



KEW
PLANNING

**Former Dyffryn Lower School, Talcennau Road, Port Talbot,
SA13 1EP**

**Pre-application Consultation Report
November 2022**

Document Control Sheet

Project Name: Devonshire Place, Port Talbot

Project Reference: Linc/Devonshire Place/01 Rev A

Report title: Pre-Application Consultation Report

Date: December 2022

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1 Introduction

- 1.1 This Pre-Application Consultation Report (PAC Report) has been prepared by KEW Planning, on behalf of Linc Cymru.
- 1.2 This report forms part of the planning application for the proposed development of 43 new homes at the former Dyffryn Lower Comprehensive School on Devonshire Place, Port Talbot.
- 1.3 The site is within the administrative authority of Neath Port Talbot County Borough Council (NPTCBC).

Proposed Development

- 1.4 The description of development is as follows:

“Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking.”

- 1.5 The requirement to undertake pre-application consultation applies to all applications for ‘Major’ development, as defined in Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO).
- 1.6 The proposed development constitutes ‘Major’ development, as the application involves the provision of over 1,000 square metres of floor area.

Legislative Requirements

- 1.7 Article 4, Part 1A of The Town and Country Planning DMPWO (Amendment) 2016, states that the applicant must carry out pre-application consultation which consist of:
- publicising the proposed application by the site by displaying a notice in at least one place on or near the land to which the proposed application relates, for no less than 28 days;
 - writing to any owner or occupier of any land adjoining the land to which the proposed application relates;
 - making the entire draft application documentation information available for inspection at a location in the vicinity of the proposed development for no less than 28 days;
 - consulting with any community consultees and specialist consultees as identified within Schedule 2 of The Town and Country Planning DMPWO (Amendment) 2016.
- 1.8 This report sets out the statutory consultation and community engagement undertaken leading up to the submission of the planning application. The report demonstrates how the pre-application consultation requirements for the application have been legally adhered to, it summarises the responses to the consultation and then explains how the pre-application consultation requirements have been satisfied.

Structure of the Report

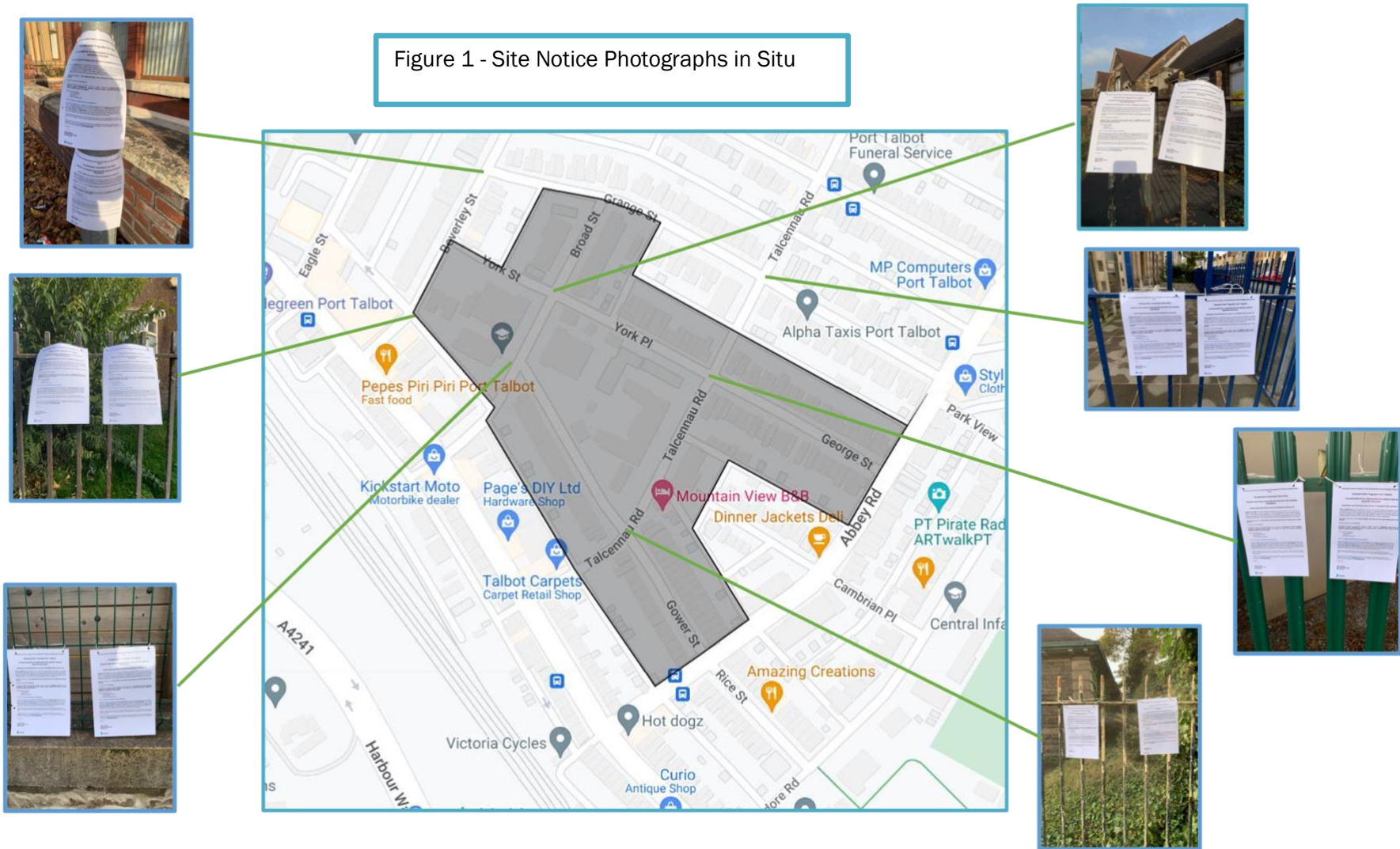
- 1.9 This PAC report is set out as follows:
- **Section 2** contains a review of the process of engagement undertaken by KEW Planning;
 - **Section 3** provides a summary of the responses received from community consultees, specialist consultees and the statutory publicity and sets out the responses to the feedback.
 - **Section 4** contains the conclusions.

2 Process of Engagement

- 2.1 The consultation undertaken was in excess of the legislative requirements. Every effort has been made to make the planning application documents and the overall vision for the former school site accessible and clear to the local communities, statutory consultees, and stakeholders.
- 2.2 KEW Planning had notification letters, including the statutory notices posted first class all located within a radius of the site of more than 50m, as illustrated in [Figure 1](#). This is in excess of the minimum requirements to ensure a wider audience was captured and best practice methods were adopted.

Site Notices

- 2.3 Site notices, both in Welsh and English, were erected on the perimeter of the site on the afternoon of Wednesday 26th October 2022. The notices were visible and legible to passing pedestrians, without the need to enter the site. The site notices were displayed for the full 28 day publicity period.
- 2.4 [Figure 1](#) overleaf shows the locations where the notices were erected. [Appendix 1](#) shows the photographs in more detail.
- 2.5 The site notices contained all the information in accordance with the legislative requirements, as per Schedule 1B of The Town and Country Planning DMPWO (Amendment) Order 2016, both in English and Welsh. This includes information about the applicant, the proposal, an email address and a phone number for people to ask questions directly to the planning agent. All consultation documents explained the location of the hard copies of the application documents were available for review at St Theodore's Church Hall, and the website link where the full suite of documents could be viewed electronically. A copy of the site notices can be seen in [Appendix 1](#).



Letter to Owner/Occupiers of Adjoining Land and the Community

- 2.6 In accordance with Article 4 Part 1A of The Town and Country Planning DMPWO (Amendment) 2016, all owners/occupiers of land adjoining the site which the proposed application relates to, received a letter giving requisite notice in writing of the proposal. [Appendix 2](#) contains a copy of the letter that was sent to the adjoining landowners/occupiers within the radius illustrated in [Figure 1](#) (this is the same document used for community consultation). This included both an English and a Welsh version.
- 2.7 All documents were issued by first class post arriving on 27th October 2022. The closing date of the consultation was set at 25th November, providing in excess of 28 days, to allow for any postal strikes delaying the receipt of responses.

Community and Specialist Consultees

- 2.8 A letter giving requisite notice was sent to Councillors Freeguard and Rahaman as the members who represent Port Talbot Ward in Neath Port Talbot County Borough Council (see [Appendix 3](#)). The letters were sent on 25th October 2022, and they included both an English and a Welsh version.
- 2.9 Schedule 4 of The Town and Country Planning DMPWO (Amendment) 2016 lists specialist consultees who must be consulted as part of the pre-application consultation process. Please see [Table 2.1](#) for the full list of specialist consultees who were given requisite notice by letter.
- 2.10 [Appendix 3](#) contains a copy of the letter that was sent to the specialist consultees on 25th October 2022. The responses are also located in [Appendix 6](#).

Table 2.1 – Specialist consultees as per Schedule 4

Consultee	Reason for consulting
NPT Pre-application Case Officer	Development will affect land in the area of the local planning authority
NPT Planning Policy Manager	Development will affect land in the area of the local planning authority
NPT Ecologist	Development will affect land in the area of the local planning authority
NPT Arboriculture and Landscape Officer	Development will affect land in the area of the local planning authority
NPT Environmental Health Officer	Development will affect land in the area of the local planning authority
NPT Research and Policy Implementation Officer	Development will affect land in the area of the local planning authority
NPT Highway & Drainage Officers	Development involving- I. the formation, laying out or alternation of any means of access to a highway (other than a trunk road); or II. the construction of a highway or private means of access to premises affording access to a road in relation to which a toll order is in force Development likely to prejudice the improvement or construction of a classified road or proposed highway Development which consists of or includes the laying out or construction of a new street

Welsh Water / Dwr Cymru	Development- i. involving new residential development (including single units); and ii. which is major development not falling within paragraph (i).
Mid and West Wales Fire & Rescue Service	The proposed works involve the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more
Wales and West Utilities	The proposed works could impact the gas distribution network
Western Power	The proposed works could impact on the national electrical power transmission network
National Grid	The proposed works could impact on the national electrical power transmission network
Trunk Road Authority	Development likely to result in a material increase in the volume or a material change in the character of traffic- I. entering or leaving a trunk road; or II. using a level crossing over a railway
Glamorgan Archaeological Trust Gwent	The application site is located in proximity of archaeologically significant sites
Welsh Ministers	Development is located within and will affect land in the country of Wales

Natural Resource Wales	Development – I. Development might sit on potentially contaminated land
Councillor Sharon Freeguard	Development is located within and will affect land in Port Talbot
Councillor Saifur Rahaman	Development is located within and will affect land in the Port Talbot
Jeremy Miles MS	Development is located within and will affect land in the Neath Constituency
Luke Fletcher MS	Development is located within and will affect land in the South Wales West region
Tom Giffard MS	Development is located within and will affect land in the South Wales West region
Altaf Hussain MS	Development is located within and will affect land in the South Wales West region
Sioned Williams MS	Development is located within and will affect land in the South Wales West region
Christina Rees MP	Development is located within and will affect land in the Neath Constituency

Draft Application Documentation

- 2.11 All information which is to be submitted as part of the formal planning application was made available for the full duration of the 28-day publicity period.
- 2.12 Table 2.2 lists the draft planning application documentation, which was made available for consultation online and at St Theodore's Church Hall, Talbot Road, SA13 1LB, from 28th October to 25th November 2022.

Table 2.2 – Draft planning application documentation

Item	Description	Author
1	Cover Letter	KEW Planning
2	1APP application form with Certificate of Ownership and Agricultural Holdings Certificate	KEW Planning
4	Site Location Plan (scale 1:1250) ref. no.10429SCH01 Existing Site Plan (scale 1:200) ref. no.10429SCH02 Site Plan (scale 1:1250) ref. no.10429SCH03 Rev D Garden Areas Plan (scale 1:200) ref. no.10429SCH10 Proposed Street Elevations (scale 1:200) ref.no.10429SCH23 Apartment Floor Plans & Elevations (scale 1:100) ref.no.10429SCH30 Rev B Walk-up Apartments Plans & Elevations (scale 1:100) ref.no.10429SCH31 Rev A	Roberts Limbrick Architects

	Walk-up Apartments Plans & Elevations Type 2 (Corner) (scale 1:100) ref.no.10429SCH32 House Plans & Elevations (scale 1:100) ref.no.10429SCH35 House Plans & Elevations Type 1 (scale 1:100) ref.no.10429SCH37 House Plans & Elevations Type 2 (scale 1:100) ref.no.10429SCH38 Plans & Elevations Retained Building (scale 1:100) ref.no.10429SCH39	
5	Schedule of accommodation	Roberts Limbrick Architects
6	Design and Access Statement	Roberts Limbrick Architects
7	Planning Statement	KEW Planning
8	Transport Statement	Apex Transport
9	Thermal Comfort Report	Services Design Solution LTD
10	Low & Zero Carbon Technology Appraisal Feasibility Report	Services Design Solution Ltd
11	Landscaping Scheme	Austin Smith Lord
12	Arboricultural Report (Tree Survey Data & Tree Constraints Plan, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement)	ArbTS
13	Preliminary Ecology Assessment including bat survey	Pure Ecology
14	Drainage Strategy	Jubb

15	Existing External Services Site Plan (scale 1:250) ref.no.06485B-SDS-EX-XX-DR-N-3716-01 Domestic Water & Sprinkler Layout (scale 1:250) ref.no. 06485B-SDS-EX-XX-DR-N-3716-02 Transmittal Issues Sheet ref.no.06485B-SDS-XX-XX-TL-N-1090-01 Combined Services Ground Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-01 Combined Services First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-02 Combined Services Second Floor (Scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-03 Walk-up Apartments Type 1 Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-11 Walk-up Apartments Type 2 Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-21 2B4P House Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-31 3B5P House Type 1 Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-41 3B5P House Type 2 Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-51.	Services Design Solution Ltd
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Website

2.13 The above suite of documents was available to view from 28th October to 25th November 2022 at the website shown below. Members of the public would also have the possibility to submit comments, both in English and Welsh, on the proposed development.

<https://kewplanning.co.uk/consultations/>

2.14 Members of the public had the possibility to submit comments, both in English and Welsh, on the proposed development by using the following methods:

- Emailing the address: info@kewplanning.co.uk
- Utilising the website contact form: <https://kewplanning.co.uk/contact-us/>
- Writing directly to KEW Planning Ltd utilising the printable consultation response form
- Calling a dedicated phone number manned by KEW Planning

2.15 The consultation response form can be found at Appendix 4.

2.16 Appendix 5 contains a print-out of the webpage which related to this consultation process, showing which documents were made available to the public:

- A main page explaining the overall proposal.
- Links to specific documents

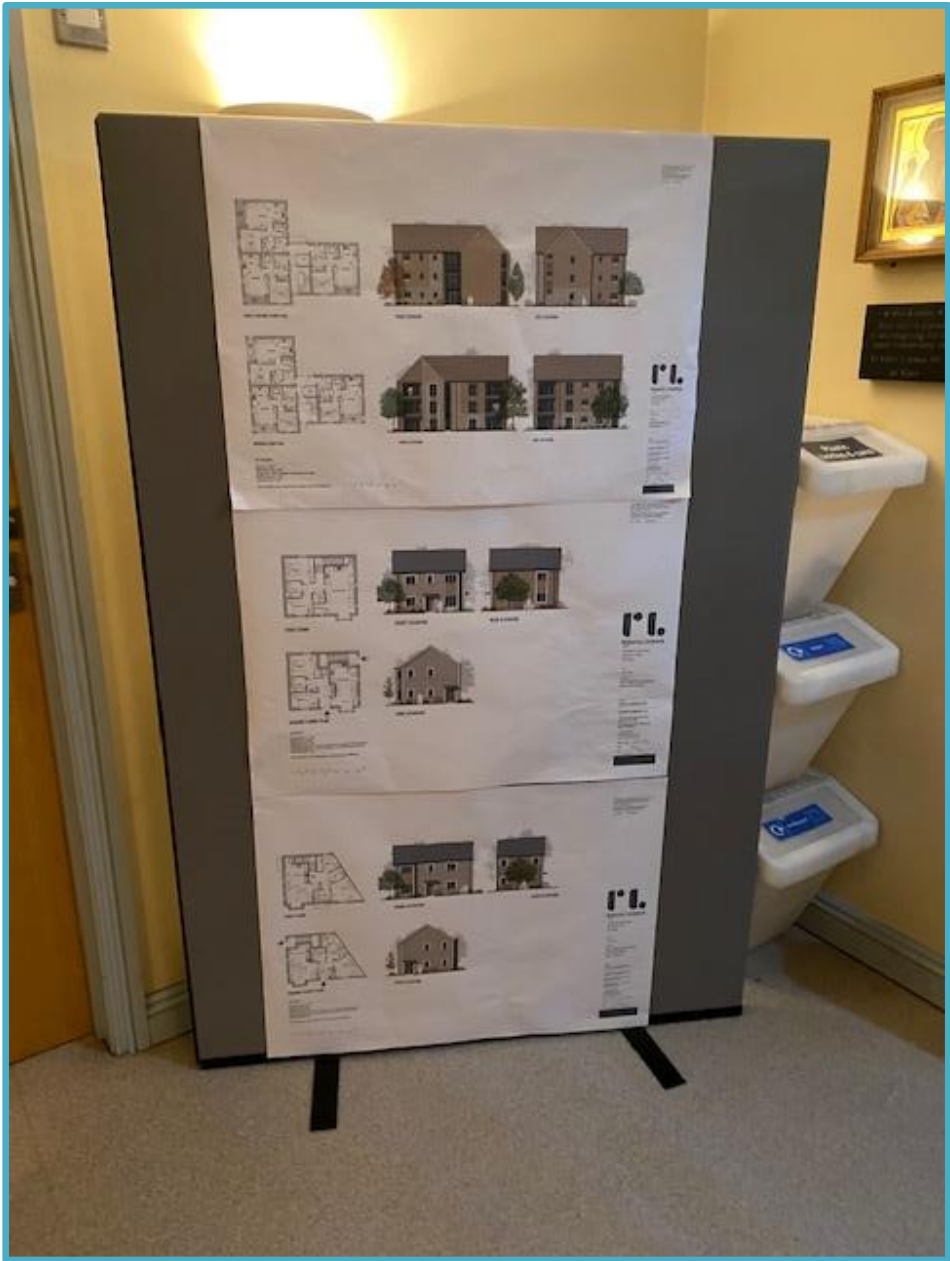
Hard Copies of Documents

2.17 The documents shown in Table 2.2 were made available for viewing at the St Theodore's Church Hall, Talbot Road, SA13 1LB from 28th October to 25th November.

Public Exhibition

- 2.18 A public exhibition was organised to give members of the public the opportunity to view the scheme; give their views and meet the project design team who were on hand to explain the proposals and answer any questions.
- 2.19 The exhibition was held at the Taibach Community Centre, Duke Street, SA13 1NA on Tuesday 8th November between the hours of 18.00 and 20.00. Linc Cyrmu representatives Simon Lewis, Alun Jonas, Rachel Stevens, Natalie Hawkins, Shelly Leonard, Bethan Aubrey and Paul Stephans; Kathryn Williams and Ben Smith of KEW Planning; and Aled Roberts and Ellie Perkins of Roberts Limbrick were available to discuss the proposals with the public at this exhibition. Councillor Fairfield attended the exhibition and stayed for the duration of the exhibition.







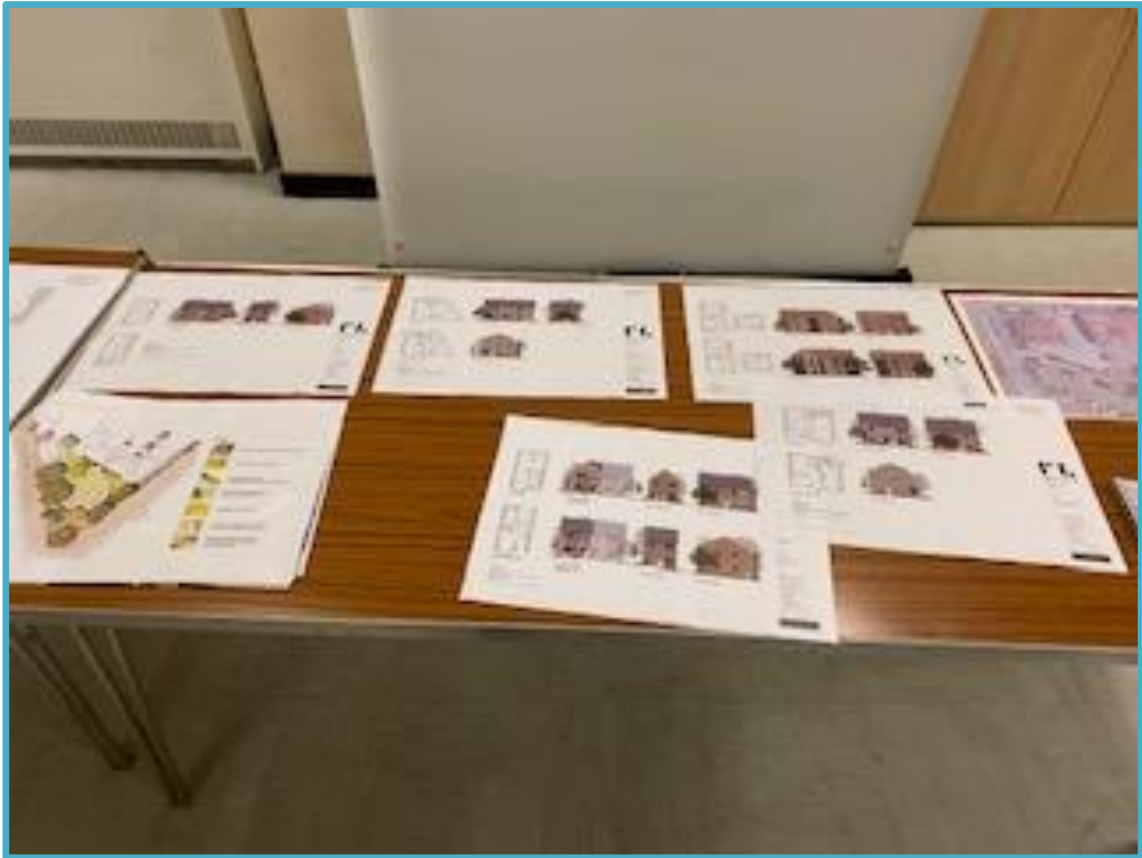
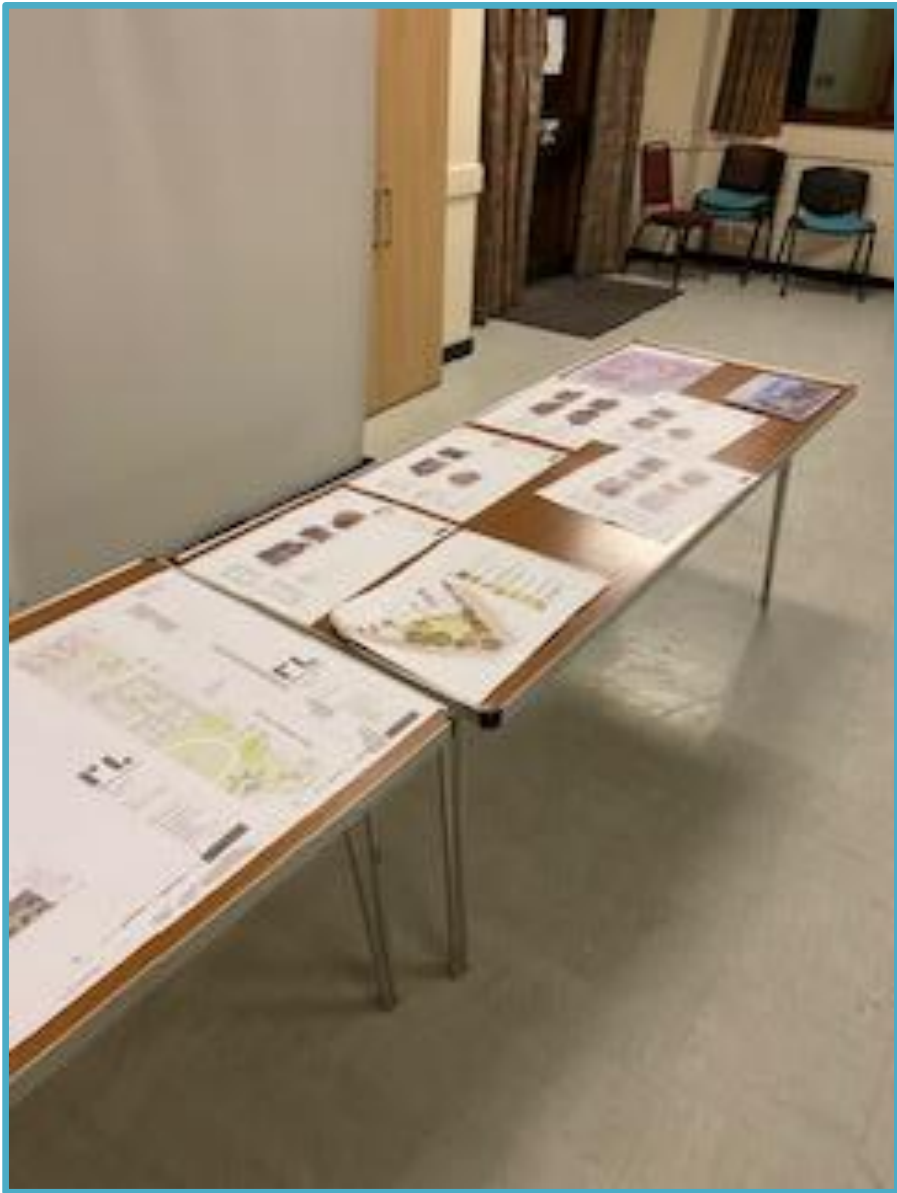
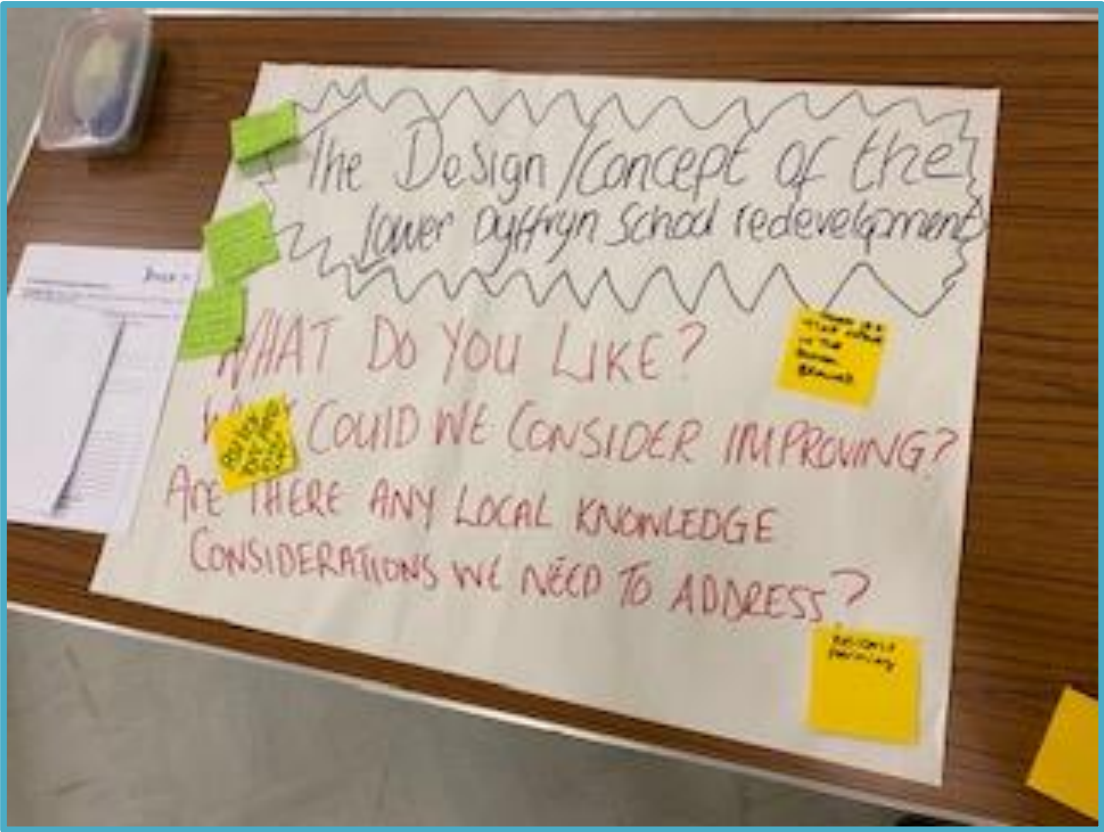




Figure 4 - Feedback forms available at the public exhibition at Taibach Community Centre



Social Media

2.20 Below is the KEW Planning’s social media activity, which advertised the proposed redevelopment of the Former Dyffryn Lower School site.

LinkedIn:



KEW Planning
1,367 followers
1mo •

Pre-Application Consultation (PAC) is launched for the development of 43 affordable new homes, including associated works comprising a new access, internal road network, landscaping, sustainable drainage, car and ...see more



Organic impressions: 602 Impressions

Organic stats ⓘ

Targeted to: All followers

602 Impressions	16 Reactions	10.13% Click-through rate
1 Comment	2 Reposts	61 Clicks
13.29% Engagement rate		

Twitter



KEW Planning @KewPlanning · Oct 31

Pre-Application Consultation (PAC) is launched for the development of 43 affordable new homes at the former Duffryn Lower School, Port Talbot. Documents can be found here: kewplanning.co.uk/consultations/...

We welcome all feedback and comments, which should be received by 25 November 2022.



Impressions ⓘ
272

Engagements ⓘ
54

Detail expands ⓘ
15

New followers ⓘ
0

Profile visits ⓘ
2

Link clicks ⓘ
19

Facebook



KEW Planning

October 31 · 🌐

...

Pre-Application Consultation (PAC) is launched for the development of 43 affordable new homes at the former Duffryn Lower School, Port Talbot.

Documents can be found here:

<https://www.kewplanning.co.uk/.../redevelopment-of-the-.../>

We welcome all feedback and comments, which should be received by 25 November 2022.



Conclusions

- 2.21 The above details demonstrate that the level of engagement has been proportionate to the scale of the proposed development. Electronic copies of the documents were available on our website, advertised on site notices and letters, hard copies of the documents were available to view in person, and social media posts aimed to reach out to all members of the public via digital platforms to inform them of the proposals for the site. This shows that there has been significant communication with the public to inform them of the proposed development.

3 Review of Consultee Responses Received

- 3.1 This section of the report provides a summary of the responses received from the statutory publicity and consultees. All comments received within the 28-day consultation period specified in the notice have been considered.

Comments received via Community Consultees

- 3.2 There are a total of 49 responses received from the local community and adjoining land owners following the notification of neighbouring land occupiers and the public exhibition. It is noted that a number of respondents submitted multiple comments, raising the same issues. Appendix 7 contains the formal responses received from the consultation period.
- 3.3 Table 3.1 below sets out the community feedback and responses of each comment from the project design team.

