

Planning Statement

Cardonnel Court Nursing Home, Cardonnel Road,
Skewen, SA10 6BS

October 2025

amity

planning consultants



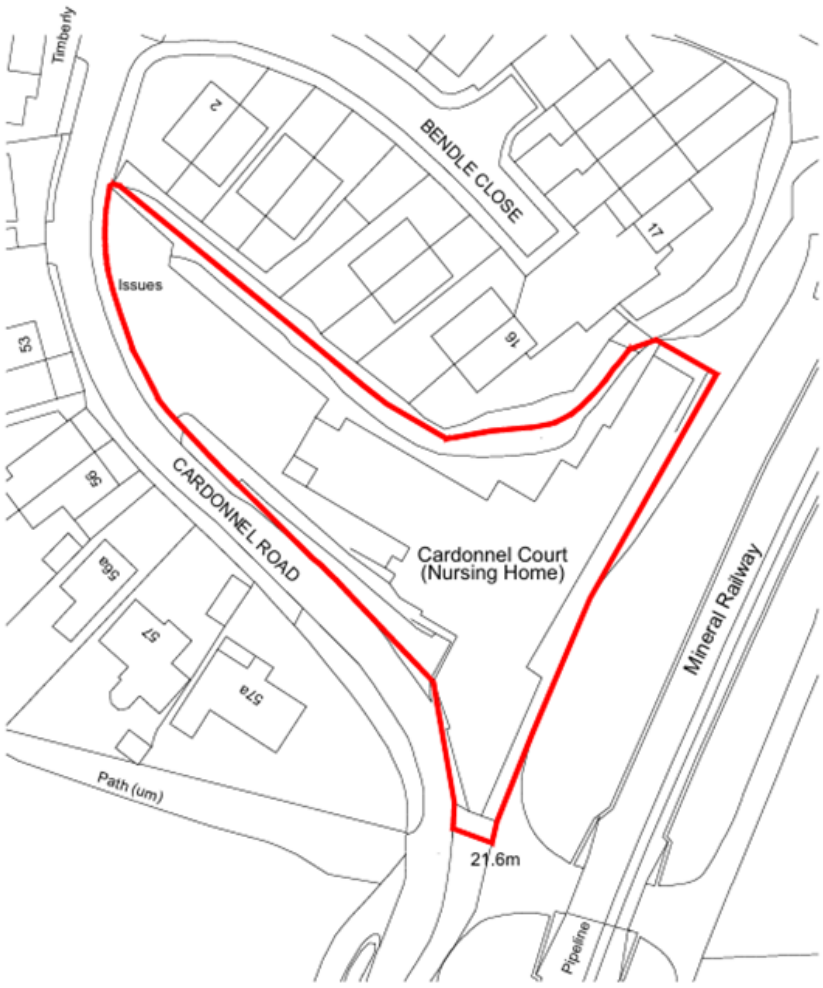
Introduction	
Client	This planning statement has been prepared on behalf of SWP SPV3 Ltd
Scope	This Planning Statement accompanies a Full Planning Application for development of a residential care facility with associated works. The site has the benefit of an extant planning permission for a 16-bedroom care home. Due to requirements from the end-user, permission is now sought for a 23-bedroom building. The building now proposed is similar in height and scale and utilises a similar footprint as the original proposals. The additional bedrooms are mainly accommodated within the roof space.
Site Details	
Site Location	<i>Fig.1 Site location plan</i> 

Fig.2 Aerial view of site location



**Site
Description**

The Site is in the settlement of Skewen in the administrative authority of Neath Port Talbot Council. Skewen is approximately 2 miles to the west of Neath and 8 miles to the north-east of Swansea city centre and has excellent links to the M4 motorway, located immediately off junction 43 of the M4 motorway. The site is located to the south of the Skewen settlement in a predominantly residential area.

The site is a roughly triangular shaped parcel of land measuring approximately 0.5ha. The site has varying ground levels with the highest levels at the site access point, off Cardonnel Road, and the lowest level along the eastern boundary. The Site was formerly the location of a 39-bed single storey care home and associated car parking, which has now been demolished. This previous building was 'T' shaped, single storey, in a poor state of repair and its footprint occupied the majority of the Site, with a car parking area to the west with capacity for around seven parking spaces.

