



**Planning  
Geek**

## **PLANNING REPORT**

Site Name : 23 Dyffryn Road, Taibach

Site Location : Port Talbot , SA13 2UG.

Combined Planning and Design & Access Statement in support of a Planning Application for change of use of an existing dwelling to a 3 bedroom, 3 person C4 HMO.

On behalf of  
Harry Williams.

June 2025.

Job Number C/0534/1

|            |                                                 |
|------------|-------------------------------------------------|
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## **1. Introduction.**

### **1.1. Background.**

- 1.1.1. Planning Geek Limited are instructed to prepare this statement, which comprises both a Planning Statement and a Design & Access Statement, to support a planning application for the change of use of an existing dwelling to a C4 HMO, provide 3 units of very high quality private rented accommodation.

### **1.2. The Site and its surroundings.**

- 1.2.1. The proposal site comprises an existing 3 bedroom 2 storey semi detached dwelling located on the west side of Dyffryn Road, Port Talbot. Dyffryn Road is a primarily residential frontage on its west side, characterised by pairs of late 19th Century/early 20th Century semi detached dwellings. The east side is primarily onto open countryside. The elevated route of the M4 motorway to the south of the application site heavily influences the character of this part of Dyffryn Road.
- 1.2.2. Fig 1 below shows an approximate site boundary on an aerial photo base. A site location plan at 1:1250 scale is included as Plan 1. The site location plan shows the extent and location of the proposal/application site edged in red.

Combined Planning and Design & Access Statement in support of a Planning Application for the change of use of an existing dwelling to a 3 bedroom, 3 person C4 HMO; 23 Dyffryn Road, Taibach, Port Talbot.



Image 1 – Existing view of the application site looking west from Dyffryn Road.



Fig 1 – Approximate site boundary on aerial photo base.

### **1.3. Description of Development.**

- 1.3.1. The development proposes a total of four bedrooms, with shared bathroom, kitchen and communal facilities. The proposal seeks to deliver high-quality, compliant shared living accommodation, enhancing the building's residential offer while not impacting on neighbourhood character.
- 1.3.2. The development and the design concept are further described in Section 3, "Design and Access" of this statement.

## **2. Planning Policy.**

### **2.1. Planning Framework.**

- 2.1.1. The following sections will provide an analysis of key policy issues that impact on this proposal.

### **2.2. Local Planning Policy.**

- 2.2.1. Policy SC1 of the Neath Port Talbot Local Development Plan 2016 (“NPTLDP”) “provides (inter alia) 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.*

- 2.2.2. NPTLDP Policy TR2 “Design and Access of New Development” provides (inter alia) that:

*Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:*

*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;*

*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;*

*The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*

### 2.2.3. NPTLDP Policy BE1 “Design” provides (inter alia) that:

*All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.*

*Proposals will only be permitted where all of the following criteria, where relevant, are satisfied:*

*1. It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment;*

*4. It would not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the community;*

*6. It achieves and creates attractive, safe places and public spaces, taking account of ‘Secured by Design’ principles (including where appropriate natural surveillance, visibility, well lit environments and areas of public movement);*

*7. It plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community;*

*It uses resources, including land and energy, as efficiently as possible through:*

*10. The layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities.*

### 2.2.4. The site lies within the settlement boundary of Port Talbot and is considered appropriate to the role and function of the settlement. All other aspects of Local Policy, particularly in terms of sustainability of location will be further considered in the proceeding Section 3, “Design and Access” of this statement.

### 3. **Design & Access.**

#### 3.1. **Background.**

3.1.1. The purpose of a Design and Access Statement is to communicate the design process and considerations that have informed this scheme, and also how the design considers the accessibility of the site.

#### 3.2. **Context.**

##### 3.2.1. **Existing buildings/structures on and surrounding the Site.**

3.2.2. The proposal site comprises an existing 3 bedroom 2 storey semi detached dwelling located on the west side of Dyffryn Road, Port Talbot. Dyffryn Road is a primarily residential frontage on its west side, characterised by pairs of late 19th Century/early 20th Century semi detached dwellings. The east side is primarily onto open countryside. The elevated route of the M4 motorway to the south of the application site heavily influences the character of this part of Dyffryn Road.

##### 3.2.3. **Landform & topography.**

3.2.4. The site itself is level. There are no land stability issues.

##### 3.2.5. **Existing Access.**

3.2.6. Pedestrian access to the site is served via an existing direct access off Dyffryn Road.

3.2.7. The site is walkable (within 0.5 miles) of a very wide range of community and social facilities, bus stops (the latter located on Dyffryn Road almost directly in front of the property), and a very wide range of shops, restaurants and takeaways including a pharmacy and post office, primarily located on the A48 to the South. The proposal site is also demonstrably accessible to all necessary facilities by cycle trip.