Table 3.1 – Community Comments and Project Team Responses

No.	Comments	Project Team Response
1.	1. The planned apartments will be overlooking the existing residents which will result in the loss of people's privacy. The planned position of the balconies will enable residents of the apartments to see directly into the homes of the occupants of Devonshire Place and neighbouring streets, which will remove their right to privacy. 2. The added noise and disturbance resulting from the increased number of residents will have an impact the local community, this will range of people having parties, BBQ, loud music, visitors and general activities which will affect the equilibrium of the current residential area. 3. The loss of light or overshadowing from these new apartments will also impact the local residents, consideration should have been made to reduce the height of these buildings as the light and noise from these apartments will affect the overall existing street scene for the local residents. 4. Bringing in a high number of occupants will result into a shortage of parking for the existing residents.	1. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. 2. The new homes will be occupied by a mixed demographic of new residents all of whom have been on the housing waiting list or have been living in temporary housing. These new residents could have a range of jobs from teaching assistants to beauticians to retirees, with elders and people with disabilities having priority for the ground floor dwellings. There are no grounds to believe that new residents would be engaging in antisocial behaviour and Linc will also continually maintain and monitor the dwellings actively discouraging anti-social behaviour. 3. The new dwellings are designed to align with the local character of the area and so are of a similar height to surrounding buildings. 4. An additional 41 car parking spaces are provided in the proposal for new residents, this equates to 0.95 spaces per dwelling. The area around the site currently has 0.91 cars per dwelling. This means that the proposed development is increasing the proportion of parking spaces per dwellings in the area. Furthermore, the site is situated in a highly sustainable location scoring 10 sustainability points in a parking sustainability points calculation. If this score was used as the primary indicator of the number of on-site spaces needed, only 2 parking spaces would need to be provided. Therefore, providing

5. it is clear that a survey is needed to take into account lorries loading and turning within these narrow streets, and what effect the increased traffic this will generate will have and how it will impact highway safety. 6. This higher than normal amount of traffic within such a small area is an ongoing cause for concern, with a development of 43 plots, and 2 parking bays plus visitor parking this could generate over 100 additional vehicles which is a serious cause for concern and will have a negative impact highway safety especially with a school so close by. 7. There has been a lack of consideration to take into account the pre-existing schools and businesses, train station etc, who also generate a significant amount of traffic. 8. During working hours a higher than normal amount of vehicles park in the streets, which makes it difficult for residents to park. 9. The site plan details visitor parking to be placed on Talcannau road, this is already on street parking, therefore the number of parking bays does not meet current Welsh Assembly guidance, as existing parking cannot be taken into account.	41 residential parking spaces, whilst being below the NPTCC maximum level is still significantly higher than the number that could reasonably be provided considering the parking sustainability survey. 5. A vehicle tracking survey and a swept path analysis has been carried out and found that emergency vehicles, lorries and refuse vehicles can safely turn into the proposed access point on York Street as well as all streets inside the site. Furthermore, the Highway department has investigated the safety and utility of the proposed development and have voiced no concerns. 6. Please see point 4 above. 7. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Therefore, the proposal is not seen as having a negative effect on road safety or parking capacity 8. Please see point 4 above. 9. The visitor bays on Talcannau Road have been removed from the application to address this concern and point 4 above explains the parking requirements.
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2.	1. I object to the development as there is no guarantee that the new occupants would NOT park on York Place, Broad Street or Devonshire place as there is currently insufficient parking as it is. 2. Also, the proposed visitor parking on Talcennau Road is rubbing salt into the wounds of current residents who already have to park far away from their homes. 3. There are currently 33 families living on this part of Broad Street and York Place. These 33 families are already having to park some of their vehicles far away from their homes. This plan introduces 43 further families with 45 car parking spaces. Currently the UK stats show 479 cars per 1000 people (RAC), and there are 2.26 persons per household (wales.gov). These 43 households would house approx. 97 persons. ($43 \times 2.26 = 97$). So, the stats show that approx. 47 cars would come with these families. Even if all the proposed car parking spaces were used by the residents there will be extra parking required on the streets. Couple this with the extra visitors and the 'I'll park out the front' mentality that will obviously ensue, and we have a parking nightmare. 4. Not forgetting there is a Primary school on Broad Street opposite the development that attracts many many cars	1. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be providing a parking surplus and that the proposed development will not have a significant impact on parking availability on York Place, Broad Street or Devonshire Place. 2. The proposed visitor parking on Talcennau road is being removed from the proposal in response to feedback received at the public consultation. 3. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. Parking availability has also been discussed in 1. The parking stress survey has been discussed in 1. 4. The number of proposed properties is deemed appropriate due to the site being primarily surrounded by terraced houses and the site being on a sustainable location that is within walking distance from amenities on Talbot Road as well as the Port Talbot Parkway train station. 5. Linc is a charity organisation that is fully funded by the Welsh government so is not influenced by a profit margin.
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	every morning and afternoon parking on Broad Street, York Place and Devonshire Place. 5. If there were 10 to 12 less dwellings and parking were made available for current residents and school parking, then this would be a welcome development. 6. Clearly financial motivators are outweighing sensibility. • I OBJECT TO THIS PROPOSAL and will be spreading the word, as well as objecting to the council.	
3.	• We are opposed to the development of affordable housing at the above named location for a number of reasons. 1. Firstly, the proposed location of the main access road to this development has been sited at York Place. This road is far too narrow for such access, plus it will be removing a great deal of parking access for residents. Surely access to such a location should be on a main road, i.e. Talcennau Road. 2. Secondly, who exactly do you propose will actually be living in the properties once completed. I have heard of other similar developments and the people who end up being housed there are not the kind of people you want as neighbours. I don't want to sound snobby, but the residents surrounding the former school are used to a	1. A vehicle tracking survey and a swept path analysis has been carried out for the proposed main access road on York Street concluding that emergency vehicles, lorries and refuse vehicles can safely utilise the access point. The Highway department has also looked at the proposed access point and raised no concerns. 2. There will be a mixed demographic of new residents all of whom have been on the housing waiting list or have been living in temporary housing. Elders will have priority for the ground floor dwellings meaning there will be a mix of age groups in the new housing. Furthermore, Linc will also keep continued maintenance and monitoring of the dwellings and will actively discourage anti-social behaviour to make sure the neighbourhood is not devalued.

	certain type of neighbour. We certainly do not want people moving in who will spoil the neighbourhood and devalue our homes.	
4.	1. This will cause further highways issues to what is already a very congested vehicle visibility poor area. 2. Vehicles Park on junctions (due to lack of space), this will add pressure on current issues due to increase use of Talcannau Rd for visitor parking. 3. In addition, vehicles travel at speed to avoid traffic lights on Abbey Road. This will cause significant risks to school children + pedestrians. 4. York Place has an incline + reduced visibility traffic pollution. 5. Change of street scene which had been in place since approx 1912, removal of buildings + walls. 6. Increased noise levels 7. plus environmental issues due to removal of trees and other established growth- area already has the impact of the M4 + the steelworks, 8. This proposed development will put an increased strain on an already densely populated area.	1. The Highway department has examined the proposed development and raised no concerns. 2. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be providing a parking surplus and that the proposed development will not have a negative impact on the parking in the surrounding area. 3. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway. Furthermore, the proposed development is not viewed as exacerbating any potential issues. 4. Please see 1. 5. Revitalising the visual character of the site to better fit in with the local area has been a key part of the proposal and as such there has been numerous actions taken to ensure the proposed development fits in. Firstly, key parts of the existing site have been implemented into the proposed development. For example, the site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. Additionally, the architecture of the proposed dwellings have been styled to match the terraced houses in the surrounding area through the use of similar materials like brick and common

		features like bay windows. It is also worth noting that the existing site in its vacant, unmaintained state is currently contrasting with the visual character of the area. Overall, the proposed develop should seamlessly integrate itself into the existing street scene due to the retention of key parts of the existing site and the integration of an architectural style of the surrounding buildings. 6. The proposed development will convert a school site to affordable housing, this is viewed as a change that will reduce potential site noise 7. Sustainable design is at the heart of the project and as such, as well as significantly increasing the greenspace on the site and planting meadow grass and hedges in gardens and across the site, existing trees are retained wherever possible with all trees in the south-eastern corner of the site near the open space being left touched. On top of that additional trees will be planted across the site to replace any trees lost in development. 8. The proposed density of the development is acceptable due to the sustainable location of the site, being walking distance away from amenities located along Talbot Road and the Port Talbot Parkway station.
5.	1. There is a lot of social housing in the area already. 2. Not enough parking as it is. 3. Not enough amenities for existing population.	1. The Neath Port Talbot County Borough Council has committed to building 1,200 affordable homes by 2026 so there remains a need for affordable housing in the area. 2. The proposed development would provide 0.95 parking spaces per dwelling, which is higher than the existing number of cars per dwelling (0.91). Therefore, the proposed development will benefit the local parking situation 3. There are shops, schools, hairdressers, a post office, a park, a gym, a bank, restaurants, and numerous bus stops within a 10-minute walk of the site.

		Additionally, the buses run frequently throughout the week linking the site to amenities outside of walking distance.
6.	1. We were led to believe that the development would be a walled community for the elderly, for which there is a great need in the community. 2. PARKING	1. Linc had no prior knowledge of this proposal before creating the proposed development. 2. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the 0.91 cars owned per dwelling in the surrounding area. This means that the proposed development will ease parking concerns.
7.	1. Parking 2. No local police station	1. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the 0.91 cars owned per dwelling in the surrounding area. This means that the proposed development will ease parking concerns. 2. The Local Development Plan indicates no need for a police station in the area.
8.	1. This is an area with young families and a school opposite	1. Noted.
9.	I recognise that the site needs developing however I am concerned by: 1. the number of proposed properties 2. balconies overlooking existing properties 3. & the impact of significantly more vehicles. 4. The parking on plans does not appear significant and	1. The number of proposed properties is deemed appropriate due to the site being primarily surrounded by terraced houses and the site being on a sustainable location that is within walking distance from amenities on Talbot Road as well as the Port Talbot Parkway train station. 2. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained.

	5. the reference to visitor parking on Talcannau Road is frankly ridiculous. 6. We already have issues with parking due to the local school, the existing YMCA, lots of Tots daycare and commuters choosing to park on the streets rather than paying to park at the railway station. it is not unusual for train passengers to leave cars over the weekend, from Monday to Friday or for one-two weeks whilst going on holiday. 7. The recent development at the plaza cinema is welcomed but will undoubtedly impact on the already difficult parking situation. 8. School drop off and pick up times involve a large amount of traffic, this will become more difficult once extra cars are parked on the surrounding streets due to the proposed development. 9. We no longer have crossing patrols and it is already dangerous. It is only a matter of time before a child is injured or worse and nothing in the proposed development plan addresses this.	3. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System finding that the proposed development will generate a significantly lower number of two-way car journeys than the existing site use 4. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be providing a parking surplus. 5. The proposed visitor parking on Talcennau road is being removed from the proposal in response to feedback received at the public consultation. 6. Please see point 4. 7. Please see point 4. 8. Please see point 4. 9. Personal Injury Accident data over a 6.5 year period of the roads surrounding the site have been examined, finding that over that period only 2 accidents occurred (1 minor, 1 major). Therefore, there is no specific pattern of incidents in the area surrounding the site, meaning it is not an issue the proposed development needs to address. Furthermore, Visibility surveys have been undertaken to ensure the safety of new junctions.
10.	1. Poor access + exit from proposed development into York Place. 2. Narrow road with parking uneven at school start + end times,	1. A vehicle tracking survey and a swept path analysis has been carried out and found that emergency vehicles, lorries and refuse vehicles can safely turn into the proposed access point on York Street as well as all streets inside the site.

	3. parents picking up pupils tend to park on corners reducing visibility	Furthermore, the Highway department has investigated the safety and utility of the proposed development and have voiced no concerns. 2. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be providing a parking surplus. 3. A visibility survey has been completed to ensure that all proposed junctions do not negatively affect visibility
11.	1. Highways issue concerning sufficient parking, 2. access to the development and 3. the visual impact on properties in the surrounding areas.	1. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be providing a parking surplus. 2. Swept path analysis and a vehicle tracking survey has been completed concluding that emergency vehicles, lorries and refuse vehicles can safely turn into the proposed access point on York Street. Additionally, the Highway department has investigated the safety and utility of the proposed development and have voiced no concerns. 3. The current unmaintained condition of the site is already having a negative visual impact on surrounding area. This is addressed by the proposed development, which aims to implement a similar architectural style to the surrounding buildings to help the site better fit in to the local area.

12.	Dear Kew I wish to express the strongest objections to your plans regarding the former Dyffryn Lower School site. They are ill conceived and will have a very negative effect on the local community. 1. Not only will the significant increase in dwellings impact on amenities/services in the area but it will be very detrimental to the safety of children attending Central Primary school. 2. Potentially nearly a hundred extra cars in the area are not needed. 3. You have chosen to site the access point on York Place which is a fairly narrow and already double-parked street. This street also does not have direct access to the main road and would require traffic to turn out of York Place and very often onto Broad Street where the school is located to reach the main road. In fact, they would be turning on to Broad Street right before the school where the main entrances are which is a particularly poor bit of planning. 4. Broad Street is already very busy particularly during school start and end times and does not require more traffic. In addition, York Place is part of the 'safe' route between the two Central Primary sites and sees a great deal of foot traffic. Pedestrians who would now have to deal with far more cars and an extra busy junction.	1. The volume of local amenities is more than sufficient to accommodate for the number of new residents, who would be introduced to the area through the proposed development. 2. The local area has a proportion of 0.91 cars per dwelling, therefore if applied to the proposed development (of 43 dwellings) it can be estimated that there would be only approximately 39 additional cars in the area. This is not a significant increase and is more than catered for by the proposed development. 3. A vehicle tracking survey and a swept path analysis has been carried out and found that the access point on York Street is of an appropriate width, with emergency vehicles, lorries and refuse vehicles safely able to access the site. Furthermore, the Highway department has investigated the safety and utility of the York Place junction and have voiced no concerns. 4. The proposed development will not generate a significant increase in traffic. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System finding that the proposed development will generate a significantly lower number of two-way car journeys than the existing site use. 5. Please see 3. 6. The proposed development will include a fund towards education, which will aid the local school.
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	5. Any development on the site should have an access point on Talcennau Road which is both wider than York Place and has fewer residential dwellings on it. Additionally, it is as far away from the junior school site as possible and has direct access to the main road. 6. Another issue is that Central Primary is already a busy and popular school. It already has to turn away some prospective students it is unlikely to be able to cope with the large number of children that are likely to be resident in these new houses. Again this increases the likely volume of traffic at peak school. Other facilities such as the local surgery are also likely to find these numbers difficult to accommodate. Currently this is a pleasant residential area which already has issues with traffic levels, road safety and parking. Your plans will significantly exacerbate existing issues (despite having on site parking) and risk making the area far less pleasant. In short, the current plans are for too many dwellings and have an access point in a very poorly chosen location. Please look at them again.	
13.	1. Parking for staff and parents is already extremely limited which often results in dangerous parking, this will only increase due to the significant increase in parking needs. 2. The area also has a very high volume of social housing and there is already a large amount of anti-social	1. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be decreasing parking needs. 2. Linc will also keep continued maintenance and monitoring of the dwellings and will actively discourage anti-social behaviour.

behaviour surrounding this school. Having an additional social housing site located next to the school is only going to increase this. This could directly impact our children and could have an impact on their future life chances. 3. The heavy machinery that will be needed on site will be an extreme danger for all of our pupils, including those who have complex and significant additional learning needs who already have struggles accessing the school. 4. The noise disruption to lessons will also be vast, this following on from COVID and lockdown will continue to have a detrimental effect on our children's learning, which is extremely concerning for us as staff. 5. Due to the heavy machinery and drilling needed in order to build the housing, this will cause additional movement which will have a large impact on our already aged school building. 6. We are in desperate need for a new school building, and this should have been a priority and not additional social housing. 7. The previous plans for accommodation for over 50s would have been a more suitable plan. I am really angry and annoyed at this plan. There is enough social housing in this area and an alternative site should be sought.	3. Moreover, an increase in social housing does not correlate to an increase in antisocial behaviour. The new homes will be occupied by a mixed demographic of new residents all of whom have been on the housing waiting list or have been living in temporary housing. These new residents could have a range of jobs from teaching assistants to beauticians to retirees, with elders and people with disabilities having priority for the ground floor dwellings. 4. Before construction begins a Construction Management Plan will be created, which will facilitate a controlled level of construction noise that will prevent a significant disruption towards education. 5. The school building is to be demolished as part of the proposal 6. The educational provision provided by the Dyffryn School has since been accounted for by the nearby new 21st Century 3-16 English Medium community school. Thus, making the Dyffryn School buildings obsolete. 7. There is a need for affordable housing in Port Talbot, which is being addressed by the proposal. Furthermore, elderly residents are at the top of the list for ground floor dwellings. Therefore, the development does ensure that over 50s are catered for.
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	Would you not consider a new school building for Central, one that would benefit the community and not further lower the standards of the community I work in and once lived in. Really not happy!!	
14.	Good afternoon, I wish to record my formal objections to this planning process and the proposed works at the site. 1. My main objection, as a local resident centres around the availability of parking, the capacity of the surrounding roads and additionally the safety of the children in the primary school as a result of those issue. I do not consider the local infrastructure sufficient to accommodate those extra vehicles and visitors etc 2. Additionally, I want to object or have my objections noted on other grounds, namely the underhand way in which this process seem's to have gone through by the council. I understand that the land was sold for £300k which is community money and absolutely undervalues that site. Additionally, I understand if this planning is successful it triggers a further payment to the seller which means that a company is turning a huge profit off	1. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System. This estimation finds that the proposed development will not generate a significant increase in traffic. The proposed development also proposes 41 parking spaces for 43 dwellings meaning there will be 0.95 parking spaces available per dwelling. The current ratio of cars per dwelling is 0.91, therefore the proposed development will more than sufficiently accommodate extra vehicles. 2. The land acquisition process Linc undertook to buy the land is very typical and is totally above board. Furthermore, Linc is a charity organisation that is funded by the Welsh Government, so the company is not driven by profit margins.

	of this when the original intention was to provide much needed supportive accommodation and so I consider local residents and perhaps even the council have benefited with this shady business practice.	
15.	Good afternoon, Unfortunately, as it is half term and on holidays, I am unable to attend the meeting on Wednesday 2nd. However, I would like to raise my concerns if that is ok with you both via email. I'm unsure of how all this works and if we are even at this stage yet, but I have listed below my objections: 1. we already have enough low-cost housing around the area which are not all filled and also, they have already agreed to knocking down eagle House and putting more low-cost housing above shops. 2. it is right by Central Junior School, which will cause more chaos with the parking and illegal stopping. The road is already dangerous to cross for the children and making a new housing estate with more cars is just going to cause more trouble.	1. The Neath Port Talbot Local Development Plan has outlined a continued for affordable housing, which is being addressed by this proposal. 2. The proposed development will provide 0.95 parking spaces per dwelling, which is higher than the 0.91 cars owned per dwelling in the surrounding area. This means that the proposed development will help ease parking concerns 3. The new homes will be occupied by a mixed demographic of new residents all of whom have been on the housing waiting list or have been living in temporary housing. These new residents could work any number of professions from teaching assistants to beauticians to retirees, with elders and people with disabilities having priority for the ground floor dwellings. Furthermore, Linc will also continually maintain and monitor the dwellings and will actively discourage anti-social behaviour and will not hesitate to contact the police if they suspect drugs are being kept on any property. 4. The site in its current vacant unmaintained state is having a negative impact on properties in its locality and is not in keeping with the local area. The proposed development aims to revitalise the site and help integrate it into its locality by styling the architecture of the proposed dwellings to blend in with the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows.

	3. Who will be put in these low-cost housing? You only need to walk from the Spar up Station Road to Forge Road to be high on the smells coming from each and every other block of flats that have been erected recently. Do we really want our children in the Junior School having to put up with this? Or even seeing it if they are sitting in their proposed green space 4. I have seen the plans today as we have received correspondence from the planning company. The houses are not even in keeping with the local area and will devalue any property within its locality. I'm sorry to bombard with all my rants above. I am happy to help in any way I can.	
16.	1. I cannot park outside my house and 9 park regularly outside the school. With the new development that would be unable to do also my son and family live in George Street and also park outside the school and have to walk up to George Street. We will not be able to park there when the new development is there. 2. The new development only has two parking spaces to each house and there are more than two cars at a house they will then be parking on the road outside the development. This will then impact on the school right	1. The new development is proposing to provide 0.95 parking spaces per dwellings, which is higher than the current number of cars per dwelling (0.91). Thus, the proposed development should not have a negative impact on parking outside of the site. 2. Please see 1. 3. Ensuring that site is visually integrated into the local area has been a key part of the proposal and as such there has been numerous steps taken to ensure this is achieved.

	next door creating less space for parents dropping off and picking up children. 3. The new development would look out of place amongst the houses which have been there for one hundred years. It would not blend into the environment.	Firstly, key parts of the existing site have been implemented into the proposed development. For example, the site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. Secondly, the architecture of the proposed dwellings have also been styled to match the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows.
17.	1. The development is not as was originally proposed to the council. 2. The development will change the character of the area	1. We had no prior knowledge of any previous scheme 2. The old vacant school buildings on the site are already negatively affecting the character of the area. The proposed development aims to rejuvenate the character of the site to make it better fit in with the local area. This will be accomplished through by styling the architecture of the proposed dwellings to blend in with the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows. Additionally, key features of the existing site, such as the stone wall, will be retained and reused in the proposed development.
18.	1. My family moved into the property opposite Lower Dyffryn School specifically because of the school location; my family loved the architecture of the school, and its peaceful grounds, as well as its bucolic surroundings of ancient trees and natural vegetation and foliage.	1. Noted. 2. The development will not have a negative impact on the visual of the area. The proposed development aims to implement a similar architectural style to the surrounding buildings in order to ensure the site is visually integrated into the local area. The key features of the existing school will be retained and reused in the proposed development. The building will also use similar materials like

2. My family do not want to be faced by another generic, soulless, characterless, municipal modern housing estate, without any charm or beauty - built of cheap, ugly, modern building materials - staring directly into the front of the properties of the small, six-house street; a street in which my family has lived for the past forty-six years. 3. Presently, Talcennau Road is a small, tight, well-balanced community, established over many years; the building of the proposed houses and flats on the grounds of Lower Dyffryn School will completely change the landscape, topography, and atmosphere of the whole area, and not for the better. 4. The demolition of Lower Dyffryn School is another attack on Welsh culture and Welsh heritage: the school is a beautiful example of late-Edwardian Welsh architecture. Created of locally-sourced stone, slate and brick in the early 20th century, the school is an impressive, greatly-loved keystone building that empathetically embraces the landscape, and brings much-needed character to the largely residential area. 5. The demolition of Lower Dyffryn School is catastrophic in terms of the environment. Port Talbot's record on green issues is shameful, so Neath Port Talbot council should be attempting to investigate every ecological avenue	brick and common features like bay windows. The proposal will also incorporate reclaimed materials used in the existing school buildings through retaining the stone façades, existing wooden benches, and any other materials where possible. The existing building along Devonshire Place will be retained and converted into residential accommodation. 3. With respect to the landscape of the area, it will be substantially improved with the proposed high-quality landscaped areas to the south of the site. There is a lack of public open space in the surrounding area and the proposed area of public open space can be used by all members of the public, which is a vast improvement to the current situation. The site varies in levels slightly and the development will not change the topography of the area. The immediate surrounding area is predominantly residential in character, with rows of two-storey terraced housing surrounding the site, however the wider surrounding area is urban in nature. 4. The site is currently unmaintained and has a negative visual impact on the surrounding area. 5. Prior to the commencement of development, a Construction Management Plan will be created, which will facilitate a controlled level of construction pollution. The Ecological Assessment Report submitted in the Pre-Application Consultation has shown that the proposed scheme provides an opportunity for biodiversity net gain with the new development creating green areas. A biodiversity enhancement strategy proposed for the Site includes habitat management to retain existing trees and improve structural diversity with understorey scrub planting, create wildflower grassland within public open
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available to them. The construction industry is notoriously wasteful, and infamously creates huge CO2 emissions. The redevelopment proposals for the Lower Dyffryn School site are typically unimaginative; the architects, engineers and designers involved need to scrap their original pusillanimous plans and refurbish and repurpose the beautiful buildings already on site. The greenest building is one that already exists. 6. Last, but certainly not least, is the important point that the school is one of the few surviving physical historical links to Richard Burton, who is important to the DNA and identity of Port Talbot. Burton was proudly schooled at Dyffryn Lower, winning a scholarship to go to the then secondary modern. It is at this school that Richard Jenkins met a young English teacher, Philip Burton, who would become Richard Jenkins' mentor and adoptive father. It is from Philip Burton that the young Richard Jenkins would take the surname, Burton. Moreover, there exists a wonderfully evocative photograph of a fifteen-year-old -Burton, and his rugby team mates, posing proudly against one of the recognisable stone walls of the school on Talcennau Road. 7. I seriously hope that the unprofessional, unimaginative, incompetent plans for the redevelopment of the site of	space, promote biodiversity in gardens and provide bat and bird boxes in new buildings. The proposed bat box scheme will mitigate adverse impacts on common pipistrelle bats from the loss of roosts due to demolition of the former school buildings. The proposed development will also improve the sustainability of the site. The Low & Zero Carbon Technology Appraisal Feasibility Report submitted has shown the technologies proposed are appropriate to achieve the required standards for the construction phase, whilst meeting the requirements of relevant sustainability policies set out in the Local Development Plan. 6. The proposed development has adopted a series of method to ensure the development links to the site's history and heritage. The existing building along the site's boundary with Devonshire Place will be retained, along with the existing stone boundary wall. In addition to any reclaimed stone, the 2- and 3-storey developments will be constructed using brick and render for the facades, with clay and slate tiles for the roof. This corresponds with the materiality of the surrounding context, safeguarding features of historic and cultural importance. While we appreciate that a sentimental connection might exist between Port talbot, the school and Burton, this is not something that can influence decisions concerning planning. 7. Noted.
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	the Lower Dyffryn School are rightfully torn up and binned; the present plans show no empathy to the needs and feelings of the neighbouring residents, or the residents' surroundings.	
19.	1. Although not living in one of the peripheral streets immediately adjacent to the proposed new build, Tanygroes Street where I live, is an access street for vehicles needing to approach or leave that specific area. It is already an extremely busy road, used by very many drivers, either leaving the nearby M4 Motorway to enter the town, or by the many residents in the area, wishing to access the M4 Motorway to journey East or West, from the town. The additional volume of traffic expected to pass through my street as a consequence of the 43 home development will, in my opinion, be excessive beyond safety for all residents of my street. 2. Furthermore, the current parking needs of residents in Tanygroes Street is already exceeding availability, such that the adjoining Talcennau Road which runs down one side of the proposed new build, already acts as an overspill parking area. The anticipated increase of vehicles from residents of the new build, along with their visitors, will certainly impinge on parking availability for us in Tanygroes Street and all other surrounding streets.	1. The site has an existing school use which has historically generated vehicle movements on the network and car parking demand on the surrounding streets. Trip generation analysis has shown that the proposed residential use would generate significantly less vehicle movements during the AM peak period and a similar level of movements in the PM peak hour in comparison with the existing school use. As such, the proposal would not introduce an additional volume of traffic to the surrounding area. 2. The Transport Assessment has been undertaken and has found there are significant availability for on-street car parking within the vicinity of the site meaning that the current levels of parking in the area are deemed satisfactory. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be providing a parking surplus.

	Consequently, I strongly oppose this proposed new build.	
20.	1. Having looked at the plans for the proposed development I feel strongly that the impact of the increased volume of traffic generated from the new residents, their visitors and delivery vehicles will be detrimental to the safety of the surrounding streets. 2. The 'Visitor Parking' earmarked for this proposed development is not additional parking. It already exists and is used by residents and visitors presently so cannot be classed as extra parking. Moreover I think that the residents of the new homes facing Talcennau Road are likely to use that parking at the front of their home to enter by the front door rather than drive through the development to gain access through their back door. 3. Another concern I have is the proximity of the proposed development to the Junior site of Central Primary School. At school start and finish times there is already a lot of traffic congestion in that area caused by cars dropping off and picking up pupils. The proposed access into the development has not I feel been given enough consideration. York Place is not a wide street and due to its incline will not give clear views of traffic approaching the entry to the development when vehicles wish to exit	1. A vehicle tracking survey and a swept path analysis has been carried out and found that emergency vehicles, lorries and refuse vehicles can safely turn into the proposed access point on York Street as well as all streets inside the site. Furthermore, the Highway department has investigated the safety and utility of the proposed development and have voiced no concerns. 2. The proposed visitor parking on Talcennau road is being removed from the proposal in response to feedback received at the public consultation. 3. Please see 1. 4. The proposed development will not reduce the availability of on-street parking. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be decreasing parking needs. 5. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Therefore, the proposal is not seen as having a negative effect on road safety or parking capacity.

	it. Clear visibility will be compromised and increase risk of accident and injury to pedestrians, cyclists and drivers. 4. In addition there is no designated parking for the staff of the school and any available parking for them is likely to be reduced if this development goes ahead in its present proposal. 5. I live in Tanygroes Street and already experience the effects of heavy traffic in the area when I take my grandchildren to school in Central and fear the risks on the school run are only going to get worse if this development goes ahead.	
21.	1. I am objecting to the development at Lower Duffryn School, Port Talbot. Because of Highway issues as there is a high volume of traffic approaching Talcennau Road 2. and also a parking issue all around the area. 3. Also the visual impact on the residential area.	1. The proposed development will not generate a significant increase in traffic. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System finding that the proposed development will generate a significantly lower number of two-way car journeys than the existing site use. 2. The proposed development will not induce a parking issue. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be decreasing parking needs. 3. The current unmaintained condition of the site is already having a negative visual impact on surrounding area. This is addressed by the proposed

		development, which aims to implement a similar architectural style to the surrounding buildings to help the site better fit in to the local area.
22.	1. I am objecting to the development at Lower Duffryn School, Port Talbot. because of the visual impact on the street scene and of Highway issues as there is a high volume of traffic approaching Talcennau Road 2. and also a parking issue all around the area. This will impact on the safety and wellbeing of the. children at Central School. 3. There are a lot of elderly residents in the area who need access to their properties via ambulances and mobility cars parking on the surrounding streets is going to cause a big problem.	1. A vehicle tracking survey and a swept path analysis has been carried out for the proposed main access road on York Street concluding that emergency vehicles, lorries and refuse vehicles can safely utilise the access point. The Highway department has also looked at the proposed access point and raised no concerns. 2. The proposed development will not induce a parking issue and is predicted to be decreasing parking needs. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway. Furthermore, the proposed development is not viewed as exacerbating any potential issues. 3. A vehicle tracking survey and a swept path analysis has been carried out and found that emergency vehicles, lorries and refuse vehicles can safely turn into the proposed access point on York Street as well as all streets inside the site.
23.	1. The 3 storey flats are incongruous and out of keeping with the 2 storey houses that are in the area. They will spoil the street view and are intrusive into other people's homes. 2. The planning application does not include accommodation for the over-65s, who want to downsize, releasing larger houses into the housing market.	1. Revitalising the visual character of the site to better fit in with the local area has been a key part of the proposal and as such there has been numerous actions taken to ensure the proposed development fits in. 2. The proposed development will provide accommodation for elders and people with disabilities having priority for the ground floor dwellings. 3. The housing will not be sublet to other associations. They will remain in Linc Cymru's ownership and responsibility for maintenance and they will be retained as Linc Cymru's own housing stock.

