

PLANNING STATEMENT

Plaza, Port Talbot

July 2019



Summary

Proposal:

Partial demolition of the rear section of Grade II listed building, erection of replacement extension and change of use of whole building to mixed use community facility comprising café (A3), hall (D2), multi-purpose rooms (D2), gymnasium (D2) and ancillary facilities, 2no A1/A2/A3 units, offices (A2/B1) and associated car parking, cycle store, bin store, employee amenity area, drainage, highways and engineering works

Location:

Plaza, Talbot Street, Port Talbot

Date:

July 2019

Project Reference:

19.131

Client:

Neath Port Talbot County Borough Council

Product of:

Asbri Planning Limited
Unit 9 Oak Tree Court
Mulberry Drive
Cardiff Gate Business Park
Cardiff CF23 8RS

Prepared by:

Liam Griffiths | Graduate Planner

Approved by:

Pete Sulley | Associate Director

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Introduction

- 1.1 This Planning Statement has been prepared by Asbri Planning on behalf of Neath Port Talbot County Borough Council (NPTCBC) to accompany the full planning application submitted for the redevelopment of the Plaza, Port Talbot. The application proposes Partial demolition of the rear section of Grade II listed building, erection of replacement extension and change of use of whole building to mixed use community facility comprising café (A3), hall (D2), multi-purpose rooms (D2), gymnasium (D2) and ancillary facilities, 2no A1/A2/A3 units, offices (A2/B1) and associated car parking, cycle store, bin store, employee amenity area, drainage, highways and engineering works. A separate listed building consent application will also be submitted. Once complete the building will be managed and occupied by the Port Talbot YMCA.
- 1.2 The purpose of this Planning Statement is to provide a clear and logical document to outline the planning considerations and planning policies relevant to the proposal. The document also acts as a method of demonstrating the details of the planning application in a way that can be read both by professionals and the public.
- 1.3 The site is predominantly comprised of the Grade II listed Plaza Cinema building, described in the Cadw listing description as a:
- “very rare example in Wales of a building type which expresses the distinctive architectural vocabulary of 1930’s cinema architecture, and whose interior has escaped subdivision or major changes.”*
- 1.4 The proposal would provide economic benefits to the area with the regeneration of the currently derelict building by demolishing the utilitarian and bleak rear portion whilst retaining the more historically and architecturally interesting front façade. It is considered that the retention of the ‘art deco’ frontage into the scheme will provide a unique development that people will visit Port Talbot to see.
- 1.5 The planning application comprises the following set of drawings prepared by GWP Architecture.

Drawing name	Drawing reference
Site Location Plan	PPT-GWP-01-00-DR-A-(PA)-0001 Rev. 02
Existing Site Plan	PPT-GWP-01-00-DR-A-(PA)-0002 Rev. 02

Topographical Survey	PPT-GWP-XX-00-DR-A- (PA)-0003 Rev. 02
Existing Ground Floor Plan	PPT-GWP-01-00-DR-A- (PA)-0010 Rev. 03
Existing First Floor Plan	PPT-GWP-01-00-DR-A- (PA)-0011 Rev. 02
Existing Second Floor Plan	PPT-GWP-02-00-DR-A- (PA)-0012 Rev. 02
Existing South & West Elevations	PPT-GWP-XX-00-DR-A- (PA)-0014 Rev. 02
Existing North & East Elevations	PPT-GWP-XX-00-DR-A- (PA)-0015 Rev. 02
Ground Floor Demolition Plan	PPT-GWP-GF-00-DR-A- (PA)-0020 Rev. 04
First & Second floor Demolition Plan	PPT-GWP-01-00-DR-A- (PA)-0021 Rev. 04
Roof Demolition Plan	PPT-GWP-02-00-DR-A- (PA)-0022 Rev. 02
Topographical Survey – External Levels Demolition	PPT-GWP-XX-00-DR-A- (PA)-0023 Rev. 02
Demolition Elevations (South & West)	PPT-GWP-XX-00-DR-A- (PA)-0024
Demolition Elevations (North & East)	PPT-GWP-XX-00-DR-A- (PA)-0025
Proposed External Works & Sections	PPT-GWP-01-00-DR-A- (PA)-0029 Rev. 05
Proposed External Works	PPT-GWP-XX-00-DR-A- (PA)-0030 Rev. 07
Proposed Ground Floor GA Plan	PPT-GWP-GF-00-DR-A- (PA)-0031 Rev. 09
Proposed First Floor GA Plan	PPT-GWP-01-00-DR-A- (PA)-0032 Rev. 09
Proposed Second Floor GA Plan	PPT-GWP-02-00-DR-A- (PA)-0033 Rev. 08
Proposed Roof GA Plan	PPT-GWP-03-00-DR-A- (PA)-0034 Rev. 08
Proposed North & East Elevations	PPT-GWP-01-XX-DR-A- (PA)-0035 Rev. 09

Proposed South & West Elevations	PPT-GWP-01-XX-DR-A-(PA)-0036 Rev. 08
Proposed Sections S-01 & S-02	PPT-GWP-01-XX-DR-A-(PA)-0037 Rev. 04
Proposed Sections S-03 & S-04	PPT-GWP-01-XX-DR-A-(PA)-0038 Rev. 04
Condition Repair Proposals to front portion (elevations)	PPT-GWP-01-XX-DR-A-(PA)-0039
Condition Repair Proposals to front portion (walls)	PPT-GWP-01-XX-DR-A-(PA)-0040
Condition Repair Proposals to front portion (floors)	PPT-GWP-01-XX-DR-A-(PA)-0041
Condition Repair Proposals to front portion (ceilings)	PPT-GWP-01-XX-DR-A-(PA)-0042
External Works 01	PPT-GWP-01-00-DR-A-(SK)-0061
Proposed Levels	PPT-HYD-XX-XX-DR-C-0500
Proposed Drainage Strategy and Constraints Plan	PPT-HYD-XX-XX-DR-C-0600
Proposed Surfacing and Kerbing Layout	PPT-HYD-XX-XX-DR-C-0700
Proposed Site Clearance	PPT-HYD-XX-XX-DR-C-1200

1.6 In addition, the following supporting documents are submitted.

Document	Prepared by
Planning application forms (1APP)	Asbri Planning
Design and Access Statement	GWP Architecture
Planning Statement	Asbri Planning
PAC Report	Asbri Planning
Heritage Impact Statement	GWP
Transport Statement	Hydrock
Framework Travel Plan	Hydrock
Drainage Strategy	Hydrock
Energy and Sustainability Statement	Hydrock

Lighting Impact Assessment	Hydrock
Flood Consequence Assessment	Hydrock
Bat Survey	NPTCBC
Noise Planning Report	Hydrock
Outline Demolition Plan/Method Statement	BAM Construction
Waste Management Plan	BAM Construction

- 1.7 This Planning Statement provides a description of the application site at section 2, an overview of the site context and the Historical Context at section 3 and provides Planning Context at section 4. Thereafter, the proposed development is provided at Section 5 whereas section 6 and 7 summarise the supporting documents and identify the relevant national and local planning policies which provide the framework for appraising the application at section 8. The Statement is then concluded at Section 9 with a summary of the proposals justifying why it should be granted permission.