3.2.8. In general, car ownership among residents of Houses in Multiple Occupation (HMOs) is lower than the general population. HMOs often encourage a more car-less lifestyle due to their proximity to public transportation and lower parking needs. While car ownership within an HMO can vary, a common finding is that the ratio of vehicles to bedrooms is lower than in traditional family homes.

### **3.3. Design Principles.**

#### **3.3.1. Development Requirements.**

3.3.2. The project proposes a total of three bedrooms, with shared kitchen, bathroom and communal facilities. The proposal seeks to deliver high-quality, compliant shared living accommodation, enhancing the building's residential offer while maintaining visual cohesion and neighbourhood character.

#### **3.3.3. Scale and Appearance.**

3.3.4. The proposal does not require any external alterations and hence will not change the scale and appearance of the property.

#### **3.3.5. Room size and Layout.**

3.3.6. The residential layout is arranged in a simple form to provide a logical layout for future users and occupants, fully compliant with Building Regulations and HMO licensing requirements, including meeting the nationally described space standard in terms of room size and natural lighting.

3.3.7. The scheme provides 1 no. 1-2 person rooms, bedroom size exceeding 12 m.sq. and 2 no. 1 person rooms, bedroom size at and exceeding 6.5 m.sq. Shared lounge, kitchen and dining space is also provided.

#### **3.3.8. Waste and recycling.**

3.3.9. The application includes separate storage areas for general waste and recycled waste, (site layout plan refers).

#### **3.3.10. Operational matters including tenant management.**

3.3.11. The applicants have a service user agreement and company policies which cover unacceptable behaviour. This includes, though not limited to – offensive language, noise, aggression, zero tolerance to alcohol or illicit drugs on premises, signs of intoxication or inebriation. These matters are taken very seriously and the applicants have a fair, firm and formal approach.

### 3.3.12. Sustainability & Green Design.

3.3.13. The Planning Policy Wales 2024 puts great weight on considering local needs, and approving sustainable proposals without delay. The Framework defines three dimensions to sustainable development:

- An Economic Role.
- A Social Role.
- An Environmental Role.

3.3.14. Economic: Tenants contribute to the local economy by spending money on goods and services. This can help to create jobs and increase economic activity in the surrounding area. Refurbishment and enhancement of properties such as the application site will generally enhance the local environment with commensurate benefits in terms of enhancing property values in the immediate locality.

3.3.15. The HMO offers much needed affordable rented accommodation with the potential to improve the attractiveness of the area when relevant bodies are seeking to recruit and retain public sector and emergency/care sector workers.

3.3.16. Social: Increasing the local resident population in the immediate area will have positive benefits in terms of

- Contributing to re-balancing the local housing market in terms of maintaining and increasing longer term residential population thereby resulting in increased social cohesion and a stronger overall sense of local community.
- Improving choice and range of secure, affordable high quality rental accommodation to those seeking this type of tenure will have related benefits in terms of reducing the stress, anxiety and depression brought about by the current acknowledged difficulties in securing rental accommodation.

3.3.17. Environmental: The application proposal will involve no loss of exiting trees and habitats.

3.3.18. The principle of intensifying the use of this previously under used floorspace also strongly reflects advice in the very recent Environmental Audit Committee report "In Building to Net Zero: Costing Carbon in Construction" that the government should prioritise the reuse and retrofit of building over building new ones as part of the work required to reduce the levels of CO2.

### 3.3.19.Promoting Safer Communities.

3.3.20.The proposal will provide for a safe and secure layout within the site. Bringing the application property back into more intensive beneficial use ensures ongoing occupation and maintenance, which can reduce and deter criminal activities in the surrounding area such as vandalism, squatting, anti social behaviour and other criminal activities that tend to proliferate around vacant and under used properties.

### **3.4.Access Principles.**

#### **3.4.1. Access and parking.**

3.4.2. The property will have dedicated ground floor cycle parking as shown on submitted drawings.

3.4.3. As discussed at section 3.2.7 above, the site is considered suitably accessible by non car based modes of travel, including by walking, cycling and public transport.

3.4.4. All internal configurations will comply with Building Regulations Approved Document Part M, 2021 edition that includes access to and into the centre, circulation within the building, and accessible electrical switches and sockets and W.C provision.