3. There are no guarantees that Linc-Cymru Housing Association will not sublet these 43 homes to other charities such as The Wallich, whose tenants have made people's lives in Talbot Road a misery. 4. Parking is another problem. Teachers in Central Junior School in Broad Street, have to park on existing public roads. When people return home after work, the area is gridlocked with vehicles. If the Senedd enforces 20mph speed limit from Sept 2023, in Talcennau Rd and Abbey Rd, the 2 main conduits to Junction 40 of the motorway, more vehicles from this site will create greater traffic problems. 5. Road safety for the children crossing the road from Central Junior School is a major concern with the extra traffic. 6. Any tenant should have connections to the Port Talbot area so they have a vested interest in enhancing the area, not detracting from it. 7. The heritage of this site should be acknowledged. This site until the early 1960s was Dyffryn Grammar School, which my family attended, and where the career of the actor Richard Burton was nurtured and developed, thanks to his English teacher Mr P H Burton, who also taught my mother.	4. The proposed development will not induce a parking issue and is predicted to be decreasing parking needs. The proposed development provides 0.95 parking spaces per dwelling, which is higher than the local average of cars owned per dwelling (0.91). This means that the proposed development is predicted to be decreasing parking needs. 5. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway. Furthermore, the proposed development is not viewed as exacerbating any potential issues. 6. The Neath Port Talbot County Borough Council has committed to building 1,200 affordable homes by 2026 and the tenant will be a mixed demographic of new residents all of whom have been on the housing waiting list or have been living in temporary housing. While we sympathise with your wish for residents to contribute to the area, it is not within the power of planning authorities to stipulate who may rent a property, or to mandate that tenants possess any specific background or “connections”. The provision of green space as well as carefully designed building will ensure both the community and the character of local area to be enhanced. 7. The proposed development has adopted a series of method to ensure the development links to the site’s history and heritage. While we appreciate that a sentimental connection might exist between Port talbot, the school and Burton, this is not something that can influence decisions concerning planning.
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24.	1. As a resident of the Talcennau Road area I would like to respond to this pre-application re-Dyffryn School. I, and other residents appreciate that development of the site is inevitable and necessary. However, the proposed plans lack regard towards the environment of the area, potential problems involving highways and the visual impact on street scene. 2. The proposed development would result in an enclave in an established residential area increasing the population which would put immense pressure on infrastructure in the area. 3. as well as the environment. The former school has trees and shrubs especially on Talcennau Road. the proposed park area would not replace this to the detriment of any existing small mammals birds such as robins, blackbirds wrens and insects that depend on this area of dense shrubbery and mature trees. In the present climate this is a negative and shortsighted plan. also this area, developed over a hundred years ago, sandwiched between steel works and M4 suffers from very poor air quality. 4. The introduction of 43 dwellings and their associated vehicles is not acceptable in this traditional residential area where parking and traffic leaving and entering the	1. The Highway Authority has examined the proposed development and raised no concerns. Revitalising the visual character of the site to better fit in with the local area has been a key part of the proposal and as such there has been numerous actions taken to ensure the proposed development fits in. 2. The volume of local amenities is more than sufficient to accommodate for the number of new residents, who would be introduced to the area through the proposed development. 3. There were several inactive/ old bird nests in a few of the buildings, but the site does not support any important breeding bird habitats, and there was no evidence of priority species such as house sparrow or swallow at the site. Furthermore, the Ecological Assessment Report submitted in the Pre-Application Consultation has shown that the proposed scheme provides an opportunity for biodiversity net gain with the new development creating green areas. 4. The proposed development will not generate a significant increase in traffic. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System finding that the proposed development will generate a significantly lower number of two-way car journeys than the existing site use. The proposed development will convert a school site to affordable housing, this is viewed as a change that will reduce potential site noise. 5. The proposed visitor parking on Talcennau road is being removed from the proposal in response to feedback received at the public consultation. 6. Please see 4 above.
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area from and to the M4(which is only 1/4 mile from the proposed site) noise levels would also increase substantially in an area where family/car ration is high because of the original design of streets and infrastructure. 5. It is concerning that on the proposed plans the highway edging the school on Talcennau Road is described as 'visitor parking' when parking is very difficult for existing residents who use this area for daily parking. 6. There is potential danger when traffic will be increased in an area of such high population density. Safe egress to homes and local schools will be compromised as vehicles enter and leave the proposed development. Parents use the roads around the school to take children to school which causes congestion the existing streets. 7. There are concerns about the visual impact on the street scene which should be considered in an area of a certain architectural style which should be celebrated if Port Talbot's integrity is to be protected in the same way some units will be higher than the existing houses on York Place compromising light quality and the Existing street scene. Also residents in York Place face the entrance to the proposed development which will cause congestion. The slope in this street will also obstruct the	7. Revitalising the visual character of the site to better fit in with the local area has been a key part of the proposal and as such there has been numerous actions taken to ensure the proposed. The existing school's main building is a two-storey, stone building with a pitched roof, meaning certain elements of the building can be read as 3-storeys in height, which is in similar height to the proposed development. The existing building along the site's boundary with Devonshire Place will be retained, along with the existing stone boundary wall. 8. The proposed density of the development is acceptable due to the sustainable location of the site. The pre- application advice notes that this is appropriate in the local context, a densely developed urban environment, and that it is reflective of the nature of the proposed units. The new homes will be occupied by a mixed demographic of new residents all of whom have been on the housing waiting list or have been living in temporary housing. These new residents could have a range of jobs from teaching assistants to beauticians to retirees, with elders and people with disabilities having priority for the ground floor dwellings.
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	view of drivers leaving the new development which could result in danger to pedestrians especially school children. This street scene should be preserved wherever possible. The stone walls of the old school being an important part of the area's heritage. 8. In conclusion regard should be shown to the dynamic s of the area where its success has been largely due to a mixture of ages and diverse occupations which resulting in its success as a traditional residential area. In order to maintain this ,development should reduce the number of proposed units and possibly include some sheltered accommodation to integrate all age groups to maintain the stability of the community.	
25.	1. The development will in its current layout increase traffic flow to Broad Street, which will correspondingly increase the chance if accidents. If the main entrance to site were moved to Talcennau road this will go a large way to mitigating this issue. 2. I am so have concerns regarding the impacts on the local infrastructure in regards to water and sewage and also the spaces available at the locals schools.	1. The proposed development will not generate a significant increase in traffic. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System finding that the proposed development will generate a significantly lower number of two-way car journeys than the existing site use. 2. A Drainage Strategy has been submitted that incorporates high quality surface water and foul water drainage systems. The volume of local amenities is more than sufficient to accommodate for the number of new residents, who would be introduced to the area through the proposed development. The proposed development will include a fund towards education, which will aid the local school.

26.	1. There is a busy primary school in my Street, this development will lead to a rise in traffic in the area- this will lead to increased accidents, and is a hazard. 2. The development entrance will be sited on a small Road (York Place), which already has 3 entrances (creates a crossroad), and is a hill (not great visibility). 3. The proposed development will remove several large, well-established trees which have nesting birds (every year) collar doves, blackbirds and sparrows can be seen in them at the right time of year. This will have a negative effect on the environment and we should be protecting large trees of this kind in built up areas. 4. With parking already being very limited in the area, the increased number of cars in the area will not help. 5. As this will be low-cost social housing, I have concerns that the level of crime in the area will increase, as has happened in other similar developments. As the development is next to a school, could this affect the youth in the area. 6. I am also concerned that such a development would adversely affect the value of my property.	1. The proposed development will not generate a significant increase in traffic. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System finding that the proposed development will generate a significantly lower number of two-way car journeys than the existing site use. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway. 2. With regards to access point, considering the various road frontages, the development to York Place is similar to the existing surrounding development. The opportunities to develop to Broad Street are limited and the development follows a similar form to the surrounding area with the development of three properties. Along Devonshire Place existing site features such as mature trees and one of the school buildings are retained and development is of a much less dense character. To Talcennau Road the properties are larger with the three storey apartments facing the highway at this point. Based on a site visit it is considered that the three storey element of the scheme can be accommodated without unacceptable harm to visual amenity. In general the scale and form of development is considered to be appropriate to its context. 3. There were several inactive/ old bird nests in a few of the buildings, but the Site does not support any important breeding bird habitats, and there was no evidence of priority species such as house sparrow or swallow at the Site. 4. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to
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		dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. 5. Linc Cymru will keep continued maintenance and monitoring of the dwellings and will actively discourage anti-social behaviour. 6. Though we appreciate that you would not wish for the value of your property to be adversely affected, this is not something that can enter into the decision process. Linc will also keep continued maintenance and monitoring of the dwellings and will actively discourage anti-social behaviour to make sure the neighbourhood is not devalued.
27.	1. We have concerns over the increased volume of traffic and lack of parking. We live on Talcennau Road which is made up of 7 houses, this morning in total there were 28 cars parked on either side of the road, there are people from York place, Devonshire place, George street and Cambrian place parking up on the proposed visitors parking area. We also have Port Talbot Wheelers on the weekend and people traveling to work parking during the day and walking to the train station in order to have free parking. Whatever street you put the entrance on will always have its problems, York place and Devonshire place or narrower than Talcennau Road however Talcennau Road has become a fast busy road with cars taking short cuts to avoid the traffic lights on Abbey Road.	1. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. With regards to access point, considering the various road frontages, the development to York Place is similar to the existing surrounding development. The opportunities to develop to Broad Street are limited and the development follows a similar form to the surrounding area with the development of three properties. Along Devonshire Place existing site features such as mature trees and one of the school buildings are retained and development is of a much less dense character. To Talcennau Road the properties are larger with the three storey apartments facing the highway at this point.

	2. The proposed 3 storey bloke is far higher than the existing building and will therefore over look bedrooms on Talcennau road and gardens in George street. 3. Drainage is another issue can our drainage system take another 40+ houses being built. 4. With the school being so close by wouldn't it be better to provide more family housing instead of 1 bedroom properties. Whilst we understand that the site needs to be developed, we think that most people in the area were more than happy for the site to be used as planned for over 50 housing etc, as we know personally my house is far too big for my family now as they are growing up and moving on, and we would have looked into buying one of the properties as have many of the older people in the neighbourhood. 5. We hope you really do take all our and our neighbours comments on board.	2. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. 3. The drainage strategy for the site has been developed holistically to maximise the ecological and hydrological benefit and ensure effective durability of both. It is proposed to discharge surface water run-off via infiltration soakaways. This method is considered the most viable approach given the good infiltration rated exhibited on site. For further confirmation, additional ground water monitoring will be undertaken over the winter period to ascertain the presence of groundwater on site. 4. Sources such as the Mid and South West Wales Housing Assessment summary for Neath Port Talbot identify a particular need for 1 and 2 bedroom properties with a smaller need for 3 bedroom properties within the settlement of Port Talbot. In general it is considered that the mix of housing will be appropriate in meeting affordable housing need, based on the evidence available to the Authority. 5. Noted.
28.	1. I have read the documents were which were given for our perusal regarding the development of the above site. This bears no resemblance to the original plans submitted by React for the development of bungalows for the elderly. There is a lot of concern for the proposed development of 42 affordable housing which is much larger than the original proposal by React services. The	1. The proposed density of the development is acceptable due to the sustainable location of the site. The pre- application advice notes that this is appropriate in the local context, a densely developed urban environment, and that it is reflective of the nature of the proposed units. 2. Noted. 3. A vehicle tracking survey and a swept path analysis has been carried out and found that emergency vehicles, lorries and refuse vehicles can safely turn into

main reason is the obvious increase in the number of properties, and the direct layout where by all the properties are directly facing the existing houses. 2. The area is a large residential whose homes are privately owned and is considered to be one of the most desirable residential area to live. Many of us have chosen to live here because of the character and charm of the area and this is reflected in the value of the properties. 3. The construction of the access and egress via York place appears to be totally inappropriate as it would mean 4 exits in a street with only 11 houses which is densely populated with vehicles currently. The street is always heavily parked as most people own at least two cars and is also used by teachers and car owners of neighbouring streets as the cars are already overpopulated. This is well recognised by the residents and the police as they are often in attendance to monitor the traffic and parking. To put further stress on what is already a difficult situation would be unreasonable and unacceptable to those of us who live here The extra traffic incurred by the site would compromise the safety of the children and their parents 4. From the meeting we were informed that people will drive into the site into an allocated bay but from	the proposed access point on York Street as well as all streets inside the site. Furthermore, the Highway department has investigated the safety and utility of the proposed development and have voiced no concerns. 4. This arrangement allows the car parking to be located away from the proposed front elevations of dwellings, ensuring the development is not car-dominated. 5. There are 9no. unallocated spaces for the 18no. 1-bed flats. 6. Sources such as the Mid and South West Wales Housing Assessment summary for Neath Port Talbot identify a particular need for 1 and 2 bedroom properties with a smaller need for 3 bedroom properties within the settlement of Port Talbot. In general it is considered that the mix of housing will be appropriate in meeting affordable housing need, based on the evidence available to the Authority. 7. Linc will continually maintain and monitor the dwellings actively discouraging anti-social behaviour. 8. Linc had no prior knowledge of this proposal before creating the proposed development. We will ensure the site is integrated into the local area and there has been numerous steps taken to ensure this is achieved.
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	observation of other areas I believe it will be more likely that they will park outside their front doors thus advocating extra vehicles entering and leaving the street on a daily basis and increasing the noise and pollution levels in the immediate vicinity. 5. Having looked at the plans I cannot see parking available for the flats? 6. I think we all realise the need for more housing but consideration must be given to the residents who live in the area, many who are elderly and like most of us have spent endless time and money improving and modernising our homes in an area that most houses are well maintained, this site will change completely the visual aspect and the population of what is a quiet area. 7. Port Talbot has granted many housing projects for affordable homes and they have not always lived up to the expectations that were given, many areas are in a state of disrepair and have not improved the area 8. Having looked at the sites built they have been constructed sympathetically and none centred in the middle of residential streets, there are many questions that need to be put to the council about the purchase and resale of the site and the lack of communication prior to the sale, Linc-Cymru and their agents Kew	
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	Planning and more importantly NPTC need to seriously re think the type of development and layout in such a prime location at the centre of a long established residential area.	
29.	1. The proposed development of 43 units is too large for the size of the site. 2. My objections primarily relate to two issues. The first issue relates to Highways. The reliance of data from the 2011 census in the traffic impact study is not accurate as to the current situation in this area. It also does not take into account the fact that there are a large number of work vehicles parked on the surrounding streets which are not captured in census data since they are not generally for the personal use of the employee as per the census question on vehicle ownership. 3. I was also concerned that the PM peak time measured by the survey was 5pm to 6pm clearly the peak time for this location would be 230 to 330pm since the highest flow of traffic occurs when the junior school next to the site finishes. I can see that the traffic impact study is used to justify the fact that the guidelines on parking spaces per unit are not proposed to be followed on this sight. The inclusion of on street parking as visitor parking whilst permitted is also an unsuitable solution since	1. The proposed density of the development is acceptable due to the sustainable location of the site. The pre- application advice notes that this is appropriate in the local context, a densely developed urban environment, and that it is reflective of the nature of the proposed units. 2. The Transport Assessment has considered the means of travelling to work for the existing residents. Furthermore, the 2011 Census data on car availability does include the number of cars or vans that are owned, or available for use, by one or more members of a household. This includes company cars and vans that are available for private use. 3. As this is a residential development, travelling to work is the primary journey purpose during peak hours which are from 5 to 6pm. Although the nearby junior school appears to have a different peak period, this should not affect traffic at that time, particularly given that the school is within 1 minute's walking distance of the development. 4. Parking at the rear of the property would potential provide a more secure parking option. Furthermore, tenants would be able to access their homes via the rear. The proposed visitor parking on Talcennau road is being removed from the proposal in response to feedback received at the public consultation.

	there is generally no availability of on street parking around the site at present a situation that would clearly worsen with the addition of another 43 units. 4. The front entry to the new units from York Place would also create additional problems as I feel it unlikely that a homeowner would bother driving into the site to park around the back of their property when there is an option to park on street at the front. The proximity of public transport ie train station and bus stop is not relevant to the question of vehicle ownership when there is no context as to current usage of public transport to get to work. 5. My second objection relates to the alteration of the visual aspect of the site. The school has been where it is for over 100 years and the distinctive stone walls that bound the premises are a visual feature that is part of the local street scene as are the railings and trees. The removal of these features would represent a substantial and unwanted alteration to the visual presence of the school in the community. Whilst accepting that some of the more modern parts of the site are without architectural merit the older or original parts of the school are visually pleasing and it would have been preferable to see some proposals in retaining these and	5. Revitalising the visual character of the site to better fit in with the local area has been a key part of the proposal and as such there has been numerous actions taken to ensure the proposed development fits in. Firstly, key parts of the existing site have been implemented into the proposed development. For example, the site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. Additionally, the architecture of the proposed dwellings have been styled to match the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows.
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	repurposing them for residential purposes. There are many examples of housing associations doing this with former hospital and school buildings of the same age in South Wales and where this has been done it greatly enhances the locality whilst maintaining the character of the area.	
30.	1. 43 Units and Potential Business – The huge increase of traffic from this development is of extremely high concern. This is already a very busy area serving both schools and residential purposes. York Place, in the thirty seven years I have been a resident has always been used as a safe route to school walkway for both the Infant and Junior Schools, so the addition in excess of forty vehicles as well as business uses would potentially be very dangerous indeed. 2. 3 Storey Blocks – Whilst there are 3 storey properties at Romilly Buildings and Customs House, these are only in proximity to this development. There are no 3 storey buildings on Talcennau Road, York Place, Devonshire Place, George Street or Gower Street. The roofline shown on the plans will be significantly increased altering the visual impact and allowing visual access into the bedrooms of Talcennau Road and overlooking the gardens of 39-44 George Street, which is defensible	1. The proposed development will not generate a significant increase in traffic. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System finding that the proposed development will generate a significantly lower number of two-way car journeys than the existing site use. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway. 2. The existing school's main building is a two-storey, stone building with a pitched roof, meaning certain elements of the building can be read as 3-storeys in height, which is in similar height to the proposed development. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. 3. The drainage strategy for the site has been developed holistically to maximise the ecological and hydrological benefit and ensure effective durability of both. The surface water drainage is proposed to drain via sustainable drainage features which provide treatment, to soakaway tanks and unlined raingardens to discharge via infiltration to the ground.

	space being used by both young children and vulnerable adults, Predominantly all the surrounding streets are 2 and 3 bedroom properties flanked by excellent Infant and Junior Schools which have strong community ties. Could it not be an option to replace the 3 storey buildings with more 2 and 3 bedroom housing which would be beneficial for families whilst sustaining the schools an advantage for all concerned. 3. Drainage – There are causes for concern in increasing the already overburdened drains in this area as they are frequently flooding on a regular basis on all roads around the site. Major flooding which occurred in June 2022. 4. Site Design – The existing plans show a car parking and refuse area which is hidden from view by fencing and gates. This is potentially a great cause for concern as areas like this become gathering places for antisocial behaviour, alcohol and drug abuse. Possibly another option could be if the houses were turned to face inwards thus reducing the areas not overlooked.	4. There are no grounds to believe that new residents would be engaging in antisocial behaviour and Linc will also continually maintain and monitor the dwellings actively discouraging anti-social behaviour.
31.	1. 43 Units and Potential Business – The huge increase of traffic from this development is of extremely high concern. This is already a very busy area serving both schools and residential purposes. York Place, in the	Please see response for 30.

	thirty seven years I have been a resident has always been used as a safe route to school walkway for both the Infant and Junior Schools, so the addition in excess of forty vehicles as well as business uses would potentially be very dangerous indeed. 2. 3 Storey Blocks – Whilst there are 3 storey properties at Romilly Buildings and Customs House, these are only in proximately to this development. There are no 3 storey buildings on Talcennau Road, York Place, Devonshire Place, George Street or Gower Street. The roofline shown on the plans will be significantly increased altering the visual impact and allowing visual access into the bedrooms of Talcennau Road and overlooking the gardens of 39-44 George Street, which is defensible space being used by both young children and vulnerable adults, Predominantly all the surrounding streets are 2 and 3 bedroom properties flanked by excellent Infant and Junior Schools which have strong community ties. Could it not be an option to replace the 3 storey buildings with more 2 and 3 bedroom housing which would be beneficial for families whilst sustaining the schools an advantage for all concerned. 3. Drainage – There are causes for concern in increasing the already overburdened drains in this area as they are	
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	frequently flooding on a regular basis on all roads around the site. Major flooding which occurred in June 2022. 4. Site Design – The existing plans show a car parking and refuse area which is hidden from view by fencing and gates. This is potentially a great cause for concern as areas like this become gathering places for antisocial behaviour, alcohol and drug abuse. Possibly another option could be if the houses were turned to face inwards thus reducing the areas not overlooked.	
32.	1. Environmental:-Removal of long established trees, and wildlife that live in those trees. Also there has been evidence from people living in York Place that there are bats currently living in the buildings. 2. Noise level increase:-Due to the increase level of traffic in the area, the noise levels will increase, to a higher level than currently being experienced. 3. Highways:-The increased number of vehicles in the area that require parking. Also the use of the current highway for parking allocation for this development. The access and egress from this development will cause traffic congestion.	1. There were several inactive/ old bird nests in a few of the buildings, but the site does not support any important breeding bird habitats, and there was no evidence of priority species such as house sparrow or swallow at the site. Furthermore, the Ecological Assessment Report submitted in the Pre-Application Consultation has shown that the proposed scheme provides an opportunity for biodiversity net gain with the new development creating green areas. 2. The proposed development will convert a school site to affordable housing, this is viewed as a change that will reduce potential site noise. 3. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provide a satisfactory level of parking. A vehicle trip

	4. The visual impact:- The removal of the 100 year old boundary walls will have a visual impact on the street.	generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Therefore, the proposal is not seen as having a negative effect on road safety or parking capacity. 4. The site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials.
33.	1. Environmental:-Removal of long established trees, and wildlife that live in those trees. 2. Noise level increase:-Due to the increase level of traffic in the area, the noise levels will increase, to a higher level than currently being experienced. 3. Highways:-The increased number of vehicles in the area that require parking. Also the use of the current highway for parking allocation for this development. The access and egress from this development will cause traffic congestion. 4. The visual impact:- The removal of the 100 year old boundary walls will have a visual impact on the street.	Please see response for community comment no.32.
34.	1. There is a busy primary school in my Street, this development will lead to a rise in traffic in the area- this will lead to increased accidents, and is a hazard.	Please see response for community comment no.36.

	2. The development entrance will be sited on a small Road(York Place), which already has 3 entrances(creates a crossroad), and is a hill(not great visibility). 3. The proposed development will remove several large, well-established trees which have nesting birds(every year) collar doves, blackbirds and sparrows can be seen in them at the right time of year. This will have a negative effect on the environment and we should be protecting large trees of this kind in built up areas. 4. With parking already being very limited in the area, the increased number of cars in the area will not help. 5. As this will be low-cost social housing, I have concerns that the level of crime in the area will increase, as has happened in other similar developments. As the development is next to a school, could this affect the youth in the area. 6. I am also concerned that such a development would adversely affect the value of my property.	
35.	1. Not suitable development of the area 2. Will devalue existing properties. 3. Will cause chaos on the highways. 4. The visual impact on the street scene.	1. Ensuring that site is visually integrated into the local area has been a key part of the proposal and as such there has been numerous steps taken to ensure this is achieved. 2. Though we appreciate that you would not wish for the value of your property to be adversely affected, this is not something that can enter into the decision

	5. Not sufficient parking in the area at the moment this will have a huge impact on surrounding properties as there is a parking problem already.	process. Linc will also keep continued maintenance and monitoring of the dwellings and will actively discourage anti-social behaviour to make sure the neighbourhood is not devalued. 3. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Therefore, the proposal is not seen as having a negative effect on highways. 4. The layout will integrate the site with its surroundings through ensuring the proposed dwellings front the adjacent streets, subsequently creating an active frontage for the proposed development. 5. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking.
36.	1. I am a former pupil of the school and therefore would like to see the area being repurposed for a better use and whilst I am in agreement that social housing is an issue nationwide and new builds are needed, I fear you are not seeing the impact this development would have on the area. The volume of cars alone would be significant which poses a serious concern for the safe pathway between the two central primary schools. The	1. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Therefore, the proposal is not seen as having a negative effect on hgihways. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway.

	walk from the 2 schools has always been safe for children and other pedestrians, however adding a volume of cars to this will not only raise the likelihood of an accident happening but also is taking away the children's independence to walk from one to another once they are old enough. 2. As well as this concern, parking is already at breaking point for the residents here, my parents live in George street near the school end of the street and own one car which they very rarely get to park in the street let alone outside their home due to the overwhelming amount of vehicles now, therefore the thought of adding more to the equation is daunting. I rarely am able to park when visiting and have often had to park over towards the school and/or in York place. 3. That being said, I currently work for a local authority as a family support worker therefore I am fully aware of the volume of need for social housing, the main issue I would like to raise here is that there are so many family's in need of social housing and are currently living in unsuitable, overcrowded homes or hostels who would hugely benefit from living between 2 highly recommended schools which is located in a very community based area. Is there not an option to build	2. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will not have a negative impact on parking. 3. The develop comprises a mix of 1-, 2- and 3-bed dwellings. The new homes will be occupied by a mixed demographic of new residents all of whom have been on the housing waiting list or have been living in temporary housing. These new residents could work any number of professions from teaching assistants to beauticians to retirees, with elders and people with disabilities having priority for the ground floor dwellings. Sources such as the Mid and South West Wales Housing Assessment summary for Neath Port Talbot identify a particular need for 1 and 2 bedroom properties with a smaller need for 3 bedroom properties within the settlement of Port Talbot. In general it is considered that the mix of housing will be appropriate in meeting affordable housing need, based on the evidence available to the Authority. 4. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. 5. Linc will continually maintain and monitor the dwellings actively discouraging anti-social behaviour. 6. The drainage strategy for the site has been developed holistically to maximise the ecological and hydrological benefit and ensure effective durability of both. The surface water drainage is proposed to drain via sustainable drainage
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	more homes rather than 1 bedroom flats? I appreciate there is a need for single people to have flats however we are all aware that a lot of single person occupants are currently living in hotels with 24/7 security as there is a lot of substance misuse, criminal damage etc with certain individuals. I would stress that this is a family orientated area and would welcome more families in the area whilst continuing to keep crime levels low, this is a good area which would offer the opportunity to many families to have the best chance at success in the future, therefore I do feel that replacing the 3 storey buildings of which none exist in the immediate area with more 2 & 3 bedroom houses as while it is never easy for people to live in hostel accommodation it is more difficult for families. 4. Another concern around the 3 storey building as well as the visual impact on the area it would allow visual access into the bedrooms of Talcennau road & some of the gardens in George street which are defensible spaces used by young children and vulnerable adults. 5. I notice that there is an area of parking & refuse bins on the plans which is largely shielded by fencing and gates, therefore as it's not overlooked this is a prime area for	features which provide treatment, to soakaway tanks and unlined raingardens to discharge via infiltration to the ground. 7. Noted.
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	anti social behaviour to occur such as substance misuse. 6. Another concern that I have is that the area all around the school is constantly flooding, adding 40+ buildings is going to put far too much strain on the drainage system which isn't coping currently. 7. I do not object to the development taking place but would prefer to see a more sympathetic build tying into the strong family led community area that it already is which would be of benefit for both the families and sustaining the excellent schools nearby.	
37.	1. I find that as a resident overlooking the school we are completely ignored, the council are determined to get as many apartment's built so they can increase the number of homes available without any thought of the existing residents. Although I do not object to housing I do object to anything overlooking my house and invading my property. I have made some notes which the council will need the developer to clarify or confirm before commencing any further. 2. Under the Welsh guidance pre-planning applications should be made to assist with the engagement by prospective applicants to offer significant potential to improve both the efficiency and effectiveness of the	1. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. 2. The development has undertaken the statutory Pre-Application Consultation as required by the legislation. KEW Planning has undertaken a series of events as demonstrated in this report, including displaying site notices near the site, holding public consultation on the 8th of November, making consultation documents available, advertising the proposed redevelopment on social media etc. 3. As stated in response for 1, the proposed development will not result in loss of privacy and overlooking issues for the surrounding residential properties. Moreover, an increase in social housing does not correlate to an increase in antisocial behaviour. The new homes will be occupied by a mixed demographic

	planning application system and improve the quality of planning applications and their likelihood of success. Part of the preplanning agreement is to: Provide an understanding of the relevant planning policies and other material considerations associated with a proposed development. There has been no consultation or consideration made to the existing community and how this will impact their standards of living and the environmental impact of how additional properties will affect the 3. The developer should work collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development, including, where relevant, the need to deliver improvements in infrastructure and affordable housing. Apartments are plentiful within the Port Talbot area, any new apartments would overview existing properties and impact on their privacy. There should be no building over 2 stories as this will affect the amount of light and it will be invasive to existing properties around the development. Although affordable housing is welcomed, as this is necessary, this will also attract social housing which will raise the local traffic, crime and noise levels.	of new residents all of whom have been on the housing waiting list or have been living in temporary housing. These new residents could have a range of jobs from teaching assistants to beauticians to retirees, with elders and people with disabilities having priority for the ground floor dwellings. 4. All of these matters will be dealt in the later stage of the project via planning conditions. A Construction Management Plan will be completed and implemented by a contractor which will be appointed after the planning application is obtained. 5. Noted. 6. Please see 4. 7. Please see 1.
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	4. There should be a discussion of the possible mitigation of the impact of a proposed development, including any planning conditions: As part of the pre-construction phase, the existing wall is to be remain in place and a survey is to be carried out to identify trees requiring a tree protection order, all are to be retained as these are features which are unique to this area and pride segregation and add to the street scene. During the construction phase, all construction traffic entering and leaving the site are to do so via Talcennau Road, deliveries are to be staggered and are to only to be made during restricted hours of 0900 – 1500 hrs. Due to the overall scale of the proposed development, construction traffic is not to reverse out into the public highway and will access and egress the site in forward gear or a Banksman is to be present at all times. Lorries and delivery vehicles are not to park up in neighbouring streets, but are to be moved away from the area.	
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	There will not be any circumstances when the crane oversail will interface with the general public as they will be situated within the site itself. Roads will be kept clean by Static wheel washing and road sweeps where and when necessary all public roads free from mud and silt. Contractor's vehicles are not to be permitted to park anywhere other than on the site. The core working hours are to be 0800 – 1800 hrs Monday to Friday 0900 – 1300 hrs Saturday, there is to be no Sunday or Bank Holiday working. The developer is to ensure that adequate arrangements are put in place to provide adequate dust suppression throughout all stages of the development and the dust levels are to be monitored and recorded daily. There will be an impact of additional cars and visitors to the area, this may impact the local schools who may not have the additional capacity for the increased numbers, and therefore all streets surrounding the development are to be made permit holders only parking.	
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	The control of dust is to be a high priority during the whole construction period. The primary mechanism for dust control should be the use of power water hoses (mist bar) supplied from bunds/containers. This is to be utilised as an airborne dust wet suppression method to mitigate the potential for fugitive emissions. Proactive controls are to be instituted to reduce the amount of dust generation during site activities, including enforcement of low speed limits for vehicular traffic, decontamination of trucks leaving demolition work areas and height limits for debris/waste stock piles. Roads should be swept regularly to prevent the build-up of dust. Damping down using a towed sprinkler should also be considered. Spoil heaps should be seeded if they are going to remain on site for a prolonged period or a means of dousing down the spoil heap should be considered. If site conditions require increased dust suppression, emulsifiers or surfactants may be added to improve the	
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	“wettability” of water sprays, and paper mulch mixed with a tackifier may be used on waste/debris stockpiles should weather and debris appear extremely dry. If there are sustained wind speeds (obtained by averaging the measured values over a one minute period) exceeding 20mph, all active excavations and debris/waste loading and placement must be reduced and only proceed with due diligence until the sustained wind speed declines to 20mph or lower. Non-dust producing activities can be conducted as normal during these periods. The developer is to implement a dust control element to both the site induction and toolbox talk program for all site personnel. This program will review the potential sources of dust, individual responsibilities and actions for controlling dust as described in this plan. These discussions will emphasise the importance of dust control to the overall success of the demolition activities and familiarise site personnel with the air monitoring requirements as well as the appropriate dust control procedures that must be adhered to in accordance with this plan to minimise dust generation.	
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	The developer is to control and limit noise and vibration levels so that affected properties and other sensitive receptors are protected from excessive noise and vibration levels associated with construction activities and to facilitate access to the site at all reasonable times for inspection and/or noise measurements. The control of noise at work regulations 2005, require noise exposure to be reduced to as low a level as is reasonable practicable. These are in our Policy and procedures as well as control of vibration at work regulations 2005. Selection and Use of Equipment – With regards to general construction activities, all contractors will follow best practicable means to ensure that the noise impact on the local community is kept as low as possible, including some [or all of the following]: Materials will be handled with care, e.g. material such as scaffolding and steelwork will be placed rather than dropped. Drop heights of materials from lorries and other plant will be kept to a minimum.	
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	With regards to the piling of foundations, if this is required for any of the proposed buildings, the avoidance of driven piling, for example by using rotary bored piling where possible, will ensure noise and vibration effects during these works will be reduced. Fixed and semi-fixed ancillary plant such as generators, compressors and pumps liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors. All plant used on site, paying particular attention to the integrity of silencers and acoustic enclosures will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable. Any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired. Fixed items of construction plant should be electrically powered in preference to diesel or petrol driven. Vehicles and mechanical plant employed for any activity associated with the construction works will, where	
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	reasonably practicable, be fitted with effective exhaust silencers and will be maintained in good working order and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable. Machines in intermittent use should be shut down or throttled down to a minimum during periods between works. In the case of work required in response to an emergency, the Local Authority and local residents are to be advised as soon as reasonably practicable that emergency work is taking place. Reversing Alarms – The noise from reversing alarms is to be controlled and limited. This will be managed through the following hierarchy of techniques. 5. There is a requirement to identify the information required to accompany a formal planning application, thus reducing the likelihood of delays at the validation stage. The information requested must be reasonable. 6. There will be an impact to existing services such as storm and foul capacities, additional off site works will be necessary to accommodate these which will impact local residents for a considerable period of time. Clarification is to be provided by the developer for any	
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	additional 278 works and other off site work requirements before commencement. 7. All housing should be inward facing so not to be invasive and overlook existing properties, nothing should be greater than 2 stories as this will impact the amount of light and seriously affect the existing street scene and privacy of the existing houses.	
38.	1. 43 No. Units – The increased traffic and cars to serve these units and a potential business unit is of great concern. The roads are already busy and given that the 3 arterial roads (York Place, Devonshire Place and Broad Street are well trafficked for school purposes, there is not sufficient capacity for 40+ additional car parking spaces plus visitors plus site traffic during the build. 2. 3- Storey Blocks with Common Areas – Whilst there are adjacent buildings namely Romilly buildings and Customs house at 3 stories or larger, there are no 3 storey buildings on York Place, Devonshire Place, Talcennau Road or George Street. The proposed street scene indicating the red dotted line of existing roof lines shows a significant increase in ridge height where you plan to build 3 storey blocks. This will not only affect the look out of the residents facing said blocks, but it means that the 2nd floor flats facing Talcennau road can look	Please see response for 30.

