



PLANNING STATEMENT

**Change of Use of Shop / Workshop
into Guest House Accommodation,
with Addition of External Rear & Side First floor Balconies
and Lower Ground Floor Plant Room,
together with Associated Car Parking Facilities
At former Afan Bakers Workshops,
Afan Road, Dyffryn Rhondda,
Port Talbot**

**For: Afan Valley Holidays Limited
Our Ref: 1560.a
Date: February 2023**

1. Introduction

- 1.1 Evans Banks Planning Limited has been instructed by Afan Valley Holidays Limited to seek full planning permission from Neath-Port Talbot County Borough Council. Planning permission is sought for the *“Change of use of Shop / Workshops to Guest House Accommodation, with Addition of Rear & Side First Floor Balconies and Lower Ground Floor Plant Room, together with associated car parking facilities”* at former Afan Valley Bakers Workshops, Afan Road, Dyffryn Rhondda, Port Talbot.
- 1.2 Planning Permission was granted on 7th February 2019 under Application P2018/0836 for the *“Change of Use of Shop / Workshops to a Bed & Breakfast (19no. beds), Café and associated car parking facilities”* at this site, utilising the same commercial building as included in this application. Condition No. 1 of that permission indicates that development must be begun before the expiration of 5 years from the date of that permission. Accordingly, at this time, **the permission continues to remain valid**, and a commencement of works can begin, subject to the formal discharge of a number of pre-commencement conditions imposed within that permission.
- 1.3 Condition No. 1 also refers to a number of deposited plans submitted under that application, and which were approved, and which must be followed to ensure the development remains in compliance with the planning permission. The current Applicants and landowners now seek to slightly modify the scheme, specifically with a partly revised internal room layout, omitting a proposed internal café, with modifications to the existing external openings and proposed wrap-around first-floor balcony. A lower ground floor plant room is also proposed off the rear and side elevation.
- 1.4 This Planning Statement will highlight that the extant planning permission forms a **“material consideration”** which should be given **significant weight** by the Local Planning Authority in their determination of this application. The Statement has been compiled to supplement this full application for planning permission and will demonstrate that any effects, as a result of the amended scheme, upon the occupiers of any nearby residential property, traffic interests and wider rural environment are negligible. Accordingly, the proposed development falls into compliance with National and Local Planning Policies.

2. Site Analysis

- 2.1 The former Afan Bakers Workshops is a modest split-level building set off the northern flank of the A4107 Afan Road. It is set some 150 metres east of the settlement of Dyffryn Rhondda, at a mid valley position within the Afan Valley. The building comprises of a detached structure orientated to front the public highway and set back from near edge of the A road carriageway by a surfaced hardstanding. Off its eastern flank, lies a surfaced parking and loading / unloading yard, partly formed upon a plateau below main road level, and accessed through a set of high timber gates and fencing.
- 2.2 The building is rectangular in form, set with hipped roof covered in natural slate with red ridge tiles. Rooflights are found off both side roof planes, with the attic space having a former functioning use. Vertically proportioned window openings and two single doors face the highway, with that front elevation appearing as single storey to passing motorists. However, the ground levels fall sharply to the rear of the site, with the building possessing a lower ground floor level opening to a rear elevation facing north and towards adjoining woodland and the National Cycle Network Path 887. That path runs along the route of a former railway line, set into a cutting parallel with the River Afan to the north.
- 2.3 Private pedestrian footpaths fall off the extremities of the site frontage down to the lower curtilage of the site which is constrained by the edge of woodland to the north. The side elevations of the building are equipped with openings to allow internal access; however, it is apparent that when in commercial use deliveries could be imported and exported from any one of the three elevations either off the eastern parking area or front hardstanding. Certainly, that front hardstanding is completely open to the edge of public carriageway and is sufficient in width and depth to accommodate a large delivery vehicle parallel parked to the highway.
- 2.4 Land adjoining off both flanks along Afan Road tends to comprise deciduous woodland which falls steeply to lower ground, and in the case of land to the east a ravine where a watercourse is seen culverting under the highway, flowing north to reach the River Afan. The southern, opposite flank of Afan Road is dominated by further woodland climbing up the valley side and punctuated by clusters of housing such as that exhibited at Dyffryn Rhondda. Much of that housing is local-authority-built in form, comprising cul-de-sacs of semi-detached, two-storey houses, plateaued above the road and southern valley side.
- 2.5 Figure 1 below provides an indication of the location of Afan Bakers Warehouse off the eastern side of the village of Dyffryn Rhondda. Figure 2 is a Google Earth image of the site, where the proximity of the site to the main highway is immediately apparent, as is the expanse of woodland. Figure 3 provides an extract from the Ordnance Survey plan with the specific location of the application site highlighted in red.

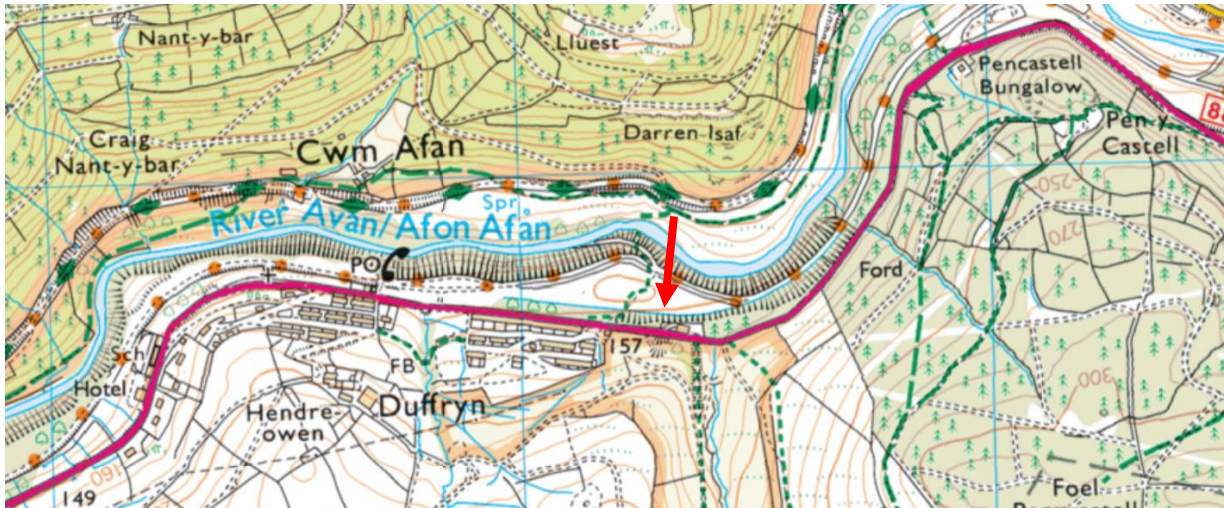


Figure 1 – Location of site in context of Dyffryn Rhondda



Figure 2 – Google Earth image of the site (April 2021)

