

Robert Bowen Planning and Development Ltd

Our ref:

Your ref:

Date: 30/06/2022

Mr. C Morris
Head of Planning Services
Neath Port Talbot Council
The Quays
Brunel Way
Neath
SA11 2GG

RE: Land to the north of Maes Ty Canol Baglan

Construction of highway, 8 detached self-build dwellings (Plot 1 Outline permission and Plots 2,3,6,7,8,9, & 10 Full permission) with associated landscaping and drainage (Phase1)

Dear Sir,

As indicated in my email dated 16th March 2022 please can you withdraw the previously submitted application on the site reference P2022/0078. A Fee of £4140 (9x £460) was paid for that application. Please can you transfer the fund across to this application.

Please find attached a planning application in respect of the above proposal. The submitted information is as follows.

1. Application Forms

2. Plans and documents as follows

1	Planning Statement	RB Planning & Dev
2	Tree Survey K069 Oct 19	Sylvan Ecology
3	Bat Report K069 V1.2 31st May 2022	Sylvan Ecology
4	Bat Lighting Mitigation	Sylvan Ecology
5	Phase 1 Ecological Survey K069 V2.2- 10 th April 2022	Sylvan Ecology

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6	Coal Mining Risk Assessment	Coal Authority
7	Site Layout PL0-A100 Rev C	IM Design Studio
8	3D View PL0-A101 Rev B	IM Design Studio
9	Site Section 1 PL0-A102 Rev B	IM Design Studio
10	Site Section 2 PL0-A103 Rev B	IM Design Studio
11	Location and site Plan PL0-A104 Rev B	IM Design Studio
12	Site section 3 PL0-A105Rev A	IM Design Studio
13	Road Section PL0-A106 Rev A	IM Design Studio
14	Plot 2 Plans and Elevations PL2-A141Rev B	IM Design Studio
15	Plot 3 Plans and Elevations PL3-A141Rev C	IM Design Studio
16	Plot 6 Plans and Elevations PL6-A141 Rev A	IM Design Studio
17	Plot 7 Plans and Elevations PL7-A141 Rev A	IM Design Studio
18	Plot 8 Plans and Elevations PL8-A141 Rev A	IM Design Studio
19	Plot 9 Plans and Elevations PL9-A141 Rev A	IM Design Studio
20	Plot 10 Plans and Elevations PL10-A141	IM Design Studio
21	Drawing Issue 22 06 22	IM Design Studio
22	Draft SAB Layout J070-003 Rev C	Tulip

The application site is within settlement limits and therefore the principle of development is generally accepted. There appears to be no ecological or highways issues and no issues in respect of residential amenity.

The application (phase 1) is for 8 dwellings (7 full and 1 outline) and a highway which will eventually serve 10 dwellings.

The proposal is at a density below that required by Policy BE1 however, this is consistent with the previous planning approval and the housing density within the general area. The applicant has assessed various levels of density but has determined that 10 self-build plots is the most viable option. Detailed assessment is given within the supporting statement. The applicant is prepared to discuss revisions to design and layout but has decided that he will only take this development forward on a 10 plot self-build basis.

There is considerable interest in the development and the applicant has confirmed that to date five (phase 1) of the ten plots have been sold subject to planning permission. This demonstrates a high demand and whilst the housing density is lower than the

policy requirement the high demand demonstrates deliverability in a period where overall deliverability within the LDP plan area is poor.

The decision to submit a scheme for five dwellings has been driven by the financial need to recover initial costs. Further phases will take the site to a total of 10 dwellings. The applicant is not seeking to “*threshold dodge*” and avoid section 106 obligations nor is he is seeking to avoid the nominal additional cost of going through the PAC process by developing the site in two or more phases.

Where financial viability commits the applicant is prepared to pay section 106 obligations based on the final developed number of 10 dwellings.

Yours faithfully,

Robert Bowen.