	into the bedrooms of the facing properties and the rear gardens (defensible space) of Nos 39-44 George Street respectively. This is not acceptable given that these areas are used by young children and vulnerable adults. 3. The existing housing stock bordering the site is predominantly (95%) 2 & 3 bedroom properties, with 5% being flats at Custom House. 4. A lot of the families residing in these properties use the central school site. Sustainable planning practice should dictate that you should be providing more family related suitable affordable housing and to this extent we urge you to consider dropping the 3 storey blocks in lieu of more either 2b3p units or 3b5p dwellings. 1 bedroom 2 person units will not be using the school, it is not sustainable. 5. If this is not sufficient to obtain your WG Grant via the ACG funding model then we consider walk up apartments at 2 storey an acceptable trade off. 6. Are you aware that there is a historical drainage issues located only 300m from the site at the entrance to customs house, which flooded most recently in June 2022. Whilst you propose SUDS drainage to deal with the surface water run off you must understand our concerns that the existing drainage network is earlier	
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	1900s and does not lend itself favourably to adding 40 units on to it. 7. Whilst a lot of the landscaping area is identified for filtration, how usable will this be for recreational activity given that this area has a high water table naturally, and susceptible to flooding? 8. I note that a lot of the internal area is taken up by car parking and bin stores off the entrance and sub roads to the sites. This area looks to be largely screened from the rear of the properties by timber feather edged fencing and gates to create the defensible space for the dwellings. This is a prime spot for anti social behaviour problems, namely gang congregation, drinking, drug dealing and prostitution. 9. From experience, why cant the house orientations be flipped, facing inwards, creating an overlook of the car parking area and naturally an eyes on self-policing zone. The defensible areas of the properties then move to the elevations facing the neighbouring streets and eliminate the overlooking scenario mentioned above. 10. Whilst I cannot speak on behalf of all of my neighbours, I am supportive of the redevelopment of the site but in a sympathetic way as outlined above.	
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39.	1. This is a residential area consisting of Victorian houses that have been here for over 100 years and this site is not in keeping with the style of the area. 2. Parking in the area is already difficult and this site is going to exacerbate the problem. Teachers in the Primary School all have to park in the streets around the old school as there is no parking provision whatsoever for them where they work. Also. The children in the area use York Place to walk to and from school especially on the side of road that the new entrance is proposed. 3. The new entrance proposed in York place is completely unsuitable, it is a small street of eleven houses and with this new entrance there will be 4 entrances/exits in this small and narrow street making is very dangerous for the residents and children walking through it to school. Has any thought been given to how Fire Engines and Ambulances will be able to turn into the site as the street is far too narrow. 4. I have lived in York Place for 50 years and enjoyed watching the birds in The large Sycamore tree directly across the road nesting there every year including Collared Doves, Blackbirds, crows and various other birds would not cutting down this lovely old tree be	1. Ensuring that site is visually integrated into the local area has been a key part of the proposal and as such there has been numerous steps taken to ensure this is achieved. Firstly, key parts of the existing site have been implemented into the proposed development. For example, the site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. Secondly, the architecture of the proposed dwellings have also been styled to match the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows. 2. The new development is proposing to provide 0.95 parking spaces per dwellings, which is higher than the current number of cars per dwelling (0.91). Thus, the proposed development should not have a negative impact on parking outside of the site. 3. A vehicle tracking survey and a swept path analysis has been carried out and found that emergency vehicles, lorries and refuse vehicles can safely turn into the proposed access point on York Street as well as all streets inside the site. Furthermore, the Highway department has investigated the safety and utility of the proposed development and have voiced no concerns. 4. There were several inactive/ old bird nests in a few of the buildings, but the Site does not support any important breeding bird habitats, and there was no evidence of priority species such as house sparrow or swallow at the Site. With respect to existing trees, the development retains the existing mature trees within the site's southern corner and provides green space that can be accessed by the public. A biodiversity enhancement strategy proposed for the
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	completely against the Green Agenda which we all now believe in. 5. I understand the land for this site was sold but never advertised to React services for 300000 when it was incumbent on the Local Authority to achieve the best price, which was extremely for the amount of land sold, within a month the land was sold on to Linc Cymru for the same amount. In a public meeting with Linc and KEW Planning we were told that Linc did not know this land was for sale, yet they have been in a Working Partnership with Neath Port Talbot Council for almost 40 years as providers of social housing and obviously knew the land was for sale.	Site also includes habitat management to retain existing trees and improve structural diversity with understorey scrub planting, create wildflower grassland within public open space, promote biodiversity in gardens and provide bat and bird boxes in new buildings. 5. Linc had no prior knowledge of this proposal before creating the proposed development.
40.	1. From the meetings held recently with local councillors and subsequently with members of staff from both Linc-Cymru and KEW Planning, it was obvious that the residents are now against the Linc-Cymru layout mainly due to the greatly increased number of properties which may be built there. All the proposed properties face onto the surrounding streets and are directly facing the existing houses, whilst the blocks of flats that are three storeys and overlook both Devonshire Place and Talcennau Road. The local area is a large residential area where most homes are privately owned by the	1. Ensuring that site is visually integrated into the local area has been a key part of the proposal and as such there has been numerous steps taken to ensure this is achieved. Firstly, key parts of the existing site have been implemented into the proposed development. For example, the site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. Secondly, the architecture of the proposed dwellings have also been styled to match the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows. 2. The development will not increase the amount of on-street parking on York Place as parking spaces will be provided on site as part of the development. A

residents, the properties are all Victorian in design and are 100+ years old, personally therefore, I think the modern style development is rather incongruous within the area. 2. York Place is the main track for children attending both Dyffryn Junior School in Broad Street and Park School in Theodore Road, between which there are no existing road crossings, for several years there has not been a school “Lollipop Person” on duty locally, but one has suddenly reappeared on Abbey Road in the past few weeks. You now intend to construct the entry and exit road to the development via York Place. This would prove to be another danger point for the children who are aged from three to eleven years. It means there are FOUR EXITS AND ENTRANCES TO YORK PLACE, which is a street of only eleven houses, which is always heavily parked at peak times. The location of the site entrance is totally in the wrong location given that Broad Street and Talcennau Road are much wider. There is also a downward gradient from York Place to Broad Street, starting roughly from the position of the exit road. 3. That side of York Place, along with Talcennau Road and Devonshire Place, is used for parking by the staff of the Junior School, plus numerous people working locally and	vehicle tracking survey and a swept path analysis has been carried out and found that the access point on York Street is of an appropriate width, with emergency vehicles, lorries and refuse vehicles safely able to access the site. Furthermore, the Highway department has investigated the safety and utility of the York Place junction and have voiced no concerns. 3. An additional 41 car parking spaces are provided in the proposal for new residents, this equates to 0.95 spaces per dwelling. The area around the site currently has 0.91 cars per dwelling. This means that the proposed development is increasing the proportion of parking spaces per dwellings in the area. Furthermore, the site is situated in a highly sustainable location scoring 10 sustainability points in a parking sustainability points calculation. If this score was used as the primary indicator of the number of on site-spaces needed only 2 parking spaces would need to be provided. Therefore, providing 41 residential parking spaces, whilst being below the NPTCC maximum level is still significantly higher than the number that could reasonably be provided considering the parking sustainability survey. Parking at the rear of the property would potential provide a more secure parking option. Furthermore, tenants would be able to access their homes via the rear. 4. With respect to existing trees, the development retains the existing mature trees within the site’s southern corner and provides green space that can be accessed by the public. A biodiversity enhancement strategy proposed for the Site also includes habitat management to retain existing trees and improve structural diversity with understorey scrub planting, create wildflower grassland
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	others who leave their cars there whilst they catch the train to work in Swansea, Cardiff and even on holiday. Many of the properties own two or three cars and therefore the streets are generally full end to end and now there could be around 60+ more cars introduced to the locale. I attach a copy of the latest planning requirements for car parking in new housing developments, which you are obviously aware of. In the recent meeting at Taibach Community Centre some members of Linc-Cymru staff gave vague and rather spurious information regarding car ownership by residents of social housing properties. The staff also stated that people will drive into the site to park in their allocated bay, I think they would more likely park in the streets outside their front doors and walk into their houses. We all know the volume of car ownership which has led to the parking problems and now you are advocating that numerous extra vehicles enter and leave the site via York Place on a daily basis. 4. I notice that one large tree is to be removed, together with two small Holly trees. The large Sycamore tree appears to have been planted when the school was built and could be more than 100 years old, is this tree not subject to a preservation order? We have lived here for	within public open space, promote biodiversity in gardens and provide bat and bird boxes in new buildings. 5. Revitalising the visual character of the site to better fit in with the local area has been a key part of the proposal and as such there has been numerous actions taken to ensure the proposed development fits in. Firstly, key parts of the existing site have been implemented into the proposed development. For example, the site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. Additionally, the architecture of the proposed dwellings have been styled to match the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows. It is also worth noting that the existing site in its vacant, unmaintained state is currently contrasting with the visual character of the area. Overall, the proposed development should seamlessly integrate itself into the existing street scene due to the retention of key parts of the existing site and the integration of an architectural style of the surrounding buildings. 6. Noted.
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	over 50 years and generations of crows, collared doves, blackbirds and various other bird species have nested in the trees. I know that Collared Doves are protected by The Wildlife and Countryside Act 1981, and I think that some thought should be given to them in this time of such great care for nature. I attach some information from the Woodlandtrust.org regarding this which is quite informative. 5. I do understand the need for more housing, and the great difficulty younger generations have in acquiring a home, but consideration must be given the many residents of the area, some elderly, who have purchased their homes over many years and spent endless money improving and modernising their homes. The properties are generally in excess of one hundred years old and are mostly well maintained, all the houses that directly face the site are obviously worried about the complete change to the visual aspect of the streets in the area. 6. I therefore think that Linc-Cymru, their agents Kew Planning and even more so the NPT Borough Council need to seriously re-think both the layout and the type of development required in such a prime location at the centre of a long established residential area.	
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41.	1. Highway issues – small streets & roads already over congested with traffic and parked vehicles - Safety issues 2. Visual impact will change to our detriment, our houses being overlooked by three story buildings, to many of them plus the entrance way change, to our street. 3. This development will cause extra traffic and in greater noise levels to adversely affect residents.	1. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway. Furthermore, the proposed development is not viewed as exacerbating any potential issues. 2. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. 3. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. The proposed development will convert a school site to affordable housing, this is viewed as a change that will reduce potential site noise.
42.	1. Invasion of privacy of houses overlooking into my property (upstairs). 2. Parking – access and egress to the site on an already overpopulated area with cars, safety of pedestrians and children to school and nursery. 3. Increase on noise level with traffic etc.	1. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. 2. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to

		dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. 3. The proposed development will convert a school site to affordable housing, this is viewed as a change that will reduce potential site noise.
43.	1. I am writing as a home owner in the area to voice my concerns about the proposed development of new houses being built on the Lower School Dyffryn site. My first concern is about the highway issues that may occur e.g. parking. There is already limited space for the residents to park outside their homes. More vehicles will also increase the pollution levels. 2. My second concern is about the speculation that the houses will be low cost affordable dwelling. What type of occupants will live there? Will this bring de-valuation for homeowners? 3. I am also concerned by looking at the plans that the entrance to the estate will be directly opposite my home. Will this make me a target or vulnerable homeowner? Through having the entrance opposite my home, this may also increase the level of noise pollution and traffic in my area. 4. I believe before any decisions are made about the proposed development people's concern need to be addressed and taken into consideration. The developers	1. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. The proposed development will convert a school site to affordable housing, this is viewed as a change that will reduce potential pollution. 2. There will be a mixed demographic of new residents all of whom have been on the housing waiting list or have been living in temporary housing. Elders will have priority for the ground floor dwellings meaning there will be a mix of age groups in the new housing. Furthermore, Linc will also keep continued maintenance and monitoring of the dwellings and will actively discourage anti-social behaviour to make sure the neighbourhood is not devalued. 3. Please see 1. 4. The brownfield site has been derelict since the former Dyffryn Lower Comprehensive School site and buildings were fully vacated in 2018, meaning

	need to be confident that these properties will add value to the area and not de-value the current properties. Can you insure this? 5. Also this building needs to be checked for bats as seen them around among the trees.	its sustainable and accessible location is currently significantly underutilised. The development will contribute to NPT's commitment to building 1,200 affordable homes by 2026. Though we appreciate that you would not wish for the value of your property to be adversely affected, this is not something that can enter into the decision process. 5. The Preliminary Ecology Assessment (including bat survey) submitted with the Pre-Application Consultation confirms low numbers of common pipistrelle bats (<i>Pipistrellus pipistrellus</i>) are roosting in five of the eight buildings at the site. Three dusk/ dawn bat surveys (August/ September 2022) undertaken for a roost characterization assessment established the buildings support common pipistrelle 'day roosts' (i.e. non-breeding summer roosts). Day roosts of common pipistrelle bat species are classified as being of low conservation significance and the loss of roosts due to demolition of the school buildings is predicted to have a negative impact at the local (site) level only.
44.	1. Originally meant for older residents. Plan has now changed with no explanation. 2. Parking in surrounding streets already an issue. Proposed visitor parking will impact on this and be dangerous, especially for children crossing the roads to attend central primary. 3. Protected species in building. Bats are protected.	1. Linc had no prior knowledge of this proposal before creating the proposed development. 2. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway. The

		proposed visitor parking on Talcennau road is being removed from the proposal in response to feedback received at the public consultation. 3. Furthermore, the proposed development is not viewed as exacerbating any potential issues. 4. The Preliminary Ecology Assessment (including bat survey) submitted with the Pre-Application Consultation confirms low numbers of common pipistrelle bats (<i>Pipistrellus pipistrellus</i>) are roosting in five of the eight buildings at the site. Three dusk/ dawn bat surveys (August/ September 2022) undertaken for a roost characterization assessment established the buildings support common pipistrelle 'day roosts' (i.e. non-breeding summer roosts). Day roosts of common pipistrelle bat species are classified as being of low conservation significance and the loss of roosts due to demolition of the school buildings is predicted to have a negative impact at the local (site) level only. A biodiversity enhancement strategy proposed for the Site also includes providing bat and bird boxes in new buildings.
45.	1. It should be used for health and recreation. We hate too many houses in the centre of town now. Encourage people to get together into the great outdoors by using this space positively.	1. The Neath Port Talbot County Borough Council has committed to building 1,200 affordable homes by 2026 so there remains a need for affordable housing in the area. The development also provides green space that can be accessed by the public.
46.	1. This increase in volume of traffic will add massively to the issues we already have to deal with daily due to teachers, commuters, school drop offs and pick ups and	1. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Local

local businesses using Devonshire Place and surrounding streets to park. 2. With the junior school also at the top of Devonshire it can also be dangerous. 3. There is also flooding due to the drainage being Victorian and unable to cope with the bad weather. So to have an additional 43+ properties built will in sure cause huge problems. 4. The trees have been on site and streets for 100+ years which form part of scenery but also absorbs noise and pollution. The wall is made of stone which gives a nice aesthetic outlook so to take away this would change the scene totally but also would allow tenants of the proposed development of flats look directly into my property taking away my privacy. I do not agree to blocks of 3 storey flats being built directly opposite to my house. 5. Noise levels will increase dramatically during development and after when 100+ persons will be living there. 6. York Place and Devonshire are too narrow for access and egress to the proposed development. Talcennau Road proposed visitors parking is not Lincs to utilise. 7. I believe there is bats living in the school which are protected?	car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. Furthermore, the proposed development is not viewed as exacerbating any potential issues. 2. Personal Injury Accident data has been collected across the site and found no patterns of accidents or issues leading to accidents in the existing highway. 3. A Drainage Strategy has been submitted that incorporates high quality surface water and foul water drainage systems. The volume of local amenities is more than sufficient to accommodate for the number of new residents, who would be introduced to the area through the proposed development. 4. With respect to existing trees, the development retains the existing mature trees within the site's southern corner and provides green space that can be accessed by the public. The site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. The development will not result in the loss of privacy to the surrounding area. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. 5. The proposed development will convert a school site to affordable housing, this is viewed as a change that will reduce potential site noise. 6. A vehicle tracking survey and a swept path analysis has been carried out and found that emergency vehicles, lorries and refuse vehicles can safely turn into
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		the proposed access point on York Street as well as all streets inside the site. Furthermore, the Highway department has investigated the safety and utility of the proposed development and have voiced no concerns. The proposed visitor parking on Talcennau road is being removed from the proposal in response to feedback received at the public consultation. 7. The Preliminary Ecology Assessment (including bat survey) submitted with the Pre-Application Consultation confirms low numbers of common pipistrelle bats (<i>Pipistrellus pipistrellus</i>) are roosting in five of the eight buildings at the site. Three dusk/ dawn bat surveys (August/ September 2022) undertaken for a roost characterization assessment established the buildings support common pipistrelle 'day roosts' (i.e. non-breeding summer roosts). Day roosts of common pipistrelle bat species are classified as being of low conservation significance and the loss of roosts due to demolition of the school buildings is predicted to have a negative impact at the local (site) level only. A biodiversity enhancement strategy proposed for the Site also includes providing bat and bird boxes in new buildings.
47.	1. The increase of the water table will increase flooding in the area. The street already floods due at the bottom end of the street (Devonshire Place). 2. The removal of trees will also have a negative effect on the water table. 3. Increase a volume of traffic will at to the current parking problem that we suffer from. i.e. teacher parking, school drop off/pick up, rail parking and local businesses. And	1. A Drainage Strategy has been submitted that incorporates high quality surface water and foul water drainage systems. The volume of local amenities is more than sufficient to accommodate for the number of new residents, who would be introduced to the area through the proposed development. 2. The development retains the existing mature trees within the site's southern corner and provides green space that can be accessed by the public. 3. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours

all this will make pedestrian usage more hazardous and dangerous. 4. Utilising the current parking and Talcennau Road for visitor parking is not yours to utilise. 5. Not enough space for the number of units you propose for the site. 6. The height of the 3 storey building that you propose will significantly change the aspect and outlook from my property and take away my privacy also changing the street scene that has remained the same for over 100 years. 7. The existing stone walls must remain as this gives the street its identity inc the surrounding streets. 8. The noise level will increase significantly during development and after, as a shift worker this will be detrimental for my health and wellbeing. 9. Both Devonshire Place and York Place are too narrow for access and egress to the proposed development.	the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. Furthermore, the proposed development is not viewed as exacerbating any potential issues. 4. The proposed visitor parking on Talcennau road is being removed from the proposal in response to feedback received at the public consultation. 5. The proposed density of the development is acceptable due to the sustainable location of the site. The pre- application advice notes that this is appropriate in the local context, a densely developed urban environment, and that it is reflective of the nature of the proposed units. 6. The development will not result in the loss of privacy to the surrounding area. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. Ensuring that site is visually integrated into the local area has been a key part of the proposal and as such there has been numerous steps taken to ensure this is achieved. 7. The site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. 8. The proposed development will convert a school site to affordable housing, this is viewed as a change that will reduce potential site noise.
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		9. A vehicle tracking survey and a swept path analysis has been carried out and found that emergency vehicles, lorries and refuse vehicles can safely turn into the proposed access point on York Street as well as all streets inside the site. Furthermore, the Highway department has investigated the safety and utility of the proposed development and have voiced no concerns.
48	Cllr Saifur Rahaman 1. The elevation of proposed the flats is going to be obtrusive to the surrounding area and such height does not complement the surround area in terms of visual amenity. 2. The three storey flats are incongruous and the out of keeping with the two storey houses that are in the area. This will further spoil the street view and the intrusive into other people homes. 3. The planned apartments will be overlooking the current residential properties; this will result in the loss of people's privacy. 4. The planned position of the balconies will enable residents of the apartments to see directly into the homes of the residents of Devonshire Place and neighbouring streets, which will eliminate their right to privacy.	1. Revitalising the visual character of the site to better fit in with the local area has been a key part of the proposal and as such there has been numerous actions taken to ensure the proposed development fits in. Firstly, key parts of the existing site have been implemented into the proposed development. For example, the site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. Additionally, the architecture of the proposed dwellings have been styled to match the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows. It is also worth noting that the existing site in its vacant, unmaintained state is currently contrasting with the visual character of the area. Overall, the proposed develop should seamlessly integrate itself into the existing street scene due to the retention of key parts of the existing site and the integration of an architectural style of the surrounding buildings. 2. The existing buildings on the site are three storeys in height and as such the proposed three storey block of apartments is considered to be appropriate. 3 and 4. The development will not result in the loss of privacy to the surrounding area. All balconies in the proposed dwellings are in excess of 20m from existing properties, which is in line with regulations and ensures the privacy of residents is maintained. Ensuring that site is visually integrated into the local area has been a key part of the proposal and as such there has been numerous steps taken to ensure this is achieved.

	5. The loss of light or overshadowing from these new apartments will also affect the local residents, no consideration have been made to reduce the height of these building/s as the light and noise from these apartments will affect the overall existing street scene for the local residents. 6. Parking is a major concern around that area and this proposed development will further add to this growing issue. The proposed development will compound existing parking and road safety issues especially being so close to a school. In terms of highways safety the traffic impact assessment does not comply with the procedures, the egress and the access to the site via York Place possess health, and safety concerns for the local community. Road safety for the children crossing the road from Central Junior School, is a major concern and with the added extra traffic via York Place will further put children and parents at risk.	5. The distance between the new apartments and the existing housing is in excess of 20m and therefore will not result in any loss of daylighting or overshadowing to the existing houses. 6. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. Furthermore, the proposed development is not viewed as exacerbating any potential issues.
49	Cllr Sharon Freeguard 1. The elevation of the flats is obtrusive to the surrounding area and changes the character and appearance of the surrounding area and local community.	1. Revitalising the visual character of the site to better fit in with the local area has been a key part of the proposal and as such there has been numerous actions taken to ensure the proposed development fits in. Firstly, key parts of the existing site have been implemented into the proposed development. For example, the site's existing stone wall, which is a prominent part of the site's aesthetic will be retained as well as existing benches and materials. Additionally, the architecture of the proposed dwellings have

2. The number of single units is significantly higher than what was originally agreed with the previous developer and the council. 3. The scheme proposed has insufficient parking spaces for the allocated number of units proposed and will compound existing parking pressures and road safety issues. 4. The traffic impact assessment does not comply with the procedures and the access and egress to site via York Place presents health and safety hazard for the community and the school which is in very close proximity. The infrastructure of the area was not designed to handle the substantial increase amount of traffic that would come with this development.	been styled to match the terraced houses in the surrounding area through the use of similar materials like brick and common features like bay windows. It is also worth noting that the existing site in its vacant, unmaintained state is currently contrasting with the visual character of the area. Overall, the proposed develop should seamlessly integrate itself into the existing street scene due to the retention of key parts of the existing site and the integration of an architectural style of the surrounding buildings. 2. This is a different scheme to the previous developer. The mix of units corresponds directly to the housing waiting list for the Port Talbot ward and the requirement for this type of accommodation. 3. A vehicle trip generation has been estimated for the site using the robust Trip Rate Information Computer System and it has been found that over 12 hours the proposed development is estimated to generate 184 two-way vehicle movements- this is 572 less than if the existing school were reopened. Local car ownership statistics show that the area around the site has a low levels of car ownership averaging 0.91 cars per dwelling (with 40% of dwellings not owning a car), which is a number lower than the proposed parking to dwelling ratio in the proposed development, which is 0.95. Therefore, the proposed development will provided a satisfactory level of parking. Furthermore, the proposed development is not viewed as exacerbating any potential issues. 4. The Transport Assessment provides the visibility splay to demonstrate that there are clear sight lines, along with vehicle tracking. NPT highways have raised no objections to the proposals.
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Comments received via Specialist Consultees

3.10 In total, 6 responses were received from specialist consultees. [Table 3.2](#) provides a summary of the responses received and the full responses can be seen in [Appendix 6](#).

Table 3.2 – Specialist Consultee Responses

Ref No	Consultee	General Comments
1	Highways & Drainage	No Objection in principle to development at this location, however the following items of concern need addressing: • Neath Port Talbot County Borough Council - Parking Standards (Oct 2016). • Neath Port Talbot County Borough Council – Design Guide for Streets and Public Realm for Residential and Commercial Developments • Planning Policy Wales Technical Advice Note 18: Transport. • Schedule 3 of the Flood and Water Management Act 2010 requires surface water drainage for new developments to comply with Mandatory National Standards for Sustainable Drainage (SuDS). • Welsh Government’s Active Travel Guidance.
2	Welsh Government as M4 Highway Authority	• “Thank you for your consultation. No objection or further comments from the Welsh Government as M4 highway authority”
3	Mid and West Wales Fire and Rescue Service	2. The Fire Authority has no comment to make on access for fire appliances or water supplies. 3. The Fire Authority has no objection to the proposed development and refers the Local Planning Authority to any current standing advice by the Fire Authority about the consultation. 4. The developer should consider the need to provide adequate water supplies and vehicle access for firefighting purposes on the site. 5. The applicant should be advised to contact the Local Authority Building Control Department in accordance

		with the 2007 version of Approved Document B (Wales).
4	Natural Resources Wales	6. No objection to the proposed development and provide the following advice. 7. An informative to be attached to any planning permission granted by the Local Planning Authority in line with the 'Dear CPO' letter issued by Welsh Government on 1st March 2018.

Response

- 3.11 No specialist consultee raised objections to the proposed development of the site, which is positive.

4 Conclusions

Pre-Application Consultation

- 4.1 This PAC report demonstrates that the applicant has made every effort to ensure that the local community, local members and statutory specialist consultees have had the opportunity to be involved in the pre-application process and throughout this consultation.
- 4.2 It is notable that the consultation undertaken was in excess of the legislative requirements, notifying every business, residential property, or other facility within a radius of over 50m of the site in writing.
- 4.3 The consultation has raised awareness of the proposed development, as well as provide the community with an understanding of the proposed development, the impacts, and the benefits it will bring to the locality. This process has sought to address any concerns by considering each comment.
- 4.4 This report shows how each of the comments were considered and where appropriate incorporated into the development.
- 4.5 This PAC report therefore demonstrates that the pre-application consultation undertaken by the applicant has met the requirements of the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.

Appendix 1 – Site Notices and Declaration

**Town and Country Planning (Development Management Procedure) (Wales) Order
2012**

Pre-Application Consultation Site Notice

**PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING
PERMISSION**

NOTICE UNDER ARTICLES 2C AND 2D AS MODIFIED BY ARTICLE 2G

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority ("LPA"). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on public file.

Proposed development at (a) **Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot SA13 1EP**

I give notice that (b) **Linc Cymru**

Is intending to apply for planning permission for the following (c) **Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking**

You may inspect copies of:

- The proposed application;
- The plans; and
- Other supporting documents

Online at (d) <https://kewplanning.co.uk/consultations/>

If you are unable to access the documents electronically you may request copies of this information by emailing (e) info@kewplanning.co.uk or by telephoning the applicant on (f) **029 21690034**. This number will take you through to the agent handling the consultation process. Their phone line will be open from **9 am to 6 pm Monday to Friday**. If the team is unable to answer your call, please leave a message on the answering machine and your call will be returned. You may view hard copies of this information at the St Theodore's Church Hall, Talbot Road, SA13 1LB from 28th October to 25th November.