Site description

General location

- 2.1 The application site is the former Plaza Cinema located centrally to Port Talbot which is a town within the county borough of Neath Port Talbot. Port Talbot is located to the southern coast of Wales with the Afan Valley running from north to south through the town and is designated as a Town in the NPTCBC Local Development Plan, which is at the top of the settlement hierarchy. The role and function of the Towns is that they are *“Regionally important settlements providing the widest and most diverse range of functions. Located on the strategic road network, they are fully accessible by a range of transport options.”* Within Port Talbot the site is located along Talbot Road and is centred on grid coordinates E: 276856, N: 189605.

The site

- 2.2 The site is comprised of a Grade II listed Plaza Cinema building alongside a small area of hard standing to the building’s north eastern boundary. As described in the Cadw listing the plaza is a:

“very rare example in Wales of a building type which expresses the distinctive architectural vocabulary of 1930’s cinema architecture, and whose interior has escaped subdivision or major changes.”

- 2.3 The site is located in a highly sustainable location, close to the Port Talbot Parkway Integrated Transport Hub and just a short walk from the southern edge of the town centre.
- 2.3 The site is bound to the north by Eagle Mews, which serves the residential development to the north west of the Plaza; to the east by Eagle Street; to the south west by Talbot Road and finally to the north west by Eagle Mews alongside an apartment block fronting onto Talbot Road.
- 2.4 A review of the TAN:15 development advice maps produced by NRW identifies the site is located within Flood Zone C1 as such is served by significant infrastructure, including flood defences.
- 2.5 The site is unallocated white land located within the settlement boundary for Port Talbot within which the general principle of development is acceptable.

Surroundings

- 2.6 The site sits in an area characterised by a variety of uses. To the north east and south east of the site, the predominant land use is residential, with complementary uses including primary schools, post office, a petrol filling station and convenience shop. To the south

west and north west of the site is Port Talbot Parkway and Port Talbot Town Centre which comprises a number of shops and services.

Access

- 2.7 Given that the site is predominantly comprised of the existing Plaza building pedestrian access is achieved via the south western (front) elevation which fronts onto Talbot Road. Vehicular access into the site can be achieved to the area of hard standing via Eagle Street.
- 2.8 As identified above, the site is within close proximity to the Integrated Transport Hub (Port Talbot) the scheme was completed in March 2018 and comprises a new bus hub, cycle facilities, taxi rank, drop-off and pick-up points and the creation of a pedestrian dominated concourse for easy access to employment and residential areas in Port Talbot. This provides the proposal with strong sustainable transport links.

Historical Context

History

- 3.1 The building was constructed in 1939 and opened in Easter 1940 but due to the war completion was delayed. The building was Grade II designated in August 1999 as a very rare example in Wales of a building type which expresses the distinctive architectural vocabulary of 1930s cinema architecture, and whose interior has escaped subdivision or major changes. The following features are noted within the designation:

Exterior

- 3.2 The building has a modernist style with art deco influences including:
- Front elevation in cream faience tiling with band in eau-de-nil;
 - Leadwork scallops below capping of parapet;
 - Tiles painted black beneath canopy;
 - Original full-width canopy, entrance doors boarded over; to each side, doors and semi-circular convex shopfronts.

Interior

- 3.3 The outer doors lead to a lobby following this terrazzo steps (inscription "Plaza"), lead to central group of 3 sets of doors with horizontal glazed panels, long brass handles, glazing above; similar single set of doors to each side of central group. The Foyer has cornices with art-deco decoration, cream and eau-de-nil floor tiles and stairs to each side with a ticket booth at entrance to auditorium. The auditorium has ceiling with square panels, some with ventilator grilles, some lamps and moulded cornice. Moulded proscenium surround to stage and screen area. Balcony area retains its seating with seating removed from stalls.

Planning Context

Planning History

- 4.1 A review of the NPTCBC online planning register identifies that the following applications are of relevance to the proposal:

- P1999/0704 – Residential Development (Outline)
- T1980/3394 - Alterations And Modifications To Foyer

Pre-application Discussions

- 4.2 A pre-application enquiry was submitted to the authority on the 5th March 2019. Following the submission a meeting was held on the 13th March 2019. The meeting identified the following key points:

Highways and Drainage

- At least 3 disabled spaces should be provided. Alternatively 100% disabled spaces would be acceptable;
- Vehicle tracking will need to be provided;
- 1 vehicle electrical charging point will be required; and
- DCWW would not allow a connection into the combined sewer

Heritage Matters

- Given the condition of roof, architectural and heritage aspects and external appearance, the most sensible solution would be partial demolition of the rear portion of the building;
- The whole front façade and internal works within the retained section would be retained/preserved/repared as appropriate;
- The Plaza signage would remain, faience tiles on front would be restored; and
- The listed retained element should take precedent

Other Technical Matters

- Boreholes will be required to be undertaken to inform SI

Second Pre-application meeting

- 4.3 A secondary pre-application meeting was held on the 9th May 2019 where the above matters were considered in more detail, as well as the proposed new extension, materials, impact on neighbouring properties and heritage matters.

Pre-application Consultation

- 4.4 A pre-application consultation process was undertaken between the 3rd June 2019 and 1st July 2019 and subsequently a PAC Report has been produced submitted in support of the planning application. The PAC report fully describes all comments received alongside the response to comments. There was one comment received from

members of the public which was neither in objection or support. There were no comments received from community consultees. Responses were received from all specialist consultees with no objections received. Finally comments were received from three other consultees invited to view the proposals with one objection from the Cinema Theatre Association.

- 4.5 The comments received from the Cinema Theatre Association primarily related to the necessity of demolishing the rear section of the building and state of the interior characteristic. Following these comments the Heritage Impact Statement has been revised to provide further detail. As such it is considered that the comments have been addressed.