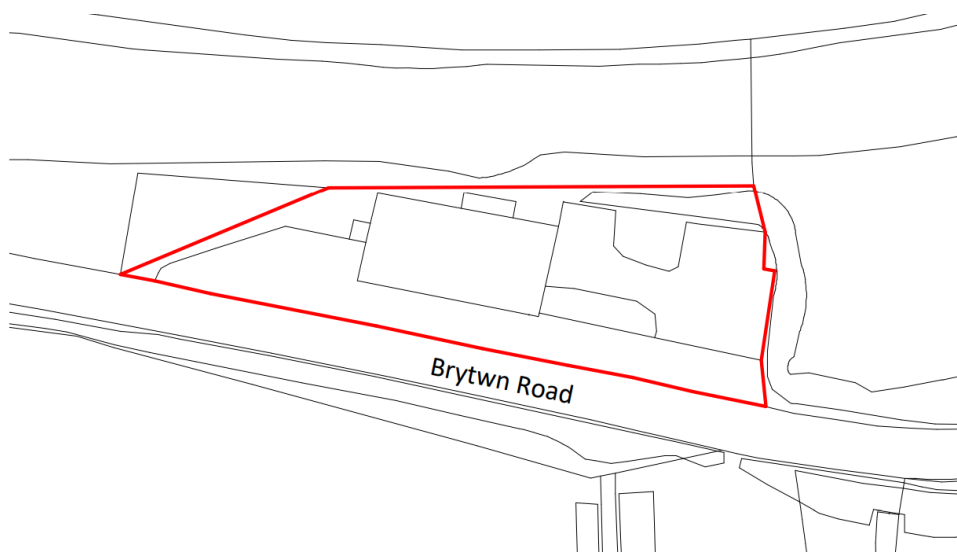


Figure 3 – Ordnance Survey Extract of Afan Bakers Workshops

- 2.6 Photographs 1-4 below illustrate the form of the existing commercial building with adjoining surfaced parking area and front hardstanding, with woodland as a backdrop to the River Afan.



Photo 1 – existing workshops viewed from Afan Road carriageway



Photo 2 – view of eastern side of building and its lower ground floor to rear from adjoining parking yard



Photo 3 – view looking west along road frontage and extent of wide front hardstanding



Photo 4 – view upon A4107 road looking east illustrating extent of woodland canopy screening the site from wider views

3. **PROPOSED DEVELOPMENT**

- 3.1 The proposals seek to convert the former commercial building to holiday accommodation catering for visitors and tourists, mainly attracted to the nearby Afan Forest Park. It is to be found some one kilometre south of the site, and which is renowned for its Mountain Bike Trails and associated accessible woodland facilities. The former Afan Bakers site is also located **only 200 metres from the proposed site entrance to the “Wild Fox Resort”** at Cymmer, which was granted planning permission in recent months. That significant and major new development is referred to in Section 5 below in terms of the Sustainability attributes of this application and is accordingly co-referenced to assist matters as to the suitability of these proposals in relation to that major nearby tourism and recreational scheme.
- 3.2 The proposed conversion works at Afan Bakers seek to replicate the majority of works granted planning permission in 2019, with the building retained intact, and with all three floors used for accommodation purposes. The front elevation gives a single storey appearance, and will remain largely as existing in appearance, with vertically proportioned windows and two entrance doors retained in place. The approved front and eastern side elevations as granted permission in 2019 are reproduced below as Figure 4, with the current modified proposals for those elevations shown at Figure 5.

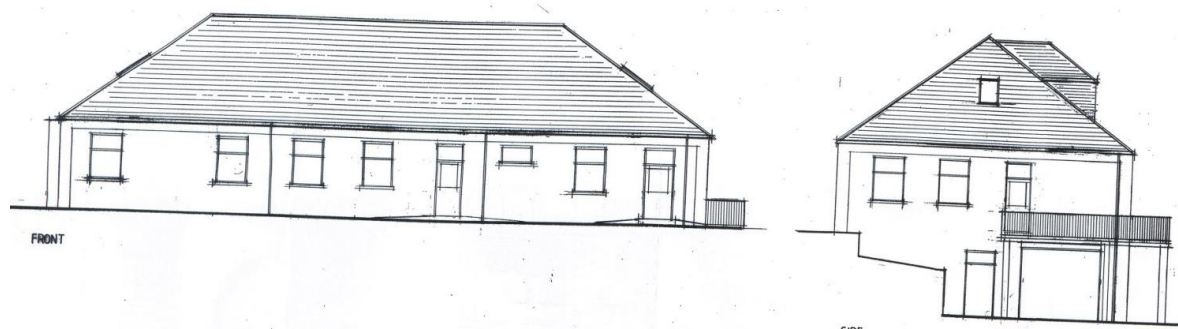


Figure 4 – 2019 approved elevations to front (southern) and eastern sides

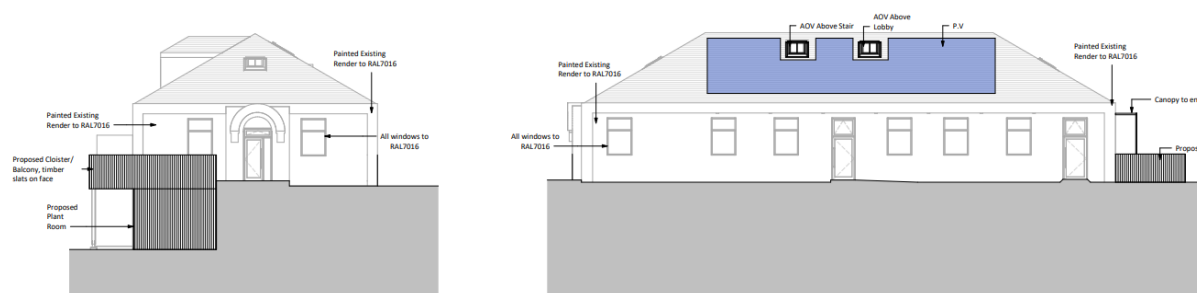


Figure 5 – current modified proposals to south and west elevations

- 3.3 At front elevation, the central door is to be relocated to swap with an existing window, whilst the right-hand doorway remains. Photo-voltaic panels are to be inserted to the majority of the roof plane. Two small rooflight openings are proposed high up the plane almost at ridge level. At the side, the proposed external first floor balcony is to be extended to take it across the entire eastern side elevation, with lower ground floor openings partially enlarged.

- 3.4 Figures 6 and 7 below illustrates the proposed rear (northern) and eastern side elevations as approved in 2019 and again with a comparison of the external alterations proposed for the modified elevations under this NMA submission.