A public exhibition will be held on 8th November between from 18.00 – 20.00 at Taibach Community Centre, Duke Street, SA13 1NA where the applicant and design team will be able to show you the designs of the proposals.

Anyone who wishes to make representations about this proposed development must write to the applicant / agent at (g) info@kewplanning.co.uk or (h) Suite 4, 11 Cathedral Road, Cardiff, CF11 9HA (FAO KEW Planning) by (i) **25th November 2022**.

Signed:



Kathryn Williams
Date: 28th October 2022
KEW Planning

Hysbysiad Safle Ymgynghori Cyn Ymgeisio

CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

HYSBYSIAD O DAN ERTHYGLAU 2C A 2D FEL Y'U ADDASWYD GAN ERTHYGL 2G

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn rhoi'r cyfle i wneud sylwadau'n uniongyrchol i'r datblygwr ar ddatblygiad arfaethedig cyn cyflwyno cais cynllunio i'r awdurdod cynllunio lleol ("ACLI"). Bydd unrhyw gais cynllunio dilynol yn cael ei gyhoeddi gan yr ACLI perthnasol; ni fydd unrhyw sylwadau a ddarperir mewn ymateb i'r hysbysiad hwn yn rhagfarnu eich gallu i gyflwyno sylwadau i'r ACLI ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gall unrhyw sylwadau a gyflwynir gael eu rhoi ar ffeil gyhoeddus.

Datblygiad arfaethedig yn (a) **Hen Ysgol Isaf Dyffryn, Heol Talcennau, Port Talbot, Castell-nedd Port Talbot SA13 1EP**

Rhoddaf hysbysiad bod (b) **Linc Cymru**

Yn bwriadu gwneud cais am ganiatâd cynllunio ar gyfer y canlynol (c) **Datblygiad ar gyfer 43 rhif. tai fforddiadwy a gwaith cysylltiedig gan gynnwys mynedfa newydd, rhwydwaith ffyrdd mewnol, tirlunio, draeniad cynaliadwy, parcio ceir a beiciau**

Gallwch archwilio copïau o:

- Y cais arfaethedig;
- Y cynlluniau; a
- Dogfennau ategol eraill

Ar-lein yn (d) <https://kewplanning.co.uk/consultations/>

Os nad ydych yn gallu cyrchu'r dogfennau'n electronig gallwch ofyn am gopïau o'r wybodaeth hon drwy e-bostio (e)) info@kewplanning.co.uk neu drwy ffonio'r ymgeisydd ar (f) **029 21690034**. Bydd y rhif hwn yn mynd â chi drwodd at yr asiant sy'n delio â'r cais. y broses ymgynghori. Bydd eu llinell ffôn ar agor rhwng **9am a 6pm o ddydd Llun i ddydd Gwener**. Os na all y tîm ateb eich galwad, gadewch neges ar y peiriant ateb a bydd eich galwad yn cael ei dychwelyd. Gallwch weld copïau caled o'r wybodaeth hon yn Neuadd Eglwys Sant Theodore, Heol Talbot, SA13 1LB rhwng 28 Hydref a 25 Tachwedd.

Cynhelir arddangosfa gyhoeddus ar 8 Tachwedd rhwng 18.00 a 20.00 yng Nghanolfan Gymunedol Taibach, Heol y Dug, SA13 1NA lle bydd yr ymgeisydd a'r tîm dylunio yn gallu dangos dyluniadau'r cynigion i chi.

Rhaid i unrhyw un sy'n dymuno gwneud sylwadau am y datblygiad arfaethedig hwn ysgrifennu at yr ymgeisydd / asiant yn (g)) info@kewplanning.co.uk neu (h) Suite 4, 11 Heol y Gadeirlan, Caerdydd, CF11 9HA (FAO KEW Planning) gan (i) **25 Tachwedd 2022**.

Llofnodwyd:



Kathryn Williams
Date: 28th October 2022
KEW Planning

Appendix 2 – Letters to Community Consultees



Suite 4
11 Cathedral Road
Cardiff
CF11 9HA
02921 690034
info@kewplanning.co.uk

28th October 2022

Dear Sir/Madam,

Linc Cymru: Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking.

We are undertaking consultation on the provision of a 100% affordable residential development on the former Dyffryn Lower School site, Talcennau Road. Port Talbot, SA13 1EP, on behalf of Linc Cymru.

We are undertaking a 28-day statutory consultation process that is required in Wales for all 'Major' applications (in accordance with the requirements set out in Part 1A of the Town & Country Planning Order 2016), and as part of this process, you can view all draft plans and planning documents online and/or in person.

As a formality (because you have been identified as a **community consultee**), we have included a copy of the statutory notice informing you of our consultation:

- **Notice 1** relates to the redevelopment of the site for residential use

You can find more information about the project on our website, which has electronic copies of the planning application and can be found here <https://kewplanning.co.uk/consultations/>.

If you do not have internet access, hard copies of the planning application and associated documents will be available to view at the St Theodore's Church Hall, Talbot Road, SA13 1LB, from 28th October to 25th November.

You are invited to attend a public exhibition will be held on 8th November between 18.00 – 20.00 at Taibach Community Centre, Duke Street, SA13 1NA where the applicant and design team will be available to talk to you about the proposals.

You can get in touch by emailing info@kewplanning.co.uk or calling **029 21690034**. This will put you in touch with the agent who is helping to organise the consultation. If no one is

available to take your call, please leave a message and they will get back to you as soon as possible.

You can give your feedback by completing the consultation form at <https://kewplanning.co.uk/consultations> by writing to KEW Planning Ltd at the address at the top of this letter or by emailing info@kewplanning.co.uk. The consultation runs until **25th November 2022** so please ensure your feedback is with us by then.

We look forward to hearing from you.

Yours faithfully,



Kathryn Williams MRTPI
Managing Director
KEW Planning



Pre-application Notices

SCHEDULE 1B Articles 2C and 2D

PUBLICITY AND CONSULTATION BEFORE APPLY FOR PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales) Order 2012

PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE
UNDER ARTICLES 2C AND 2D

Purpose of this notice: this notice provides the opportunity to comment on directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority (LPA). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to the notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

Proposed development at (a) **Talcennau Road, Port Talbot, Neath Port Talbot SA13 1EP**

I give notice that (b) **Linc Cymru**

Are intending to apply for planning permission (c) the following works:

Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking.

You may inspect copies of:

- the proposed application;
- the plans; and
- other supporting documents

Online at (d) <https://kewplanning.co.uk/consultations/>.

If you are unable to access the documents electronically you may request copies of this information by emailing (e) info@kewplanning.co.uk or by telephoning the applicant on (f)

029 21690034. This number will take you through to the agent handling the consultation process. Their phone line will be open from **9 am to 6 pm Monday to Friday**. If the team is unable to answer your call, please leave a message on the answering machine and your call will be returned.

You may view hard copies of this information at the St Theodore's Church Hall, Talbot Road, SA13 1LB, from 28th October to 25th November.

Anyone who wishes to make representations about this proposed development must write to the applicant / agent at (g) info@kewplanning.co.uk or (h) Suite 4, 11 Cathedral Road, Cardiff, CF11 9HA by (i) **25th November 2022**.

Signed:

A handwritten signature in black ink, appearing to read 'Kathryn Williams', is written over a light grey rectangular background.

Kathryn Williams MRTPI
Managing Director
KEW Planning



Suite 4
11 Cathedral Road
Cardiff
CF11 9HA
02921 690034
info@kewplanning.co.uk

28fed o Orffennaf 2022

Annwyl Syr / Fadam,

Linc Cymru: Datblygiad ar gyfer 43no. tai fforddiadwy a gwaith cysylltiedig gan gynnwys mynedfa newydd, rhwydwaith ffyrdd mewnol, tirlunio, draenio cynaliadwy, parcio ceir a beiciau.

Rydym yn cynnal ymgynghoriad ar ddarparu datblygiad preswyl 100% fforddiadwy ar hen safle Ysgol Isaf Dyffryn, Ffordd Talcennau. Port Talbot, SA13 1EP, ar ran Linc Cymru.

Rydym yn cynnal proses ymgynghori statudol 28 diwrnod sy'n ofynnol yng Nghymru ar gyfer pob cais 'Prif' (yn unol â'r gofynion a nodir yn Rhan 1A o Orchymyn Cynllunio Gwlad a Thref 2016), ac fel rhan o'r broses hon, rydych yn gallu gweld yr holl gynlluniau drafft a dogfennau cynllunio ar-lein a/neu wyneb yn wyneb.

Fel ffurfioldeb (gan eich bod wedi cael eich adnabod fel **ymgyngorai cymunedol**), rydym wedi cynnwys copi o'r hysbysiad statudol sy'n rhoi gwybod i chi am ein hymgyngoriad:

- **Mae Hysbysiad 1** yn ymwneud ag ailddatblygu'r safle ar gyfer defnydd preswyl

Gallwch ddod o hyd i ragor o wybodaeth am y prosiect ar ein gwefan, sydd â chopïau electronig o'r cais cynllunio a gellir ei weld yma <https://kewplanning.co.uk/consultations/>.

Gallwch weld copïau caled o'r wybodaeth hon yn Neuadd Eglwys Sant Theodore, Heol Talbot, SA13 1LB, rhwng 28 Hydref a 25 Tachwedd.

Fe'ch gwahoddir i fynychu arddangosfa gyhoeddus a gynhelir ar 8 Tachwedd rhwng 18.00 – 20.00 yng Nghanolfan Gymunedol Taibach, Heol y Dug, SA13 1NA lle bydd yr ymgeisydd a'r tîm dylunio ar gael i siarad â chi am y cynigion.

Gallwch gysylltu drwy e-bostio info@kewplanning.co.uk neu ffonio **029 21690034**. Bydd hyn yn eich rhoi mewn cysylltiad â'r asiant sy'n helpu i drefnu'r ymgynghoriad. Os nad oes unrhyw

un ar gael i gymryd eich galwad, gadewch neges a byddant yn cysylltu â chi cyn gynted â phosibl.

Gallwch roi eich adborth drwy lenwi'r ffurflen ymgynghori yn <https://kewplanning.co.uk/consultations> drwy ysgrifennu at KEW Planning Ltd yn y cyfeiriad ar frig y llythyr hwn neu drwy anfon e-bost at info@kewplanning.co.uk. Mae'r ymgynghoriad yn rhedeg tan **25 Tachwedd 2022** felly gwnewch yn siŵr bod eich adborth gyda ni erbyn hynny.

Edrychwn ymlaen at glywed oddi wrthyh.

Yr eiddoch yn gywir



Kathryn Williams MRTPI

Managing Director

KEW Planning

Hysbysiadau Cyn Ymgeisio

ATODLEN 1B Erthyglau 2C a 2D

CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

CYHOEDDUSRWYDD AC YMGYNGHORI CYN CAIS AM HYSBYSIAD CANIATÂD CYNLLUNIO O
DAN ERTHYGLAU 2C A 2D

Pwrpas yr hysbysiad hwn: mae'r hysbysiad hwn yn rhoi'r cyfle i wneud sylwadau yn uniongyrchol i'r datblygwr ar ddatblygiad arfaethedig cyn cyflwyno cais cynllunio i'r awdurdod cynllunio lleol (ACLI). Bydd unrhyw gais cynllunio dilynol yn cael ei gyhoeddi gan yr ACLI perthnasol; ni fydd unrhyw sylwadau a ddarperir mewn ymateb i'r hysbysiad yn rhagfarnu eich gallu i gyflwyno sylwadau i'r ACLI ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gall unrhyw sylwadau a gyflwynir gael eu rhoi ar y ffeil gyhoeddus.

Datblygiad arfaethedig yn (a) **Talcennau Road, Port Talbot, Neath Port Talbot SA13 1EP**

Rhoddaf rybudd i hynny (b) **Linc Cymru**

Yn bwriadu gwneud cais am ganiatâd cynllunio (c) y gwaith a ganlyn:

Datblygiad ar gyfer 43no. tai fforddiadwy a gwaith cysylltiedig gan gynnwys mynedfa newydd, rhwydwaith ffyrdd mewnol, tirlunio, draenio cynaliadwy, parcio ceir a beiciau.

Gallwch archwilio copïau o:

- y cais arfaethedig;;
- y cynlluniau; a
- dogfennau ategol eraill

Ar-lein yn (d) <https://kewplanning.co.uk/consultations/>.

Os nad ydych yn gallu cyrchu'r dogfennau'n electronig gallwch ofyn am gopïau o'r wybodaeth hon drwy e-bostio (e) info@kewplanning.co.uk neu drwy ffonio'r ymgeisydd ar (f) **029 21690034**. Bydd y rhif hwn yn mynd â chi drwodd at yr asiant sy'n delio â'r cais. y broses ymgynghori. Bydd eu llinell ffôn ar agor rhwng **9am a 6pm o ddydd Llun i ddydd Gwener**. Os na all y tîm ateb eich galwad, gadewch neges ar y peiriant ateb a bydd eich galwad yn cael ei dychwelyd.

Gallwch weld copïau caled o'r wybodaeth hon yn Neuadd Eglwys Sant Theodore, Heol Talbot, SA13 1LB, rhwng 28 Hydref a 25 Tachwedd.

Rhaid i unrhyw un sy'n dymuno gwneud sylwadau am y datblygiad arfaethedig hwn ysgrifennu at yr ymgeisydd / asiant yn (g) info@kewplanning.co.uk neu (h) Swît 4, 11 Heol y Gadeirlan, Caerdydd, CF11 9HA erbyn (i) **25 Tachwedd 2022**.

Llofnodwyd :



Kathryn Williams MRTPI
Managing Director
KEW Planning

Appendix 3 – Letters to Specialist Consultees



Suite 4
11 Cathedral Road
Cardiff
CF11 9HA
02921 690034
info@kewplanning.co.uk

28th October 2022

Dear Sir / Madam,

Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking.

We are undertaking consultation for a 100% affordable residential development on the former Dyffryn Lower School site, Talcennau Road, Port Talbot SA13 1EP, on behalf of Linc Cymru.

This is a 28-day statutory consultation process, that is required in Wales for all 'Major' applications (in accordance with the requirements set out in Part 1A of the Town & Country Planning Order 2016), and as part of this process, you can view the draft plans and planning documents online and/or in person.

As a formality (because you have been identified as a **specialist consultee**), we have included a copy of the statutory notice informing you of our consultation:

- **Notice 1** relates to the redevelopment of the site for residential use

You can find more information about the project on our website, which has electronic copies of the planning application and can be found here <https://kewplanning.co.uk/consultations/>

If you do not have internet access, hard copies of the planning application and associated documents will be available to view at the St Theodore's Church Hall, Talbot Road, SA13 1LB 28th October to 25th November.

You are invited to attend a public exhibition will be held on 8th November from 18.00 – 20.00 at Taibach Community Centre, Duke Street, SA13 1NA where the applicant and design team will be available to talk to you about the proposals.

You can get in touch by emailing Info@KEWPlanning.co.uk or calling **029 2169 0034**. This will put you in touch with the agent who is helping to organise the consultation. If no one is available to take your call, please leave a message and they will get back to you as soon as possible.

You can give your feedback by completing the consultation form at <https://kewplanning.co.uk/consultations> by writing to KEW Planning Ltd at the address at the top of this letter or by emailing info@kewplanning.co.uk. The consultation runs until **25th November 2022** so please ensure your feedback is with us by then.

We look forward to hearing from you.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'Kathryn Williams', is positioned above the printed name.

Kathryn Williams MRTPI
Managing Director
KEW Planning

CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales) Order 2012

CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLE 2D to be served on specialist consultees, as defined by article 2(1) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 and in line with The Planning Applications (Temporary Modifications and Disapplication) (Wales) (Coronavirus) Order 2020 ("the Amendment Order) has been made to enable the PAC process to take place and allow the subsequent submission of major development planning applications.

Purpose of this notice: this notice comprises a formal request for a pre-application consultation response under article 2D as modified by Article 2G of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.

Proposed development at (a) **Talcennau Road, Port Talbot, Neath Port Talbot SA13 1EP**

I give notice that (b) **Linc Cymru**

Is intending to apply for planning permission for the following works (c):

Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking.

You may inspect copies of:

- the proposed application;
- the plans; and
- other supporting documents

Online at (d) <https://kewplanning.co.uk/consultations/>

If you are unable to access the documents electronically you may request copies of this information by emailing (e) Info@kewplanning.co.uk or by telephoning the applicant on (f) **029 2169 0034**. This number will take you through to the agent undertaking the consultation process. Their phone line will be open from **9am to 6pm Monday to Friday**. If

the team is unable to answer your call, please leave a message on the answering machine and your call will be returned.

If you do not have internet access, hard copies of the planning application and associated documents will be available to view at the St Theodore's Church Hall, Talbot Road, SA13 1LB, from 28th October to 25th November

Anyone who wishes to make representations about this proposed development must write to the applicant / agent at (g) Info@kewplanning.co.uk or (h) Suite 4, 11 Cathedral Road, Cardiff, CF11 9HA.

By (i) **25th November 2022**

Signed:

A handwritten signature in dark ink, appearing to read 'Kathryn Williams', is written over a light blue rectangular background.

Kathryn Williams MRTPI
Managing Director
KEW Planning



Suite 4
11 Cathedral Road
Cardiff
CF11 9HA
02921 690034
info@kewplanning.co.uk

28 Hydref 2022

Annwyl Syr / Fadam,

Datblygiad ar gyfer 43no. tai fforddiadwy a gwaith cysylltiedig gan gynnwys mynedfa newydd, rhwydwaith ffyrdd mewnol, tirlunio, draenio cynaliadwy, parcio ceir a beiciau.

Rydym yn cynnal ymgynghoriad ar ddatblygiad preswyl 100% fforddiadwy ar hen safle Ysgol Isaf Dyffryn, Heol Talcennau, Port Talbot SA13 1EP, ar ran Linc Cymru.

Mae hon yn broses ymgynghori statudol 28 diwrnod, sy'n ofynnol yng Nghymru ar gyfer pob cais 'Prif' (yn unol â'r gofynion a nodir yn Rhan 1A o Orchymyn Cynllunio Gwlad a Thref 2016), ac fel rhan o'r broses hon, rydych yn gallu gweld y cynlluniau drafft a'r dogfennau cynllunio ar-lein a/neu yn bersonol.

Fel ffurfioldeb (gan eich bod wedi cael eich adnabod fel **ymgynghorai arbenigol**), rydym wedi cynnwys copi o'r hysbysiad statudol sy'n rhoi gwybod i chi am ein hymgyngoriad:

- **Mae Hysbysiad 1** yn ymwneud ag ailddatblygu'r safle ar gyfer defnydd preswyl

Gallwch ddod o hyd i ragor o wybodaeth am y prosiect ar ein gwefan, sydd â chopïau electronig o'r cais cynllunio ac mae ar gael yma <https://kewplanning.co.uk/consultations/>

Os nad oes gennych fynediad i'r rhyngrwyd, bydd copïau caled o'r cais cynllunio a'r dogfennau cysylltiedig ar gael i'w gweld yn Neuadd Eglwys Sant Theodore, Heol Talbot, SA13 1LB rhwng 28 Hydref a 25 Tachwedd.

Fe'ch gwahoddir i fynychu arddangosfa gyhoeddus a gynhelir ar 8 Tachwedd rhwng 18.00 a 20.00 yng Nghanolfan Gymunedol Taibach, Heol y Dug, SA13 1NA lle bydd yr ymgeisydd a'r tîm dylunio ar gael i siarad â chi am y cynigion.

Gallwch gysylltu drwy e-bostio Info@KEWPlanning.co.uk neu ffonio **029 2169 0034**. Bydd hyn yn eich rhoi mewn cysylltiad â'r asiant sy'n helpu i drefnu'r ymgynghoriad. Os nad oes

unrhyw un ar gael i gymryd eich galwad, gadewch neges a byddant yn cysylltu â chi cyn gynted â phosibl.

Gallwch roi eich adborth drwy lenwi'r ffurflen ymgynghori yn <https://kewplanning.co.uk/consultations> drwy ysgrifennu at KEW Planning Ltd yn y cyfeiriad ar frig y llythyr hwn neu drwy anfon e-bost at info@kewplanning.co.uk. Mae'r ymgynghoriad yn rhedeg tan **25 Tachwedd 2022** felly gwnewch yn siŵr bod eich adborth gyda ni erbyn hynny.

Edrychwn ymlaen at glywed oddi wrthyh.

Yr eiddoch yn gywir,



Kathryn Williams MRTPI
Managing Director
KEW Planning

YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO**Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012**

YMGYNGHORI CYN CAIS AM RHYBUDD CYNLLUNIO O DAN ERTHYGL 2D i'w gyflwyno i ymgynghoreion arbenigol, fel y'i diffinnir gan erthygl 2(1) o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012 ac yn unol â'r Gorchymyn Ceisiadau Cynllunio (Dros Dro). Mae Gorchymyn Addasiadau a Datgymhwyso) (Cymru) (Coronafeirws) 2020 ("y Gorchymyn Diwygio) wedi'i wneud i alluogi'r broses PAC i gael ei chynnal a chaniatáu i geisiadau cynllunio datblygiadau mawr gael eu cyflwyno wedi hynny.

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn cynnwys cais ffurfiol am ymateb i'r ymgynghoriad cyn ymgeisio o dan erthygl 2D fel y'i haddaswyd gan Erthygl 2G o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012.

Datblygiad arfaethedig yn (a) **Heol Talcennau, Port Talbot, Castell-nedd Port Talbot SA13 1EP**

Rhoddaf hysbysiad bod (b) Linc Cymru

Yn bwriadu gwneud cais am ganiatâd cynllunio ar gyfer y gwaith a ganlyn (c):

Datblygiad ar gyfer 43no. tai fforddiadwy a gwaith cysylltiedig gan gynnwys mynedfa newydd, rhwydwaith ffyrdd mewnol, tirlunio, draenio cynaliadwy, parcio ceir a beiciau.

Gallwch archwilio copïau o:

- y cais arfaethedig;
- y cynlluniau; a
- dogfennau ategol eraill

Ar-lein yn (d) <https://kewplanning.co.uk/consultations/>

Os nad ydych yn gallu cyrchu'r dogfennau yn electronig gallwch ofyn am gopïau o'r wybodaeth hon drwy e-bostio (e) Info@kewplanning.co.uk neu drwy ffonio'r ymgeisydd ar (f) **029 2169**

0034. Bydd y rhif hwn yn mynd â chi drwodd at yr asiant cynnal y broses ymgynghori. Bydd eu llinell ffôn ar agor o **9am tan 6pm o ddydd Llun i ddydd Gwener**. Os na all y tîm ateb eich galwad, gadewch neges ar y peiriant ateb a bydd eich galwad yn cael ei dychwelyd.

Os nad oes gennych fynediad i'r rhyngwrdd, bydd copïau caled o'r cais cynllunio a'r dogfennau cysylltiedig ar gael i'w gweld yn Neuadd Eglwys Sant Theodore, Heol Talbot, SA13 1LB, rhwng 28 Hydref a 25 Tachwedd.

Rhaid i unrhyw un sy'n dymuno gwneud sylwadau am y datblygiad arfaethedig hwn ysgrifennu at yr ymgeisydd / asiant yn (g) Info@kewplanning.co.uk neu (h) Swît 4, 11 Heol y Gadeirlan, Caerdydd, CF11 9HA.

Erbyn (i) **25 Tachwedd 2022**

Llofnodwyd:



Kathryn Williams MRTPI
Managing Director
KEW Planning

Appendix 4 Consultation Response Form

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *“Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking”.*

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☐

Reason(s) for choice

Signed (Optional):

Date:

Upon completion, please return this form by post or email by **25th November 2022** to:

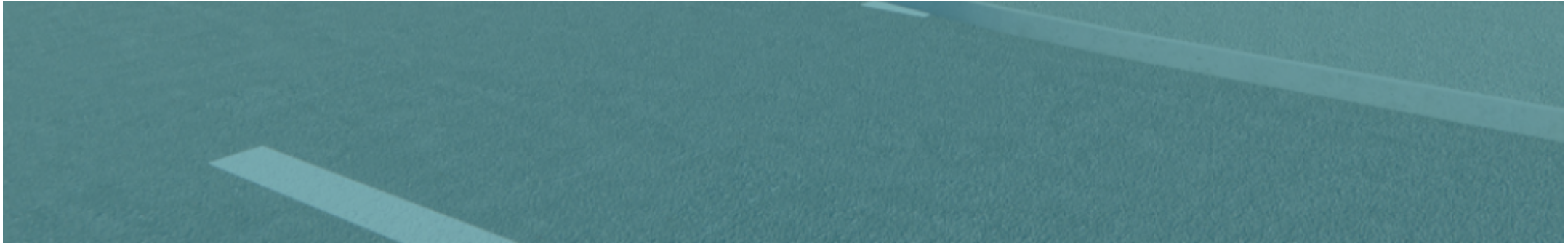
Appendix 5 Consultation Website



K E W
PLANNING

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Redevelopment of The Former Dyffryn Lower School site



This is notification of commencement of the Pre-Application Consultation Stage, in line with the statutory requirements of the Planning (Wales) Act 2015. The date of commencement is 28th October 2022, and all responses must be received by **25th November 2022**.

What are the proposals:

Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking

The former Dyffryn Lower school has been closed since August 31st 2018. Its community function has since been taken over by the opening of Ysgol Cwm Brombil, a new 21st Century 3-16 English-medium community school that accommodates 1,455 pupils, which has been fully operational since November 2018. Since its closure, the Dyffryn Lower School site has remained derelict and vacant.

How do I let you know what I think?

Email: info@kewplanning.co.uk

Writing: Suite 4, 11 Cathedral Road, Cardiff, CF11 9HA

[Click here to download our response form](#)

Telephone: **029 21690034***

*This number will take you through to KEW Planning, who are assisting with our consultation process. If no one is available to take your call, please leave a message and they will get back to you as soon as possible.

Please submit your comments by **25th November 2022**

Hard copies of the Planning Application

If you wish to view hard copies of the Pre-Application Consultation documents, they will be available to view at the St Theodore's Church Hall, Talbot Road, SA13 1LB from 28th October to 25th November.

A public exhibition will be held on 8th November from 18.00 – 20.00 at Taibach Community Centre, Duke Street, SA13 1NA.

Welsh

Dyma hysbysiad o gychwyn y Cyfnod Ymgynghori Cyn Ymgeisio, yn unol â gofynion statudol Deddf Cynllunio (Cymru) 2015. Y dyddiad cychwyn yw 28ain Hydref 2022, a rhaid derbyn pob ymateb erbyn **25 Tachwedd 2022**.

Beth yw'r cynigion:

Datblygiad ar gyfer 43no. tai fforddiadwy a gwaith cysylltiedig gan gynnwys mynedfa newydd, rhwydwaith ffyrdd mewnol, tirlunio, draeniad cynaliadwy, parcio ceir a beiciau

Mae hen Ysgol Dyffryn Isaf wedi bod ar gau ers Awst 31ain 2018. Ers hynny mae ei swyddogaeth gymunedol wedi'i chymryd drosodd drwy agor Ysgol Cwm Brombil, ysgol gymunedol cyfrwng Saesneg 3-16 newydd ar gyfer yr 21ain Ganrif sy'n dal 1,455 o ddisgyblion, sydd wedi bod yn llawn. yn weithredol ers Tachwedd 2018. Ers ei chau, mae safle Ysgol Isaf Dyffryn wedi parhau i fod yn adfail ac yn wag.

Sut ydw i'n rhoi gwybod i chi beth rydw i'n ei feddwl?

Ebost: info@kewplanning.co.uk

Ysgrifennu: Suite 4, 11 Cathedral Road, Cardiff, CF11 9HA

Cliciwch yma am ffurflen ar-lein

Ffon: **029 21690034***

*Bydd y rhif hwn yn mynd â chi drwodd i KEW Planning, sy'n cynorthwyo gyda'n proses ymgynghori. Os nad oes unrhyw un ar gael i gymryd eich galwad, gadewch neges a byddant yn cysylltu â chi cyn gynted â phosibl.

Cyflwynwch eich sylwadau erbyn **25 Tachwedd 2022**

Copïau caled o'r Dogfennau Ymgynghori Cyn Ymgeisio

Os hoffech weld copïau caled o'r dogfennau Ymgynghori Cyn Ymgeisio, byddant ar gael i'w gweld yn y St Theodore's Church Hall, Talbot Road, SA13 1LB rhwng 28 Hydref a 25 Tachwedd.

Bydd arddangosfa gyhoeddus yn cael ei chynnal ar 8fed Tachwedd o 18.00 – 20.00 yn Taibach

Community Centre, Duke Street, SA13 1NA.

Documentation

Item	Description	Author
1	Cover Letter	KEW Planning
2	1APP application form with Certificate of Ownership and Agricultural Holdings Certificate	KEW Planning
3	Site Location Plan (scale 1:1250) ref. no.10429SCH01	Roberts Limbrick Architects
4	Existing Site Plan (scale 1:200) ref. no.10429SCH02	Roberts Limbrick Architects
5	Site Plan (scale 1:1250) ref. no.10429SCH03 Rev D	Roberts Limbrick Architects
		Roberts

6	Garden Areas Plan (scale 1:200) ref. no.10429SCH10	Limbrick Architects
7	Proposed Street Elevations (scale 1:200) ref.no.10429SCH23	Roberts Limbrick Architects
8	Apartment Floor Plans & Elevations (scale 1:100) ref.no.10429SCH30 Rev B	Roberts Limbrick Architects
9	Walk-up Apartments Plans & Elevations (scale 1:100) ref.no.10429SCH31 Rev A	Roberts Limbrick Architects
10	Walk-up Apartments Plans & Elevations Type 2 (Corner) (scale 1:100) ref.no.10429SCH32	Roberts Limbrick Architects
11	House Plans & Elevations (scale 1:100) ref.no.10429SCH35	Roberts Limbrick Architects
12	House Plans & Elevations Type 1 (scale 1:100) ref.no.10429SCH37	Roberts Limbrick Architects
13	House Plans & Elevations Type 2 (scale 1:100) ref.no.10429SCH38	Roberts Limbrick Architects
	Plans & Elevations Retained Building (scale 1:100)	Roberts

14	ref.no.10429SCH39	Limbrick Architects
15	Schedule of accommodation	Roberts Limbrick Architects
16	Design and Access Statement	Roberts Limbrick Architects
17	Planning Statement	KEW Planning
18	Transport Statement	APEX Transport Services Design Solution Ltd
19	Thermal Comfort Report	Services Design Solution Ltd
20	Low & Zero Carbon Technology Appraisal Feasibility Report	Services Design Solution Ltd
21	Landscaping Scheme	Austin Smith Lord

22	Arboricultural Report (Tree Survey Data & Tree Constraints Plan, Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement)	ArbTS
23	Preliminary Ecology Assessment including bat survey	Pure Ecology
24	Drainage Strategy	Jubb
25	Existing External Services Site Plan (scale 1:250) ref.no.06485B-SDS-EX-XX-DR-N-3716-01	Services Design Solution LTD
26	Domestic Water & Sprinkler Layout (scale 1:250) ref.no. 06485B-SDS-EX-XX-DR-N-3716-02	Services Design Solution LTD
27	Transmittal Issues Sheet ref.no.06485B-SDS-XX-XX-TL-N-1090-01	Services Design Solution LTD
28	Combined Services Ground Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-01	Services Design Solution LTD

29	Combined Services First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-02	Services Design Solution LTD
30	Combined Services Second Floor (Scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-03	Services Design Solution LTD
31	Walk-up Apartments Type 1 Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-11	Services Design Solution LTD
32	Walk-up Apartments Type 2 Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-21	Services Design Solution LTD
33	2B4P House Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-31	Services Design Solution LTD
34	3B5P House Type 1 Combined Services Ground & First Floor (scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-41	Services Design Solution LTD

35

3B5P House Type 2 Combined Services Ground & First Floor
(scale 1:50) ref.no.06485B-SDS-XX-ZZ-SK-N-9020-51.

