 1RS	
Decision	Approval with Conditions	
Ward	Neath North	

165	App No. P2017/0398	Type LawfulDev.Cert-Prop.
Proposal	Single storey rear extension and replacement sloping roof to existing extension - Certificate of Lawful Development (Proposed).	
Location	6 Clydach Avenue, Resolven, Neath SA11 4LU	
Decision	Issue Lawful Dev.Cert.	
Ward	Resolven	

166	App No. P2017/0401	Type Householder
Proposal	Single storey front extension	
Location	6 Sepia Close, Sandfields, Port Talbot SA12 7NY	
Decision	Approval with Conditions	
Ward	Sandfields West	

167	App No. P2017/0402	Type App under TPO
Proposal	Works to tree protected by Tree Preservation Order T25/T7 - 1 No. Beech Tree - Reduce crown by 2-3 metres	
Location	22 Maes Yr Hafod, Cadoxton, Neath SA10 8AZ	
Decision	Approval with Conditions	
Ward	Cadoxton	

168	App No. P2017/0404	Type App under TPO
Proposal	Works to trees protected by Tree Preservation Order T204/A1 - 1 No. Oak tree (Ta) Lift to 3.5 metres removing one limb and one branch which appears to have epicormic origins, 1 No. Oak tree Lift to 3.5 metres, removing one primary branch over garden and one lateral off secondary stem and (GA) Conifers - Lift to 2.0 metres.	
Location	113 Delffordd, Rhos Pontardawe, Swansea SA8 3EN	
Decision	Approval with Conditions	
Ward	Rhos	

169	App No. P2017/0405	Type App under TPO
Proposal Works to trees protected by Tree Preservation Order T200/A9 - 1 No. Oak (Ta) Reduce portion of canopy overhanging garden only, plus one limb overhanging field by approximately 2 metres, 1 No. Oak(Tb) Reduce canopy overhanging field (lateral growth only) by approximately 2.5 metres, thin remaining canopy by approximately 15% and 1 No. Oak(Tc) Reduce lateral growth over garden by 1.5-2.0 metres.		
Location 17 Corner Meadow, Rhos Pontardawe, Swansea SA8 3DR		
Decision Approval with Conditions		
Ward Rhos		

170	App No. P2017/0406	Type Non Material Amendment (S96A)
Proposal Non Material Amendment to condition 2 of P2015/1128 to make alterations to welfare unit consisting of removal of skylights, combination of two units into one, alteration of roof pitch and introduction of cladding.		
Location Intergrated Transport Hub, Port Talbot Parkway Railway Station, Station Road , Port Talbot SA13 1DE		
Decision Approval with no Conditions		
Ward Port Talbot		

171	App No. P2017/0410	Type Householder
Proposal Conservatory to rear elevation		
Location 91 Mill Race, Neath Abbey, Neath SA10 7FL		
Decision Approval with Conditions		
Ward Bryncoch South		

172	App No. P2017/0413	Type Vary Condition
Proposal Variation of Condition 1 of Planning Permission P2015/1123 (Temporary 60.3 metre high meteorological monitoring mast approved on the 17th Feb 2016) to extend the duration of the consent of the monitoring mast for a further 2 years (until 29th April 2019)		
Location Brombil Farm, Brombil Access Road, Margam, SA13 2SR		
Decision Approval with Conditions		
Ward Taibach		

173	App No. P2017/0414	Type Discharge of Cond.
Proposal Details pursuant to the discharge of Conditions 4 & 6 (Bat Licence and Drainage strategy) of Planning Permission P2016/1090 (Construction of 2 storey school building)		
Location Ysgol Gyfun Ystalyfera, Glan Yr Afon, Ystalyfera, Swansea SA9 2JJ		
Decision Approval with no Conditions		
Ward Ystalyfera		

174	App No. P2017/0416	Type Change of Use
Proposal Change of use of day centre to a residential dwelling		
Location Bronleigh Day Centre, 6 Cadoxton Road, Neath SA10 7AE		
Decision Approval with Conditions		
Ward Bryncoch South		