Figure 6 – 2019 approved elevations for rear and western side elevations



Figure 7 – modified proposals for rear and eastern side elevations

- 3.5 The rear elevation faces north to the woodland and eventually to the cycle path and river. It illustrates the retention of three dormer roof windows set symmetrically across the roof with hipped covering to match the existing host roof. The numbers and placement of openings at ground floor and lower ground floor are retained, but some are shown modified to external doors from the originally approved window openings. The external balcony at first floor level is shown encompassing the entire rear façade, with it being partly covered by an external canopy at the wrap around part to the side elevations. Upon the western elevation, an additional window is proposed at lower ground level. A plant room to accommodate electricity and utility apparatus is proposed beneath the first-floor balcony area.
- 3.6 Internally, the room structure is proposed for modification, with the ground floor arrangement continuing to be provided with 9 bedrooms but over a revised layout. The lower ground floor to be equipped with one additional bedroom, requiring a new window to the side elevation, and the above-mentioned addition of a plant room. Figures 8-11 below illustrate the comparisons in floor plans.

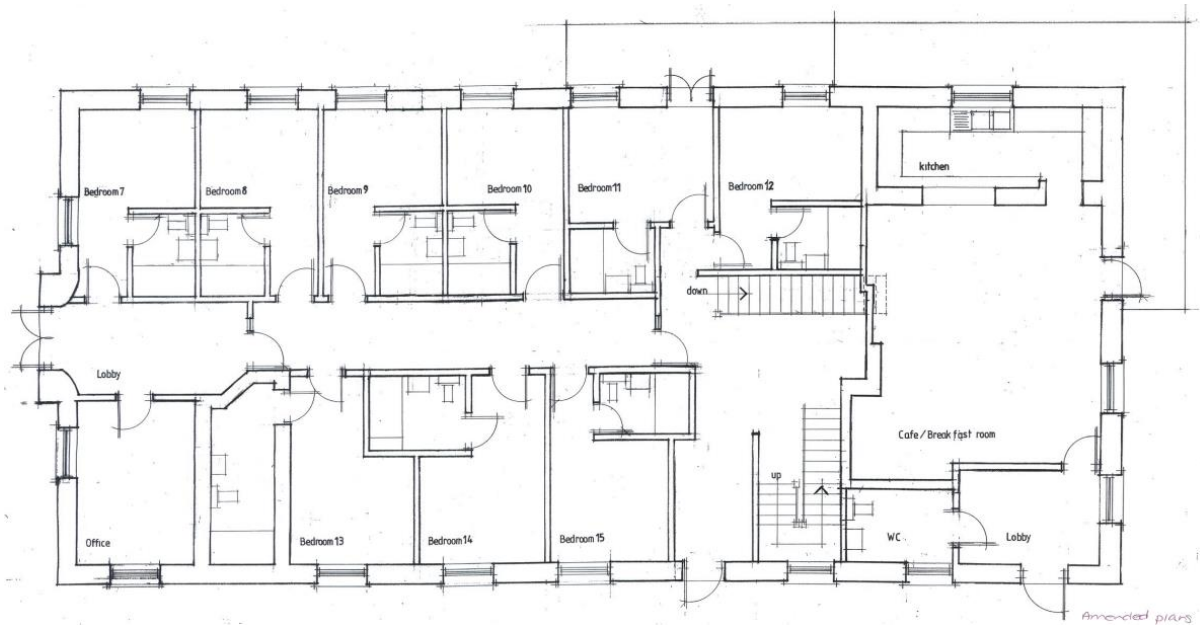


Figure 8 – 2019 approved ground layout plan

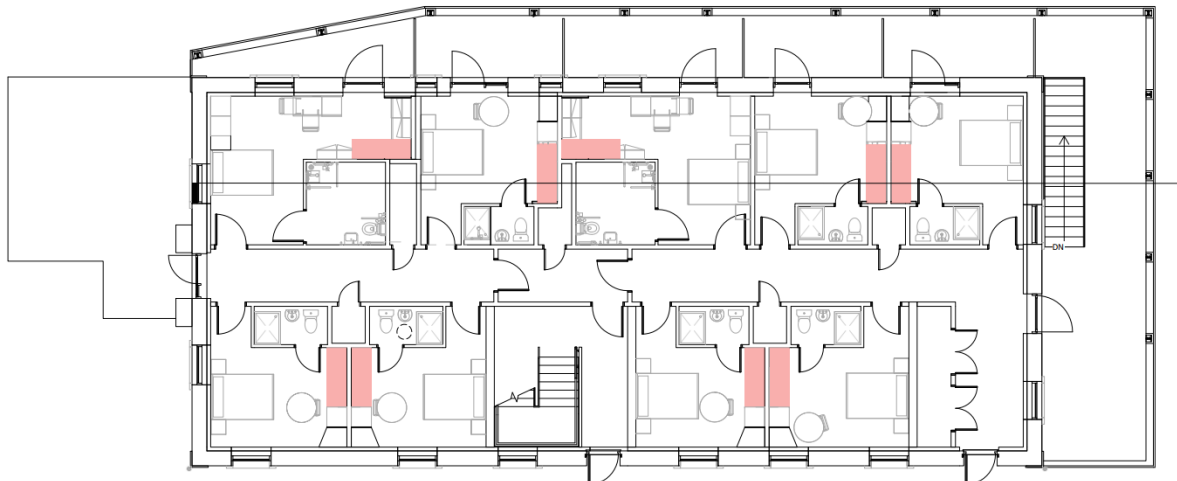


Figure 9 – modified proposed ground floor plan

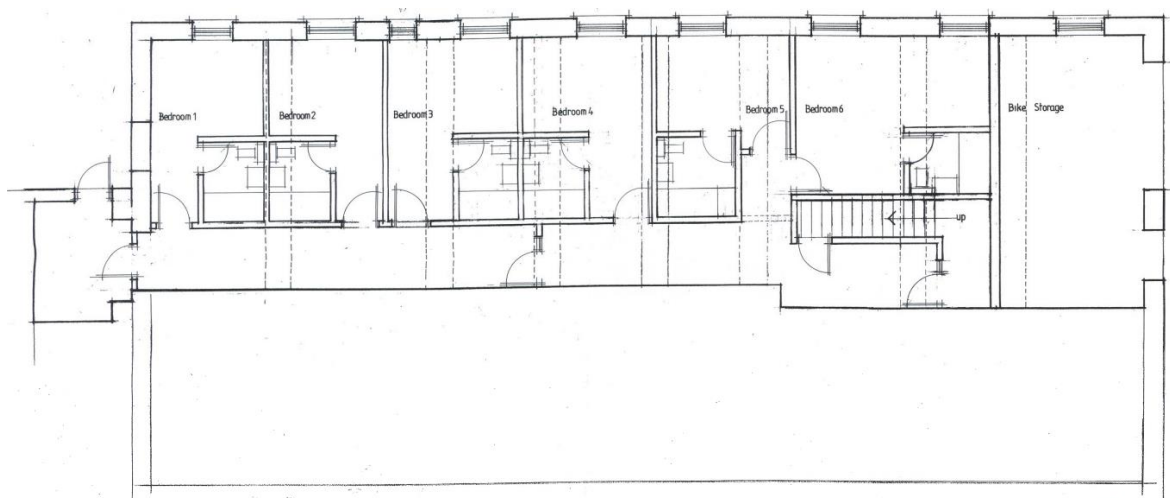


Figure 10 – 2019 approved lower ground floor plan

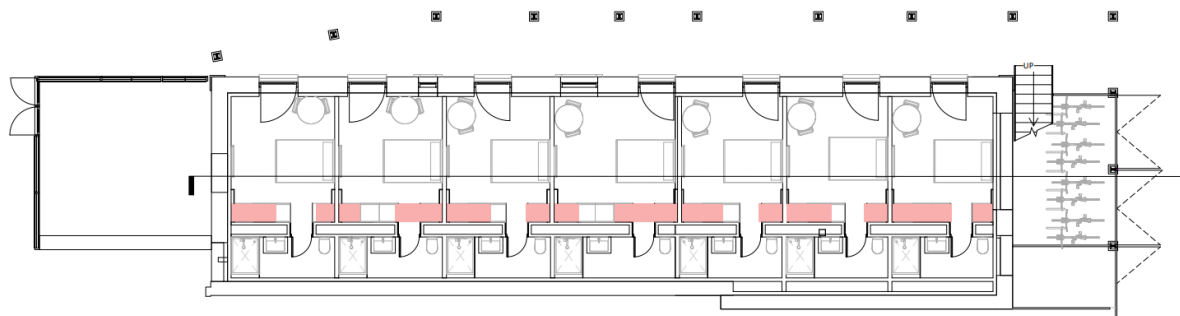


Figure 11 – modified lower ground floor arrangement currently proposed

- 3.7 The above lower ground floor plans illustrate that each bedspace is externally accessed as opposed to the creation of an internal communal corridor in the 2019 approved layout. One additional bedroom is proposed in place of a bike storage room, which has now been relocated externally as shown. Guests will be able to walk from the car parking area to the rear from either end of the building.
