

**SECTION A – MATTERS FOR DECISION**  
**Planning Applications Recommended For Approval**

<b><u>APPLICATION NO:</u> P2024/0510</b>	<b><u>DATE:</u> 9th August 2024</b>
<b>PROPOSAL: Two no. two storey detached dwellings and associated works</b>	
<b>LOCATION: Land To Rear Of, 60 Glyn Road, Lower Brynamman, SA18 1ST</b>	
<b>APPLICANT: Mr Iwan Thomas</b>	
<b>TYPE: Full Plans</b>	
<b>WARD: Gwaun-Cae-Gurwen and Lower Brynamman</b>	

**BACKGROUND**

This application is reported to Planning Committee at the request of the local Ward Member Cllr. Sonia Reynolds to consider the impact the proposal will have on highway safety.

Cllr. Reynolds has confirmed that she has received a number of objections from local residents, particularly relating to parking and access issues.

**SITE AND CONTEXT**

The application site is located on a plot of land that constitutes part of the original rear garden of number 60 Glyn Road, Lower Brynamman. The site itself is laid to lawn, relatively level and contains no existing structures.

To the east of the site is the rear garden of number 59 Glyn Road, to the south, an unmade access lane beyond which are residential dwellings. The west of the site is bounded by Glyn Road and the north by the 'donor' property, number 60 Glyn Road. This property is a traditionally designed, rendered and extended two storey semi-detached dwelling. It has an existing driveway running parallel to its side elevation which is unaffected by the proposed development.

The immediate street scene is a mixture of 2 storey semi-detached and detached dwellings of traditional and more modern form.

**DESCRIPTION OF DEVELOPMENT**

The application seeks planning permission for the construction of two no. two storey detached dwellings. Both houses are shown to be finished in white render, with elements

of brick and timber cladding. There is a single storey element to the rear, of each dwelling which is finished in timber cladding to the external walls. A driveway will be provided to the side of each plot, directly accessed from Glyn Road. Each property will have a rear garden area and associated means of enclosure.

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

### NEGOTIATIONS

The applicant has worked with the Local Planning Authority to arrive at a scheme which overcomes early issues with regards to the position and length of the driveways, pedestrian visibility splays, amount of hard surfacing and position of means of enclosure. The applicant agreed to provide revised plans to overcome these concerns.

### PLANNING HISTORY

The application site has no relevant planning history.

### CONSULTATIONS

Head of Engineering and Transport (Drainage): No objection, (SAB) required

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

Community Council – we would like to express concerns over the impact this proposal will have by exacerbating existing parking issues (by the addition of dropped curbs on Maes Y Glyn) and in regards to overlooking of nearby properties.

Biodiversity: No objection, subject to condition.

Welsh Water: No objection, subject to condition

Natural Resources Wales: No objection

### REPRESENTATIONS

A site notice was displayed and neighbouring properties consulted individually by letter. In response, to date 6 different representations have been received from 5 different members of the public. The issues raised are summarised below.

- Maes Y Glyn Road will not be able to cope with lorries delivering and extra traffic to build the properties.
- Loss of on street parking

- Indiscriminate on street parking
- Proposal will result in access and egress issues to existing properties.
- Width of the carriageway would hinder emergency service vehicles from easily gaining access to Maes y Glyn and Heol Godfrey
- Children playing in the area, development will lead to associated highway safety issues including from lorries and extra traffic
- Glyn Road and Maes Y Glyn can't cope with the construction traffic
  
- Noise and pollution from construction phase
- Environmental / Noise when development complete
- Restricted light into the property
- Over development too close to property
- Lack of privacy into bedrooms
  
- Drainage problems to my property
  
- Harder to sell property
- Damage to vehicles

## REPORT

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

### National Planning Policy:

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

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

**Policy 2** – Shaping Urban Growth and Regeneration – Strategic Placemaking

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

**Policy 9** – Resilient Ecological Networks and Green Infrastructure

Planning Policy Wales (Edition 12, February 2024)

The primary objective of Planning Policy Wales 12 is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places.