Services
Design
Solution
LTD



To be diligent, thorough and execute the
most commercial advice in every instance.



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Appendix 6 – Responses from Specialist Consultees

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure)
(Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

OBSERVATIONS

PAC APPLICATION NO: N/4/22/0012/00
APPLICANT: BEN SMITH - KEW PLANNING LTD
LOCATION: FORMER DYFFRYN LOWER SCHOOL SITE,
TALCENNAU ROAD, TALCENNAU ROAD, NEATH PORT
TALBOT, SA13 1EP
PROPOSAL: DEVELOPMENT FOR 43NO. AFFORDABLE DWELLINGS
& ASSOCIATED WORKS INCLUDING A NEW ACCESS,
AN INTERNAL ROAD NETWORK, LANDSCAPING,
SUSTAINABLE DRAINAGE, CAR & CYCLE PARKING.

The Highway/Drainage Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☐
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☒
Objection – on the grounds set out below	☐
SAB (SAB approval is required)	☒

MY OBSERVATIONS ON THIS PAC ARE AS FOLLOWS:-

No Objection in principle to development at this location, however the following items of concern need addressing and is subject to any subsequent planning application submission being compliant with the following documents and inclusive of the guidance conditions below:-

- Neath Port Talbot County Borough Council - Parking Standards (Oct 2016).
- Neath Port Talbot County Borough Council - Design Guide for Streets and Public Realm for Residential and Commercial Developments.
- Planning Policy Wales Technical Advice Note 18: Transport
- Schedule 3 of the Flood and Water Management Act (FWMA) 2010 requires surface water drainage for new developments to comply with Mandatory National Standards for Sustainable Drainage (SuDS). Reference to the Non-Statutory Ministerial National Standards and the CIRIA 753: The SuDS Manual is recommended.
- Welsh Government's Active Travel Guidance

1. All roads to be designed in accordance with Manual for Streets, the Authority's Design Guide and parking provision to be in accordance with the approved Parking Guidelines.
2. A scheme shall be submitted detailing the upgrading of the highway known as York Place, Talcennau Road, Devonshire Place and Broad Street. The scheme shall allow for the following:
 - (i) The provision of a new junction to facilitate the site to be accessed from the existing public highway at York Place. The new spine road into the development shall have a minimum width of 5.5 metres.
 - (ii) The provision of a 2m footway from the development site to tie into the existing footway fronting the development along with the upgrading of the existing footway surfacing to the perimeter of the site.
 - (iii) All other existing highway access points both pedestrian and vehicular on the perimeter of the site, not forming part of the means of access for the proposed development shall be reinstated to full height kerb/footway construction.
 - (iv) Upgrading/alteration to the highway drainage system as a consequence of the improvement works.
 - (v) Alterations/upgrading to the public lighting system as a consequence of the highway improvement works.
3. The new junction onto York Place shall be provided with an adequate visibility splay of 2.4m by 43m in accordance with Manual for Streets which needs to be annotated on a plan, within which nothing over 600mm in height shall be erected or allowed to grow.
4. A Construction Method Statement needs to be submitted to and approved. The approved Statement shall be adhered to throughout the construction period. The statement shall provide for:
 - (i) the parking of vehicles of site operatives and visitors
 - (ii) loading and unloading of plant and materials
 - (iii) storage of plant and materials used in constructing the development
 - (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - (v) wheel washing facilities
 - (vi) measures to control the emission of dust and dirt during construction
 - (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works
 - (viii) scheme for the erection of temporary signage warning drivers of the presence of children and speed restrictions are required (due to the location of Central Primary School opposite the site location on Broad Street, Port Talbot).
 - (ix) The Construction Method Statement shall be signed by a competent person(s).
5. Each dwelling shall be provided with one car parking space per bedroom up to a maximum of three in accordance with NPTCBC Parking Standards (Oct 2016). Or

a robust sustainability report provided, detailing the evidence in support of a reduction of off street car parking per dwelling.

6. Driveway car parking shall comply with the following:-

- (i) Single driveway shall be 3.6m wide and 6m in length,
- (ii) Parallel parking, the first space shall be 3.6m wide with the additional space or spaces thereafter being 2.6m (for example; parallel parking for two vehicle, the dimensions should be 6.2m wide (3.6m plus 2.6m) by 6m in length). For a third space you would add on an additional 2.6m wide.
- (iii) Parking in tandem for a single driveway width would require a width of 3.6m wide, together with the first space being 6m in length and then other length(s) being 4.8 metres in addition (for example; two car parking in tandem would require a width of 3.6m and a length of 10.8m (6m plus 4.8m). For a third space you would add on an additional 4.8m.

7. All driveways shall be hard surfaced in porous asphalt or permeable block paving or a provision must be made to direct run-off water from the hard standing to a permeable or porous area within the curtilage of the dwelling house to a maximum gradient of no greater than 1 in 9 and no less than 1 in 150. The driveway shall be drained so that no surface water (including roof and yard) flows out onto the public highway or vice versa and must be maintained to ensure it complies with the above requirements. The surface water shall not drain directly or indirectly into the highway drainage network without the written approval of the SAB

8. Active Travel and Electric Vehicle charging must be considered in the overall design.

9. Any gates fronting onto the highway shall be of a type which open inwards only, can be seen through and maintained as such thereafter.

10. All single garages shall have a minimum internal dimension of 3 metres width by 6 metres length or 6 metre width by 6 metre length for a double garage.

11. Unless otherwise agreed in writing by the Local Planning Authority pedestrian vision splays of 2.4 metres by 2.4 metres (measured back from back of footway) shall be maintained each side of each vehicular access within which nothing over 600mm in height shall be erected or allowed to grow and shall be retained as such thereafter

12. All shared drives to have a gradient not exceeding 1 in 9 to be a minimum of 4.5m wide have pedestrian vision splays of 2.4m by 2.4m (behind footway) which should be hard surfaced, and a turning facility provided so all vehicles can enter and leave in a forward gear. Shared drives should not exceed 30m in length (carrying distance for bins) and there will be a need to widen the footway or provide a bin parking area where bins/sacks can be placed on collection day without obstructing the footway.

13. No trees shall be planted within the footway nor shall any trees be planted within 2m of the back of footway unless a suitable root barrier is placed along the back of footway.

14. **SAB approval will be required prior to any work commencing.** To commence work is a breach of SAB approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby legal action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018. Guidance and applications can be found on www.npt.gov.uk/sab

****It is noted that a SAB pre-application has been submitted and is currently under review.***

15. Should any springs or ground water seepage be encountered the on-site works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme.
16. There must be no interference, alteration or diversion of any ditch, watercourse, stream or culvert crossing or bordering the site, without prior consultation and agreement with the Authority.
17. Unless otherwise agreed in writing by the Local Planning Authority, foul water and surface water discharges shall be drained separately from the site.
18. No surface water or Land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.
19. Adequate provision shall be made for the drainage of the site, to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely effected by the development during the life time of construction.

NOTES TO APPLICANT

1. **Active Travel** - Development proposals must seek to maximise walking and cycling accessibility by prioritising the provision of appropriate on-site infrastructure and where necessary off-site infrastructure. Walking and cycling infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established, as per Planning Policy Wales, Edition 11 and Future Wales – the National Plan 2040. All new walking and cycling infrastructure should be built to standards set out in Welsh Government's Active Travel Guidance and off-site infrastructure should link to (where possible) routes on Neath Port Talbot Council's Active Travel Network Map. This shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand new routes are anticipated for the next 15 years (Future Routes) in built up areas. Further information on the Active Travel Guidance and Neath Port Talbot's Active Travel Network Map can be found here: www.npt.gov.uk/activetravel.
2. **SAB Requirement** - Please note that from 7th January 2019, all new developments of more than 1 house, or where a construction area is of 100m² or more, plus if the SAB authority believe that any redevelopment of land has significant surface water drainage implications. This will require sustainable

drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in Schedule 3 of the Flood & Water Management Act 2010.

These systems must be approved by the Council's SAB & Highway Development Control Section **before construction work begins**. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

If you have not done so already, and your development would not fall into any of the relevant exceptions, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDS design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. There is an additional charge of £250 for this service. This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission. Further details are available at www.npt.gov.uk/sab

3. **Highway Agreements** - Prior to commencing any works on site the applicant will be required to enter into an agreement with the Authority under Section 278 of the Highway Act 1980 to carry out the works upon the existing public highway. You are advised prior to commencing any work on these works to contact the Head of Engineering and Transport Services at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG (FAO Mrs Joanna Weeks e-mail j.weeks@npt.gov.uk) to agree the specification, enter the agreement and arrange on site inspection of your works.

Developers' attention is drawn to the provisions of Section 278 of the Highways Act, 1980 in cases where a development would require access or other works to be carried out within the existing highway. Where highway works to benefit a development require land adjacent to an existing highway to be constructed upon together with works on the existing public maintained highway, a hybrid S38/278 shall be used. Works that are to be undertaken within the existing public maintained highway only will require a S278 agreement. No Work shall be undertaken on the existing public maintained highway until the appropriate legal agreement has been entered into.

Any works undertaken on the public highway without the appropriate legal agreement with the Highway Authority, the Highway Authority has the right to request the developer to remove and/or reinstate that part of the highway back to its original condition to the satisfaction of the Highway Authority.

A plan detailing the differences between the existing and proposed highway shall be submitted to form part of the legal agreement, this should be made up of two

colours, green for the proposed area to be adopted and brown for the existing highway.

Developers are reminded that consent under the Town and Country Planning Act, 1990/91, conveys no approval for works to be undertaken affecting any part of the public highway, including verges and footways. The Developer must:-

(i) Obtain the approval of Neath Port Talbot County Borough Council as Highway Authority for the details of any works to be undertaken in the Public Highway.

(ii) Indemnify the Authority against all claims arising from such works, including claims under the Land Compensation Act.

(iii) Give not less than 10 working days notice in writing of the date of commencement of the works.

As part of this process you are advised that only certain contractors are permitted to undertake the works on the public highway, a list of these contractors are available from the Highway Authority's Highway Development Control Section.

These observations are provide without prejudice and are based upon the information provided at the preliminary stage. However, should further or additional information be submitted thereafter, our observations may change to reflect this information.

SIGNED:



DATE: 7th November 2022

pp HEAD OF ENGINEERING & TRANSPORT

PAC Ref: N422001200 - FORMER DYFFRYN LOWER SCHOOL SITE JW



Gwasanaeth Tân ac Achub
Canolbarth a Gorllewin Cymru

Mid and West Wales
Fire and Rescue Service

Prif Swyddog Tân | Chief Fire Officer

Roger Thomas BA(Hons), MSc

tancgc.gov.uk
mawwfire.gov.uk

Kew Planning
Suite 4
11 Cathedral Road
Cardiff
CF11 9HA

FAO: Katheryn Williams

*Gofynner am/
Please ask for:*

Rhif Est/Extn. No.

E-bost/E-mail:

Fy Nghyf/My Ref:

Dyddiad/Date:

Watch Manager Adrian Hall

6611

bregs@mawwfire.gov.uk

AJH/KDT/00104924

27 October 2022

Dear Madam,

**THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)
ORDER 2012**

THE DEVELOPMENTS OF NATIONAL SIGNIFICANCE (PROCEDURE) (WALES) ORDER 2016

**DEVELOPMENT PROCEDURE (CONSULTEES) (WALES) (MISCELLANEOUS AMANDMENTS)
ORDER 2021 – FIRE AND RESCUE AUTHORITIES**

RE: Former Dyfryn Lower School, Talcennau Road, Port Talbot SA13 1EP

APPLICATION NUMBER: N/A

I acknowledge receipt of the notification to the Mid and West Wales Fire and Rescue Authority in relation to the above application.

The site plan/s of the above proposal has been examined and the Fire and Rescue Authority would wish the following comments to be brought to the attention of the planning committee/applicant. It is important that these matters are dealt with early on in any proposed development:

- The Fire Authority has no comment to make on access for fire appliances or water supplies.
- the Fire Authority has no objection to the proposed development and refers the Local Planning Authority to any current standing advice by the Fire Authority about the consultation.

The developer should consider the need to provide adequate water supplies and vehicle access for firefighting purposes on the site and general guidance on this matter is given in the attached Appendix and the following links: <https://www.water.org.uk/guidance/national-guidance-document-on-the-provision-of-water-for-firefighting-3rd-edition-jan-2007/>

Y Pencadlys, Heol Llwyn Pisgwydd, Caerfyrddin, Sir Gâr, SA31 1SP
Headquarters, Lime Grove Avenue, Carmarthen, Carmarthenshire, SA31 1SP

post@tancgc.gov.uk
mail@mawwfire.gov.uk

0370 60 60 699

<https://www.ukfrs.com/index.php/promos/16847>

Furthermore, the applicant should be advised to contact the Local Authority Building Control Department, which is the responsible authority, when determining issues concerning means of warning and escape, internal fire spread (linings and structure), external fire spread, access and facilities for the Fire and Rescue Service, in accordance with the 2007 version of Approved Document B (Wales).

The plan/s has been retained for record purposes.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Adam J Hall'.

Watch Manager A Hall
Authorised Fire Safety Inspecting Officer
On behalf of the Mid and West Wales Fire and Rescue Authority

Enc

MID AND WEST WALES FIRE AND RESCUE SERVICE

Advice on Water Supplies

1. WATER SUPPLIES FOR FIREFIGHTING

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to care for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

Reference to the National Guidance Document on the Provision of Water for Fire Fighting 2007.

Access to Open Water Supplies

Where development of water-front sites takes place, the need for permanent and unobstructed access for firefighting appliances to the water should be made a condition of any planning consent.

Consultation must take place with the Fire and Rescue Authority during the earliest planning stages of any development to ensure access for fire pumping appliances is satisfactory.

1.1. HOUSING

Minimum main size 100 millimetres. Housing developments of units of detached or semi-detached houses of not more than two floors should have a water supply capable of delivering a minimum of eight litres per second through any hydrant on the development.

The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements.

1.2. TRANSPORTATION

Lorry/Coach Parks - Multi-Storey Car Parks-Service Stations

Minimum main size 100 millimetres. All of these amenities should have a water supply capable of delivering a minimum of 25 litres per second through any hydrant on the development or within a vehicular distance of 90 metres from the complex.

1.3. INDUSTRY

In order that an adequate supply of water is available for use by the Fire and Rescue Authority in case of fire, it is recommended that the water supply infrastructure to any commercial industrial estate is as follows:

Light Industrial/Commercial

Up to one hectare, 20 litres per second - Minimum Main Size 100 millimetres

Up to two hectares, 35 litres per second - Minimum Main Size 150 millimetres

High Risk Industrial

Up to three hectares 50 litres per second - Minimum Main Size 150 millimetres

Over three hectares, 75 litres per second - Minimum Main Size 150 millimetres

In rural areas it may not be possible to provide sufficient mains water. To overcome this, static or river supplies would be considered on site if they are capable of supplying the above flow rates for at least one hour.

The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements, as high-risk premises may require a greater flow.

1.4. SHOPPING, OFFICES, RECREATION AND TOURISM

Commercial developments of this type should have a water supply capable of delivering a minimum of 20 to 75 litres per second to the development site. The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements.

1.5. EDUCATION, HEALTH AND COMMUNITY FACILITIES

Village Halls

Should have a water supply capable of delivering a minimum of 15 litres per second through any hydrant on the development or within a vehicular distance of 100 metres from the complex.

Primary Schools and Single Storey Health Centres

Should have a water supply capable of delivering a minimum of 20 litres per second through any hydrant on the development or within a vehicular distance of 70 metres from the complex.

Secondary Schools, Colleges, Large Health and Community Facilities

Should have a water supply capable of delivering a minimum of 35 litres per second through any hydrant on the development or within a vehicular distance of 70 metres from the complex.

1.6. DISTANCES BETWEEN FIRE HYDRANTS

The distance between fire hydrants should not exceed the following:

Residential areas	-	200 metres
Industrial Estates	-	150 metres
Town Centre Areas	-	90 metres
Commercial (Offices & Shops)	-	100 metres
Residential Hostels	-	Adjacent to access
Hotels	-	Adjacent to access
Institutional (Hospitals & Old Persons Home)	-	Adjacent to access
Old Persons Home	-	Adjacent to access
Educational (Schools & Colleges)	-	Adjacent to access

1.7. CONCLUSION

Developers should hold joint discussions with the relevant Water Authority or the Environmental Agency and the Fire and Rescue Authority to ensure that adequate water supplies are available in case of fire.

The Fire and Rescue Authority reserve the right to ask for static water supplies for firefighting on site, as a condition of planning consent, if the supply infrastructure is inadequate for any given risk.

Maes Newydd,
Llandarcy,
Neath Port Talbot,
SA10 6JQ

ebost/email:
swplanning@cyfoethnaturiolcymru.gov.uk
Ffôn/Phone: 03000 65 3358

Kew Planning
Suite 4
11 Cathedral Road
Cardiff
CF11 9HA

22nd November 2022

Annwyl Syr/Madam / Dear Sir/Madam,

STATUTORY PRE-APPLICATION CONSULTATION - TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012 AS AMENDED.

BWRIAD / PROPOSAL: DEVELOPMENT FOR 43NO. AFFORDABLE DWELLINGS AND ASSOCIATED WORKS INCLUDING A NEW ACCESS, AN INTERNAL ROAD NETWORK, LANDSCAPING, SUSTAINABLE DRAINAGE, CAR AND CYCLE PARKING

LLEOLIAD / LOCATION: FORMER DYFFRYN LOWER SCHOOL SITE, TALCENNAU ROAD, PORT TALBOT SA13 1EP

Thank you for providing a requisite notice to us under Article 2D of the above Order. We received a copy of your proposed application on 25th October 2022.

Based on the information provided, we would have no objection to the proposed development and provide the following advice.

European Protected Species - Bats

We note that the bat report submitted in support of the above application (*'Devonshire Place, Port Talbot, SA13 1SG – Ecological Assessment Report'* by Pure Ecology, dated October 2022) has identified that bats are present at the application site.

Bats and their breeding sites and resting places are protected under the Conservation of Habitats and Species Regulations 2017 (as amended). Where bats are present and a development proposal is likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

- i. the development works to be authorised are for the purpose of preserving public health or safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment.
- ii. There is no satisfactory alternative and
- iii. The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

Paragraph 6.3.7 of Technical Advice Note 5: Nature Conservation and Planning (TAN5) states that your Authority should not grant planning permission without having satisfied itself that the proposed development either would not impact adversely on any bats on the site or that, in its opinion, all three conditions for the eventual grant of a licence are likely to be satisfied. Please note, for the purposes of providing advice at the planning application stage, our comments are limited to compliance with the third test only.

On the basis of the above report, we do not consider that the development is likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

Therefore, we do not object to the proposal but in line with the 'Dear CPO' letter issued by Welsh Government on 1st March 2018, we would request that the following informative is attached to any planning permission granted by the Local Planning Authority:

Warning: An European protected species (EPS) Licence is required for this development.

This planning permission does not provide consent to undertake works that require an EPS licence.

It is an offence to deliberately capture, kill or disturb EPS or to damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/or receive an unlimited fine.

To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000 or at <https://naturalresources.wales/permits-and-permissions/species-licensing/when-you-need-to-apply-for-a-protected-species-licence/?lang=en>.

Development should not be commenced until the Applicant has been granted a licence by Natural Resources Wales pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations (2017) authorising the specified activity/development to go ahead.

Please note that any changes to plans between planning consent and the licence application may affect the outcome of a licence application.

Other Matters

Please note, if further information is prepared to support an application, it may be necessary for us to change our advice in line with the new information.

Our comments above only relate specifically to matters included on our checklist, *Development Planning Advisory Service: Consultation Topics* (September 2018), which is published on our [website](#). We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

In addition to planning permission, you are advised to ensure all other permits/consents/licences relevant to the development are secured. Please refer to our [website](#) for further details.

Further advice on the above matters could be provided prior to your planning application being submitted, however there would be a charge for this service. Additional details are available on our [website](#).

Advice for the Developer

During the construction phase you should take any precaution to prevent contamination of surface water drains and local watercourses. Oils and chemicals should be stored in bunded areas and spill kits should be readily available in case of accidental spillages.

For further guidance please refer to GPP 5 and PPG 6 at the following link:

<http://www.netregs.org.uk/environmental-topics/pollution-prevention-guidelines-ppgs-and-replacement-series/guidance-for-pollution-prevention-gpps-full-list/>

If you have any queries on the above, please do not hesitate to contact us.

Yn gywir / Yours faithfully

Hannah Roberts

Cynghorydd - Cynllunio Datblygu / Advisor - Development Planning
Cyfoeth Naturiol Cymru / Natural Resources Wales

Appendix 7 – Responses from Public Consultees

Subject: FW: Dyffryn Lower School, Port Talbot
Date: Thursday, 24 November 2022 at 13:03:02 Greenwich Mean Time
From: Kathryn Williams
To: Shanshan Li
CC: Federica Ambrosini

Response to save + add to PAC Report

From: [REDACTED]
Date: Wednesday, 23 November 2022 at 22:27
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Dyffryn Lower School, Port Talbot

To Whom it may concern,

Please see below my objections to the proposed development plans for the former Dyffryn Comprehensive Lower School in Port Talbot.

- 43 Units and Potential Business – The huge increase of traffic from this development is of extremely high concern. This is already a very busy area serving both schools and residential purposes. York Place, in the thirty seven years I have been a resident has always been used as a safe route to school walkway for both the Infant and Junior Schools, so the addition in excess of forty vehicles as well as business uses would potentially be very dangerous indeed.
- 3 Storey Blocks – Whilst there are 3 storey properties at Romilly Buildings and Customs House, these are only in proximity to this development. There are no 3 storey buildings on Talcennau Road, York Place, Devonshire Place, George Street or Gower Street. The roofline shown on the plans will be significantly increased altering the visual impact and allowing visual access into the bedrooms of Talcennau Road and overlooking the gardens of 39-44 George Street, which is defensible space being used by both young children and vulnerable adults, Predominantly all the surrounding streets are 2 and 3 bedroom properties flanked by excellent Infant and Junior Schools which have strong community ties. Could it not be an option to replace the 3 storey buildings with more 2 and 3 bedroom housing which would be beneficial for families whilst sustaining the schools an advantage for all concerned.
- Drainage – There are causes for concern in increasing the already overburdened drains in this area as they are frequently flooding on a regular basis on all roads around the site. Major flooding which occurred in June 2022.
- Site Design – The existing plans show a car parking and refuse area which is hidden from view by fencing and gates. This is potentially a great cause for concern as areas like this become gathering places for antisocial behaviour, alcohol and drug abuse. Possibly another option could be if the houses were turned to face inwards thus reducing the areas not overlooked.

[REDACTED]

Subject: FW: Dyffyn Lower School Planning - Port Talbot
Date: Saturday, 12 November 2022 at 09:44:46 Greenwich Mean Time
From: Kathryn Williams
To: Federica Ambrosini
CC: Benjamin Smith
Priority: High

Another one to log

From: [REDACTED]
Date: Friday, 11 November 2022 at 13:52
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Cc: "planning@npt.gov.uk" <planning@npt.gov.uk>
Subject: Dyffyn Lower School Planning - Port Talbot

Good afternoon,

I wish to record my formal objections to this planning process and the proposed works at the site.

My main objection, as a local resident centres around the availability of parking, the capacity of the surrounding roads and additionally the safety of the children in the primary school as a result of those issue. I do not consider the local infrastructure sufficient to accommodate those extra vehicles and visitors etc

Additionally, I want to object or have my objections noted on other grounds, namely the underhand way in which this process seem's to have gone through by the council. I understand that the land was sold for £300k which is community money and absolutely undervalues that site. Additionally, I understand if this planning is successful it triggers a further payment to the seller which means that a company is turning a huge profit off of this when the original intention was to provide much needed supportive accommodation and so I consider local residents and perhaps even the council have bene duped with this shady business practice.

Kind regards

[REDACTED]

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *“Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking”.*

Name: (optional) [REDACTED]

Address: (optional) [REDACTED]

Reason(s) for your interest in the proposed development: As the development is in my Street, it will directly affect me and my family.

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

Reason(s) for choice -

- There is a busy primary school in my Street, this development will lead to a rise in traffic in the area- this will lead to increased accidents, and is a hazard.
- The development entrance will be sited on a small Road (York Place), which already has 3 entrances (creates a crossroad), and is a hill (not great visibility).
- The proposed development will remove several large, well-established trees which have nesting birds (every year) collar doves, blackbirds and sparrows can be seen in them at the right time of year. This will have a negative effect on the environment and we should be protecting large trees of this kind in built up areas.
- With parking already being very limited in the area, the increased number of cars in the area will not help.
- As this will be low-cost social housing, I have concerns that the level of crime in the area will increase, as has happened in other similar developments. As the development is next to a school, could this affect the youth in the area.
- I am also concerned that such a development would adversely affect the value of my property.

Signed - [REDACTED]

Date – 22/11/22

Subject: FW: Former Lower Duffryn school consultation

Date: Friday, 18 November 2022 at 10:14:01 Greenwich Mean Time

From: Kathryn Williams

To: Shanshan Li

From: [REDACTED]

Date: Thursday, 17 November 2022 at 16:22

To: Kathryn Williams <Kathryn@kewplanning.co.uk>

Subject: Re: Former Lower Duffryn school consultation

Hello.

I have copied the form and pasted below.

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *"Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".*

Name: (optional) [REDACTED]

Address: (optional)

Reason(s) for your interest in the proposed development: [REDACTED]

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development. ☒ X

Reason(s) for choice. The development will in its current layout increase traffic flow to Broad street, which will correspondingly increase the chance if accidents. If the main entrance to site were moved to Talcennau road this will go a large way to mitigating this issue. I am so have concerns regarding the impacts on the local infrastructure in regards to water and sewage and also the spaces available at the locals schools

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Sent from my iPhone

On 17 Nov 2022, at 16:19, Kathryn Williams <Kathryn@kewplanning.co.uk> wrote:

[REDACTED]

I cannot open the document you have sent. Please can you try sending as an attachment?

From: [REDACTED]
Date: Thursday, 17 November 2022 at 16:17
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Former Lower Duffryn school consultation

Open my shared document:



[e6908766f619 2](#)
[Pages](#)

Sent from my iPhone

Subject: FW: Dyffryn lower school, port Talbot
Date: Friday, 25 November 2022 at 10:11:50 Greenwich Mean Time
From: Kathryn Williams
To: Shanshan Li, Federica Ambrosini

For recording in the PAC report

From: [REDACTED]
Date: Thursday, 24 November 2022 at 22:48
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Dyffryn lower school, port Talbot

To whom it may concern,

I am writing to you to share my concerns around the new social housing estate planned for Dyffryn lower school, port Talbot.

I am a former pupil of the school and therefore would like to see the area being repurposed for a better use and whilst I am in agreement that social housing is an issue nationwide and new builds are needed, I fear you are not seeing the impact this development would have on the area. The volume of cars alone would be significant which poses a serious concern for the safe pathway between the two central primary schools. The walk from the 2 schools has always been safe for children and other pedestrians, however adding a volume of cars to this will not only raise the likelihood of an accident happening but also is taking away the children's independence to walk from one to another once they are old enough. As well as this concern, parking is already at breaking point for the residents here, my parents live in George street near the school end of the street and own one car which they very rarely get to park in the street let alone outside their home due to the overwhelming amount of vehicles now, therefore the thought of adding more to the equation is daunting. I rarely am able to park when visiting and have often had to park over towards the school and/or in York place.

That being said, I currently work for a local authority as a family support worker therefore I am fully aware of the volume of need for social housing, the main issue I would like to raise here is that there are so many family's in need of social housing and are currently living in unsuitable, overcrowded homes or hostels who would hugely benefit from living between 2 highly recommended schools which is located in a very community based area. Is there not an option to build more homes rather than 1 bedroom flats? I appreciate there is a need for single people to have flats however we are all aware that a lot of single person occupants are currently living in hotels with 24/7 security as there is a lot of substance misuse, criminal damage etc

with certain individuals.

I would stress that this is a family orientated area and would welcome more families in the area whilst continuing to keep crime levels low, this is a good area which would offer the opportunity to many families to have the best chance at success in the future, therefore I do feel that replacing the 3 storey buildings of which none exist in the immediate area with more 2 & 3 bedroom houses as while it is never easy for people to live in hostel accommodation it is more difficult for families. Another concern around the 3 storey building as well as the visual impact on the area it would allow visual access into the bedrooms of Talcennau road & some of the gardens in George street which are defensible spaces used by young children and vulnerable adults.

I notice that there is an area of parking & refuse bins on the plans which is largely shielded by fencing and gates, therefore as it's not overlooked this is a prime area for anti social behaviour to occur such as substance misuse.

Another concern that I have is that the area all around the school is constantly flooding, adding 40+ buildings is going to put far too much strain on the drainage system which isn't coping currently.

I do not object to the development taking place but would prefer to see a more sympathetic build tying into the strong family led community area that it already is which would be of benefit for both the families and sustaining the excellent schools nearby.

Yours sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

Sent from [Outlook for iOS](#)

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

INAPPROPRIATE DEVELOPMENT FOR AREA.

1. HIGHWAY ISSUES - SMALL STREETS & ROADS ALREADY OVER CONGESTED WITH TRAFFIC AND PARKED VEHICLES - SAFETY ISSUES.
2. VISUAL IMPACT WILL CHANGE TO OUR DETRIMENT, OUR HOUSES BEING OVERLOOKED BY THREE STORY BUILDINGS, TO MANY OF THEM PLUS THE ENTRANCEWAY CHANGE, TO OUR STREET
3. THIS DEVELOPMENT WILL CAUSE EXTRA TRAFFIC AND IN TURN GREATER NOISE LEVELS TO ADVERSELY EFFECT RESIDENTS

Signed (Optional):

Date:

22

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
 info@kewplanning.co.uk

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐☐☒

Reason(s) for choice

I RECOGNISE THAT THE SITE NEEDS DEVELOPING HOWEVER I AM CONCERNED BY THE NUMBER OF PROPOSED PROPERTIES, BALCONIES OVERLOOKING EXISTING PROPERTIES & THE IMPACT OF SIGNIFICANTLY MORE VEHICLES. THE PARKING ON PLANS DOES NOT APPEAR SUFFICIENT AND THE REFERENCE TO VISITOR PARKING ON TALCENNAU ROAD IS FRANKLY PTO

Signed (Optional):

Date:

2/11/22

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

REDICULOUS. WE ALREADY HAVE ISSUES WITH PARKING DUE TO THE LOCAL SCHOOL, THE EXISTING YMCA, LOTS OF TOTS PAYCARE AND COMMUTORS CHOOSING TO PARK ON THE STREETS RATHER THAN PAYING TO PARK AT THE RAILWAY STATION. IT IS NOT UNUSUAL FOR TRAIN PASSENGERS TO LEAVE CARS OVER THE WEEKEND, FROM MONDAY TO FRIDAY OR FOR ONE-TWO WEEKS WHILST GOING ON HOLIDAY.