- 3.8 The existing attic space will be converted with one less guest room, leaving just three guest rooms contained in that existing space. Figures 12 and 13 below provide a comparison of the 2019 approved floor plan and that now proposed.

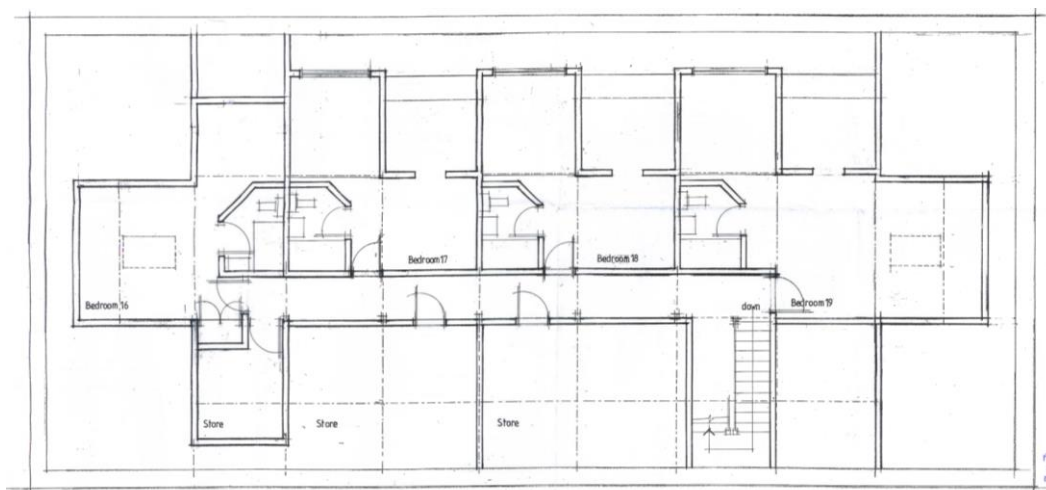


Figure 12 – 2019 approved first floor plan

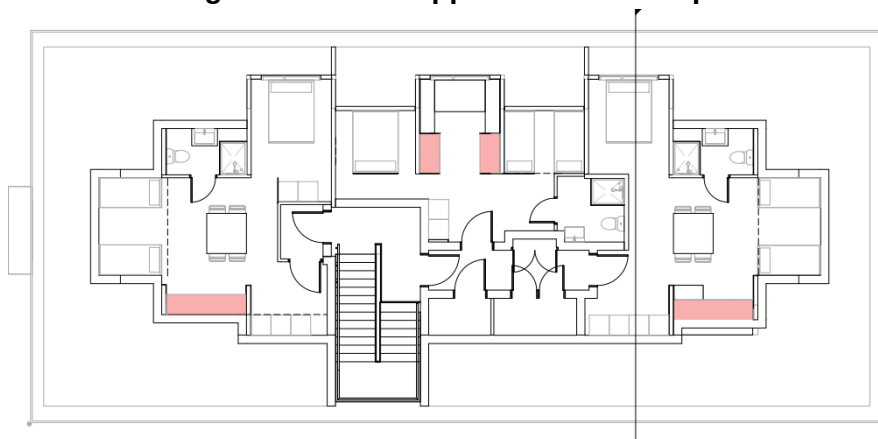


Figure 13 – current proposals for first floor / attic guest rooms

- 3.9 The number of guests staying overnight **will be retained at 19 in number**. The café unit has been omitted, and thus the level of traffic attracted to the site will be exclusively for guests staying overnight. No café facility will effectively reduce the number of visitors, who could have called to attend that café only, **and thus the revised proposals relieve demands for on-site car parking**. However, it should be noted that each guest room is **equipped with a kitchenette** allowing visitors to prepare their own meals. They will be typically stocked with a cooker, refrigerator and kitchen sink. Each guest room is also equipped with an en-suite with shower cubicle, wash basin and toilet, allowing a sense of self-catering to guests.
- 3.10 The proposed parking layout seeks to take heed of Condition No.2 of the 2019 planning permission, with parallel parking spaces to the front foreground improved with lesser spaces and those spaces each being lengthened to 6.0 metres as required by that condition. A commercial parking space continues to be provided, together with a total of 15no. parking spaces retained in the eastern yard, served off the existing access arrangements. Figure 14 below is a reproduction of the proposed car parking arrangement for 23 guest spaces, and one commercial space for a delivery / maintenance vehicle.

