



PLANNING STATEMENT

PROPOSED CONVERSION OF DWELLING HOUSE (C3) TO 5-BED HMO (C4)

on behalf of
Mr J Bointon

Our Ref: 1545.a
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Prepared by: JDE

1.0	INTRODUCTION	3
2.0	SITE DESCRIPTION	4
2.1	THE SITE	4
2.2	THE SURROUNDING AREA	5
2.3	PROJECT DESIGN PARAMETERS AND PRINCIPLES	6
3.0	THE PROPOSED DEVELOPMENT	7
4.0	LOCAL PLANNING POLICY	9
4.1	POLICY SP3 – SUSTAINABLE COMMUNITIES	9
4.2	POLICY SC1 – SETTLEMENT LIMITS	10
4.3	POLICY TR2 – DESIGN AND ACCESS OF NEW DEVELOPMENT	10
4.4	POLICY BE1 - DESIGN	11
4.5	PARKING STANDARDS SUPPLEMENTARY PLANNING GUIDANCE	12
5.0	CONCLUSION	15

1.0 INTRODUCTION

1.1 Evans Banks Planning Ltd. has been instructed by Mr J Bointon (the Applicant) to prepare a full planning application for the change of use of a dwelling (C3) to a 5-bed HMO (C4) at 14 Glyn Road, Port Talbot.

1.2 This Planning Statement therefore forms part of the submissions of the application to be considered by the Authority, and provides information on the following points:

- A brief description of the site and surrounding area
- A description of the proposed development
- Consideration of relevant local planning policy

2.0 SITE DESCRIPTION

2.1 THE SITE

- 2.1.1 The application site (pictured below) relates to an existing terraced dwelling, circled red on the aerial photograph below.



Photograph 1

- 2.1.2 The existing building represents a mid-terraced two storey property (Photograph 2), which following a recent approval of planning permission (LPA Ref. No.), has been altered and extended to form a 5 bedroom dwelling.



Photograph 2

2.1.3 To the rear of the dwelling is its private courtyard (Photograph 3), which has a pedestrian access directly then onto the rear access lane seen in Photograph 1.



Photograph 3

2.1.4 Pedestrian access to the building is therefore gained via its front and rear boundary. Parking provision is then solely available on an on-street basis.

2.2 THE SURROUNDING AREA

2.2.1 As detailed above, the application site lies within the area of Aberavon, which forms part of the wider urban area of Port Talbot. In the immediate sense, the area is dominated by residential properties, some of which are illustrated below.



Photograph 4



Photograph 5



Photograph 6

2.2.2 The area immediately surrounding the application site is very well served by public transport and other non-car modes of transport and links, including a large number of well served bus stops and Port Talbot Parkway rail station. The site is also within walking distance of a wide range of both local services and community facilities.

2.3 PROJECT DESIGN PARAMETERS AND PRINCIPLES

2.3.1 As a result of the local context and the aspirations of the Applicant for the property, the following design principles and parameters have influenced the design of the proposal subject of this planning application:-

- **Scale** – To retain the application building in its current physical form, with no increase in its volume.
- **Design** – To retain the building's existing features.
- **Access** – To utilise the existing means of access serving the site and include facilities within it for the promotion of sustainable means of transport to capitalise on the position of the site within the local context.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The proposal is for full planning permission for the conversion of a dwelling (C3) to a 5-bed HMO (C4). The following information should therefore be read in conjunction with the accompanying plans, drawings and associated supporting information.

Project Overview

- 3.2 The conversion will utilise the form of the existing building with no physical alteration to it beyond that approved and implemented as part of planning permission 2020/0414. In addition, this current planning application will retain the existing car parking arrangement serving the property, but will make provision for promoting non-car modes of travel.

Internal Accommodation

- 3.3 The internal layout of the building will be unaltered, providing the following arrangement:

Ground Floor

One single bedroom
Lounge
Kitchen
Bathroom, with separate WC

First Floor

Three single bedrooms
WC

Second (Attic) Floor

Single bedroom

- 3.4 All bathroom and WC elements will retain their obscurely glazed units to ensure that there is no detriment to privacy to either future residents of the building or those of existing adjoining land uses.

External Finishes

- 3.5 The external finishes of the building will remain unaltered.