The site is almost entirely enclosed by trees and vegetation with the exception of an opening at the access. The Site is bounded to the north, south and west by residential properties, with Cardonnel Road curving around the western and southern boundaries. The east of the Site is bounded by a planted bank which leads to a railway line. Access to the Site is gained via Cardonnel Road which in turn is accessed from either Pale Road or Bosworth Road via Burrows Road. To the north-east of the Site is the Tennant Canal, Skewen Cutting and tramroad bridge which is a Scheduled Monument. There are no public rights of way that cross the Site or run along its boundaries. The Site is not affected by flooding.

**Proposed
Development**

The application seeks full planning application for the following:

"Construction of a residential care facility with associated works"

Relevant Planning Policy	
Local Development Plan	The Development Plan for the area comprises: • Neath Port Talbot Local Development Plan 2011-2026 (adopted January 2016). The site is subject to the following designations within the LDP: • Within settlement boundary. <i>Fig.3 LDP Proposals Map</i>  The following policies are relevant to the proposed development: • Policy SP1: Climate Change • Policy SP2: Health • Policy SP3: Sustainable Communities • Policy SP4: Infrastructure • Policy SP15: Biodiversity and Geodiversity • Policy SP16: Environmental Protection • Policy EN8: Pollution and Land Stability • Policy SP20: Transport Network • Policy TR1: Transport Proposals • Policy TR2: Design and Access of New Development • Policy SP21: Built Environment and Historic Environment • Policy SP10: Open Space • Policy BE1: Design • Policy SP18: Renewable/Low Carbon Energy • Policy SP19: Waste Management • Policy W3: Waste Management in New Developments
Planning Policy Wales	Planning Policy Wales (12th Edition February 2024) <i>Figure 4: Placemaking outcomes (extract from PPW)</i>



Planning Policy Wales (PPW) forms the overarching national planning policy document within Wales, providing guidance to Local Planning Authorities (LPAs) for the preparation of development plans and the determination of planning applications through their development management functions. Paragraph 2.8 acknowledges that “planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales” and “the most appropriate way to implement these requirements through the planning system is to adopt a placemaking approach to plan making planning policy and decision making” as per Paragraph 2.9. PPW defines placemaking as a “holistic approach to the planning and design of development and spaces, focused on positive outcomes”. This approach “considers the context, function and relationships between a development site and its wider surroundings” and “adds

social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary”.

Figures 4 and 5 of PPW (see Figure 4 below) set out the Key Planning Policies and the National Sustainable Placemaking Outcomes which bring about sustainable development and, in particular, inform the preparation of development plans and the assessment of development proposals.

Having regard to the PPW framework, the following content is deemed pertinent to the determination of this application.

Good Design

Paragraph 3.3 confirms that “design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places”. PPW 11 sets out five key aspects of good design as follows:

Access and Inclusivity

This can be achieved “making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children” (Paragraph 3.6) and through measures and features that “enable easy access to services by walking, cycling and public transport” and “encourage people to meet and interact with each other”.

Environmental Sustainability

Paragraph 3.7 states that “developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement (Paragraph 3.7)” and be resilient through “an integrated and flexible approach to design, including early decisions regarding location, density, layout, built form, the choice of materials, the adaptability of buildings and site treatment”.

Paragraph 3.8 highlights that “landscape and green infrastructure considerations are an integral part of the design process” and, in a similar manner, addressing land contamination, instability and flood risk and providing for biodiversity benefits should be part of the design.

Character

Paragraph 3.9 highlights that “the layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations”. It goes on to say that “the impact of development on the existing character, the scale and siting of new development, and the use of appropriate building materials” will be particularly important in areas recognised for their particular landscape, townscape, cultural or historic character and value. Paragraph 3.11 establishes that “crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions”.

Movement

Paragraph 3.12 states that good design in this matter means “minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys”. It also remarks that “existing infrastructure must be utilised and maximised, wherever possible”.

Community Safety

Paragraph 3.11 states that “crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions.”. This aspect of good design principles aims to produce safe environments that do not compromise on overall design quality.

Transport

Paragraph 4.1.11 sets out that “development proposals must seek to maximise accessibility by walking, cycling, and public transport, by prioritising the provision of appropriate on-site”. In this respect, “the sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications” as per Paragraph 4.1.14. The Welsh Government policies set out the sustainable transport hierarchy which is, in this order, from walking and cycling, public transport, ultra-low emissions vehicles to other private motor vehicles.

