



PLANNING STATEMENT

PROPOSED CONVERSION OF RESIDENTIAL DWELLING (C3) TO
4-BED HMO (C4) AT
15 ENFIELD STREET, ABERAVON, PORT TALBOT, SA12 6NN

on behalf of
Mr Sam Hawking

Our Ref: 1345.b
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Prepared by: JDE

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1.0 INTRODUCTION

1.1 Evans Banks Planning Ltd. has been instructed by Mr. S. Hawking to prepare a full planning application for the change of use of a residential dwelling (C3) to a 4-bed HMO (C4) at 15 Enfield Street, Aberavon, 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 residential dwelling at 15 Enfield Street, Aberavon, Port Talbot.



Photograph 1

- 2.1.2 The existing building is a mid-terraced property located within a largely residential area. The application building itself is two-storey in form and is sandwiched between residential properties to the east and the west.
- 2.1.3 The existing building consists of a four bedroom residential dwelling, which are currently located over the ground and first floor. The remainder of the ground floor then includes a communal space, kitchen, bathroom and separate WC.

2.1.4 The main pedestrian entrance to the building is via the northern (front) elevation, which leads onto Enfield Street. Further access to the property can be gained via a rear service lane, with parking then provided on an on-street basis.

2.2 THE SURROUNDING AREA

2.2.1 As detailed above, the application site (circled red in Photograph 2 below) is located on a residential street within Aberavon, which lies to the west of the larger town of Port Talbot.



Photograph 2

2.2.2 In terms of external finishes, most properties located on Enfield Street have a pebble dashed front elevation (Photograph 3), although there are some exceptions to this style, which include the application property.



Photograph 3

2.2.3 The application site lies within walking distance of a number of community facilities and local services. With regards to bus travel, two bus stops (Burgess Green) are located within 200m of the application site, both attended regularly by the services listed below.

- 9
- 66
- 82
- 83
- 84
- 87
- 202
- 900
- 901
- 902

2.2.4 Cycle Route 4 also runs along the A4241 - within 250 metres of the application property – resulting in the site being capable of promoting sustainable travel patterns.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The proposal is for full planning permission for the conversion of a residential dwelling (C3) to 4-bed HMO (C4). The following information should therefore be read in conjunction with the accompanying drawings.

Project Overview

- 3.2 The conversion will utilise the form of the existing building with no external physical alteration and only minor amendments to facilitate the new use. In recognising the site's sustainable location, space at the rear of the building will continue to be made available for the parking of bikes to ensure it continues to promote sustainable patterns of travel.

Internal Accommodation

- 3.3 As detailed above, the internal layout of the building will remain largely unchanged, but some minor amendments will be required in order to satisfy national planning policy requirements (flood risk). As a result, the proposed internal layout will be as follows:

Ground Floor – 2 bedrooms, kitchen, bathroom and WC

First Floor – 2 bedrooms and communal space

External Finishes

- 3.4 The external finishes of the building will remain unchanged.

Drainage

- 3.5 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

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 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 external physical form or nature of the application building, 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, and that traffic levels will remain the same as existing. 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 Design is key to the Local Authority as highlighted by Policy BE1 (*Design*). The policy 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.
- 4.4.2 The outer appearance of the existing building will not be altered by the application proposal. This is considered to be appropriate with its surroundings and remaining properties on the Enfield Street which follow a terraced residential format. This

ensures it complements and enhances the character and appearance of the building and respects the context of the site and its place within the local landscape, whilst utilising materials appropriate to its surroundings therefore complying 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, 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 development is utilising 'brownfield land' which is a preference identified by the Local Authority in Criterion 8 b.