Proposals

- 5.1 The proposal comprises the redevelopment of the site to provide a mixed use community facility comprising café (A3), hall (D2), multi-purpose rooms (D2), gymnasium (D2) and ancillary facilities, 2no A1/A2/A3 units, offices (A2/B1) and associated car parking, cycle store, bin store, employee amenity area, drainage, highways and engineering works. Once completed the building will be managed and occupied by the Port Talbot YMCA. The 'art deco' frontage will be retained as this is noted to be the significant feature of the listed building that expresses the distinctive architectural vocabulary of 1930's cinema architecture. A full review of the proposal is contained within the design and access statement.

Layout

- 5.2 The proposal includes:

Ground Floor

- Retail uses to the frontage;
- Café use;
- Multi-purpose rooms;
- A hall;

First Floor

- Offices and meeting space;
- Gym;

Second Floor

- Offices and breakout space; and
- Plant/Roof access for maintenance

- 5.3 The layout has been chosen to provide the uses that will be open to members of the public at lower levels with the private uses at higher levels. The retail uses will be located to the south elevation fronting onto Talbot Street as this is likely to generate the most footfall.

Materials

- 5.4 The materials proposed includes the following:

Location	Material
External Walls	Slate grey/blue bricks with slate grey/blue coloured mortar / grey render
External Elevation Features	Vertical louvre system / powder coated aluminium / feature bricks
Roof	Green roof / solar panels / skylight

Boundary Treatments	Spandrel panels / security fence on brick wall
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- 5.5 The materials chosen are considered to provide the building with a contemporary aesthetic which will improve the street scene whilst preserving the listed building.

Access and parking

- 5.6 The proposal includes 6 parking spaces with 1 disabled space to the north eastern area of hard standing this sits alongside a bike store, providing space for approximately 16 spaces, and refuse storage.

Drainage

- 5.7 The proposed surface water strategy includes permeable paving systems within the associated car park which will collect the runoff from external car parking and footpath areas. The proposal also features green roof areas situated on the two new flat roof areas where possible (around skylight and plant space areas) to manage water quality. There is only one option for discharging surface water from the site's boundary, this is to connect to an existing surface water sewer that is present on Eagle Street east of the development. The proposed foul drainage will discharge to this combined sewer via the existing connection points that can be made good to ensure good operation for the new building.

- 5.8 As previously highlighted the site is located within flood zone C1. It is therefore proposed to feature within the design flood risk and flood protection. This includes the following:

- Proposed finished ground floor level within the remainder of the existing / proposed building to be set at 7.868m AOD, 0.08m above the 1 in 100 year + 30% flood level;
- Flood resilient doors installed on all side and rear elevation ground floor accesses $\leq 7.79\text{m}$ AOD. Those proposed accesses with a threshold $> 7.79\text{m}$ AOD or where there are internal steps to the raised ground floor level immediately beyond the access (including the main entrance lobby); and
- Proposed commercial units within the lower front portion of the building to be unprotected and adopt a 'water-entry' approach (due to the potential depth of flooding and structural concerns). However, the design and construction of the proposed units will integrate flood resilience measures

Sustainable Features

- 5.9 The proposal will adopt passive design and energy efficiency measures to ensure that energy use is highly efficient, including 50m² of PV arrays and an electric vehicle charging point in the car park.

Supporting documents

- 6.1 The following section intends to provide a brief overview of the supporting documents and reports which have been prepared to accompany the planning application for the proposed development.

Design and Access Statement

- 6.2 A design and access statement (DAS) has been proposed by GWP architecture. The purpose of the DAS is to provide a document that explains the various facets of design and access in relation to the site alongside appraising the proposal in relation to relevant planning policy. It sets out the design evolution in detail and assesses the scheme against the headings in the Welsh Government DAS Guidance. The DAS should be read in conjunction with the Heritage Impact Statement which provides useful background and justification for the proposals.

Transport Statement

- 6.3 A Transport Statement has been produced by Hydrock to provide a review of the transport implications of the proposed development. The report concludes that the development is likely to result in a decrease in vehicle total trips to the site when compared to the extant use, a reduction in demand for off-site parking and a reduction in movements by most other modes. As such, it is considered that the proposed redevelopment would not have a material impact on the highway network, on parking stress, on road safety or sustainable modes of travel, given the highly sustainable location in very close proximity to Port Talbot Parkway Integrated Transport Hub

Framework Travel Plan

- 6.4 A Framework Travel Plan has been produced by Hydrock with the aim to encourage the use of sustainable modes of transport and reduce the reliance on private car use for trips to and from the site. All staff will be provided with a Travel Information Pack (TIP) on first occupation of the site. This will also be made available to visitors to the site to inform travel choices. The document concludes that the site location is fully in accordance with the aims of TAN18 and the Active Travel Act in relation to sustainable travel and potential future users of the site will not require the use of a car, particularly given the highly sustainable location in very close proximity to Port Talbot Parkway Integrated Transport Hub. This will assist in constraining vehicle trips generated by the site.

Heritage Impact Statement

- 6.4 A Heritage Impact Statement has been prepared by GWP Architects. The purpose of the document is to establish the historic development

of the site and its setting, and provide an evaluation of the significance of the building and its context, to inform the development of an appropriate heritage-led scheme for the site.

Drainage Strategy

- 6.5 A drainage strategy has been prepared by Hydrock the purpose of the document is to detail the proposed drainage solutions for the development. The proposed surface water strategy comprises a number of sustainable drainage components to provide sufficient capacity and flow rate attenuation. A permeable paving system will be provided within the car park which rain water from the green roof will be discharged to. The foul drainage will discharge into the existing combined sewer.

Flood Consequence Assessment

- 6.6 A Flood Consequence Assessment has been prepared by Hydrock to address the requirements of TAN 15 due to the location within flood zone C1. The proposed scheme entails the retention of a 'less vulnerable development' use located within Zone C1. The report provides resistance and resilience measures to ensure the scheme is TAN:15 compliant. It is proposed that ground floor levels in the retained front portion of the building remain as originally constructed, at 6.957m AOD. However, the proposed finished ground floor level within the remainder of the existing / proposed building will be set at 7.868m AOD, 0.08m above the 1 in 100 year + 30% flood level. This is the highest level achievable taking into account the need to integrate the proposed new section of the building with the existing section of the building to be retained. This measure also provides a betterment compared to the existing situation. The following additional measures are proposed:

- Flood resilient doors on all side and rear elevation ground floor accesses below 7.79m AOD. Those proposed accesses with a threshold >7.79m AOD or where there are internal steps to the raised ground floor level immediately beyond the access;
- The proposed commercial units within the lower front portion of the building be unprotected and adopt a 'water-entry' approach. However, the design and construction of the proposed units will include flood resilient measures;
- Any alteration / new works at ground floor level, including the proposed commercial units within the lower front portion of the building, to encompass flood resilience measures;
- Non-return valves to be fitted to drainage services, wherever feasible;
- Platform lift within entrance lobby to be designed and

installed so as to be flood resilient.