Active travel is a cornerstone of the transport policies in Wales. Paragraph 4.1.31 confirms that “planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling”.

With regards to vehicle parking, Paragraph 4.1.50 advises that a design-led approach should ensure that “appropriate level of car parking is integrated in a way which does not dominate the development”. Paragraph 4.1.35 requires new development to “provide appropriate levels of secure, integrated, convenient and accessible cycle parking”.

Housing

Paragraph 4.2.1 advises that “new housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities”.

Paragraph 4.2.17 acknowledges the potential on brownfield sites to deliver further housing when saying that “maximising the use of suitable previously developed and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites”.

Open space

Paragraph 4.5.2 states that “planning authorities should provide a framework for well-located, good quality sport, recreational and leisure facilities, and develop clear policies for the provision, protection and enhancement of sport, recreation and leisure facilities”. It goes on to say that “these policies should set standards of provision, so that local deficiencies can be identified and met through the planning process and set out policies to avoid or resolve conflict between different activities”.

Paragraph 4.5.2 highlights that “formal and informal open green spaces should be protected from development, particularly in urban areas where they fulfil multiple purposes” and acknowledges the role of open space in “enhancing quality of life” and contributing to “biodiversity, the conservation of the historic environment, nature and landscape, better air quality, the protection of groundwater and as places of tranquillity” in conjunction with “a role in climate protection and in enabling the adaptation of urban areas to the impacts of climate change”.

Green infrastructure

Paragraph 6.2 defines green infrastructure as “the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places” and “at smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks”.

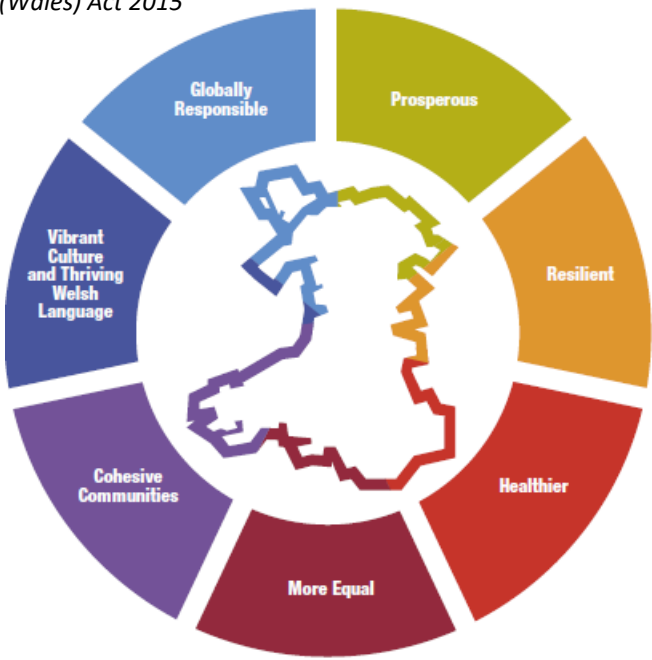
Paragraph 6.2.5 acknowledges the role of green infrastructure in enhancing the design quality of the built environment. It goes on to state that “with careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places”. It is also advised that “there are multiple ways of incorporating green infrastructure, dependent on the needs and opportunities a site presents”.

Paragraph 6.4.21 establishes that “planning authorities must follow a stepwise approach to maintain and enhance biodiversity and build resilient ecological networks by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible”.

Water management

Paragraph 6.6.25 states that “development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself”. With regard to flooding from surface water, Paragraph 6.6.27 advises that “developments are designed and planned to minimise potential