Drainage

- 3.6 All surface water and foul water will continue to be disposed of as existing, via connections to the public sewer.

4.0 LOCAL PLANNING POLICY

4.0.1 In terms of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the adopted development plan for the area within which the application site is positioned is the *Neath Port Talbot County Borough Council Local Development Plan (LDP)*.

4.0.2 On the basis of the above, the following policies are considered of particular relevance to the application proposal and so have been given full consideration in its preparation :-

- Policy SP3 – Sustainable Communities
- Policy SC1 – Settlement Limits
- Policy TR2 – Design and Access of New Development
- Policy BE1 – Design
- Policy SC2 – Protection of Existing Community Facilities

4.0.3 In addition to the above, we consider the following ‘Supplementary Planning Guidance’ (SPG) produced by the Local Authority to be relevant to the application proposal, which has therefore also been given due consideration:

- Parking Standards (Oct 2016)
- Design (July 2017)

4.1 POLICY SP3 – SUSTAINABLE COMMUNITIES

4.1.1 Policy SP3 (*Sustainable Communities*) states that the delivery of “*sustainable, healthy and cohesive communities and the conservation of the countryside*” will be promoted by “*the identification of a settlement hierarchy that reflects the role and function of settlements*”. New development will therefore be steered towards the more sustainable locations of the county.

4.1.2 The proposed development is located within Aberavon. Table 3.1 of the LDP ‘Settlement Hierarchy for Neath Port Talbot’ identifies Aberavon as a ‘Large Local Centre’ as the settlement has adequate transport links with clusters of one or more retail units and local services, with one or more community facilities and employment provision. It is 3rd out of a 6-tier hierarchy, highlighting that it is considered to be a sustainable settlement by the Local Authority.

4.1.3 In light of the above, the application site is clearly positioned well within the Settlement Hierarchy and will therefore promote sustainable development in adherence to the requirements of Policy SP3.

4.2 POLICY SC1 – SETTLEMENT LIMITS

4.2.1 The proposed application site is positioned within the settlement limits defined by Policy SC1 (*Settlement Limits*).

4.2.2 Policy SC1 states that “*development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy will be acceptable in principle*”. With no change to the physical form or nature of application building (residential) it is considered that this development is proportionate in scale to its surroundings.

4.3 POLICY TR2 – DESIGN AND ACCESS OF NEW DEVELOPMENT

4.3.1 For developments to comply with Policy TR2 (*Design and Access of New Development*) proposals must adhere, as appropriate, to the requirements of four criteria. In the case of this application proposal we believe that all four are of relevance and an assessment of the application proposal against each now follows.

4.3.2 Criteria 1 requires that proposed developments do not “*comprise the safe effective and efficient use of the highway network*” and do not impact highway safety or create unacceptable levels of traffic generation. It is considered the site will not experience

an increase in levels of traffic as a result of the proposed development, as its physical form and potential level of occupation will be comparable to that of the existing use. The proposal therefore adheres to the requirements of the Criteria.

- 4.3.3 Criteria 2 requires that there are appropriate levels of parking and cycling facilities provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use. The matter of parking is discussed in detail under consideration of Section 4.5 below. In summary therefore, it is considered that the proposal adheres to the spirit of Criterion 2.
- 4.3.4 Criteria 3 requires that development is accessible by a range of travel means. The proposed development is accessible by road, bus, and pedestrian networks ensuring therefore that the application proposal satisfies the requirement of the Criterion.
- 4.3.5 Criteria 4 requires a Transport Assessment and Travel Plan for developments likely to generate significant traffic generation. It is not considered that Transport Assessments and Travel Plans are needed in this case, as the development is unlikely to create significant traffic generation.
- 4.3.6 In summary therefore, the application proposal fully adheres to the requirements of Policy TR2.

4.4 POLICY BE1 - DESIGN

- 4.4.1 *Policy BE1 (Design)* states that all development proposals must be of high-quality design and take into account the natural, historic and built environment and sets out criteria as to how this should be achieved. The following provides an assessment of the application proposal against those considered to be of relevance to this application.
- 4.4.2 The outer appearance of the existing building will not be altered. This is considered to be appropriate with its surroundings and remaining properties on the Glyn Street, as

it was under the determination of planning permission 2020/0414. The application proposal therefore continues to comply with Criteria 1,2 and 3.