Energy & Sustainability Statement

- 6.7 An Energy and Sustainability Statement has been prepared by Hydrock, the purpose of the report is to set out the energy and sustainability strategy for the scheme. As highlighted above the scheme will also feature a green roof and 50m² of PV arrays on the roof. The report concludes that the implementation of passive design and energy efficiency measures alongside the inclusion of solar panels will satisfy the energy requirements for the development.

Noise Planning Report

- 6.8 A Noise Planning Report has been prepared by Hydrock to provide acoustic design advice for the redevelopment scheme. The report concludes that should the acoustic design measures identified in this report be implemented the development will meet the requirements of the local authority and guidance standards.

Bat Survey

- 6.9 The former cinema was subject to a bat survey in August – September 2018. The survey found no "likely" bat entry opportunity and as such no external evidence of bat-use. The survey also found that no bats emerged from, or entered, the building; no bat activity was seen at/near to the building, and bat-activity at the wider area was minimal. The surveyors have no expectation of any bat use of the building.

Ecological Assessment

- 6.10 The Countryside and Wildlife Team of Neath Port Talbot CBC have undertaken an ecological survey and assessment of the land at Plaza Cinema, Port Talbot. The report confirms that there are no nationally or internationally designated sites within 2km of the site and that there are no statutory protected sites within 1km of the site. In terms of habitats on the site the following was identified:

Reptiles

- 6.11 There are very few features on site to support reptiles and given the isolation of the site it is unlikely that reptiles will be present.

Birds

- 6.12 No specific bird survey was undertaken on the site. No incidental sightings of birds occurred during the site visit but feral pigeons were observed on the roof during the bat survey.

Invertebrates

- 6.13 A comprehensive survey of invertebrates was not undertaken on the site; however, during the habitat survey any invertebrate species present were recorded and no notable ones were found.
- 6.14 Overall the development will have a negligible impact towards the site's biodiversity as the existing features are not ecologically significant.

Lighting

- 6.15 A lighting impact assessment has been produced by Hydrock and provides detail on the proposed external lighting strategy. This lighting assessment is based on using predominantly building mounted luminaires with exception to 3No column mounted luminaires located within the car park This light impact assessment confirms that the obtrusive light generated are within the guidelines set out in the Guidance note GN01:2011 - Reduction of Obtrusive Light and results in no adverse effects to the surrounding area.

Demolition

- 6.16 An outline demolition plan and method statement has been produced by BAM which outlines the proposed demolition plan and methodology which is to be employed during the demolition works.

Planning policy context

Introduction

- 7.1 The following section provides an overview of the relevant policy framework relating to the application proposals. In accordance with S38(6) of the Planning and Compulsory Purchase Act 2004, this application should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 7.2 The starting point is therefore the statutory Development Plan which consists of the Neath Port Talbot County Borough Council Local Development Plan (adopted January 2016).
- 7.3 In addition to the above, other key “relevant material considerations” include, in particular, Planning Policy Wales (Edition 10, December 2018) (“PPW”), associated Technical Advice Notes (“TANs”) and NPTCBC Supplementary Planning Guidance (“SPGs”).

Planning Policy Wales (PPW) 2018

- 7.4 PPW Edition 10 was adopted by the Welsh Government in December 2018 and is the overarching document for planning considerations in Wales. PPW provides land use planning policy and should be taken into account when preparing planning applications. PPW Edition 10 sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.
- 7.5 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. PPW and the emerging National Development Framework (NDF) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs).
- 7.6 Sustainable development is defined as:

“Sustainable development” means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals. Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure

that the needs of the present are met without compromising the ability of future generations to meet their own needs. "

7.7 Up-to-date development plans are the basis of the planning system and set the context for rational and consistent decision making. Plans at all levels of the development plan hierarchy must be prepared in accordance with national planning policies. Planning applications must be determined in accordance with the adopted plan, unless material considerations indicate otherwise.

7.8 **Under Section 2 – People and Places – Achieving Well Being Through Placemaking**, 5 Key Planning Principles are highlighted, under the general heading of ***Achieving the Right Development in the Right Place*** which are:

- 1. Growing our economy in a sustainable manner***
- 2. Making best use of resources***
- 3. Facilitating Accessible and Healthy Environments***
- 4. Creating and Sustaining Communities***
- 5. Maximising environmental protection and limiting environmental impact.***

7.9 Under Paragraph 2.20 – ‘How Must PPW be Used?’ it is emphasised that development plans and proposals should be prepared within the context of the above key planning principles:

- 1. The 1st Stage is to assess plans or proposals against the Strategic and Spatial Choices issues and the National Sustainable Placemaking Outcomes;*
- 2. The 2nd Stage assesses the detailed impact and contribution to Active and Spatial Choices, Productive and Enterprising Places and Distinctive and Natural Places (it is acknowledged that these will vary on a case by case basis);*

This process will result in a strategy or proposal which contributes to the sustaining or creation of sustainable places.

7.10 Paragraph 2.21 states that planning authorities should ensure that economic, social, cultural and environmental benefits are given equal consideration in the decision making process, by following the 5 ways of working, to ensure that a balanced assessment is carried out and to implement the Well Being of Future Generations Act and the Sustainable Development Principle. There may be occasions where one type of benefit outweighs others, and in such cases robust evidence should be presented to support these decisions.