	impacts” and goes on to say that “development should not cause additional run-off, which can be achieved by controlling surface water as near to the source as possible by the use of SuDS”. Paragraph 6.69 indicates that “the adequacy of water supply and sewerage infrastructure should be fully considered when proposing development, both as a water service and because of the consequential environmental and amenity impacts associated with a lack of capacity”. Paragraph 6.6.18 recommends that “the provision of SuDS must be considered as an integral part of the design of new development and considered at the earliest possible stage when formulating proposals for new development”.
Future Wales – The National Plan 2040	Future Wales – the National Plan 2040 The Nation Plan 2040 is the national development framework, setting the direction for development in Wales up to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. As described above, the Welsh development framework has been designed incorporating the principles of sustainable development at its core. This comes as a result of the Well-being of Future Generations (Wales) Act 2015 ('the Act') that gives a legally-binding common purpose – the seven well-being goals – to the public sector to improve the well-being of Wales. It is through the Act that Wales will make its contribution to the achievement of the 17 United Nations Sustainable Development Goals. In a more detailed level, the National Plan contains 18 strategic and spatial policies. In view of the nature of the development proposals, the policies below have been identified as relevant to the scheme: • <i>Policy 1 – Where Wales will Grow</i> • <i>Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking</i> • <i>Policy 7 – Delivering Affordable Homes</i> • <i>Policy 8 – Flooding</i> • <i>Policy 9 – Resilient Ecological Networks and Green Infrastructure</i> • <i>Policy 11 – National Connectivity</i> • <i>Policy 12 – Regional Connectivity</i>

The Well-being of Future Generations (Wales) Act 2015	The Well-being of Future Generations (Wales) Act 2015 <i>Fig 5: Seven Wellbeing Goals of Future Generations (Wales) Act 2015</i>  The Well-being of Future Generations Act requires public bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change. The Act is unique to Wales attracting interest from countries across the world as it offers a huge opportunity to make a long-lasting, positive change to current and future generations. The Act puts in place seven well-being goals. There are 48 public bodies in Wales covered by the Act, which are required to use the sustainable development principle. The Act also establishes Public Services Boards in each Local Authority area. They are required to assess the state of well-being locally, set objectives and produce a plan designed to improve economic, social, environmental and cultural well-being in their local area, maximising their contribution to the well-being goals.
Technical Advice Notes	Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs) which provide further national advice and guidance on specific areas of the planning system. Of particular relevance to this application are the following TANs: • TAN 5: ‘Nature Conservation and Planning’ (September 2009) • TAN 10: ‘Tree Preservation Orders’ (October 1997) • TAN 12: ‘Design’ (March 2016) • TAN 18: ‘Transport’ (2007) • TAN 16: ‘Sport, Recreation and Open Space’ (2009).
Supplementary Planning Guidance	Supplementary Planning Guidance (SPG) are produced to provide further detail on certain policies and proposals contained within the Local Development Plan. SPG’s do not however hold the same status or weight as adopted LDP policies. The following adopted Supplementary Planning Guidance is of relevance: The following SPG document are relevant: • Planning Obligations (2019) • Landscape and Seascape (2018) • Open Space & Green Space (2017) • Biodiversity & Geodiversity (2018) • Pollution (2016) • Renewable & Low Carbon Energy (2017) • Parking Standards (2016)