175	App No. P2017/0432	Type Non Material Amendment (S96A)
Proposal Non material amendment to P2016/0521 granted on 26/7/2016 - Change of eastern side elevation of approved garage to incorporate pedestrian door.		
Location Rear Of, 33-35 Lime Grove, Cimla, Neath SA11 3PU		
Decision Approval with no Conditions		
Ward Neath South		

176	App No. P2017/0443	Type Prior Notif.Demol.
Proposal Prior Notification for the demolition of the former Police Station		
Location Port Talbot Police Station, Station Road, Port Talbot SA13 1JB		
Decision Prior Approval Not Required		
Ward Port Talbot		

177	App No. P2017/0447	Type Discharge of Cond.
Proposal Details pursuant to the discharge of conditions 3 (construction method statement) and 4 (piling methodology) of planning permission P2016/1067 (building 19 – student residential)		
Location Bay Campus, Fabian Way, Jersey Marine, Neath		
Decision Approval with no Conditions		
Ward Coedffranc West		

178	App No. P2017/0449	Type Non Material Amendment (S96A)
Proposal Non-material amendment to planning permission P2015/0649 (Student residential buildings 13, 14, 17 & 18) to allow an increase in size to bin store.		
Location Learning & Resource Centre, Fabian Way, Crymlyn Burrows, Neath SA1 8EN		
Decision Approval with no Conditions		
Ward Coedffranc West		

179	App No. P2017/0450	Type Neigh.Auth/Nat.Park
Proposal Consultation from Rhondda Cynon Taf Council for a proposed wind turbine, tip height 121.5m and associated works.		
Location Land Adjacent to, Former Nant-Y-Gwyddon Landfill Site,		
Decision No Objections		
Ward Outside Borough		

180	App No. P2017/0458	Type Non Material Amendment (S96A)
Proposal Non-material amendment to planning permission P2016/0663 (Approved on 02/02/2017) to provide retaining walls to rear of plots 2 to 5 due to drainage easements.		
Location Cartref, Burrows Road, Skewen, Neath SA10 6AB		
Decision Approval with no Conditions		
Ward Coedffranc Cent		

181	App No. P2017/0470	Type Non Material Amendment (S96A)
Proposal Non-material amendment to P2016/0866 (extensions) to allow for an additional window to first floor rear elevation to serve dressing room.		
Location 19 Ty'n Yr Heol Road, Bryncoch, Neath SA10 7EA		
Decision Approval with Conditions		
Ward Bryncoch North		

182	App No. P2017/0475	Type Discharge of Cond.
Proposal Details pursuant to the discharge of condition 2 (drainage) of planning permission P2016/1067 (building 19-student residential)		
Location Swansea University, Bay Science And Innovation Campus, Jersey Marine, Neath		
Decision Approval with no Conditions		
Ward Coedffranc West		

183	App No. P2017/0481	Type Prior Notif.Demol.
Proposal Prior notification of Demolition.		
Location Units 9-11 Llan Coed Court, D'arcy Business Park , Llandarcy, Neath SA10 6FG		
Decision Prior Approval Not Required		
Ward Coedffranc West		

184	App No. P2017/0486	Type Non Material Amendment (S96A)
Proposal Non-material amendment to planning permission P2016/0808 (New dwelling) to reduce front canopy, and create enclosed porch.		
Location Land Adjacent to, 291 Graig Road, Godre'r Graig, Swansea SA9 2NZ		
Decision Approval with Conditions		
Ward Godre'rgrraig		

185	App No. P2017/0514	Type Discharge of Cond.
Proposal Details to be agreed in association with Condition 3 (Landscaping) of Planning Permission P2017/0298 granted on the 26th April 2017		
Location 2 Wern View, Pontrhydyfen, Port Talbot SA12 9TN		
Decision Approval with no Conditions		
Ward Pelenna		