

SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

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

BACKGROUND

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

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

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

SITE AND CONTEXT

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

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

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

DESCRIPTION OF DEVELOPMENT

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

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

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

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

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

NEGOTIATIONS

None

PLANNING HISTORY

The application site has the following relevant planning history: -

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

CONSULTATIONS

Environmental Health: No objections

NRW: No objections

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

Biodiversity Team: No comment

REPRESENTATIONS

The neighbouring property was consulted on 29.06.2022.

A site notice was also displayed on 01.07.2022 and 12.07.2022

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

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

REPORT

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

National Planning Policy:

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

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

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

Policy 8 – Flooding

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

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

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

Local Planning Policies

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

Strategic Policies :

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

Topic Based Policies :

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

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

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

Issues

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

Principle of Development

Background Information

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

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

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

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

Evolving National Policy Context

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

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

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

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

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

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

Evolving Local Context

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

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

That report notes that: -

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

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

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

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

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

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

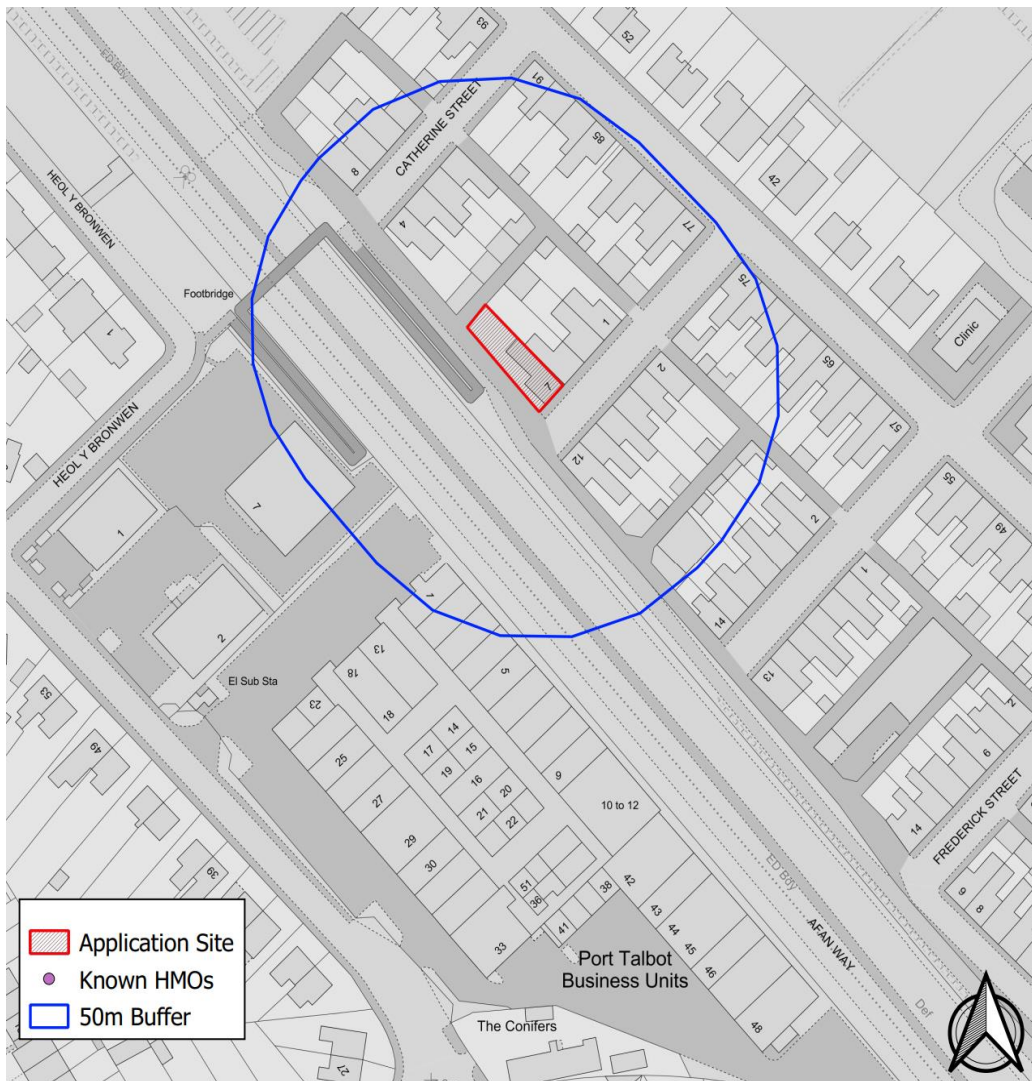
Assessment of Current Application

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

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

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

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



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

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

Impact on Visual Amenity

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

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

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

Impact on Residential Amenity

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

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

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

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

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

Parking and Access Requirements and Impact on Highway Safety

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

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

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

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

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

Flood risk / Drainage

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

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

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

Other Matters

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

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

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

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

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

CONCLUSION

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

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

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

RECOMMENDATION

Approval, subject to conditions

Time Limit Conditions

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

Reason:

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

List of Approved Plans

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

A-4 - LOCATION PLAN

25 - AL(47)01 - PROPOSED ROOF PLAN

25 - (AL4-)02 - PROPOSED SIDE ELEVATION

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

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

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

PROPOSAL PLANS 03 - PARKING

Reason:

In the interests of clarity.

Pre-Commencement Condition

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

Reason:

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

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

Regulatory Conditions

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

Reason:

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

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), there shall be no extension or external alteration to any building forming part of the development hereby permitted without the prior grant of planning permission in that behalf.

Reason:

In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider whether planning permission should be granted for extensions, having regard to the particular layout and design of the development and need to protect the parking within the rear yard area, and to accord with Policies BE1 and SC1 of the Neath Port Talbot Local Development Plan.

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

revoking and re-enacting that Order with or without modification), no doors, windows or dormer windows (other than those expressly authorised by this permission) shall be constructed without the prior grant of planning permission in that behalf.

Reason:

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

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

Reason:

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