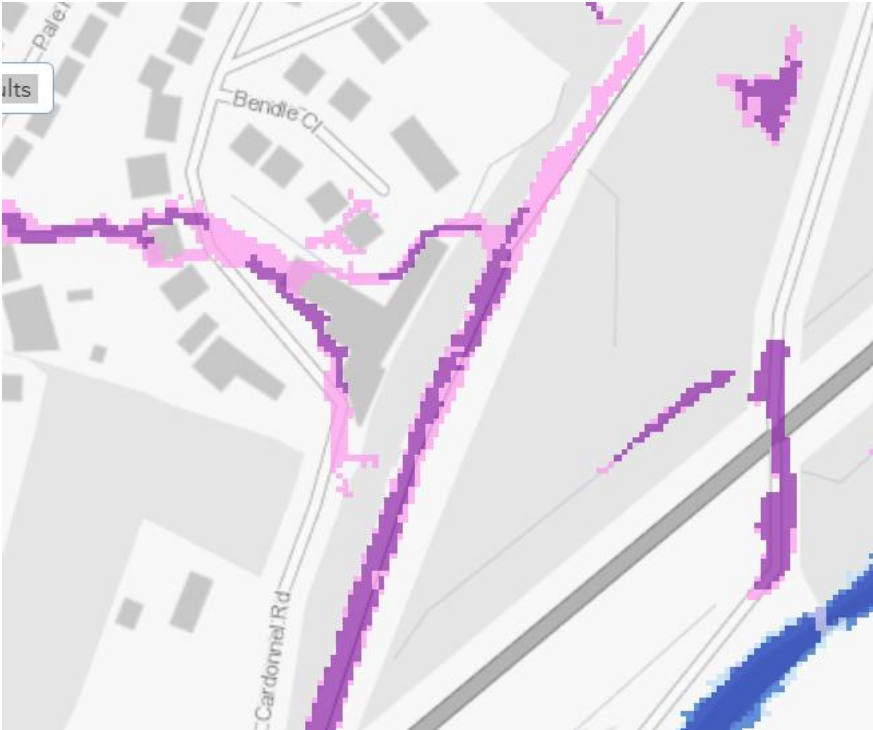
	• Design (2018) • Development & the Welsh Language (2017)
Planning History	
Relevant Planning History	There are a number of historic planning applications establishing the site's use as a care home: N1986/0583 Nursing Homes 20 patients – Approved N1989/0261 Single storey extension to provide 6 number bed spaces and bathroom facilities – Approved N1993/0254 Single storey extension to provide 7no. single bedrooms - Approved N1993/0550 Extend and re-arrange interior to provide single rooms in accordance with health authority guidelines – Approved P/1999/0098 Amendment of condition 3 planning approval no.2/3/93/0550/03 to show 40 bedspaces not 36. (approved plans show 40 bedspaces) – Approved P1999/0462 Agree to condition 1 of planning approval no p/99/0098 regarding car parking scheme – Approved P2023/0499 Demolition of existing buildings and the construction of a 16-bed residential care facility with associated works- Approved
Pre-application advice received	A pre-application advice enquiry was made on 21st January 2025. The case officer Claire Hall provided planning advice (ref. Q2025/0018) via emails dated 13th March 2025 and 27th June 2025. The pre-application enquiry sought advice on the principle of adding a further storey to facilitate additional bedrooms, and also the LPA's feedback on the removal of an oak tree to facilitate the development. During subsequent discussions with the LPA it was agreed to retain the oak tree. The case officer gave advice that the revised designs incorporating a third floor were agreed in principle, subject to the following: • “Adherence to the original P2023/0499 permission conditions in terms of 7m buffer from the SINC watercourse, lighting, INNS eradication and biodiversity enhancements • Retention of the TPO oak tree and submission of a detailed arboricultural report and methodology to demonstrate how this will be safeguarded during and post construction • Amendment to the north-east elevation to address concerns over loss of privacy to the rear of Nos.14& 16 Bendle Close (from first floor level openings – NB the oriel windows in the approved scheme permit views only in an eastern direction) • Amendment/further information to satisfy Highway Officer concerns (see comments attached) • Submission of proposed landscaping and boundary treatments

	• Submission of sustainable surface water drainage arrangements (the full details of which will require a new SAB approval) • Submission of proposed materials/finishes.”
Analysis	
Principle of Development	Given the extant planning permission (P2023/0499), and the site’s previous use for a care home, the principle of development is established. Pre-application advice received confirms that there is no objection in principle to increasing the unit numbers, subject to other material considerations.
Movement and Highways	The former care home provided 39 beds and accommodated 10 no. spaces within its car park (which equates to 0.25 spaces per bedroom). The extant planning permission for the 16-bed scheme provides 9 no. parking spaces (which equates to 0.56 spaces per bedroom). The revised proposal includes 23 beds and accommodates 13 no. parking spaces (which equates to 0.56 spaces per bedroom), with an enlarged accessible space adjacent to the building’s main entrance. The Highways Officer has confirmed there are no objections to the proposals in principle, and has confirmed that the number of parking spaces proposed is in line with the SPG. Further pre-application advice was given as follows: 1. The number of parking spaces in in accordance with the SPG, however concerns are raised about the access and egress from spaces 12 & 13. Please provide auto-tracking for these spaces as part of a full application. 2. No bin store is shown on the site plan, this needs to be included, and also auto tracking on how the refuse vehicle would access, egress and manoeuvre through the site. 3. Cycle parking is required to be shown on the plan. 4. Please show the visibility splays onto Cardonnel Road, these should be in accordance with Manual for Streets. 5. The dimensions of a parking space within the car park would be 2.6 metres wide by 4.8 metres in length with an offset reversing distance of 6 metres. 6. Please show any other emergency access or pedestrian access points, the gradient of the pedestrian footpaths should be in accordance with our design guide. 7. EV charging bays should be based upon 10% of parking spaces, in accordance with Planning Policy Wales Edition 10 Section 6.5 Vehicle tracking for spaces 12 and 13 is now provided, along with visibility splays onto Cardonnel Road. The bin store is now included on the site plan. Due to the size of the car park it is envisaged that the refuse will be collected kerb side. Cycle parking is also shown on the site plan, and there is provision for four bicycles. The parking spaces are all 2.6m x 4.8m and the car-park measurements are shown on the plan to demonstrate that the reversing distances meet the requirements. EV charging points are also provided on two of the spaces.