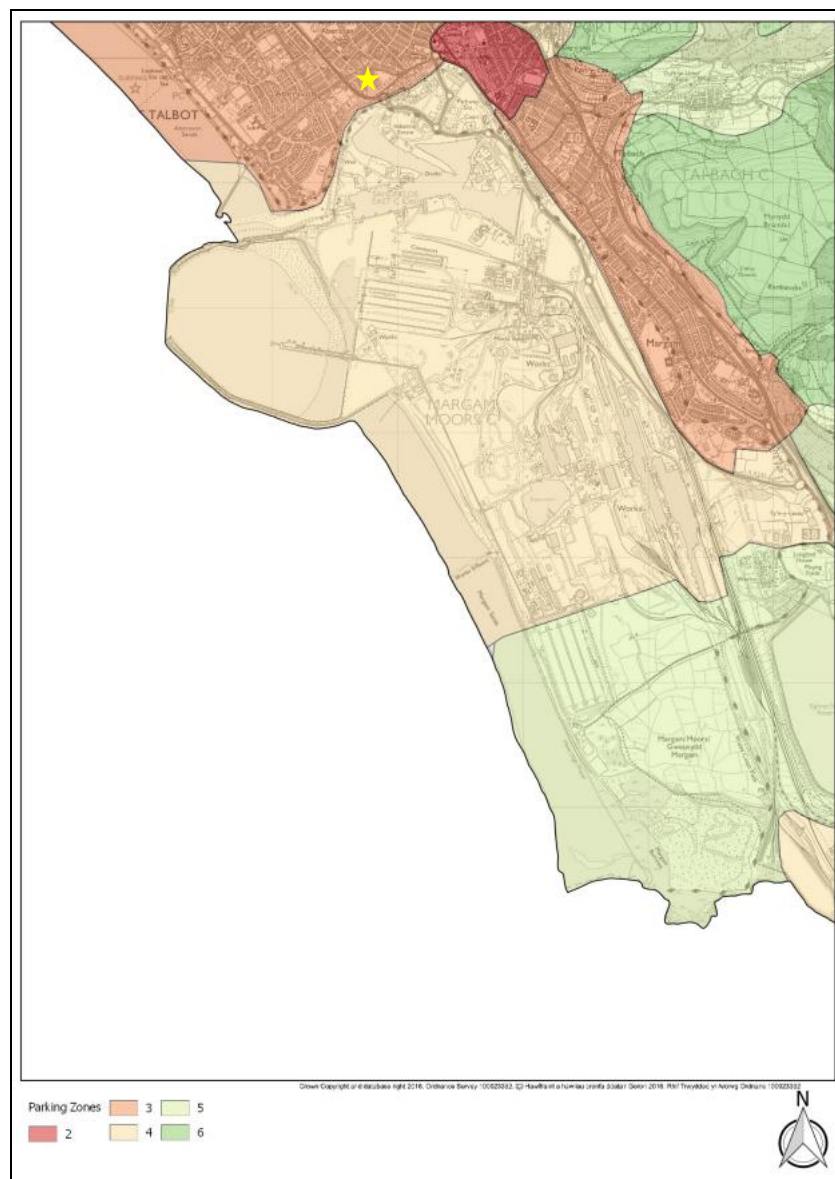
4.4.7 The drainage systems are designed to limit surface water run-off and flood risk and prevent pollution, which follows the requirements of Criterion 9.

4.4.8 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 a proposed development is located within. The

proposed development (indicated by the yellow star) lies within Zone 3 (Urban) of the Parking Zone Designation within the SPG (illustrated by Map A).



Map 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 up to 6 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 As there is no specific parking requirement for HMO properties the following maximum requirements are based on a house conversion to bedsits.

- 4.5.5 Based on the above, the existing use 4-bed dwelling (C3) would require a maximum car parking provision of **4 total spaces**. Based then on the proposed development (4-bed HMO), the maximum car parking provision would be **4 total spaces**. With no change in the maximum number of spaces required between the existing and proposed use, it is considered that the requirements of the SPG are therefore satisfied.

5.0 CONCLUSION

- 5.1 The proposal is for the conversion of a residential dwelling (C3) to a 4-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 physical changes and very little change to its internal arrangement. Car parking provision will remain as existing, as will on-site provision for the parking 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.