Planning Policy Wales 12 promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem-solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

Planning Policy Wales 12 is supported by a series of more detailed Technical Advice Notes (TANs), of which the following are of relevance: -

- Technical Advice Note (TAN) 11: Noise (1997)
- Technical Advice Note (TAN) 12: Design (2016)

### Local Planning Policies

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

### Strategic Policies

- **Policy SP1**            Climate Change
- **Policy SP2**            Health
- **Policy SP3**            Sustainable communities
- **Policy SP11**           Employment Growth
- **Policy SP15**           Biodiversity and Geodiversity
- **Policy SP20**           Transport Network
- **Policy SP21**           Built Environment and Historic Heritage

### Topic Based Policy

- **Policy SC1**           Settlement limits

- **Policy EN7** Important Natural Features
- **Policy EN8** Pollution and Land Stability
- **Policy TR2** Design and Access of New Development
- **Policy BE1** Design

Topic Based Policies:

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- Parking Standards (October 2016)
- Pollution (October 2016)
- Open Space & Greenspace (July 2017)
- Design (July 2017)
- Development and the Welsh Language (July 2017)
- Biodiversity and Geodiversity (May 2018)

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

The application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations. As such the application has been screened in accordance with the requirements of Schedule 3 of the Regulations.

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

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 and highway safety.

Principle of Development

Strategic Policy SP3 Sustainable Communities states *“The delivery of Sustainable healthy and cohesive communities and the conservation of the countryside will be promoted”*, with Policy SC1 Settlement Limits stating that *“Development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the settlement hierarchy will be acceptable in principle.”*

The LDP Settlement Hierarchy underpins the Development Strategy and is considered to be fundamental in addressing the issues facing the County Borough. The Council's

overarching aim is to deliver strengthened communities that will make Neath Port Talbot a more vibrant, community focussed and sustainable place with better opportunities for all.

The identification of a Settlement Hierarchy has been used to provide a balanced approach to managing growth, directing development to areas reflecting the attributes contained within that community and their ability to accommodate growth. As well as assessing the role and function of settlements, the Council assessed the capacity of land within settlements to accommodate development and also considered the potential opportunities for settlement expansion. The settlement limits identified in the Local Plan provide clarity of where development may be directed.

The settlement of Cwmllynfell is identified as a small local centre which offers a good range of services and facilities including a primary school and shops. As a result, it has been designated to have some potential for new development, albeit more limited than in some other settlements. The proposal for two dwellings is considered to be an appropriate scale that complies with the settlement hierarchy. It therefore comprises an infill site where the principle of a residential development within settlements is generally acceptable subject to an assessment of the acceptability in terms of other policies within the LDP.

The proposal is for two residential units, the plot size of which does not comply with the minimum of 30dph density requirement of Policy BE1. However, it is considered that the proposal for two dwellings on the given plot depth, will respect and assimilate with the prevailing linear pattern of ribbon development that already exists in this area, including along Glyn Road itself. It is therefore considered that the proposal is acceptable in principle.

### Impact on Visual Amenity

Policy BE1 requires that development complements and enhances the character and appearance of the site; respects the context of the site and its place within the local landscape; utilises materials appropriate to its surroundings; and incorporates appropriate landscaping. Detailed design guidance relevant to visual amenity is provided in the Authority's Supplementary Planning Guidance: Design (July 2017).

Being a garden area at present, the proposed development will clearly alter its character and appearance. However from a visual amenity perspective it is viewed as a logical extension of the existing ribbon, frontage development in the area, particularly as the dwellings would be built along and fronting an existing well established road.

Although the proposed houses would subdivide the existing residential curtilage of the donor property, they would occupy only a relatively modest part of what is a large and linear garden. There are also dwellings to the side, rear and opposite the application site. As such, it is considered that the proposed development would be generally sympathetic to the overall pattern of development in the area and the dwellings commensurate to the adjacent build form in terms of their siting and layout.

In terms of the scale, design and architectural detailing, given the variety of properties in vicinity of the site, it is not considered that there is a prevailing or established local distinctiveness. Notwithstanding this, the proposed design style, form, size, scale and materials to be used reflect that of the area and are generally in-keeping with the context.