Flood Risk and
Drainage

The site does not fall within any flood zones for flooding from rivers or sea. Parts of the site are at risk from surface water flooding; however the Drainage Officer has confirmed no objections to the proposals.

Fig.6 Flood Map for Planning (NRW)



A Drainage Strategy is submitted with this application which details how surface water will be managed and disposed of, in accordance with TAN 15. The application is further supported by a Flood Consequences Assessment in relation to surface water flooding which concludes that there is low risk of surface water flooding, and that the proposed development is acceptable from a flood risk perspective.

Residential
Amenity

Future Occupiers

The building is purpose designed to meet the needs of the end user, and has been designed to provide a high standard of modern accommodation for future occupiers. The accommodation provides spacious bedrooms, all with ensuite facilities, along with internal and external amenity spaces.

Waste

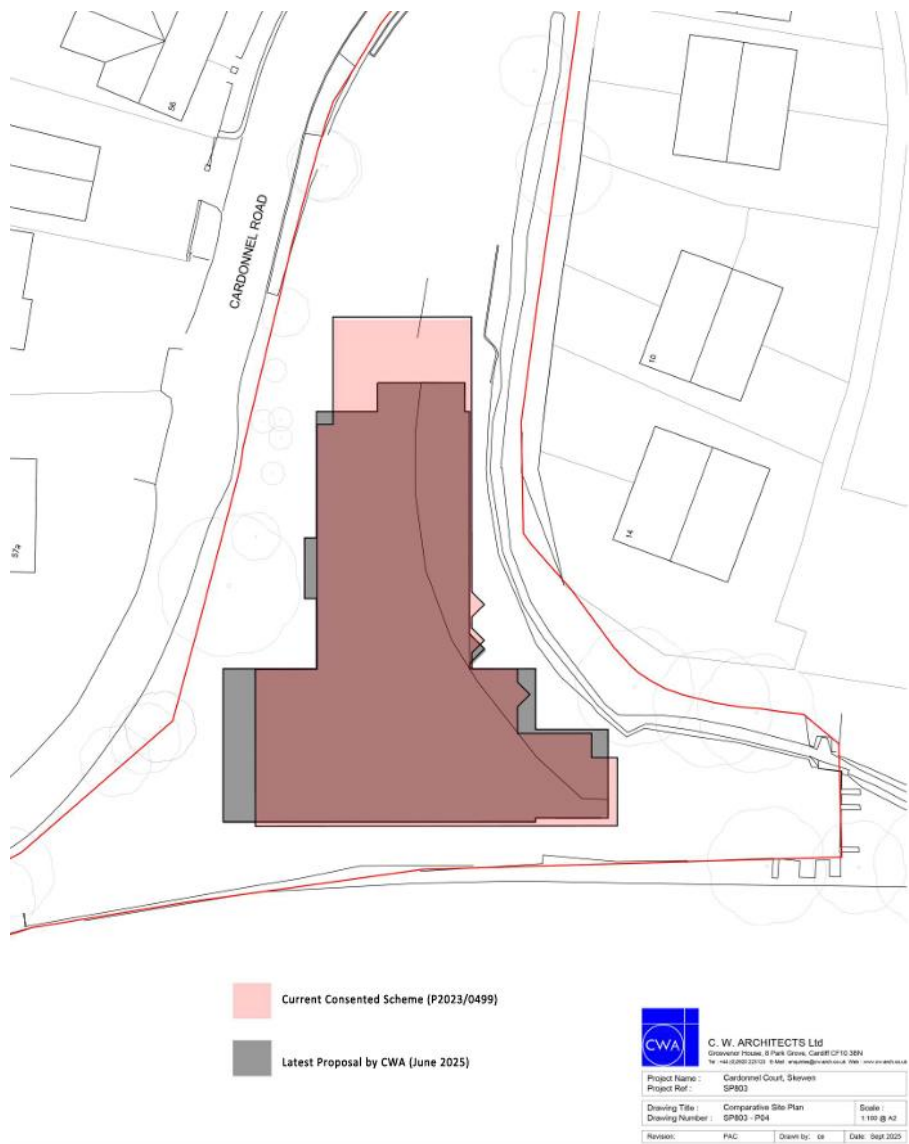
Waste storage is provided at the entrance to the site and has been designed so as to be collected kerb-side and is fully accessible for this purpose by refuse vehicles.