- 7.11 **Section 3 – Strategic and Spatial Choices** states that effective strategic placemaking requires early collective consideration of placemaking issues at the outset, in the formulation of a development plan, or when developing specific proposals. The policy issues should not be considered in isolation from one another. This includes considering the design of a development and its impacts upon everyday lives as well as thinking holistically about where people might live and work and which areas should be protected.
- 7.12 Paragraph 3.3 emphasises that good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places.
- 7.13 Paragraph 3.25 refers to the specific role of the Welsh Language in Placemaking. The Welsh Language is part of the social and cultural fabric and its future well-being will depend upon a wide range of factors, particularly education, demographic change, community activities and a sound economic base to maintain thriving sustainable communities and places. The land use planning system should take account of the conditions which are essential to the Welsh language and in so doing contribute to its use and the Thriving Welsh Language well-being goal.
- 7.14 **Section 4 – Active and Social Places** defines those places which promote our social, economic, environmental and cultural well-being by providing well-connected cohesive communities. Places which are active and social contribute to the seven goals of the Well-being of Future Generations Act. The key issues in this theme include:
- *assisting in the delivery of cohesive communities which will meet the needs and are accessible to all members of society, including older people;*
 - *tackling inequalities between communities, delivering services and jobs closer to where people live and acknowledging the importance of inclusive communities and the wider environment for good health and well-being;*
 - *improve sustainable access to services, cultural opportunities and recreation facilities to support people to adopt healthy, culturally fulfilled lifestyles which will assist in improving health and wellbeing.*
- 7.15 Paragraph 4.19 states that the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.
- 7.16 Section 4.1.39 relates to the use of Ultra Low Emission Vehicles (ULEVs) identifying that the planning system should encourage and support the provision of ULEV charging points as part of new development. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have ULEV charging points.
- 7.17 **Section 5 – Productive and Enterprising Places** covers the economic components of placemaking. The Productive and Enterprising Places theme of planning policy topics covers economic development, physical infrastructure, energy and the efficient use of resources. It is stated that Cohesive Communities are created by people who have access to fulfilling work which is easily reached locally through sustainable transportation infrastructure and who can communicate effectively and safely with their friends and neighbours.
- 7.18 Paragraph 5.5.4 notes that much of the existing provision of facilities and accommodation for tourism occurs in urban locations, including historic and coastal towns and cities. There will be scope to develop well-designed tourist facilities in urban areas. The sensitive refurbishment and re-use of historic buildings also presents particular opportunities.
- 7.19 **Section 6 – Distinctive and Natural Places** requires that development plan strategies, policies and development proposals should be formulated to look to the long term protection and enhancement of the special characteristics and intrinsic qualities of places, be these of natural, historic or built environments, ensuring their longevity in the face of change. This means both protecting and enhancing landscapes, habitats, biodiversity, geodiversity and the historic environment in their own right as well as other components of the natural world, such as water resources or air quality.
- 7.20 Paragraph 6.1.5 states that the planning system must take into account the Welsh Government's objectives to protect, conserve, promote and enhance the historic environment as a resource for the general well-being of present and future generations. The historic environment is a finite, non-renewable and shared resource and a vital and integral part of the historical and cultural identity of Wales.

- 7.21 For listed buildings, the aim should be to find the best way to protect and enhance their special qualities, retaining them in sustainable use. The continuation or reinstatement of the original use should generally be the first option, but not all original uses will now be viable or appropriate. The application of planning and listed building controls should recognise the need for flexibility where new uses have to be considered in order to secure a building's survival or provide it with a sound economic future.

Technical Advice Notes

- 7.22 This application has been prepared in reference to the latest version of TAN 12 (Design), TAN 15 (Development and Flood Risk), TAN 18 (Transport), TAN 23 (Economic Development) and TAN 24 (Historic Environment).

Technical Advice Note 12: Design (2016)

- 7.23 This application has been prepared in deference to the latest version of TAN 12 (Design), which was updated in March 2016, and the suitability of the proposed design/layout is demonstrated in this context in the accompanying Design and Access Statement.
- 7.24 With regard to the Historic Environment it is stated that specialist skills are needed to achieve accurate assessment of areas of architectural or historic character. In the design of alterations or extensions to listed buildings, professional expertise is essential to assess the elements which make up the special interest of the building and to achieve a balance between sensitive change and maintenance of integrity.
- 7.25 Paragraph 5.6.4 advises that, in the alteration of listed buildings and in the wider historic environment efforts should be made to use local materials or materials from other sources which have equivalent appearance, colour and weathering characteristics.

Technical Advice Note 15: Development and Flood Risk

- 7.26 This TAN provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding. It advises on development and flood risk as this relates to sustainability principles, and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development in any location, can be assessed.
- 7.27 Section 6 relates to justifying the location of development and states that development, including transport infrastructure, will only be justified if it can be demonstrated that:-

*"i. Its location in zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement; or,
ii Its location in zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain an existing settlement or region;*

and,

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

Technical Advice Note 18: Transport (2007)

7.28 TAN 18 offers national guidance on transportation related planning policies and advises that it should be read in conjunction with Manual for Streets. It advocates:

- ***"the integration of land use planning and transport in order to promote resource and travel efficient settlement patterns;***
- ***Ensuring that development is located where there is good accessibility by public transport, cycling and walking. This minimises the need to travel and promotes social inclusion; and***
- ***Managing parking provision."***

Technical Advice Note 23: Economic Development (2014)

7.29 TAN 23 defines economic development broadly so that it can include any form of development that generates wealth, jobs and income.

7.30 Paragraphs 1.2 (1-2) highlight that the economic benefits of proposals and market needs should be fully considered when determining planning applications:

"1.2.1 - The economic benefits associated with development may be geographically spread out far beyond the area where the development is located. As a consequence, it is essential that the planning system recognises, and gives due weight to, the economic benefits associated with new development."

Technical Advice Note 24: The Historic Environment

7.31 It is acknowledged that historic buildings help give Wales its special character and make it distinctive. The need to preserve the best examples has long been recognised in legislation. Individual buildings

of special architectural or historic interest have been given special protection in planning law, in particular the Planning (Listed Buildings and Conservation Areas) Act 1990, complemented by the Historic Environment (Wales) Act 2015.

- 7.32 Paragraph 5.14 acknowledges that many listed buildings can sustain a degree of sensitive alteration and extension to accommodate continuing or new uses. Past changes that reflect the history of use and ownership may themselves be aspects of the special interest of the listed building. When applicants and the local planning authority assess the heritage values and significance of a listed building, which is the subject of a consent application, they must consider the sensitivity of that building to the proposed changes. Sustaining the special interest and significance of a listed building through the process of alteration, extension or re-use is exacting, and should always be based on specialist knowledge and skill in order to realise the benefits that well-designed interventions can bring.