For example, the proposed dwellings are two storey, of modest proportion and with gable ends. These design features are consistent with the majority of other properties in the locality, including those located at Glyn Road, Maes Y Glyn and School Road.

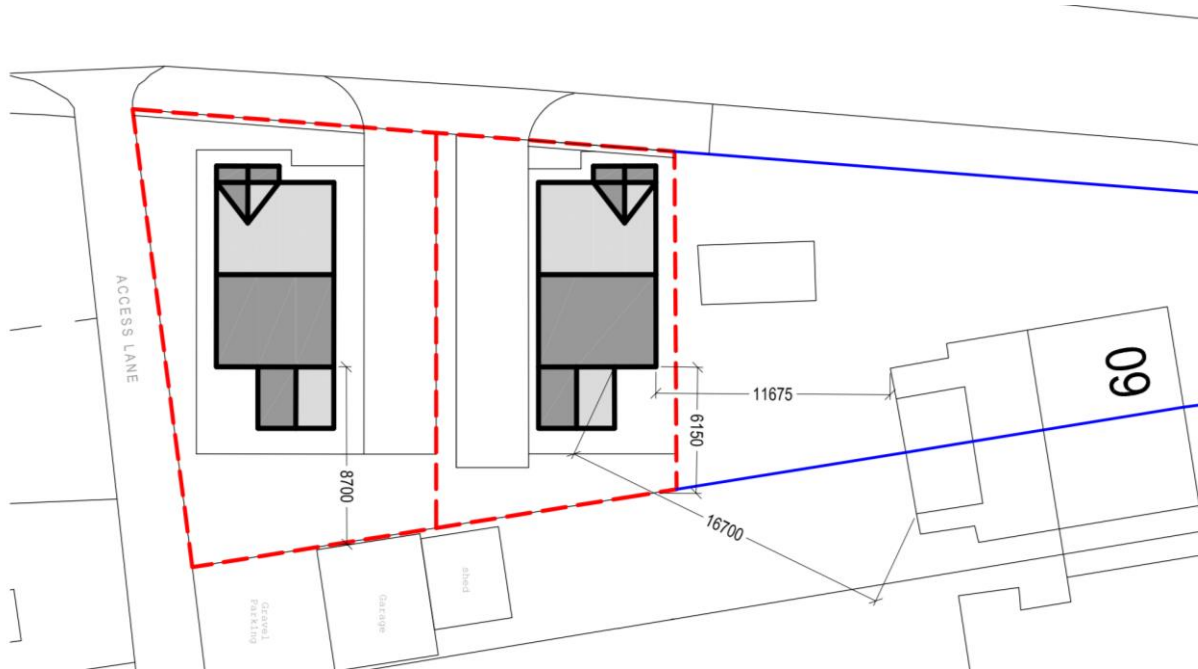
Material finishes include a concrete interlocking tile, rendered walls with a facing brick plinth and an element of timber cladding. It is considered that the timber will contrast well with the rendered finish of the main dwelling and will not appear intrusive from the street. However, to ensure appropriate materials are used, and in order to be able to assess their final specification, should this application be approved, a planning condition can be applied requiring final details are submitted to and agreed in writing by the local planning authority prior to commencement of development.

Overall it is considered that the development will have an acceptable impact on the visual amenity of the area and it is therefore concluded that the development complies with LDP Policy BE1 requirements.

#### Impact on Residential Amenity

Policy BE1(4) requires that development does not have a significant adverse effect on the amenity of local residents. The Authority has Supplementary Planning Guidance (adopted July 2017) on Design which provides specific advice on how to consider residential amenity impacts in determining planning applications. In respect of the impact on amenity, a number of concerns have been raised locally in relation to the impact of the development.