THE RECENT DEVELOPMENT AT THE PLAZA CINEMA IS WELCOMED BUT WILL UNDOUBTEDLY IMPACT ON THE ALREADY DIFFICULT PARKING SITUATION.

SCHOOL DROP OFF AND PICK UP TIMES INVOLVE A LARGE AMOUNT OF TRAFFIC, THIS WILL BECOME MORE DIFFICULT ONCE EXTRA CARS ARE PARKED ON THE SURROUNDING STREETS DUE TO THE PROPOSED DEVELOPMENT. WE NO LONGER HAVE CROSSING PATROLS AND IT IS ALREADY DANGEROUS. IT IS ONLY A MATTER OF TIME BEFORE A CHILD IS INJURED OR WORSE AND NOTHING IN THE PROPOSED PLAN ADDRESSES THIS.

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Concerns over Parking Issues and access as the Development is opposite a Junior School

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐☐☒

Reason(s) for choice

Highways Issue concerning sufficient parking, access to the development and the visual impact on properties in the surrounding areas.

Signed (Optional)

Date:

7.11.2022.

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

THE INCREASE IN VOLUME OF TRAFFIC WILL ADD MASSIVELY TO THE ISSUES WE ALREADY HAVE TO DEAL WITH DAILY DUE TO TEACHERS, COMMUTERS, SCHOOL DROP OFFS & PICK UPS AND LOCAL BUSINESSES USING DEVONSHIRE PLACE AND SURROUNDING STREETS TO PARK. WITH THE JUNIOR SCHOOL ALSO AT THE TOP OF DEVONSHIRE IT CAN ALSO BE DANGEROUS. THERE IS ALSO FLOODING DUE TO THE DRAINAGE BEING VICTORIAN AND UNABLE TO COPE WITH THE BAD WEATHER, SO TO HAVE AN ADDITIONAL 43+ PROPERTIES BUILT WILL IM SURE CAUSE HUGE AV PROBLEMS. THE TREES HAVE BEEN ON SITE & STREETS FOR 100+ years

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

P.T.O.

WHICH FORM PART OF SENSORY BUT ALSO ABSORBS NOISE AND POLLUTION.
THE WALL IS ^{MADE} OF STONE WHICH GIVES A NICE AESTHETIC OUTLOOK
SO TO TAKE AWAY THIS WOULD CHANGE THE SCENE TOTALLY
BUT ALSO WOULD ALLOW TENANTS OF THE PROPOSED DEVELOPMENT OF
FLATS LOOK DIRECTLY IN TO MY PROPERTY TAKING AWAY MY
PRIVACY. I DO NOT AGREE TO BLOCKS OF 3 STORY FLATS
BEING BUILT DIRECTLY OPPOSITE MY HOUSE.
NOISE LEVELS WILL INCREASE DRAMATICALLY DURING DEVELOPMENT
AND AFTER. WHEN 100+ PERSONS WILL BE LIVING THERE.

YORK PLACE & DOWNSHIRE ARE TOO NARROW FOR ACCESS AND
EGRESS TO THE PROPOSED DEVELOPMENT. TALCARE ^{ENNAN} ROAD
PROPOSED VISITORS PARKING IS NOT LINES TO UTILISE.
I BELIEVE THERE IS BATS LIVING IN THE SCHOOL WHICH
ARE PROTECTED?



25-11-22

Subject: FW: Dyffryn lower school site

Date: Wednesday, 23 November 2022 at 15:09:10 Greenwich Mean Time

From: Kathryn Williams

To: Shanshan Li

CC: Federica Ambrosini

More

From: [REDACTED]
Date: Wednesday, 23 November 2022 at 14:31
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Dyffryn lower school site

To whom it may concern

I have read the documents were which were given for our perusal regarding the development of the above site. This bears no resemblance to the original plans submitted by React for the development of bungalows for the elderly. There is a lot of concern for the proposed development of 42 affordable housing which is much larger than the original proposal by React services.

The main reason is the obvious increase in the number of properties , and the direct layout where by all the properties are directly facing the existing houses. The area is a large residential whose homes are privately owned and is considered to be one of the most desirable residential area to live. Many of us have chosen to live here because of the character and charm of the area and this is reflected in the value of the properties .

The construction of the access and egress via York place appears to be totally inappropriate as it would mean 4 exits in a street with only 11 houses which is densely populated with vehicles currently. The street is always heavily parked as most people own at least two cars and is also used by teachers and car owners of neighbouring streets as the cars are already overpopulated. This is well recognised by the residents and the police as they are often in attendance to monitor the traffic and parking. To put further stress on what is already a difficult situation would be unreasonable and unacceptable to those of us who live here. The extra traffic incurred by the site would compromise the safety of the children and their parents

From the meeting we were informed that people will drive into the site into an allocated bay but from observation of other areas I believe it will be more likely that they will park outside their front doors thus advocating extra vehicles entering and leaving the street on a daily basis and increasing the noise and pollution levels in the immediate vicinity.

Having looked at the plans I cannot see parking available for the flats ?

I think we all realise the need for more housing but consideration must be given to the residents who live in the area , many who are elderly and like most of us have spent endless time and money improving and modernising our homes in an area that most houses are well maintained, this site will change completely the visual aspect and the population of what is a quiet area.

Port Talbot has granted many housing projects for affordable homes and they have not always lived up to the expectations that were given, many areas are in a state of disrepair and have not improved the area. Having looked at the sites built they have been constructed sympathetically and none centred in the middle of residential streets , there are many questions that need to be put to the council about the purchase and resale of the site and the lack of communication prior to the sale , Linc-Cymru and their agents Kew Planning and more importantly NPTC need to seriously think the type of development and layout in such a prime location at the centre of a long established residential area.

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐☐☒

Reason(s) for choice

INVASION OF PRIVACY by Houses overlooking into my property (upstairs)

PARKING- Access and Egress to the site on an already overpopulated area with CARS, Safety of pedestrians Children etc to School and nursery.

Increase in noise levels with traffic etc.

Signed (Optional):

Date:

22/11/22

Upon completion, please return this form by post or email by 25th November 2022 to:

Draft –

To whom it may Concern

Please see below the points of consideration to substantiate my objection to the current redevelopment plans of the former Dyffryn Comprehensive School.

Point 1 – Density & Volume

We as neighbours of the development object to 2 principle areas:

43 Nr Units – The increased traffic and cars to serve these units and a potential business unit is of great concern. The roads are already busy and given that the 3 arterial roads (York Place, Devonshire Place and Broad Street) are well trafficked for school purposes, there is not sufficient capacity for 40+ additional car parking spaces plus visitors plus site traffic during the build.

3- Storey Blocks with Common Areas – Whilst there are adjacent buildings namely Romilly buildings and Customs house at 3 stories or larger, there are no 3 storey buildings on York Place, Devonshire Place, Talcennau Road or George Street. The proposed street scene indicating the red dotted line of existing roof lines shows a significant increase in ridge height where you plan to build 3 storey blocks.

This will not only affect the look out of the residents facing said blocks, but it means that the 2nd floor flats facing Talcennau road can look into the bedrooms of the facing properties and the rear gardens (defensible space) of Nos 39-44 George Street respectively. This is not acceptable given that these areas are used by young children and vulnerable adults.

The existing housing stock bordering the site is predominantly (95%) 2 & 3 bedroom properties, with 5% being flats at Custom House.

A lot of the families residing in these properties use the central school site. Sustainable planning practice should dictate that you should be providing more family related suitable affordable housing and to this extent we urge you to consider dropping the 3 storey blocks in lieu of more either 2b3p units or 3b5p dwellings. 1 bedroom 2 person units will not be using the school, it is not sustainable.

If this is not sufficient to obtain your WG Grant via the ACG funding model then we consider walk up apartments at 2 storey an acceptable trade off.

Point 2 – Drainage

Are you aware that there is a historical drainage issues located only 300m from the site at the entrance to customs house, which flooded most recently in June 2022.

Whilst you propose SUDS drainage to deal with the surface water run off you must understand our concerns that the existing drainage network is earlier 1900s and does not lend itself favourably to adding 40 units on to it.

Whilst a lot of the landscaping area is identified for filtration, how usable will this be for recreational activity given that this area has a high water table naturally, and susceptible to flooding?

Point 3 – Layout – Secured By Design

I note that a lot of the internal area is taken up by car parking and bin stores off the entrance and sub roads to the sites. This area looks to be largely screened from the rear of the properties by timber feather edged fencing and gates to create the defensible space for the dwellings.

This is a prime spot for anti social behaviour problems, namely gang congregation, drinking, drug dealing and prostitution.

From experience, why cant the house orientations be flipped, facing inwards, creating an overlook of the car parking area and naturally an eyes on self-policing zone.

The defensible areas of the properties then move to the elevations facing the neighbouring streets and eliminate the overlooking scenario mentioned above.

Whilst I cannot speak on behalf of all of my neighbours, I am supportive of the redevelopment of the site but in a sympathetic way as outlined above.

Yours Sincerely

[Redacted Signature]

[Redacted Name]

[Redacted Address Line 1]

[Redacted Address Line 2]

[Redacted Address Line 3]

Subject: FW: Response to the development of the former Dyffryn Lower School, Port Talbot.
Date: Monday, 21 November 2022 at 09:13:00 Greenwich Mean Time
From: Kathryn Williams
To: Shanshan Li
CC: Federica Ambrosini

Can you please save on the system and insert the response to the PAC report?

From: [REDACTED]
Date: Sunday, 20 November 2022 at 11:37
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Response to the development of the former Dyffryn Lower School, Port Talbot.

Although not living in one of the peripheral streets immediately adjacent to the proposed new build, Tanygroes Street where I live, is an access street for vehicles needing to approach or leave that specific area. It is already an extremely busy road, used by very many drivers, either leaving the nearby M4 Motorway to enter the town, or by the many residents in the area, wishing to access the M4 Motorway to journey East or West, from the town. The additional volume of traffic expected to pass through my street as a consequence of the 43 home development will, in my opinion, be excessive beyond safety for all residents of my street.

Furthermore, the current parking needs of residents in Tanygroes Street is already exceeding availability, such that the adjoining Talcennau Road which runs down one side of the proposed new build, already acts as an overspill parking area. The anticipated increase of vehicles from residents of the new build, along with their visitors, will certainly impinge on parking availability for us in Tanygroes Street and all other surrounding streets. Consequently, I strongly oppose this proposed new build.

[REDACTED]

Sent from [Mail](#) for Windows

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐☐☒

Reason(s) for choice

FOR VARIOUS REASONS AS ITEMISED IN THE ATTACHED LETTER, I THINK THE PROPOSED DEVELOPMENT IS UNSUITABLE IN THE NEW LAYOUT FOR A LONG ESTABLISHED VICTORIAN DESIGN RESIDENTIAL AREA

Signed (Optional):

Date:

21/11/22

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Re: Dyffryn Lower School Site

Linc-Cymru: Development for 43No. Affordable dwellings and associated works.

To Whom it may concern

We have read the documents which were submitted by KEW Planning Ltd. on behalf of Linc-Cymru Housing Association, for the redevelopment of the above site. Obviously this development bears no relation to the original layout submitted by React Services Ltd. I believe most of the local residents are now generally very unhappy with the proposed much larger redevelopment, whilst they only had minor objections to the original layout.

ITEM 1

From the meetings held recently with local councillors and subsequently with members of staff from both Linc-Cymru and KEW Planning, it was obvious that the residents are now against the Linc-Cymru layout mainly due to the greatly increased number of properties which may be built there. All the proposed properties face onto the surrounding streets and are directly facing the existing houses, whilst the blocks of flats that are three storeys and overlook both Devonshire Place and Talcennau Road. The local area is a large residential area where most homes are privately owned by the residents, the properties are all Victorian in design and are 100+ years old, personally therefore, I think the modern style development is rather incongruous within the area.

ITEM 2

York Place is the main track for children attending both Dyffryn Junior School in Broad Street and Park School in Theodore Road, between which there are no existing road crossings, for several years there has not been a school "Lollipop Person" on duty locally, but one has suddenly reappeared on Abbey Road in the past few weeks. You now intend to construct the entry and exit road to the development via York Place. This would prove to be another danger point for the children who are aged from three to eleven years. It means there are FOUR EXITS AND ENTRANCES TO YORK PLACE, which is a street of only eleven houses, which is always heavily parked at peak times. The location of the site entrance is totally in the wrong location given that Broad Street and Talcennau Road are much wider. There is also a downward gradient from York Place to Broad Street, starting roughly from the position of the exit road.

ITEM 3

That side of York Place, along with Talcennau Road and Devonshire Place, is used for parking by the staff of the Junior School, plus numerous people working locally and others who leave their cars there whilst they catch the train to work in Swansea, Cardiff and even on holiday. Many of the properties own two or three cars and therefore the streets are generally full end to end and now there could be around 60+ more cars introduced to the locale. I attach a copy of the latest planning requirements for car parking in new housing developments, which you are obviously aware of. In the recent meeting at Taibach Community Centre some members of Linc-Cymru staff gave vague and rather spurious information regarding car ownership by residents of social housing properties. The staff also stated that people will drive into the site to park in their allocated bay, I think they would more likely park in the streets outside their front doors and walk into their houses. We all know the volume of car ownership which has led to the parking problems and now you are advocating that numerous extra vehicles enter and leave the site via York Place on a daily basis.

ITEM 4

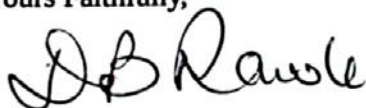
I notice that one large tree is to be removed, together with two small Holly trees. The large Sycamore tree appears to have been planted when the school was built and could be more than 100 years old, is this tree not subject to a preservation order?. We have lived here for over 50 years and

generations of crows, collared doves, blackbirds and various other bird species have nested in the trees. I know that Collared Doves are protected by The Wildlife and Countryside Act 1981, and I think that some thought should be given to them in this time of such great care for nature. I attach some information from the Woodlandtrust.org regarding this which is quite informative.

I do understand the need for more housing, and the great difficulty younger generations have in acquiring a home, but consideration must be given the many residents of the area, some elderly, who have purchased their homes over many years and spent endless money improving and modernising their homes. The properties are generally in excess of one hundred years old and are mostly well maintained, all the houses that directly face the site are obviously worried about the complete change to the visual aspect of the streets in the area.

I therefore think that Linc-Cymru, their agents Kew Planning and even more so the NPT Borough Council need to seriously re-think both the layout and the type of development required in such a prime location at the centre of a long established residential area.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'D.B. Rawle'. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

D.B. Rawle

Subject: FW: Dyffryn Lower School Development

Date: Thursday, 24 November 2022 at 19:16:25 Greenwich Mean Time

From: Kathryn Williams

To: Federica Ambrosini, Shanshan Li

To record in the PAC report

From: [REDACTED]

Date: Thursday, 24 November 2022 at 17:57

To: Kathryn Williams <Kathryn@kewplanning.co.uk>

Subject: Dyffryn Lower School Development

To whom it might concern

I am listing below my objections to the planning application for this development

1. Environmental:-Removal of long established trees, and wildlife that live in those trees.
2. Noise level increase:-Due to the increase level of traffic in the area, the noise levels will increase, to a higher level than currently being experienced.
3. Highways:-The increased number of vehicles in the area that require parking. Also the use of the current highway for parking allocation for this development. The access and egress from this development will cause traffic congestion.
4. The visual impact:- The removal of the 100 year old boundary walls will have a visual impact on the street.

[REDACTED]

[REDACTED]

Subject: FW: Proposed development of Lower Dyffryn Comp
Date: Saturday, 12 November 2022 at 12:04:38 Greenwich Mean Time
From: Kathryn Williams
To: Federica Ambrosini
CC: Benjamin Smith

Another reply

From: "Cllr. Saifur Rahaman" <cllr.s.rahaman@npt.gov.uk>
Date: Thursday, 10 November 2022 at 10:41
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Cc: 'Simon Lewis' <Simon.Lewis@linc-cymru.co.uk>, Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: FW: Proposed development of Lower Dyffryn Comp

To whom it may concern

Please find below, I would appreciate if this could be included in the PAC process.

Thank you,

Kind regards

Saif

From: [REDACTED]
Sent: 27 October 2022 14:40
To: Cllr. Sharon Freeguard <cllr.s.e.freeguard@npt.gov.uk>; Cllr. Saifur Rahaman <cllr.s.rahaman@npt.gov.uk>
Subject: Proposed development of Lower Dyffryn Comp

Caution: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If in doubt, contact the IT Service Desk

Good afternoon,

Thank you for your recent letter regarding the above. [REDACTED]

Unfortunately, as it is half term and on holidays, I am unable to attend the meeting on Wednesday 2nd. However, I would like to raise my concerns if that is ok with you both via email.

I'm unsure of how all this works and if we are even at this stage yet, but I have listed below my **objections:**

- we already have enough low-cost housing around the area which are not all filled and also, they have already agreed to knocking down eagle House and putting more low-cost housing above shops .
- it is right by Central Junior School, which will cause more chaos with the parking and illegal stopping. The road is already dangerous to cross for the children and making a new housing estate with more cars is just going to cause more trouble.
- Who will be put in these low-cost housing? You only need to walk from the Spar up Station Road to Forge Road to be high on the smells coming from each and every other block of flats that have been erected recently. Do we really want our children in the Junior School having to put up with this? Or even seeing it if they are sitting in their proposed green space
- I have seen the plans today as we have received correspondence from the planning company. The houses are not even in keeping with the local area and will devalue any property within its locality.

Im sorry to bombard with all my rants above.

I am happy to help in any way I can.



Click [here](#) to report this email as spam.

We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.

Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni

If you would like to use Welsh when dealing with the Council please click [here](#)

Os hoffech ddefnyddio'r Gymraeg wrth ddelio â'r Cyngor os gwelwch yn dda cliciwch [yma](#)

This message has been scanned for malware by Forcepoint. www.forcepoint.com

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Resident in surrounding area.

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐☐☒

Reason(s) for choice

Originally meant for older residents. plan has now changed with no explanation. Parking in surrounding streets already an issue. Proposed visitor parking with impact on this and be dangerous, especially for children crossing the roads to attend Central Primary. Protected species in building. Bats are protected.

Signed (Optional):

Date:

17/11/22

Upon completion, please return this form by post or email by 25th November 2022 to:

Subject: FW: Pre-application response re-Former Dyffryn Lower School,Talcennau Road, Port Talbot,Neath Port Talbot.
Date: Monday, 21 November 2022 at 21:37:04 Greenwich Mean Time
From: Kathryn Williams
To: Shanshan Li
CC: Federica Ambrosini

Another one...

From: [REDACTED]
Date: Monday, 21 November 2022 at 21:22
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Pre-application response re-Former Dyffryn Lower School,Talcennau Road, Port Talbot,Neath Port Talbot.

Sent from my iPad

As a resident of the Talcennau Road area I would like to respond to this pre-application re-Dyffryn School.I, and other residents appreciate that development of the site is inevitable and necessary.However,the proposed plans lack regard towards the environment of the area, potential problems involving highways and the visual impact on street scene.

The proposed development would result in an enclave in an established residential area increasing the population which would put immense pressure on infrastructure in the area.as well as the environment. The former school has trees and shrubs especially on Talcennau Road .the proposed park area would not replace this to the detriment of any existing small mammals birds such as robins,blackbirds wrens and insects that depend on this area of dense shrubbery and mature trees. In the present climate this is a negative and shortsighted plan.also this area ,developed over a hundred years ago,is sandwiched between steel works and M4 suffers from very poor air quality.

The introduction of 43 dwellings and their associated vehicles is not acceptable in this traditional residential area where parking and traffic leaving and entering the area from and to the M4(which is only 1/4 mile from the proposed site)noise levels would also increase substantially in an area where family/car ration is high because of the original design of streets and infrastructure.It is concerning that on the proposed plans the highway edging the school on Talcennau Road is described as 'visitor parking' when parking is very difficult for existing residents who use this area for daily parking.

There is potential danger when traffic will be increased in an area of such high population density. Safe egress to homes and local schools will be compromised as vehicles enter and leave the proposed development. Parents use the roads around the school to take children to school which causes congestion the existing streets.

There are concerns about the visual impact on the street scene which should be considered in an area of a certain architectural style which should be celebrated if Port Talbot's integrity is to be protected.In the same way some units will be higher than the existing houses on York Place compromising light quality and the Existing street scene.Also residents in York Place face the entrance to the proposed development which will cause congestion.The slope in this street will also obstruct the view of drivers leaving the new development which could result in danger to pedestrians especially school children.This street scene should be preserved where ever possible. The stone walls of the old school being an important part of the area's heritage.

In conclusion regard should be shown to the dynamics of the area where its success has been largely due

to a mixture of ages and diverse occupations which resulting in its success as a traditional residential area .In order to maintain this ,development should reduce the number of proposed units and possibly include some sheltered accommodation to integrate all age groups to maintain the stability of the community.



Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

LIVE NEARBY

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

WE WERE LED TO BELIEVE THAT
THE DEVELOPMENT WOULD BE A WALLED
COMMUNITY FOR THE ELDERLY, FOR WHICH
THERE IS GREAT NEED IN THE COMMUNITY.

PARKING.

Signed (Optional):

Date:

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

CLOSE TO MY HOUSE

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

THERE IS ALREADY A LOT OF SOCIAL HOUSING IN THE AREA ALREADY

NOT ENOUGH PARKING AS IT IS

NOT ENOUGH ~~FOR~~ AMENITIES FOR EXISTING POPULATION

Signed (Optional):

Date:

2 11 22

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Pre-Application Consultation Response Form

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Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐☐☒

Reason(s) for choice

1. Parking

2. No local police Station,

Signed (Optional):

Date:

2nd Nov 2022

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *"Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".*

Name: (optional)

[REDACTED]

Address: (optional)

[REDACTED]

Reason(s) for your interest in the proposed development: Parking

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

Reason(s) for choice

I object to the development as there is no guarantee that the new occupants would NOT park on York Place, Broad Street or Devonshire place as there is currently insufficient parking as it is. Also, the proposed visitor parking on Talcennau Road is rubbing salt into the wounds of current residents who already have to park far away from their homes.

There are currently 33 families living on this part of Broad Street and York Place. These 33 families are already having to park some of their vehicles far away from their homes. This plan introduces 43 further families with 45 car parking spaces. Currently the UK stats show 479 cars per 1000 people (RAC), and there are 2.26 persons per household (wales.gov). These 43 households would house approx. 97 persons. ($43 \times 2.26 = 97$). So, the stats show that approx. 47 cars would come with these families.

Even if all the proposed car parking spaces were used by the residents there will be extra parking required on the streets. Couple this with the extra visitors and the 'I'll park out the front' mentality that will obviously ensue, and we have a parking nightmare.

Not forgetting there is a Primary school on Broad Street opposite the development that attracts many many cars every morning and afternoon parking on Broad Street, York Place and Devonshire Place.

If there were 10 to 12 less dwellings and parking were made available for current residents and school parking, then this would be a welcome development.

Clearly financial motivators are outweighing sensibility.

I OBJECT TO THIS PROPOSAL and will be spreading the word, as well as objecting to the council.

[REDACTED]

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *“Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking”.*

Name: (optional) [REDACTED]

Address: (optional) [REDACTED]

Reason(s) for your interest in the proposed development: We live next to the former school.

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

Reason(s) for choice

We are opposed to the development of affordable housing at the above named location for a number of reasons.

Firstly, the proposed location of the main access road to this development has been sited at York Place. This road is far too narrow for such access, plus it will be removing a great deal of parking access for residents. Surely access to such a location should be on a main road, i.e. Talcennau Road.

Secondly, who exactly do you propose will actually be living in the properties once completed. I have heard of other similar developments and the people who end up being housed there are not the kind of people you want as neighbours. I don't want to sound snobby, but the residents surrounding the former school are used to a certain type of neighbour. We certainly do not want people moving in who will spoil the neighbourhood and devalue our homes.

Signed (Optional): [REDACTED]

Date: 7 November 2022

Upon completion, please return this form by post or email by **25th November 2022** to:

Subject: FW: Former Dyffryn Comprehensive school
Date: Tuesday, 22 November 2022 at 21:14:03 Greenwich Mean Time
From: Kathryn Williams
To: Shanshan Li
CC: Federica Ambrosini

More again.

From: [REDACTED]
Date: Tuesday, 22 November 2022 at 16:48
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Former Dyffryn Comprehensive school

Please find below my concerns of the proposed plans for the site :-

We have concerns over the increased volume of traffic and lack of parking.

We live on Talcennau Road which is made up of 7 houses, this morning in total there were 28 cars parked on either side of the road, there are people from York place, Devonshire place, George street and Cambrian place parking up on the proposed visitors parking area. We also have Port Talbot Wheelers on the weekend and people traveling to work parking during the day and walking to the train station in order to have free parking.

What ever street you put the entrance on will always have its problems, York place and Devonshire place or narrower than Talcennau Road however Talcennau Road has become a fast busy road with cars taking short cuts to avoid the traffic lights on Abbey Road.

The proposed 3 storey bloke is far higher than the existing building and will therefore over look bedrooms on Talcennau road and gardens in George street.

Drainage is another issue can our drainage system take another 40+ houses being built.

With the school being so close by wouldn't it be better to provide more family housing instead of 1 bedroom properties.

Whilst we understand that the site needs to be developed, we think that most people in the area were more than happy for the site to be used as planned for over 50 housing etc, as we know personally my house is far to big for my family now as the are growing up and moving on, and we would have looked into buying one of the properties as have many of the older people in the neighbourhood.

We hope you really do take all our and our neighbours comments on board.

Yours Sincerely

[REDACTED]

Sent from [Mail](#) for Windows

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *“Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking”.*

Name:

[REDACTED]

Address:

[REDACTED]

[REDACTED]

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

I am objecting to the development at Lower Duffryn School, Port Talbot. because of the visual impact on the street scene and of Highway issues as there is a high volume of traffic approaching Talcennau Road and also a parking issue all around the area. This will impact on the safety and wellbeing of the children at Central School. There are a lot of elderly residents in the area who need access to their properties via ambulances and mobility cars parking on the surrounding streets is going to cause a big problem.

Upon completion, please return this form by post or email by 25th November 2022 to:



KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA

info@kewplanning.co.uk

Signed (Optional):



Date: 4.11.22

Subject: FW: Dyffryn School, Port Talbot

Date: Thursday, 24 November 2022 at 13:03:12 Greenwich Mean Time

From: Kathryn Williams

To: Shanshan Li

CC: Federica Ambrosini

Response to save + add to PAC Report

From: [REDACTED]

Date: Wednesday, 23 November 2022 at 22:03

To: Kathryn Williams <Kathryn@kewplanning.co.uk>

Subject: Dyffryn School, Port Talbot

To Whom it may concern,

Please see below my objections to the proposed development plans for the former Dyffryn Comprehensive Lower School in Port Talbot.

- 43 Units and Potential Business – The huge increase of traffic from this development is of extremely high concern. This is already a very busy area serving both schools and residential purposes. York Place, in the thirty seven years I have been a resident has always been used as a safe route to school walkway for both the Infant and Junior Schools, so the addition in excess of forty vehicles as well as business uses would potentially be very dangerous indeed.
- 3 Storey Blocks – Whilst there are 3 storey properties at Romilly Buildings and Customs House, these are only in proximity to this development. There are no 3 storey buildings on Talcennau Road, York Place, Devonshire Place, George Street or Gower Street. The roofline shown on the plans will be significantly increased altering the visual impact and allowing visual access into the bedrooms of Talcennau Road and overlooking the gardens of 39-44 George Street, which is defensible space being used by both young children and vulnerable adults, Predominantly all the surrounding streets are 2 and 3 bedroom properties flanked by excellent Infant and Junior Schools which have strong community ties. Could it not be an option to replace the 3 storey buildings with more 2 and 3 bedroom housing which would be beneficial for families whilst sustaining the schools an advantage for all concerned.
- Drainage – There are causes for concern in increasing the already overburdened drains in this area as they are frequently flooding on a regular basis on all roads around the site. Major flooding which occurred in June 2022.
- Site Design – The existing plans show a car parking and refuse area which is hidden from view by fencing and gates. This is potentially a great cause for concern as areas like this become gathering places for antisocial behaviour, alcohol and drug abuse. Possibly another option could be if the houses were turned to face inwards thus reducing the areas not overlooked.

Yours sincerely

[REDACTED]

[REDACTED]

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *"Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".*

Name: [REDACTED]

Address: [REDACTED]

Reason(s) for your interest in the proposed development: [REDACTED]

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

Reason(s) for choice:

The Previous pre-planning decisions was noted for 35 single storey units for use as retirement homes for the over 65s with a small POS area, therefore the precedent has been set. The current design shows the layout and density of buildings within such a small footprint as excessive and will have a negative impact within the pre-existing community causing anti-social unrest, noise, increased traffic and have an overall negative impact on local residents.

The planned apartments will be overlooking the existing residents which will result in the loss of people's privacy. The planned position of the balconies will enable residents of the apartments to see directly into the homes of the occupants of Devonshire Place and neighbouring streets, which will remove their right to privacy. The added noise and disturbance resulting from the increased number of residents will have an impact the local community, this will range of people having parties, BBQ, loud music, visitors and general activities which will affect the equilibrium of the current residential area.

The loss of light or overshadowing from these new apartments will also impact the local residents, consideration should have been made to reduce the height of these buildings as the light and noise from these apartments will affect the overall existing street scene for the local residents.

Bringing in a high number of occupants will result into a shortage of parking for the existing residents, it is clear that a survey is needed to take into account lorries loading and turning within these narrow streets, and what effect the increased traffic this will generate will have and how it will impact highway safety.

This higher than normal amount of traffic within such a small area is an ongoing cause for concern, with a development of 43 plots, and 2 parking bays plus visitor parking this could generate over 100 additional vehicles which is a serious cause for concern and will have a negative impact highway safety especially with a school so close by.

There has been a lack of consideration to take into account the pre-existing schools and businesses, train station etc, who also generate a significant amount of traffic, during working hours a higher than normal amount of vehicles park in the streets, which makes it difficult for residents to park.

The site plan details visitor parking to be placed on Talcannau road, this is already on street parking, therefore the number of parking bays does not meet current Welsh Assembly guidance, as existing parking cannot be taken into account.

Signed (Optional):

Date:

Upon completion, please return this form by post or email by **25th November 2022** to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Subject: FW: Lower Dyffryn School

Date: Friday, 25 November 2022 at 10:11:59 Greenwich Mean Time

From: Kathryn Williams

To: Shanshan Li, Federica Ambrosini

For recording in the PAC report

From: "Cllr. Saifur Rahaman" <cldr.s.rahaman@npt.gov.uk>

Date: Thursday, 24 November 2022 at 22:46

To: Kathryn Williams <Kathryn@kewplanning.co.uk>

Subject: FW: Lower Dyffryn School

Please find below further objections.