Neath Port Talbot Local Development Plan (2011 – 2026)

- 7.33 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the development plan unless material considerations indicate otherwise.
- 7.34 The statutory ‘development plan’ for this application is currently provided by Neath Port Talbot County Borough Council’s Local Development Plan (LDP) 2011 – 2026 which was adopted in January 2016. In terms of policy allocations, the site is classified as ‘white land’ within the settlement boundary for Port Talbot, which is designated as a Town in the LDP, which sits at the top of the settlement hierarchy.
- 7.35 The following LDP policies are considered relevant in the context of the proposed development:

Policy reference	Relating to
<i>Overarching Policies</i>	
SP1	Climate Change
SP2	Health
SP3	Sustainable Communities
SC1	Settlement Limits
SP4	Infrastructure
<i>Topic Based Policies</i>	
SP11	Employment Growth
EC3	Employment Area Uses

SP12	Retail
R3	Out of Centre Retail Centres
SP16	Environmental Protection
EN8	Pollution and Land Stability
SP18	Renewable and Low Carbon Energy
RE2	Renewable and Low Carbon Energy in New Development
TR2	Design and Access of New Development
SP21	Built Environment and Historic Heritage
BE1	Design
BE2	Buildings of Local Importance
W3	Waste Management in New Development

7.36 Policy SP3 relating to sustainable communities states:

“The delivery of sustainable, healthy and cohesive communities and the conservation of the countryside will be promoted by:

- 1. Defining sustainable communities and locations for development by the identification of a settlement hierarchy that reflects the role and function of settlements;*
- 2. Defining settlement limits within which development which accords with the settlement hierarchy will be permitted in principle;*
- 3. Resisting inappropriate development outside settlement limits.”*

7.37 Policy SC1 confirms 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.

7.38 Policy RE2 relates to the requirement for an energy assessment stating:

“Schemes that connect to existing sources of renewable energy, district heating networks and incorporate on-site zero / low carbon technology (including microgeneration technologies) will be encouraged.

The following proposals will be required to submit an Energy Assessment to determine the feasibility of incorporating such a scheme and where viable, would be required to implement the scheme:

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

7.39 Policy TR2 relates to the design and access of new developments stating:

“Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. *The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
2. *Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
3. *The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
4. *Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation."*

7.40 Policy SP21 relating to the built environment and historic heritage aims to ensure that this will be conserved and enhanced through:

- "1. Encouraging high quality design standards in all development proposals;*
- 2. Protecting arterial gateways from intrusive and inappropriate development;*
- 3. Safeguarding features of historic and cultural importance;*
- 4. The identification of the following designated sites to enable their protection and where appropriate enhancement:*
- (a) Landscapes of Historic Interest;*
- (b) Historic Parks and Gardens;*
- (c) Conservation Areas;*
- (d) Scheduled Ancient Monuments; and*
- (e) Listed Buildings and their curtilage."*

7.41 All development proposals are expected to demonstrate high quality design taking into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places as highlighted in policy BE1. The policy also highlights 10 criteria that development proposals should aim to satisfy.

7.42 Policy BE2 identifies that:

- "Development proposals that would affect buildings that are of local historic, architectural or cultural importance will only be permitted where:*
- 1. They conserve and where appropriate enhance the building and its setting; or*
 - 2. It is demonstrated that the development could not reasonably be accommodated without affecting or replacing the building and the reasons for the development outweigh the heritage importance of the site."*

Supplementary Planning Guidance

- 7.43 The following supplementary planning guidance's are also of relevance to the proposed development:
- Planning Obligations (October 2016);
 - The Historic Environment (April 2019);
 - Renewable and Low Carbon Energy (July 2017);
 - Pollution (October 2016);
 - Biodiversity and Geodiversity (May 2018);
 - Parking Standards (October 2016); and
 - Design (July 2017)
- 7.44 The SPG 'the historic environment' was adopted on the 12th April 2019. This Supplementary Planning Guidance (SPG) gives an overview of the historic environment of Neath Port Talbot and outlines the planning policy protections that are in place to safeguard and conserve as far as possible the historic assets of the County Borough.

Appraisal

Overview

- 8.1 This section aims to identify the main issues relevant to the determination of the application and assess the scheme against the relevant planning policy framework. These matters are considered to be as follows:

- The Principle of Development;
- The impact upon the listed building;
- The impact of the proposed development upon the character and appearance of the surrounding area;
- The impact on highways; and
- Other material considerations

Principle of Development

- 8.2 The building has been vacant for 20 years and is currently in a derelict state. The roof has partially collapsed and there is significant internal water damage as a result. As such the proposals to redevelop the site will bring is listed building back into beneficial use, providing regeneration to the area in the form of a new community use building which will be managed and occupied by the YMCA. The retail units at the frontage of the building will be brought back into beneficial use alongside providing a community facility encompassing flexible office space, a café, gym and multi-use hall.
- 8.3 The site is located within the defined settlement boundary for Port Talbot and constitutes previously developed land in accordance with PPW10, therefore there is a presumption in favour of development. The proposals therefore comply with TAN:12 (Design), TAN:18 (Transport), TAN:23 (Economic Development), TAN24: Historic Environment, policies SP3, SC1, SP21, BE1 and BE2 of the LDP alongside supplementary planning guidance The Historic Environment, Renewable and Low Carbon Energy, Pollution, Biodiversity and Geodiversity and Design. The development is therefore considered to be acceptable subject to compliance with other material planning considerations.

Impact of the development upon the listed building

- 8.4 The proposal includes the redevelopment of the existing Grade II listed Plaza building within Port Talbot. As previously highlighted the listing is significant *“as a very rare example in Wales of a building type which expresses the distinctive architectural vocabulary of 1930s cinema architecture”*. This feature is comprised of the building’s primary front third which includes the southern elevation, retail units, foyer and floor spaces above. Critically to the scheme and the preservation of the listed building this feature will be retained and

repaired and the latter two thirds of the building is proposed to be demolished. This is comprised of the main auditorium and smaller screens which has no significant external architectural merit. Whilst it is noted that this section of the building is also encompassed in the Grade II listing the building's art deco frontage and its foyer would be less resistant to loss or change, whilst the rear auditorium could possibly accommodate change or loss. As such the demolition and redevelopment of the auditorium whilst retaining the art deco frontage and foyer is considered to preserve the primary feature of the listing and as such will have minimal impact on the heritage assets specifically set out in the listing.