Concerns were raised locally that the development will restrict light and is too close to existing properties. In response, numbers 60 (donor property) and 59 Glyn Road are two storey semi-detached properties set approximately 11.5m away from the nearest proposed property and set at a slightly higher level than the application site. It is likely that the proposed dwellings would cast some shadow on the rear (south) elevation of numbers 60 and 59 Glyn Road from midday and cause some limited overbearing impact. However, this will not significantly impact on the rear windows of these adjacent properties given the separation distance, but may cast a shadow on a small part of their rear gardens. These properties however have generous rear/side gardens that contain existing outbuildings. The outbuildings, located within number 59, for example, are located in such a position that the proposed dwellings have the greatest impact in terms of overshadowing on the garden where there are existing structures (so no extensive direct overbearing on existing free garden space). This relationship as demonstrated below:



Furthermore, the gable ended design of the proposed dwellings works well for these proposed plots as it results in a reduced impact in terms of overbearing by keeping the ridge line away from the boundaries with adjacent properties and particularly numbers 59 and 60 Glyn Road.

Given the distance between the proposed dwellings and other adjacent properties, including 62a and 62b Glyn Road to the North West and the houses to the south at Maes y



Glyn, it is not considered that the development would adversely impact upon these neighbours' residential amenity in terms of overbearing.

In summary therefore, whilst there may be some limited impact in terms of overbearing and overshadowing on the rear amenity space numbers 59 and 60 Glyn Road, on balance, it will not be so significantly harmful as to justify refusing this application.

Concerns were also raised in respect of the development impact on privacy levels of adjacent properties, including unacceptable levels of overlooking. In response, it is proposed to install windows into the side, front and rear elevations of the proposed dwellings. The side and rear facing window at ground floor will be screened by proposed means of enclosure and views from the first floor side facing windows will be mitigated by a condition requiring the bathroom window is fitted with obscure glazing. Ground floor front facing windows look towards the rear section of properties located the opposite side of the road. These windows do not result in any direct or obtrusive overlooking issues.

Given the above, in this instance it is the first floor front and rear facing windows, together with the second floor attic space windows that could potentially lead to the greatest degree of overlooking towards adjacent properties.

The rear facing first floor and attic roof windows which all serve habitable rooms are shown orientated towards the south facing rear gardens of number 59 and 60 Glyn Road. A similar arrangement exists with the first floor front facing windows that face 62a and 62b Glyn Road. To a lesser extent, these first floor windows (front and back) also look towards the rear habitable room windows of the adjacent properties. However, the proposed houses are not located directly opposite the neighbouring properties and would be set at an oblique angle to them meaning a direct view into adjacent houses would be difficult without considerable effort. This, together with the separation distance maintained between the habitable rooms windows of the respective properties would ensure that there would not be any direct or obtrusive overlooking in this respect.

In terms of overlooking towards the rear gardens of adjacent properties the relationship is considered to be acceptable. While views will be available to the rear garden areas of adjacent properties, these views will be towards the middle / end of the respective gardens which can reasonably be expected to be used less intensively than the area immediately to the rear of the house. This, together with the separation distance that is retained is sufficient to ensure that there will be no significant or obtrusive views of the private garden areas of neighbouring dwellings.

In addition to the above assessment, in order to safeguard the amenities of adjacent properties from future unacceptable overlooking, particularly those to the rear of the site, a condition will be imposed removing permitted development rights for dormer extensions / windows.

In addition to those matters assessed above, concern was raised that the construction phase would lead to noise and environmental issues. Whilst there is potential for an increase in noise and air pollution during the construction phase, with particular regard to vehicle movements, this is only temporary and therefore not to an extent to merit refusal of this application. Following the construction phase there is unlikely to be a significant impact in this respect. The proposal is therefore considered to be acceptable in this respect and there would not be a significant environmental impact.

Given the above, it is not considered that the development would adversely impact upon the neighbours' residential amenity and the proposal is considered to comply with LDP Policy BE1 criteria in this regard.

### Parking and Access Requirements and Impact on Highway Safety

LDP policy SP20 is a strategic policy which includes criteria seeking to: restrict development which would have an unacceptable impact on highway safety; requires appropriate parking provision; and requires safe and efficient access and promotion of sustainable transport. LDP policy TR2 identifies that proposals will only be permitted where: there is no adverse impact on highway safety or unacceptable levels of traffic generation; there are appropriate levels of parking and cycling facilities provided.

A number of concerns were raised locally relating to highway safety implications of the proposed development. These predominately focused on the loss of on street parking, extra traffic, substandard existing highway, access and egress issues, as well as indiscriminate on street parking.