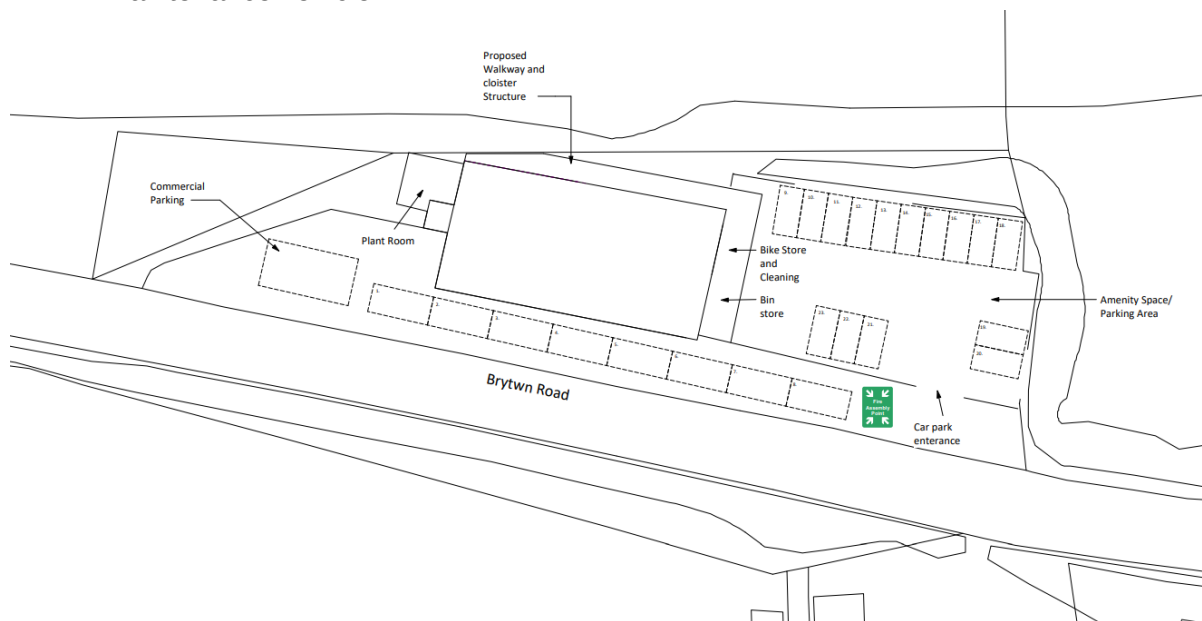


Figure 14 – proposed site layout with parking arrangement improved as required by Condition No. 2 of Planning Permission P2018/0836

4.0 PLANNING POLICY

4.1 NATIONAL PLANNING POLICY

4.1.1 National planning policy guidance is provided by “**Future Wales: The National Plan 2040**” and **Planning Policy Wales (Edition 11) (February 2021)**, together with selected Technical Advice Notes. The Applicants wish to draw their attention to guidance provided within Technical Advice Note 23 (Economic Development) (February 2014).

4.1.2 Paragraph 1.2.5 of TAN 23 states that “*Local planning authorities should recognise market signals and have regard to the need to guide economic development to the most appropriate locations, rather than prevent or discourage such development.*”. Paragraph 1.2.6 goes further stating “*In line with these principles, there will be instances where the planning system may not provide the land the market demands, and in the places where the market demands it. Some proposed developments or sites may be resisted by planning authorities – for example because they would have unacceptable environmental impacts, divert demand from town centres or would go against agreed spatial strategies. In these circumstances, so far as possible planning authorities (and planning applicants) are encouraged to look for alternative sites which offer the same, or very similar, advantages.*”

4.1.3 The proposals seek to wholly utilise a former commercial bakery and its associated off-road delivery and parking yard. The scheme to provide accommodation for tourists / holidaymakers received planning permission to use as a Bed & Breakfast Guest House, with in-house Café. That facility is located directly off the A4107 Afan Road, and within easy walking distance of the settlements of both Dyffryn Rhondda and Cymmer. The proposals do not seek to create new buildings, **instead an existing commercial building will be converted and re-used with appropriate alterations.** Such a re-use and adaptation is firmly in line with national advice given in paragraph 2.5.1, which states that: *The re-use and adaptation of existing rural buildings has an important role in meeting the needs of rural areas for commercial and industrial development, and tourism, sport and recreation.*

In recognising this, local planning authorities are expected to adopt a positive approach to the conversion of rural buildings for business re-use, especially those buildings located within or adjoining farm building complexes on the basis that:

- *they are suitable for the specific use.*
- *conversion does not lead to dispersal of activity on such scale as to prejudice town and village vitality;*
- *their form, bulk and general design are in keeping with their surroundings;*
- *imposing conditions on a planning permission overcomes any planning objections, for example on environmental or traffic grounds, which would otherwise outweigh the advantage of re-use;*
- *if the buildings are in the open countryside, they are capable of conversion without major or complete reconstruction;*

- *conversion does not result in unacceptable impacts upon the structure, form, character or setting where the building is of historic and / or architectural interest*

- 4.1.4 Within the “*Future Wales: the National Plan 2040*”, the site within the Afan Valley is located in the “*Swansea Bay and Llanelli National Growth Area*”. Policy 11 “*National Connectivity*” indicates that “*Planning authorities should support developments associated with improvements to national connectivity and, where appropriate, maximise the opportunities that arise from them.*”

4.2 **LOCAL PLANNING POLICY**

- 4.2.1 The development plan in form for the purposes of Section 38(6) of the Planning & Compensation Act 2004 is the Neath-Port Talbot Local Development Plan, which was adopted in January 2016.
- 4.2.2 The site lies some 120 metres distance outside the defined settlement limits for Dyffryn Rhondda, and extract of which is reproduced as Figure 15 below.