- 8.5 The partial demolition and redevelopment therefore being acceptable is subject to the acceptability of the design of the new proportion of the building. The impact of the design is considered to preserve the character of the listed building in relation to scale and massing which is smaller and lower than the existing. The existing auditorium is not considered to be of a high architectural merit as the external elevations are predominantly comprised of three bare grey rendered elevations with blocked up openings. As such the redevelopment of this section of the building is considered to be beneficial to the listing as it will significantly enhance the architectural merit of the building overall. The redevelopment will seamlessly follow on from the existing art deco frontage by adopting a complementary finish. The redevelopment of the building also provides an opportunity to deliver a unique building that mixes contemporary and historic.
- 8.6 The impact on the listed building will be significant due to the poor condition of the deteriorating building envelope of the front portion that will be repaired and new structure replacing the rear section of the building. The repair and restoration works to take place on the front section of the building comprising the art deco frontage are considered to be wholly positive to the and enhance the building, and these elements are dealt with in more detail in the LBC. The proposal will retain the existing features of the front section of the building and is solely for the purposes of restoration. As such there will be minimal change to the visual appearance of the façade, therefore preserving the building.
- 8.7 The rear section of the existing building will be significantly altered due to its demolition and replacement. The proposed replacement building will be similar to the existing building which is significantly different in design to the art deco frontage, but will sit approximately 4.71m lower at its highest point. The proposal provides a stark difference with a contemporary section alongside the existing art deco frontage. The existing monolithic section of the building provides minimal architectural merit given the rough-cast grey

elevations. The proposal will therefore provide a positive enhancement to the visual aesthetic of the building particularly by providing a more interactive relationship with the surrounding streetscene. The proposed replacement section of the building will be lower than the existing elevations as such will be smaller in scale. This is considered to be positive to the overall character and appearance of the building. Overall the proposal is considered to enhance the visual the listed building.

- 8.8 The impact of the development of the listed building is dealt with in more detail in the Heritage Impact Statement and will be addressed in further detail in the application for listed building consent that will accompany this planning application.
- 8.9 As such the proposal is considered to be compliant with PPW10 which highlights that the aim for listed buildings should be to find the best way to protect and enhance their special qualities, retaining them in sustainable use. The proposal is also compliant with LDP policies SP3, SC1, SP21, BE1 and BE2 alongside supplementary planning guidance and Technical Advice Note 24: The Historic Environment.

The Impact of the proposed development upon the character and appearance of the surrounding area

- 8.10 The redevelopment of the site is considered to be beneficial to the surrounding area in relation to both character and appearance. As previously identified the existing auditorium section of the building proposed for demolition is of low architectural merit with bare grey rendered elevations. The elevations offer minimal interaction with the surrounding streets as openings are blocked up and appear domineering over the surrounding residential dwellings. The proposal includes elevations that are a mix of brickwork and windows alongside a louvre system across the window panels. The proposal is considered to be much more engaging to the street scene as it provides an active frontage.
- 8.11 The design is smaller than the existing in terms of scale and massing (with the maximum height being approx. 4.71m lower than the existing) although the alterations in materials will allow the section of the building to appear less overbearing to surrounding residential dwellings along Eagle Street and Eagle Mews. The proposal is considered to be beneficial to the surrounding area visually as the proposed building is aesthetically more pleasing than the existing. The art-deco frontage of the building will be retained and restored/repared as appropriate as such there will be a positive impact for this section of the building on the surrounding area.

- 8.12 The proposal will be beneficial to the area in relation to community safety as it will provide an increased level of use alongside providing a higher level of natural surveillance. Whilst providing a higher level of natural surveillance the proposal will not overlook onto the residential dwellings. This has been highlighted as a constraints within the design and access statement with consideration given to the matter. The proposal is considered to provide a key opportunity to revitalise the setting within Eagle Street and Eagle Mews, and the vista views up Eagle Street.
- 8.13 Overall the proposed redevelopment of the building is considered to be beneficial to the surrounding area by bringing this prominent building back into use. The proposal will provide a development that is more aesthetically pleasing than the existing auditorium section of the building whilst retaining and restoring the character of the art-deco frontage. The relationship between the natural and built environment and between people and places has therefore been considered as such is compliant with PPW10. The proposal is also compliant with policy BE1, SP3, SP21 and BE2 of the LDP alongside TAN:12 Design and supplementary planning guidance relating to design.

The impact on highways

- 8.14 The existing site comprises no parking spaces and the proposed includes 6 with 3 allocated for disabled users and 1 with provision for an electric vehicle charging point. As noted within the transport statement it is accepted that the on-site provision is below the maximum standards set out in the SPG. The parking standards provided within the SPG are set out to be maximum provisions, and that each application is treated individually based on the size, location and trip generation characteristics. The level of parking proposed is considered to be appropriate to the site given the highly sustainable location within close proximity to the Integrated Transport Hub (Port Talbot) which comprises a bus hub, cycle facilities, taxi rank, drop-off and pick-up points. Furthermore the proposals would generate a significantly lower demand for parking than the extant site use. The proposal is therefore considered to provide a betterment to the site in relation to parking.
- 8.15 The proposals include a cycle parking area located to the rear of the building, providing space for approximately 16 bicycles. As noted within the Transport Statement the level of cycle parking provided is considered appropriate for the uses proposed. The use of the building changes throughout the day given the mixed use community facility.

- 8.16 A Framework Travel Plan has been produced which will seek to further reduce the reliance on the private car. The site is in a highly sustainable location given the proximity to the integrated transport hub as such offers a range and choice of sustainable travel option providing a realistic alternative to the car for travel to and from the site. As such the proposal has considered reducing the need to travel alongside supporting sustainable transport compliant with PPW10. The proposal is also compliant with policy TR2, the supplementary planning guidance relating to parking standards alongside TAN: 18 Transport.

Other materials considerations

Energy and Sustainability

- 8.17 Policy RE2 relates to renewable and low carbon energy in new development and states that proposals for development with a total floorspace of 1000sqm or more will be required to submit an energy assessment. An Energy and Sustainability Assessment is submitted in support of the application. The Assessment identifies the proposal will increase the building's efficiency in relation to energy through the implementation of passive design alongside the inclusion of solar panels. The proposal also incorporates the use of a green roof which will assist in improving surface water quality that flows from the site. As highlighted above the scheme includes one ULEV charging point which will assist in encouraging the use of ULEV and 50m² of PV arrays on the roof is proposed. As such the proposal complies with PPW10 alongside policies SP1, SP2, SP16, EN8, SP18, RE2 and BE1, supplementary planning guidance Renewable and Low Carbon Energy (July 2017) and Pollution (October 2016).