In response to these concerns, the scheme incorporates the formation of a new independent access for each dwelling, parking provision of 3 parking spaces for each dwelling. The level of parking accords with the Highways Authority's parking standards. Furthermore, following amendments received to address some concerns about the driveway dimensions and visibility standards, the Head of Engineering and Transport (Highways) has not raised any concerns with regard to the access to the site, parking provision, loss of on street parking, the suitability of the existing highway, or traffic congestion within the area and now raises no objection to the proposal subject to conditions.

In respect of the concern raised relating to the loss of on street parking provision. It is accepted that some on street parking provision will be lost as the proposal includes direct access from the highway to serve the proposed dwellings. However, the highways authority have confirmed that the highway that the proposed properties will be fronting onto are not currently managed by TRO's, therefore the highway allows for the displacement of the current parking that will occur due to the creation of the new driveways. Furthermore, there are existing TRO's that protect the junction from Maes y Glyn onto Glyn Road and the existing carriageway width of Maes y Glyn allows for on street parking.

It should be noted that technically no one has the right to park on a specific location on the adopted highway (unless it is in a specific residential parking zone). It is also important to note that the Town and Country Planning (General Permitted Development) Order 2015 (the GPDO) identifies that the formation, laying out and construction of a means of access to a highway which is not a trunk road or a classified road is permitted development (planning permission not required). In this case the road from where access to the proposed dwellings would be formed is from an unclassified road. As such, the applicant could, at any time, form a point of access without requiring planning permission which would result in the loss of on street parking.

Also, as alluded to earlier in this report, the settlement of Cwmllynfell is identified as a small local centre which offers a good range of services and facilities including a primary school and shops. The application site is therefore an inherently sustainable location in an urban area where the reliance on cars should be limited. Inconsiderate unlawful parking complained of would be a matter for the appropriate authorities to address, such as the local police force.

In addition, whilst the proposed new houses will undoubtedly generate more vehicle movements the impact of this increase is not considered to be so great as to cause a substantive increase in the overall level of traffic that would merit refusal of this planning application on highway grounds and traffic resulting from the construction phase will be controlled via a construction method statement that will be secured by planning condition.

It is therefore considered that the proposed development will not give rise to highway safety concerns provided the required parking, and visibility is provided in accordance with the approved plans.

Surface water drainage will be subject of separate SAB approval.

### Biodiversity / Ecology

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

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

A green infrastructure statement must be submitted with all planning applications, that is proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. The green infrastructure statement is an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step wise approach (Paragraph 6.4.15 of PPW 12) has been applied.

In this case there are no ecological constraints that would restrict the development, the site being predominantly poor amenity grass / lawn and no evidence of any protected species or habitats.

The biodiversity net gain duty is met through the recommendations contained within the submitted Green Infrastructure Statement and proposed Biodiversity Enhancement Scheme, namely an externally mounted bird box (woodstone House sparrow box). These enhancements can be secured by condition. The Council's Biodiversity Officer raises no objection to the amended proposals.

### Other Matters

A number of objections have been received, most of these relate to the impact the proposal will have upon amenity and highway safety. These issues have been addressed within the report.

The comments made in relation to the development will result in it being harder to sell neighbouring dwellings is not a material planning consideration and cannot therefore be considered in the determination of this planning application. Similarly, concern that cars will be damaged as a result of the development is not a planning matter and is an issue to be addressed privately and with the relevant authorities.

### CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the visual amenity of the area, residential amenity, highway safety or ecology considerations. Accordingly, the proposed development is in accordance with Policies EN6, EN7, TR2 and BE1 of the Neath Port Talbot Local Development Plan.

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

### **Recommendation**

Approval, subject to conditions.

### Time Limit Conditions

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

Reason:

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

### List of Approved Plans

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

- Drawing number CPD-001 Existing site plans
- Drawing number CPD-003 Proposed elevations
- Drawing number CPD-004 Proposed floor plans
- Drawing number CPD-002 Proposed site plans and street scene elevation

Reason:

In the interests of clarity.