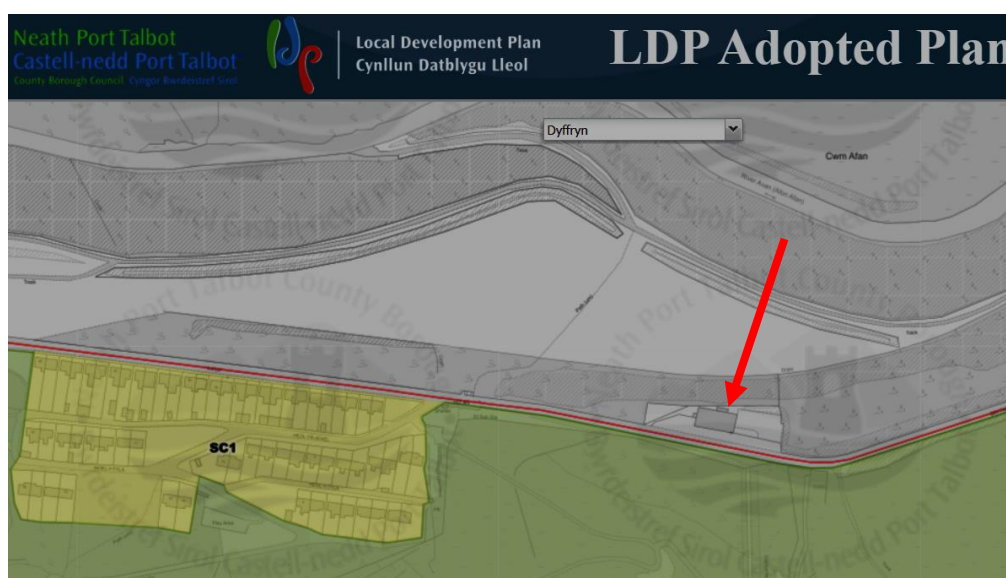


Figure 15 – LDP Proposals Map for Dyffryn Rhondda with site highlighted

- 4.2.3 Policy SC1 “Settlement Limits” provides exceptions by which development proposals can be considered acceptable, stating that: “*Outside settlement limits, development will only be permitted under the following circumstances:*
It constitutes a sustainable small-scale employment use adjacent to a settlement limit; or (criterion 1.), or;
*It constitutes the small-scale expansion of an existing business **or the suitable conversion of an existing building;** (criterion 3.)*
- 4.2.4 Policy EN5 “*Conversion and Extension of Existing Buildings in the Countryside*” is relevant in this case, indicating that “*The alteration, extension or conversion of existing*

suitable buildings outside the defined settlement limits for residential, employment, or tourism uses will only be permitted where:

- 1. The existing building is structurally sound and is capable of conversion without substantial major external alteration or reconstruction.*
- 2. In the case of changes of use to residential purposes alone:*
 - (a) It can be demonstrated that there are no viable alternative uses to secure the retention of the building; and*
 - (b) That the building is of architectural and/or historic merit.*
- 3. In the case of residential extensions, the extension does not result in a disproportionate increase in the size, scale and massing of the building.”*

- 4.2.5 In the case of the self-catering holiday accommodation proposed in this application, it is noted that the Local Planning Authority have already adjudged the building to be **suitable for conversion without substantial rebuilding, or indeed major external alteration**, as required by criterion i) above. Planning Permission was granted in 2019 for an almost identical scheme, albeit this scheme seeking an internal reconfiguration which has resulted in the proposed café being omitted. The Applicants have investigated the potential for the café but are of the firm opinion that its retention will undermine the viability of the scheme. Indeed, it could be argued that the omission of the internal café, will avoid being in direct competition with the existing café facilities at the nearby Forest Park. That nearby facility will remain the dominant ancillary feature at that recreational facility, and not be affected by the conversion of the former Bakers Workshop.

Furthermore, the Afan Bakers site lies only 200 metres walk from the proposed “**Wild Fox Resort**” which is also set off the A4107 Afan Road, stretching over several square kilometres of uphill landscape to the village of Cymmer. Since planning permission was granted at Afan Bakers in February 2019, Approval of Reserved Matters has been granted for the Wild Fox Resort, which will include a “*proposed adventure resort comprising 600 no. lodges/apartments, 100-bed hotel with associated spa, central plaza containing restaurants, leisure activities and shops, adventure activities and associated buildings (including X-sports, alpine/ski, forest activities and Trax & Trail), restaurants and associated administration and maintenance buildings and parking for approx. 850 cars.*”

- 4.2.6 Clearly, the Local Planning Authority are of the firm opinion that new tourism development and associated overnight accommodation should be positively encouraged in the Afan Valley. Unlike the Wild Fox Resort, which comprising an overwhelming new built-form of development, the scheme at Afan Bakers **uses an existing commercial building**. In the event, the proposed conversion to holiday accommodation did not take place, the use of this commercial building could continue as a Use Class B1 / B8 use at this point off the main Afan Valley distributor road.
- 4.2.7 LDP Policy TR2 covers all development proposals to pay regard to the need to safely access the highway network, and states that: “*Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:*

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

4.2.8 Policy BE1 “Design” is a generic development control policy, applying to all development proposals, and requires proposals to respect the character and setting of the immediate and wider locality.

5.0 SUSTAINABILITY ATTRIBUTES OF SITE

- 5.1 The site at Dyffryn Rhondda lies directly upon the main arterial highway bisecting the Afan Valley, that being the A4107 Afan Road. The road provides primary access to the above village, together with those upper valley communities of Cymmer, Croeserw, Caerau, Abergwynfi, Blaengwnfi and Glyncoirwg. Rather than set at an extremity of those settlements, residents, visitors and all motorists, cyclists and long-distance walkers pass the former Afan Bakers on route west back to Port Talbot.
- 5.2 Public bus services operate along the A4107 road from Port Talbot Bus Station (also connecting to Port Talbot Parkway Rail Station) to Dyffryn Rhondda, as follows:

Service 83 – Port Talbot to Blaengwnfi / Glyncoirwg – operates hourly Mondays to Saturdays from 07:30 to 18:55 hours, and return to Port Talbot from Dyffryn Rhondda every hour from 06:53 to 20:07 hours. The journey takes only 35 minutes, and also calls at Afan Forest Park.

The public bus stop is located **only 120 metres west of the site** at the junction with Heol-Yr-Afael, as shown as Figure 16 below.



Figure 16 – Location of public bus stops near application site

- 5.3 Such a regular and frequent bus service therefore allows guests to travel to Port Talbot by rail and connect to the above public service, and reach the site at Afan Bakers in less than one hour. Alternatively, given that the location is highly regarded for its cycling networks, cyclists can travel from Port Talbot Parkway via National Cycle Routes with NCN 887 set only some 50 metres off the rear of the site. Figure 17 below provides an extract of the route along the valley to reach Cymmer where that Route merges with NCN885 which ascends the Llynfi Valley from Maesteg.