From: [REDACTED]

Sent: 11 October 2022 16:37

To: Cllr. Sharon Freeguard <cldr.s.e.freeguard@npt.gov.uk>; Cllr. Saifur Rahaman <cldr.s.rahaman@npt.gov.uk>

Subject: Lower Dyffryn School

Caution: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If in doubt, contact the IT Service Desk

Hi

I find that as a resident overlooking the school we are completely ignored, the council are determined to get as many apartment's built so they can increase the number of homes available without any thought of the existing residents.

Although iI do not object to housing I do object to anything overlooking my house and invading my property. I have made some notes which the council will need the developer to clarify or confirm before commencing any further.

Under the welsh guidance pre-planning applications should be made to assist with the engagement by prospective applicants to offer significant potential to improve both the efficiency and effectiveness of the planning application system and improve the quality of planning applications and their likelihood of success. Part of the preplanning agreement is to:

Provide an understanding of the relevant planning policies and other material considerations associated with a proposed development.

There has been no consultation or consideration made to the existing community and how this will impact their standards of living and the environmental impact of how additional properties will affect the

The developer should work collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development, including, where relevant, the need to deliver improvements in infrastructure and affordable housing.

Apartments are plentiful within the Port Talbot area, any new apartments would overview

existing properties and impact on their privacy.

There should be no building over 2 stories as this will affect the amount of light and it will be invasive to existing properties around the development. Although affordable housing is welcomed, as this is necessary, this will also attract social housing which will raise the local traffic, crime and noise levels.

There should be a discussion of the possible mitigation of the impact of a proposed development, including any planning conditions:

As part of the pre-construction phase, the existing wall is to be remain in place and a survey is to be carried out to identify trees requiring a tree protection order, all are to be retained as these are features which are unique to this area and pride segregation and add to the street scene.

During the construction phase, all construction traffic entering and leaving the site are to do so via Talcennau Road, deliveries are to be staggered and are to only to be made during restricted hours of 0900 – 1500 hrs. Due to the overall scale of the proposed development, construction traffic is not to reverse out into the public highway and will access and egress the site in forward gear or a Banksman is to be present at all times. Lorries and delivery vehicles are not to park up in neighbouring streets, but are to be moved away from the area. There will not be any circumstances when the crane oversail will interface with the general public as they will be situated within the site itself.

Roads will be kept clean by Static wheel washing and road sweeps where and when necessary all public roads free from mud and silt.

Contractor's vehicles are not to be permitted to park anywhere other than on the site. The core working hours are to be 0800 – 1800 hrs Monday to Friday 0900 – 1300 hrs Saturday, there is to be no Sunday or Bank Holiday working. The developer is to ensure that adequate arrangements are put in place to provide adequate dust suppression throughout all stages of the development and the dust levels are to be monitored and recorded daily.

There will be an impact of additional cars and visitors to the area, this may impact the local schools who may not have the additional capacity for the increased numbers, and therefore all streets surrounding the development are to be made permit holders only parking.

The control of dust is to be a high priority during the whole construction period.

The primary mechanism for dust control should be the use of power water hoses (mist bar) supplied from bunds/containers. This is to be utilised as an airborne dust wet suppression method to mitigate the potential for fugitive emissions.

Proactive controls are to be instituted to reduce the amount of dust generation during site activities, including enforcement of low speed limits for vehicular traffic, decontamination of trucks leaving demolition work areas and height limits for debris/waste stock piles.

1. Roads should be swept regularly to prevent the build-up of dust. Damping down using a towed sprinkler should also be considered.
2. Spoil heaps should be seeded if they are going to remain on site for a prolonged period or a means of dousing down the spoil heap should be considered.
3. If site conditions require increased dust suppression, emulsifiers or surfactants may be added to improve the "wettability" of water sprays, and paper mulch mixed with a tackifier may be used on waste/debris stockpiles should weather and debris appear extremely dry.
4. If there are sustained wind speeds (obtained by averaging the measured values over a one minute period) exceeding 20mph, all active excavations and debris/waste loading and placement must be reduced and only proceed with due diligence until the sustained wind speed declines to 20mph or lower. Non-dust producing activities

can be conducted as normal during these periods.

5. The developer is to implement a dust control element to both the site induction and toolbox talk program for all site personnel. This program will review the potential sources of dust, individual responsibilities and actions for controlling dust as described in this plan. These discussions will emphasise the importance of dust control to the overall success of the demolition activities and familiarise site personnel with the air monitoring requirements as well as the appropriate dust control procedures that must be adhered to in accordance with this plan to minimise dust generation.

The developer is to control and limit noise and vibration levels so that affected properties and other sensitive receptors are protected from excessive noise and vibration levels associated with construction activities and to facilitate access to the site at all reasonable times for inspection and/or noise measurements.

The control of noise at work regulations 2005, require noise exposure to be reduced to as low a level as is reasonable practicable. These are in our Policy and procedures as well as control of vibration at work regulations 2005.

1. Selection and Use of Equipment – With regards to general construction activities, all contractors will follow best practicable means to ensure that the noise impact on the local community is kept as low as possible, including some [or all of the following]:
2. Materials will be handled with care, e.g. material such as scaffolding and steelwork will be placed rather than dropped.
3. Drop heights of materials from lorries and other plant will be kept to a minimum.
4. With regards to the piling of foundations, if this is required for any of the proposed buildings, the avoidance of driven piling, for example by using rotary bored piling where possible, will ensure noise and vibration effects during these works will be reduced.
5. Fixed and semi-fixed ancillary plant such as generators, compressors and pumps liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors.
6. All plant used on site, paying particular attention to the integrity of silencers and acoustic enclosures will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
7. Any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired.
8. Fixed items of construction plant should be electrically powered in preference to diesel or petrol driven.
9. Vehicles and mechanical plant employed for any activity associated with the construction works will, where reasonably practicable, be fitted with effective exhaust silencers and will be maintained in good working order and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable.
10. Machines in intermittent use should be shut down or throttled down to a minimum during periods between works.

11. In the case of work required in response to an emergency, the Local Authority and local residents are to be advised as soon as reasonably practicable that emergency work is taking place.
12. Reversing Alarms – The noise from reversing alarms is to be controlled and limited. This will be managed through the following hierarchy of techniques.

There is a requirement to identify the information required to accompany a formal planning application, thus reducing the likelihood of delays at the validation stage. The information requested must be reasonable.

There will be an impact to existing services such as storm and foul capacities, additional off site works will be necessary to accommodate these which will impact local residents for a considerable period of time. Clarification is to be provided by the developer for any additional 278 works and other off site work requirements before commencement.

All housing should be inward facing so not to be invasive and overlook existing properties, nothing should be greater than 2 stories as this will impact the amount of light and seriously affect the existing street scene and privacy of the existing houses.

Many thanks



Sent from my Galaxy

Click [here](#) to report this email as spam.

We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.

Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni

If you would like to use Welsh when dealing with the Council please click [here](#)

Os hoffech ddefnyddio'r Gymraeg wrth ddellio â'r Cyngor os gwelwch yn dda cliciwch [yma](#)

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Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

I cannot park outside my house and I park regularly outside the school. With the new development that would be unable to do. Also my son and family live in George Street and also park outside the school and have to walk up to George Street. We will not be able to park there when the new development is there. The new development only has two parking spaces to each house and if there are

Signed (Optional):

PTO.

Date:

5-11-2022

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Consultation Response from Former Dyffryn Dewi School
more than two cars at a house they will
then be parking on the road outside
the development. This will then impact
on the school right next door.
Causing less space for parents dropping
off and picking up children.
The new development would look out
of place amongst the houses which
have been there for one hundred years.
It would not blend into the environment.

5-11-2022



Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

IT SHOULD BE USED FOR HEALTH +
RECREATION - WE HAVE TOO MANY
HOUSES IN THE CENTRE OF TOWN NOW!
ENCOURAGE PEOPLE TO GET TOGETHER
INTO THE GREAT OUTDOORS BY USING
THIS SPACE POSITIVELY

Signed (Optional):

Date:

Upon completion, please return this form by post or email by **25th November 2022** to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Near my home

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

The development is not as was originally proposed to the council.

The development will change the character of the area

Signed (Optional):

Date:

8/11/22

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional) _____

Address: (optional) _____

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐☐☒

Reason(s) for choice THIS WILL CAUSE FURTHER HIGHWAYS ISSUES TO WHAT IS
ALREADY A VERY CONGESTED & VEHICLE VISIBILITY AREA. VEHICLES PARK ON
JUNCTIONS (DUE TO LACK OF SPACE), THIS WILL ADD PRESSURE ON CURRENT ISSUES
DUE TO INCREASE & USE OF TALCENNAU RD FOR VISITOR PARKING. IN ADDITION
VEHICLES TRAVEL AT SPEED TO AVOID TRAFFIC LIGHTS ON ABBEY ROAD. THIS WILL CAUSE
SIGNIFICANT RISKS TO SCHOOL CHILDREN & PEDESTRIANS. YORK PLACE HAS AN INCLINE
& REDUCED VISIBILITY, TRAFFIC POLLUTION. CHANGE OF STREET SCENE WHICH HAS
BEEN IN PLACE SINCE APPROX 1912, REMOVAL OF BUILDINGS + WALLS. INCREASED NOISE
Signed (Optional): _____

Date: 7/11/22

Upon completion, please return this form by post or email by 25th November 2022 to:

P.T.O. →

CONT/2 -

LEVELS THIS ENVIRONMENTAL ISSUES DUE TO REMOVAL OF

TREES AND OTHER ESTABLISHED GROWTH - AREA ALREADY

HAS THE IMPACT OF THE M4 & THE STEELWORK,

THIS PROPOSED DEVELOPMENT WILL PUT AN INCREASED STRAIN

ON AN ALREADY DENSELY POPULATED AREA.

7/11/22

Name (optional)

Address (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

☐
☐
☒

I am in favour of the proposed development

I am not in favour of the proposed development

I am not sure about the proposed development

Reason(s) for choice:

Signed (optional)

Date:

Upon completion, please return this form by post or email by 20th November 2022 to:

NEW Planning Ltd | Suite 4, 11 Cathedral Road | Corduff | Co. DU | D17 3H4

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

The increase in the water table will increase the flooding in the area, the street already floods due at the bottom end of the street (Derwenshire place). The increase of trees will also have a negative effect on the water table.

Increase in volume of traffic will add to the current parking problems that we suffer from in tender parking, school drop off/pick up, rail parking and local businesses and all this will make pedestrian usage more hazardous and dangerous.

Signed (Optional):

Utilizing the current parking and taking on for winter parking is not years to utilize.

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

P10

Not enough space for the number of units you propose for the site.

The height of the 3 storey building that you propose will significantly change the aspect and outlook from my property and take away my privacy, also changing the street scene that has remained the same for over 100 yrs.

~~The walls must remain covered +~~

The existing stone walls must remain as this gives our street its identity, inc the surrounding streets.

The noise level will increase significantly during development and after, as a shift worker this will be detrimental to my health and wellbeing.

Both Devenish place and York place are too narrow for access and egress to the proposed development.



24.11.22.

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *"Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".*

Name: (optional) [REDACTED]

Address: (optional) [REDACTED]

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

Reason(s) for choice: I object to the development for several reasons,. 1- Not suitable development of the area, 2 – Will devalue existing properties. 3 - Will cause chaos on the highways. 4- The visual impact on the street scene. 5- Not sufficient parking in the area at the moment this will have a huge impact on surrounding properties as there is a parking problem already.

Signed (Optional): [REDACTED]

Date: 24th November 2022

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *“Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking”.*

Name: (optional) [REDACTED]

Address: (optional)

Reason(s) for your interest in the proposed development: I reside in the locality

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

Reason(s) for choice

The proposed development of 43 units is too large for the size of the site. My objections primarily relate to two issues. The first issue relates to Highways. The reliance of data from the 2011 census in the traffic impact study is not accurate as to the current situation in this area. It also does not take into account the fact that there are a large number of work vehicles parked on the surrounding streets which are not captured in census data since they are not generally for the personal use of the employee as per the census question on vehicle ownership. I was also concerned that the PM peak time measured by the survey was 5pm to 6pm clearly the peak time for this location would be 230 to 330pm since the highest flow of traffic occurs when the junior school next to the site finishes. I can see that the traffic impact study is used to justify the fact that the guidelines on parking spaces per unit are not proposed to be followed on this sight. The inclusion of on street parking as visitor parking whilst permitted is also an unsuitable solution since there is generally no availability of on street parking around the site at present a situation that would clearly worsen with the addition of another 43 units. The front entry to the new units from York Place would also create additional problems as I feel it unlikely that a home owner would bother driving into the site to park around the back of their property when there is an option to park on street at the front. The proximity of public transport ie train station and bus stop is not relevant to the question of vehicle ownership when there is no context as to current usage of public transport to get to work.

My second objection relates to the alteration of the visual aspect of the site. The school has been where it is for over 100 years and the distinctive stone walls that bound the premises are a visual feature that is part of the local street scene as are the railings and trees. The removal of these features would represent a substantial and unwanted alteration to the visual presence of the school in the community. Whilst accepting that some of the more modern parts of the site are without architectural merit the older or original parts of the school are visually pleasing and it would have been preferable to see some proposals in retaining these and repurposing them for residential purposes. There are many examples of housing associations doing this with former hospital and school buildings of the same age in South Wales and where this has been done it greatly enhances the locality whilst maintaining the character of the area.

Signed (Optional):

Date: 24th November 2022

Upon completion, please return this form by post or email by **25th November 2022** to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Safety, discriminate parking at peak school time.

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

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Reason(s) for choice

Poor access & exit from proposed development into York Place.
Narrow road with parking issues at school start & end times, parents picking up pupils tend to park on corners reducing visibility

Signed (Optional):

Date:

Nov 5th 2022

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Subject: FW: Redevelopment of the former Dyffryn Lower School site, Port Talbot
Date: Saturday, 12 November 2022 at 09:42:58 Greenwich Mean Time
From: Kathryn Williams
To: Federica Ambrosini

I sent these to Ben yesterday to log, but in case he doesn't put them in also sending to you to record.

K

From: [REDACTED]
Date: Friday, 11 November 2022 at 16:22
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Redevelopment of the former Dyffryn Lower School site, Port Talbot

Dear Kew

I wish to express the strongest objections to your plans regarding the former Dyffryn Lower School site. They are ill conceived and will have a very negative effect on the local community.

Not only will the significant increase in dwellings impact on amenities/services in the area but it will be very detrimental to the safety of children attending Central Primary school. Potentially nearly a hundred extra cars in the area are not needed.

You have chosen to site the access point on York Place which is a fairly narrow and already double parked street. This street also does not have direct access to the main road and would require traffic to turn out of York Place and very often onto Broad Street where the school is located to reach the main road. In fact they would be turning on to Broad Street right before the school where the main entrances are which is a particularly poor bit of planning. Broad Street is already very busy particularly during school start and end times and does not require more traffic. In addition, York Place is part of the 'safe' route between the two Central Primary sites and sees a great deal of foot traffic. Pedestrians who would now have to deal with far more cars and an extra busy junction. Any development on the site should have an access point on Talcennau Road which is both wider than York Place and has fewer residential dwellings on it. Additionally it is as far away from the junior school site as possible and has direct access to the main road.

Another issue is that Central Primary is already a busy and popular school. It already has to turn away some prospective students it is unlikely to be able to cope with the large number of children that are likely to be resident in these new houses. Again this increases the likely volume of traffic at peak school. Other facilities such as the local surgery are also likely to find these numbers difficult to accommodate.

Currently this is a pleasant residential area which already has issues with traffic levels, road safety and parking. Your plans will significantly exacerbate existing issues (despite having on site parking) and risk making the area far less pleasant.

In short, the current plans are for too many dwellings and have an access point in a very poorly chosen location. Please look at them again.

Yours faithfully

[REDACTED]

[Outlook for Android](#)

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

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Reason(s) for choice I am writing as a home owner in the area to voice my concerns about the proposed development of new houses being built on the Lower School Dyffryn site. My first concern is about the highway issues that may occur e.g. parking. There is already limited space for the residents to park outside their homes. More vehicles will also increase the pollution levels. My second concern is about the speculation that the houses will be low cost affordable dwelling. What type of occupants will live here? Will this bring de-valuation for homeowners. I am also concerned by looking at the plans that the entrance p.to.

Signed (Optional):

Date: 8.11.2022.

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

cc Neath/PT. planning

to the estate will be directly opposite my home. Will this make me a target or venerable home owner? Through having the entrance opposite my home this may also increase the level of noise pollution and traffic in the area.

I believe before any decisions are made about the proposed development people's concerns need to be addressed and taken into consideration. The developers need to be confident that these properties will add value to the area and not de-value the current properties. Can you insure this?

also this building needs to be checked for Bats as seen them around in amongs the trees.

Subject: FW: Redevelopment of The Former Lower Dyffryn School Site Port Talbot
Date: Monday, 21 November 2022 at 09:12:33 Greenwich Mean Time
From: Kathryn Williams
To: Shanshan Li
CC: Federica Ambrosini

Can you please save on the system and insert the response to the PAC report?

From: [REDACTED]
Date: Friday, 18 November 2022 at 13:52
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Subject: Re: Redevelopment of The Former Lower Dyffryn School Site Port Talbot

Dear Sir/Madam,

My name is [REDACTED], I live at [REDACTED], and I am writing to oppose the proposed redevelopment of Lower Dyffryn School in Port Talbot; I have lived at [REDACTED]

I oppose the redevelopment for the following reasons:

- 1: My family moved into the property opposite Lower Dyffryn School specifically because of the school location; my family loved the architecture of the school, and its peaceful grounds, as well as its bucolic surroundings of ancient trees and natural vegetation and foliage.
- 2: My family do not want to be faced by another generic, soulless, characterless, municipal modern housing estate, without any charm or beauty - built of cheap, ugly, modern building materials - staring directly into the front of the properties of the small, six-house street; a street in which my family has lived for the past forty-six years.
- 3: Presently, Talcennau Road is a small, tight, well-balanced community, established over many years; the building of the proposed houses and flats on the grounds of Lower Dyffryn School will completely change the landscape, topography, and atmosphere of the whole area, and not for the better.
- 4: The demolition of Lower Dyffryn School is another attack on Welsh culture and Welsh heritage: the school is a beautiful example of late-Edwardian Welsh architecture. Created of locally-sourced stone, slate and brick in the early 20th century, the school is an impressive, greatly-loved keystone building that empathetically embraces the landscape, and brings much-needed character to the largely residential area.
- 5: The demolition of Lower Dyffryn School is catastrophic in terms of the environment. Port Talbot's record on green issues is shameful, so Neath Port Talbot council should be attempting to investigate every ecological avenue available to them. The construction industry is notoriously wasteful, and infamously creates huge CO2 emissions. The redevelopment proposals for the Lower Dyffryn School site are typically unimaginative; the architects, engineers and designers involved need to scrap their original pusillanimous plans and refurbish and repurpose the beautiful buildings already on site. The greenest building is one that already exists.
- 6: Last, but certainly not least, is the important point that the school is one of the few surviving

physical historical links to Richard Burton, who is important to the DNA and identity of Port Talbot. Burton was proudly schooled at Dyffryn Lower, winning a scholarship to go to the then secondary modern. It is at this school that Richard Jenkins met a young English teacher, Philip Burton, who would become Richard Jenkins' mentor and adoptive father. It is from Philip Burton that the young Richard Jenkins would take the surname, Burton. Moreover, there exists a wonderfully evocative photograph of a fifteen-year-old -Burton, and his rugby team mates, posing proudly against one of the recognisable stone walls of the school on Talcennau Road.

I seriously hope that the unprofessional, unimaginative, incompetent plans for the redevelopment of the site of the Lower Dyffryn School are rightfully torn up and binned; the present plans show no empathy to the needs and feelings of the neighbouring residents, or the residents' surroundings.

Yours faithfully,

[REDACTED]

From: Kathryn Williams <Kathryn@kewplanning.co.uk>

Sent: 14 November 2022 13:32

To: [REDACTED]

Subject: Re: Redevelopment of The Former Lower Dyffryn School Site Port Talbot

I can confirm this is the correct channel and form of correspondence to use.

From: [REDACTED]

Date: Monday, 14 November 2022 at 12:25

To: Kathryn Williams <Kathryn@kewplanning.co.uk>

Subject: Redevelopment of The Former Lower Dyffryn School Site Port Talbot

Dear Sir/Madam,

Before writing a comprehensive e-mail of opposition to the proposed redevelopment of Lower Dyffryn School in Port Talbot, I need your confirmation that this is the correct channel to express my opinions.

Best,

[REDACTED]

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *"Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".*

Name: [REDACTED]

Address: [REDACTED]
[REDACTED]

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

I am objecting to the development at Lower Duffryn School, Port Talbot. Because of Highway issues as there is a high volume of traffic approaching Talcennau Road and also a parking issue all around the area. Also the visual impact on the residential area.

Signed (Optional): [REDACTED]

Date: 4.11.22

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

upset that this has been done behind our backs with no consultation

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐
☐
☒

Reason(s) for choice

This is an area with young families and a school opposite

Signed (Optional):

Date:

2-11-22

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: "Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking".

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

NOT MUCH THOUGHT GIVEN TO THE PROPOSED DEVELOPMENT IN
HOW MUCH IT WILL AFFECT THE AREA IN A NEGATIVE WAY

Please select one of the following options:

I am in favour of the proposed development

I am neither in favour nor against the proposed development

I am against the proposed development

☐☐☒

Reason(s) for choice

BUILDING ON THIS SITE WILL CAUSE TOO MANY PROBLEMS TO
THE RESIDENTS AROUND IT SO I ATTACH A LIST OF MY OBJECTIONS

Signed (Optional):

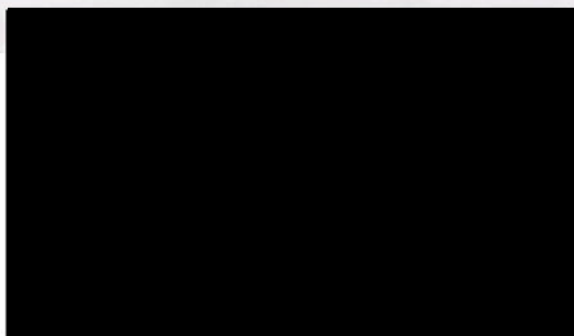
Date:

21/11/22

Upon completion, please return this form by post or email by 25th November 2022 to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

- 1 This is a residential area consisting of Victorian houses that have been here for over 100 years and this site is not in keeping with the style of the area
- 2 Parking in the area is already difficult and this site is going to exacerbate the problem. Teachers in the Primary School all have to park in the streets around the old school as there is no parking provision whatsoever for them where they work. Also, children in the area use York Place to walk to and from school especially on the side of road that the new entrance is proposed.
- 3 The new entrance proposed in York Place is completely unsuitable, it is a small street of eleven houses and with this new entrance there will be 4 entrances/exits in this small and narrow street making it very dangerous for the residents and children walking through it to school. Has any thought been given to how Fire Engines and Ambulances will be able to turn into the site as the street is far too narrow
- 4 I have lived in York Place for 50 years and enjoyed watching the birds in the large Sycamore tree directly across the road nesting there every year including Collared Doves, Blackbirds, Crows and various other birds would not cutting down this lovely old tree be completely against the Green Agenda which we all now believe in.
- 5 I understand the land for this site was sold but never advertised to React Services for £300000 when it was incumbent on the Local Authority to achieve the best price, which was extremely low for the amount of land sold, within a month the land was sold on to Linc Cymru for the same amount. In a public meeting with Linc and Kew Planning we were told that Linc did not know this land was for sale, yet they have been in a Working Partnership with Neath Port Talbot Council for almost 40 years as providers of social housing and obviously knew the land was for sale.



Subject: FW: Site of Former Dyffryn Lower School, Talcennau Rd, Port Talbot, SA13 1EP
Date: Monday, 21 November 2022 at 21:15:52 Greenwich Mean Time
From: Kathryn Williams
To: Shanshan Li
CC: Federica Ambrosini

Another Devonshire objection for PAC report

From: [REDACTED]
Date: Monday, 21 November 2022 at 17:43
To: Kathryn Williams <Kathryn@kewplanning.co.uk>
Cc: "Cllr. Saifur Rahaman" <cldr.s.rahaman@npt.gov.uk>
Subject: Site of Former Dyffryn Lower School, Talcennau Rd, Port Talbot, SA13 1EP

21 November 2022

FAO Kathryn Williams
Managing Director
Kew Planning Ltd
Cardiff CF11 9HA

Pre-App Ref: Q2022/0127 Neath Port Talbot Council
Development of 43 dwelling homes for Linc-Cymru Housing Association

Dear Ms Williams

I wish to object to the above full planning application for the following reasons:

1 The 3 storey flats are incongruous and out of keeping with the 2 storey houses that are in the area. They will spoil the street view and are intrusive into other people's homes.

2 The planning application does not include accommodation for the over-65s, who want to downsize, releasing larger houses into the housing market.

3 There are no guarantees that Linc-Cymru Housing Association will not sublet these 43 homes to other charities such as The Wallich, whose tenants have made people's lives in Talbot Road a misery.

4 Parking is another problem. Teachers in Central Junior School in Broad Street, have to park on existing public roads. When people return home after work, the area is gridlocked with vehicles. If the Senedd enforces 20mph speed limit from Sept 2023, in Talcennau Rd and Abbey Rd, the 2 main conduits to Junction 40 of the motorway, more vehicles from this site will create greater traffic problems.

5 Road safety for the children crossing the road from Central Junior School is a major concern with the extra traffic.

6 Any tenant should have connections to the Port Talbot area so they have a vested interest in enhancing the area, not detracting from it.

7 The heritage of this site should be acknowledged. This site until the early 1960s was Dyffryn Grammar School, which my family attended, and where the career of the actor Richard Burton was nurtured and developed, thanks to his English teacher Mr P H Burton, who also taught my mother.

Yours sincerely

A solid black rectangular box used to redact a signature.

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *“Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking”.*

Name: (optional) [REDACTED]

Address: (optional)

Reason(s) for your interest in the proposed development: As the development is in my Street, it will directly affect me and my family.

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

Reason(s) for choice -

- There is a busy primary school in my Street, this development will lead to a rise in traffic in the area- this will lead to increased accidents, and is a hazard.
- The development entrance will be sited on a small Road(York Place), which already has 3 entrances(creates a crossroad), and is a hill(not great visibility).
- The proposed development will remove several large, well-established trees which have nesting birds(every year) collar doves, blackbirds and sparrows can be seen in them at the right time of year. This will have a negative effect on the environment and we should be protecting large trees of this kind in built up areas.
- With parking already being very limited in the area, the increased number of cars in the area will not help.
- As this will be low-cost social housing, I have concerns that the level of crime in the area will increase, as has happened in other similar developments. As the development is next to a school, could this affect the youth in the area.
- I am also concerned that such a development would adversely affect the value of my property.

Signed -

[REDACTED]

Date -25/11/2022

Pre-Application Consultation Response Form

Application Site: Former Dyffryn Lower School, Talcennau Road, Port Talbot, Neath Port Talbot, SA13 1EP

Description of Development: *“Development for 43no. affordable dwellings and associated works including a new access, an internal road network, landscaping, sustainable drainage, car and cycle parking”.*

Name: (optional)

Address: (optional)

Reason(s) for your interest in the proposed development:

Please select one of the following options:

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☒

Reason(s) for choice Parking for staff and parents is already extremely limited which often results in dangerous parking. this will only increase due to the significant increase in parking needs. The area also has a very high volume of social housing and there is already a large amount of anti-social behaviour surrounding this school. Having an additional social housing site located next to the school is only going to increase this. This could directly impact our children and could have an impact on their future life chances. The heavy machinery that will be needed on site will be an extreme danger for all of our pupils, including those who have complex and significant additional learning needs who already have struggles accessing the school. The noise disruption to lessons will also be vast, this following on from COVID and lockdown will continue to have a detrimental effect on our children's learning, which is extremely concerning for us as staff. Due to the heavy machinery and drilling needed in order to build the housing, this will cause additional movement which will have a large impact on our already aged school building. We are in desperate need for a new school building and this should have been a priority and not additional social housing. The previous plans for accommodation for over 50s would have been a more suitable plan. I am really angry and annoyed at this plan. There is enough social housing in this area and an alternative site should be sought. Would you not consider a new school building for Central, one that would benefit the community and not further lower the standards of the community I work in and once lived in. Really not happy!!

Signed (Optional): [REDACTED]

Date: 11/11/22

Upon completion, please return this form by post or email by **25th November 2022** to:

KEW Planning Ltd | Suite 4, 11 Cathedral Road | Cardiff | CF11 9HA
info@kewplanning.co.uk

Subject: FW: Pre application Consultation Response

Date: Monday, 21 November 2022 at 16:22:50 Greenwich Mean Time

From: Kathryn Williams

To: Shanshan Li

CC: Federica Ambrosini

Another response to log for Linc Devonshire Place..

On 21/11/2022, 14:09, [REDACTED] :

I wish to register my opposition to the proposed development by Linc Cymru of the former Dyffryn Lower School site at SA13 1EP for the following reasons.

Having looked at the plans for the proposed development I feel strongly that the impact of the increased volume of traffic generated from the new residents, their visitors and delivery vehicles will be detrimental to the safety of the surrounding streets.

The 'Visitor Parking' earmarked for this proposed development is not additional parking. It already exists and is used by residents and visitors presently so cannot be classed as extra parking. Moreover I think that the residents of the new homes facing Talcennau Road are likely to use that parking at the front of their home to enter by the front door rather than drive through the development to gain access through their back door.

Another concern I have is the proximity of the proposed development to the Junior site of Central Primary School. At school start and finish times there is already a lot of traffic congestion in that area caused by cars dropping off and picking up pupils. The proposed access into the development has not I feel been given enough consideration. York Place is not a wide street and due to its incline will not give clear views of traffic approaching the entry to the development when vehicles wish to exit it. Clear visibility will be compromised and increase risk of accident and injury to pedestrians, cyclists and drivers.

In addition there is no designated parking for the staff of the school and any available parking for them is likely to be reduced if this development goes ahead in its present proposal.

I [REDACTED] and already experience the effects of heavy traffic in the area when I take my grandchildren to school in Central and fear the risks on the school run are only going to get worse if this development goes ahead.

Sent from my iPad

Subject: FW: Dyffryn lower School development

Date: Thursday, 24 November 2022 at 19:15:43 Greenwich Mean Time

From: Kathryn Williams

To: Shanshan Li

CC: Federica Ambrosini

To record in the PAC report

From: [REDACTED]

Date: Thursday, 24 November 2022 at 17:50

To: Kathryn Williams <Kathryn@kewplanning.co.uk>

Subject: Dyffryn lower School development

To whom it might concern

I am listing below my objections to the planning application for this development

1. Environmental:-Removal of long established trees, and wildlife that live in those trees. Also there has been evidence from people living in York Place that there are bats currently living in the buildings.
2. Noise level increase:-Due to the increase level of traffic in the area, the noise levels will increase, to a higher level than currently being experienced.
3. Highways:-The increased number of vehicles in the area that require parking. Also the use of the current highway for parking allocation for this development. The access and egress from this development will cause traffic congestion.
4. The visual impact:- The removal of the 100 year old boundary walls will have a visual impact on the street.

[REDACTED]

Sent from [Mail](#) for Windows