Ecology

- 8.18 Given that the site as existing is predominantly comprised of the building there is minimal ecological value. A survey of bat activity at and around the building has taken place in August – September 2018. The survey found no "likely" bat entry opportunity identified and as such no external evidence of bat-use. The survey also found that no bats emerged from, or entered, the building; no bat activity was seen at/near to the building, and bat-activity at the wider area was minimal. The surveyors have no expectation of any bat use of the building. As such the proposal complies with PPW10, policies SP3, SP16, EN8, BE1 and supplementary planning guidance biodiversity and geodiversity.

Flooding

- 8.19 The entirety of the site and land to the east and south is shown to be located within flood zone C1 although the proposed scheme entails the retention of a 'less vulnerable development' use. TAN15 advises

that 'less vulnerable developments' are only justifiable in Zone C1 if it meets criteria i or ii and iii and iv in paragraph 6.2.

- 8.20 The proposed scheme entails the redevelopment of an existing derelict Grade II listed building for community use, brought forward by Neath Port Talbot County Borough Council. As such, the proposed scheme is considered to meet the requirements of criteria i and iii above.
- 8.21 In relation to criterion iv (resistant and resilience measures) the necessity to preserve and enhance the listed building is considered to be significant. As such the proposed finished ground floor level within the existing / proposed building will be set at 7.868m AOD, 0.08m above the 1 in 100 year + 30% flood level. This is the highest level achievable taking into account the need to integrate the proposed new section of the building with the existing section of the building to be retained. This measure also provides a betterment compared to the existing situation.
- 8.22 A number of measures are proposed In order to increase the proposed scheme's flood resistance and resilience from up to a 1 in 100 year + 30% fluvial flood event and the other 'residual' flood risks identified, in accordance with TAN15 (A1.14) and latest NRW climate change guidance. The measures are detailed within the FCA. It is also proposed to prepare a flood warning and evacuation plan post planning to detail how a potential flood warning is disseminated within the building and how occupants should respond. As such the proposal is compliant with PPW10, is considered to be justified under the TAN15 criteria and consequently compliant with planning policies SP1, SP2, SP3, TR2, SP21 and BE2.

Drainage

- 8.22 The proposed drainage strategy for the site in relation to foul drainage will adopt the existing arrangement which discharges to a combined sewer that is situated within Talbot Road. In relation to the surface water strategy a number of features are proposed to ensure the site is compliant with SuDS with a SAB application being processed by Hydrock alongside this planning application. The features includes permeable paving systems within the car parking and footpath areas and green roof areas which will discharge to the permeable paving. There is only one option for discharging surface water from the site's boundary, this is to connect to an existing surface water sewer that is present on Eagle Street east of the development. It is not possible to drain the roof of the listed cinema building back to the rear car park, due to the distance between and the differing levels of roof from the front of the building to the back. As such the proposal is considered to provide an overall benefit to

the site in relation to surface water drainage as the existing building has no SuDS features. The proposed drainage for the site is therefore compliant with PPW10, TAN:15, local planning policy including SP1, SP2, SP16 and BE1 as such is acceptable.

Lighting

- 8.23 The lighting assessment for the scheme is based on using predominantly building mounted luminaires with exception to 3No column mounted luminaires located within the car park. In order to retain the character of the existing front façade, particular consideration has been given for the location and type of luminaires proposed with the aim of replicating existing light distribution while still utilising modern LED technology. This light impact assessment confirms that the obtrusive light generated are within the guidelines set out in the Guidance note GN01:2011 - Reduction of Obtrusive Light and results in no adverse effects to the surrounding area. As such the proposal is compliant with PPW10, TAN:12 and local planning policies SP2, SP3, EN8, SP21 and BE1.

Demolition

- 8.24 The demolition method statement provided for PAC highlights the proposed demolition plan and methodology which is to be employed during the demolition works. The document highlights that the site will be made secure during works. As such the proposal is compliant with PPW10, TAN:24 alongside local planning policies SP2, SP16, EN8 and SP21.

Conclusion

- 9.1 This planning statement is submitted in support of a full planning application for the proposed redevelopment of the former Plaza Cinema, Talbot Street, Port Talbot.
- 9.2 The principle of development is considered to be acceptable and in compliance with national and local planning policies. The site is located within the settlement boundary and in a highly sustainable location within Port Talbot closely located to the Port Talbot Integrated Transport Hub. The proposal will provide regeneration to the area and building which is currently vacant by bringing back into use a Grade II listed building for a wide range of community uses comprising flexible office space, gym, café, multi-purpose hall and retail units, to be managed and occupied by the Port Talbot YMCA. The scheme will have positive economic benefits by providing jobs during the construction phases alongside increased spending within the area with new retail units proposed.
- 9.3 The plaza building is Grade II listed as noted within the listing due to being:
- “a very rare example in Wales of a building type which expresses the distinctive architectural vocabulary of 1930’s cinema architecture, and whose interior has escaped subdivision or major changes”*
- 9.4 As shown in the accompanying plans the proposal includes the demolition of the northern sections of the building (approximately two thirds) retaining the section of the building that comprises the frontage (approximately one third). Whilst the section of the building proposed for demolition does contribute to the listing it is not as architecturally significant as the frontage. The accompanying Heritage Impact Statement identifies that the building’s art deco frontage and its foyer would be the least resistant to loss or change, whilst the rear auditorium could accommodate change or loss. The partial demolition and redevelopment/repair/restoration is therefore considered to be acceptable.
- 9.5 The section of the building proposed for redevelopment has been designed to be sympathetic to the site’s heritage alongside considering the surrounding context. The proposal will provide the building with a unique blend of historic and contemporary architecture bringing the building back into use. The relationship of the proposal and residential dwellings on Eagle Street and Eagle Mews is particularly important due to their proximity to the site. The proposal is of a smaller scale to the existing structure. The design provides much more active frontage than the existing scheme, but is

still sensitively designed to ensure that privacy is respected to nearby residents, alongside being of an acceptable scale that is not overbearing. Overall the proposal is considered to be beneficial to the area in terms of design as the existing section of the building proposed for demolition has minimal architectural merit.

- 9.6 It is, therefore, considered that the planning statement has suitably addressed the key material considerations for this site and its approval would provide a sustainable development that would bring a derelict listed building back into use. The development accords to the national planning framework, as contained within Planning Policy Wales (Edition 10) and its associated Technical Advice Notes as well as policies SP1, SP2, SP3, SC1, SP11, EC3, SP12, R3, SP16, EN8, SP18, RE2, TR2, SP21, BE1, BE2 and W3 of the adopted Local Development Plan and supplementary planning guidance.
- 9.7 As such, it is respectfully requested that Neath Port Talbot County Council grant full planning permission for the development, as proposed.