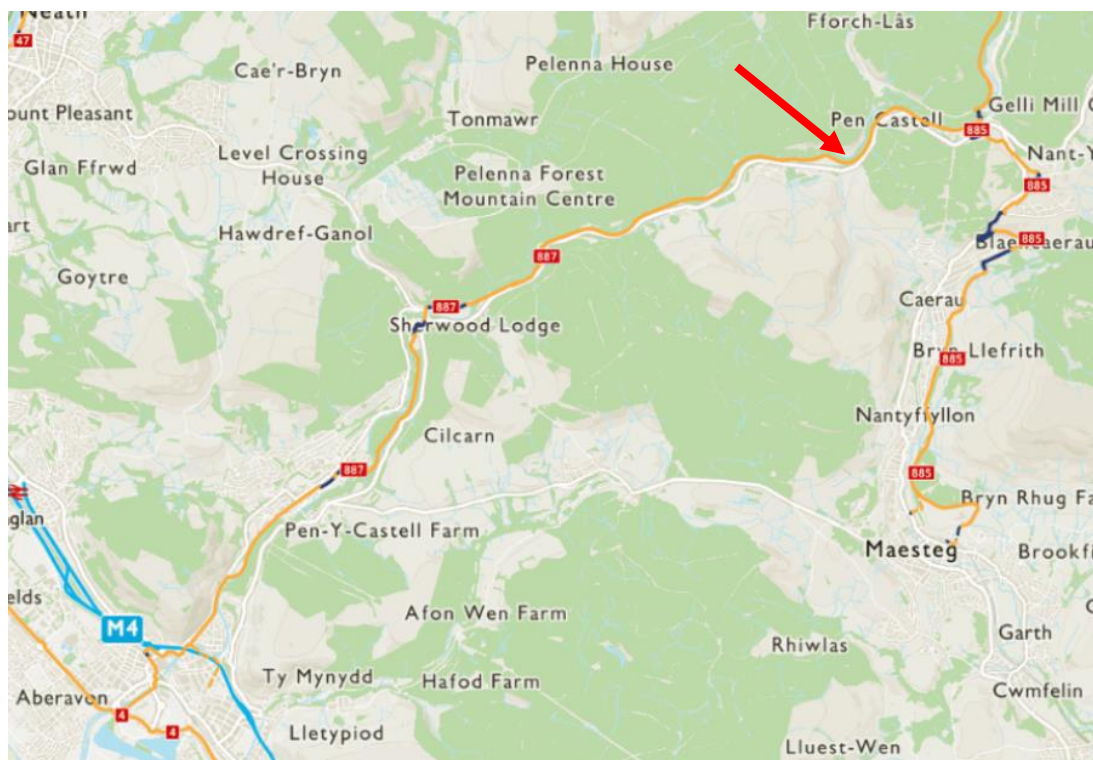


Figure 17 - National Cycles Routes within Afan and Llynfi Valleys

- 5.4 “Travel Time Map” calculate a cycling distance within 45 minutes from Afan Bakers, as shown reproduced at Figure 18 below, meaning that Port Talbot, and Maesteg are highly accessible, especially to visitors arriving in the locality by rail.
- 5.5 Opportunities for walking in the locality are also excellent with the above cycle network also providing walkers with a surfaced and continuous route to access the site and Mountain and Forest Park centres in the Afan Valley. Figure 19 overleaf demonstrates the extent of a one hour walk from the application site across the upper valley landscape.
- 5.6 The site at the former Afan Bakers is accordingly sustainable, accessible by non-car modes of transport, and is equal opportunity to attract visitors and guests as the proposed Wild Fox Resort located a short walk east from the site. Guests from the application property could walk to that site and enjoy the Resort facilities and refreshments as part of their leisure visit to the Afan Valley.