4.4.3 As mentioned previously, it is not considered that the proposed development will have a significant adverse impact on highway safety therefore also complying with Criterion 4 of the policy.

4.4.4 The building will be refurbished and maintained physically when required, therefore the attractiveness and safe places of the locality will also be maintained, ensuring the proposal will comply with Criterion 6.

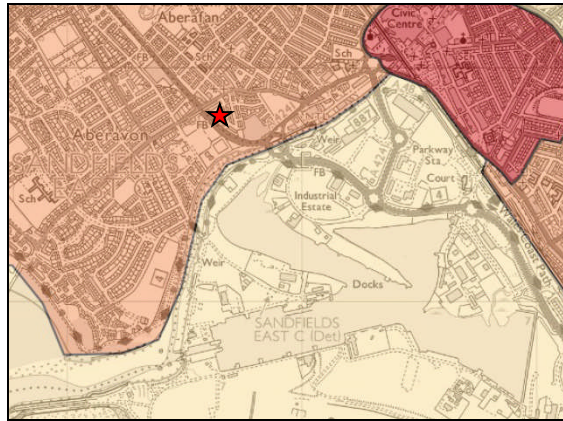
4.4.5 The proposed development is located within the 'Large Local Centre' of Aberavon. The proposal will therefore encourage active travel as all essential amenities are within walking distance of the site. This ensures that the development complies with Criterion 7 by promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding environment.

4.4.6 The drainage systems will remain unchanged and with no additional flows to be added as a result of the proposed development, the application proposal adheres to the requirements of Criterion 9.

4.4.7 In summary therefore, the application proposal adheres to all relevant criterion and their requirements of Policy BE1.

4.5 PARKING STANDARDS SUPPLEMENTARY PLANNING GUIDANCE

4.5.1 The SPG sets out the parking requirements for all forms of development, which differ slightly dependant on which Zone an application site is located within. Under the provisions of the SPG, the application site (red star) lies within Zone 3 (Urban), as illustrated by Plan A.



Plan A

4.5.2 Within the provisions of the SPG, the site is located therefore within a classified urban area, as it is in a substantially built-up area with a number of basic local facilities within 400m walking distance. It also has a variety of bus routes offering a number of buses per hour with a range of destinations.

4.5.3 The SPG then goes on to set out the following maximum parking standards for the provision of off-street parking spaces for residential development within Zone 3:

Type of Development	Residents	Visitors
Dwellings, Apartments, House Conversions to Bedsits, or Self-Contained Apartments	1 space per bedroom (Maximum requirement 3 spaces per apartment)	1 space per 5 units

4.5.4 There is no specific parking requirement for HMO properties and so the following maximum requirements are based on a house conversion to bedsits.

4.5.5 Based on the above, the existing use (5 bed dwelling) would require a maximum car parking provision of **4 total spaces**. Based then on the proposed development (5-bed HMO), the maximum car parking provision would be **4 total spaces**. However, in recognising the application site's sustainable location, the most recently approved planning application granted the use of the dwelling with 5 bedrooms, with only off-street parking for bikes.

- 4.5.6 On the basis that the current application proposal continues to propose a similar form and scale of development, it is therefore reasonable to conclude that its proposed level of parking provision also then adheres to the requirements of the relevant SPG.

5.0 CONCLUSION

- 5.1 The proposal is for the conversion of a dwelling (C3) to a 5 bed HMO (C4)
- 5.2 On the matter of sustainability, as detailed above, the application site is positioned at an extremely sustainable location within the existing urban form. Being within the 'Large Local Centre' of Aberavon, it has easy access to a range of community facilities via foot, alongside excellent public transport links and non-car access routes. All these attributes ensure that the site and indeed the proposed development is able to fully promote sustainable transport patterns.
- 5.3 In design terms, the proposal does not propose any external or internal physical changes to that previously approved. Car parking provision will remain as existing, as will on-site provision for the storage of bikes.
- 5.4 Together with making a positive contribution to the range and type of housing available in the local area, the proposal therefore represents an appropriate and sustainable development that adheres to all relevant current planning policy.