### Pre-Commencement Conditions

- 3 No development shall take place until a scheme to enable the provision of gigabit capable broadband infrastructure from the site boundary to the dwellings/buildings hereby permitted has been submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

To support the roll-out of digital communications infrastructure across Wales in accordance with Policy 13 of Future Wales.

- 4 No development shall commence 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;

A scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason:

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

### Action Conditions

- 5 Prior to their use in the construction of the development hereby permitted, details of the materials to be used in the construction of the external surfaces of the development shall have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

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

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

Reason:

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

- 7 The development hereby approved shall be carried out in accordance with the finished ground, floor, and ridge levels shown on approved drawing number CPD-002 Rev D.

Reason

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

- 8 Prior to the occupation of either of the approved dwellings, the boundary treatment as detailed on approved plan CPD-002 Rev D shall be completed, as approved and retained as such thereafter.

Reason:

In the interest of visual amenity, highway safety and to ensure compliance with Policy BE1 and TR2 of the Neath Port Talbot Local Development Plan.

- 9 Prior to the first beneficial occupation of either of the dwellings hereby permitted, the pedestrian and vehicular visibility splays for each dwelling and the lane shown on approved drawing no. CPD-002 Rev D shall be provided and retained as such thereafter. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any order revoking or re-enacting that order, no obstruction exceeding 600mm high shall be erected, placed or allowed to grow within the visibility splays for the lifetime of the development.

Reason:

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

- 10 Prior to the occupation of either of the dwellings hereby approved, the biodiversity enhancement measures detailed within the approved Green Infrastructure Statement shall be completed, as approved, and retained as such thereafter.

Reason:

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

- 11 Notwithstanding the details submitted, prior to the first beneficial use of either of the dwellings hereby approved, the window on the first floor side elevation of each dwelling serving the bathroom shall be fitted with obscured glazing, and any part of the window/s that is less than 1.7m above the floor of the room in which it is installed shall be non-opening. The windows shall be permanently retained as such thereafter,

Reason :

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

- 12 Prior to occupation of the dwellings a vehicular footway crossing shall be provided in the position shown on the approved plans and to Highway Authority specification and shall be retained as such thereafter.  
Reason:  
In the interest of highway and pedestrian safety and to ensure the development complies with Policy TR2 of the Neath Port Talbot Local Development Plan.

### Regulatory Conditions

- 13 No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network including any increase in the roof area of the building /or impermeable surfaces within the curtilage.  
Reason:  
To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment, and to and ensure the development complies with Policy SP16 and BE1 of the Neath Port Talbot Local Development Plan.
- 14 Any gates provided across the access drive(s) shall be of a type which open inward only and can be seen through, and shall be retained as such thereafter.  
Reason:  
In the in interest of highway and pedestrian safety and to ensure compliance with Policy TR2 of the Neath Port Talbot Local Development Plan.
- 15 Prior to occupation of any dwelling, three off-street parking spaces per dwelling as shown on the approved plans shall be provided which shall be hard surfaced in a permeable tarmacadam, concrete or block paving to gradients not exceeding 1 in 9 and drained so that no surface water flows out onto the public. The parking spaces shall be retained as such thereafter solely for the benefit of the occupants of the dwelling of which it forms part and their visitors and for no other purpose.  
Reason:  
In the interest of highway safety and to ensure the development complies with Policy TR2 of the Neath Port Talbot Local Development Plan.
- 16 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwelling house forward of any wall of that dwelling house which fronts onto a highway, carriageway, shared driveway or footpath.



Reason:

In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider whether planning permission should be granted for such enclosures having regard to the particular layout and design of the development, in the interests of highway safety and to accord with Policies BE1, TR2 and SC1 of the Neath Port Talbot Local Development Plan.

17

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), no doors, windows or dormer windows (other than those expressly authorised by this permission) shall be constructed without the prior grant of planning permission in that behalf.

Reason:

In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider whether planning permission should be granted for such additional doors / windows, having regard to the particular layout and design of the development and need to protect the amenity of nearby properties, and to accord with Policies BE1 and SC1 of the Neath Port Talbot Local Development Plan.