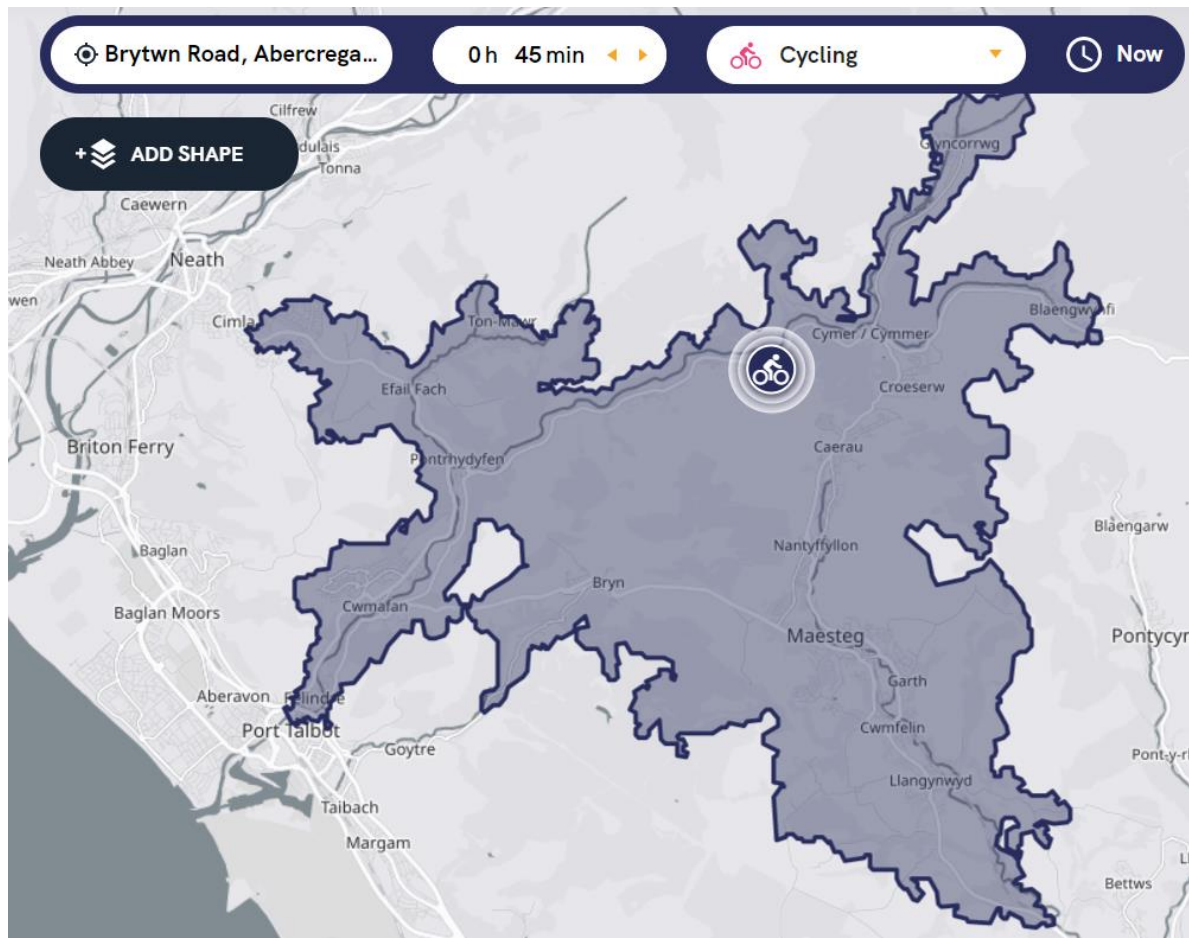


Figure 18 – 45 minutes cycling distance from application site

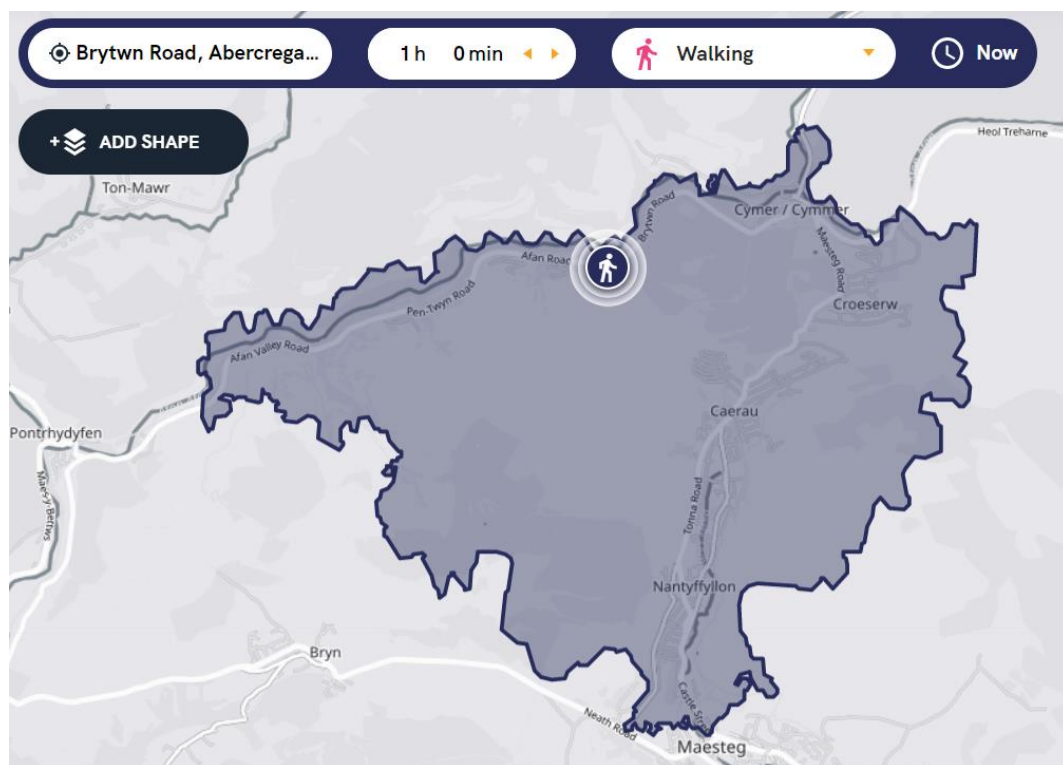


Figure 19 – one hour walking distance from Afan Bakers

6.0 **ASSESSMENT OF REVISED PROPOSALS TO LDP POLICIES**

- 6.1 The Applicants would ask the Local Planning Authority to consider that the scale of the revised proposals would not cause any *“impact different to that caused by the original approved development.”* The scale of conversion works remains confined to the existing host building, with the only element of additional floorspace proposed being the lower ground floor plant room.
- The proposals to remove the café element will present less of opportunity for non-residents to visit the site and purchase refreshments and food. Callers will be limited to paying guests only, and thus in all likelihood the level of “comings and goings” and general movement will decrease.
- 6.2 **The number of guest rooms will remain unchanged as will the number of parking spaces in the front foreground and eastern car parking area to the site. Compliance with LDP Policy TR3 in terms of access and parking provision, is therefore maintained.**
- 6.3 In visual terms, the enlargement of the rear and part side balcony will take place, as shown in the above photographs, against a complete envelope of surrounding woodland, which forms the complete backdrop to the site. The effect of the woodland is that it limits and wholly restricts any view of the rear of the building from public view. Photo 5 below illustrates the view to passing motorists. The massing and presence of the building is only apparent at close quarters, and the introduction of an increased length of balcony to the eastern side elevation will appear negligible from this limited viewpoint. More likely that the presence of parallel parked cars in the front foreground will further screen the presence of the added balcony. There will continue to be no view of the rear balcony, nor any of the proposed windows to door changes off the rear façade. **The visual amenities of the locality would be materially unaffected as. There certainly would NOT be any “detrimental impact” created by the proposed conversion as required by LDP Policies EN5 and BE1.**



Photo 5 – view approaching building from east

- 6.4 The Google Earth image at Figure 2 illustrates that the former Bakers Workshop lies some 150 metres distant from the nearest neighbouring residential property at Dyffryn

Rhondda. The existing building can be very much described as a “stand-alone” or “divorced” structure, **with no overlooking or over-shadowing effect upon any other nearby building or open area of land.** The modified proposals do not seek to significantly alter the proposed exterior of the building in close proximity to a site boundary which adjoins any developed land. That neighbouring land is covered in native deciduous woodland and not in any active, commercial use.

Accordingly, no third party is affected or disadvantaged by the proposed revised conversion scheme.

- 6.5 It is noted that the Local Planning Authority assessed the original proposals in 2019 under the Neath-Port Talbot Local Development Plan which was formally adopted in January 2016. That LDP remains in force until 2026, and thus there has not been a change in local planning policy since permission was granted almost four years ago, with the Council continuing to refer to that LDP for clear decision-making.
- 6.6 The LDP seeks to encourage the conversion of rural buildings to productive uses, particularly those proposed for a use associated with a tourist / visitor use. Similarly, the LDP continues to promote the countryside and recreation opportunities in the Afan Valley, principally generated by mountain biking activities at the nearby Forest Park, and also surfaced cycle route along the bankside course of the River Afan. **The development of the Wild Fox Resort will further enhance the Afan Valley tourist potential and attract hundreds / thousands of daily visitors to within 200 metres of the application site.**
- 6.7 The modifications and revisions proposed under this submission will not seek to change the proposed scheme to a significant degree, and certainly not one to depart in any form from the originally approved concept in 2019. Indeed, it could be argued that the omission of the internal café, will in not only reduce traffic flows to the site, but also avoid being in direct competition with the existing café facilities at the nearby Forest Park. That nearby facility will remain the dominant ancillary feature at that recreational facility, and not be affected by the conversion of the former Bakers Workshop.
- 6.8 Furthermore, guests to the proposed accommodation can either cook in their designated rooms, or travel only 200 metres distance to the Wild Fox Resort to eat, drink and socialise with other guests and holidaymakers.

7.0 CONCLUSION

- 7.1 This submission seeks full planning permission to convert a detached, rather stand-alone commercial building to tourist accommodation. The site benefits from an extant planning permission to already convert the commercial building to guest house accommodation. The modifications proposed under this revised scheme principally relate to window changes to all elevations, but in a form which does significantly alter the finished appearance and form of the converted building.
- 7.2 The proposed enlargement of the rear and part side balcony will appear out of sight to the general public, “tucked away” and out of vista from the passing highway and disguised at the rear by the enveloping woodland to the north and west.
- 7.3 The omission of the internal modest café to allow the guest accommodation to be remodelled will effectively leave the converted building merely for use by paying overnight guests. No casual callers will be attracted to the site for refreshment and food only, and thus the demands upon on-site car parking and overall traffic flow will decrease.
- 7.4 This Statement has referenced the tests set by the adopted Local Development Plan and considered that formal guidance in assessing whether the modified proposals can be adjudged to be in compliance with those policies. The current, modified proposals, presented within this submission, have been demonstrated with evidence to wholeheartedly meet the criteria of each policy, and thus we respectfully request that the Council accordingly grant planning permission, subject to appropriate conditions.