Relationship with existing properties

The closest residential properties to the site are those semi-detached dwellings to the north, fronting Bendle Close. The rear gardens of these properties abut the site. The new proposals represent a

reduction in the footprint of the consented scheme. A comparative plan has been prepared to illustrate the change in footprint:

Fig.7 Comparative plan demonstrating difference between consented scheme and current proposals

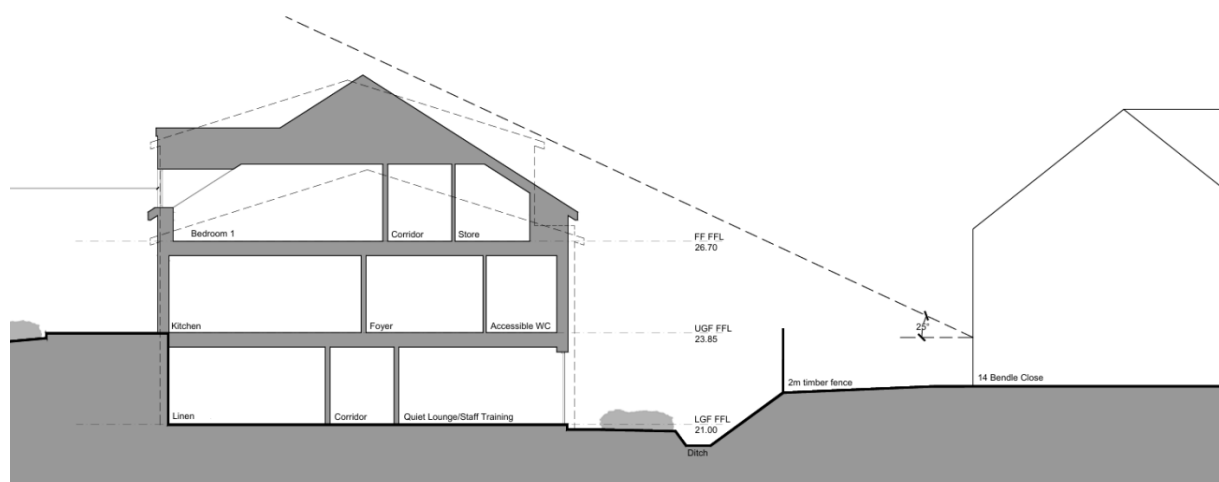


Given the reduced footprint of the building, Nos 2-10 Bendle Close (consisting of three pairs of semis) will not be affected by the proposals. Nos 12 & 14 Bendle Close will be closest to the proposed building but are positioned at an oblique angle to it and will face the side elevation of the front portion of the proposed building.

To demonstrate the proposed building will not be overbearing, drawing SP803-P09 provides a section that includes the 25 degree line drawn from the nearest habitable room window of No.14 Bendle Close towards the development. The proposed building sits well below this line and is, in fact, only marginally higher than the eaves level of the extant scheme. The proposals therefore provide an acceptable

relationship between the existing and proposed developments and ensure existing occupiers' amenity is not demonstrably harmed.

Fig.8 Section plan demonstrating 25 degree line from 14 Bendle Close



In terms of the potential for overlooking between the developments, the closest two windows (to the rear of 12 & 14 Bendle Close's boundary) serve non-habitable rooms; a visitors lounge and manager's office (these windows would be obscurely glazed). Whilst there is also one bedroom located on the upper ground floor facing the northern boundary, this is located beyond the rear elevation of No.14 Bendle Close and, in fact, face its blank gable-end. Nevertheless, this proposed bedroom will have an oriel window (previously approved as part of the current extant scheme) to avoid even an oblique view into the gardens of these properties – please refer to drawing SP803-P03. Overall, the revised proposals are sensitive to existing occupiers' amenity and avoid undue overlooking.

The additional storey is incorporated within the roof space of the proposed development. The rooms facing the boundary are all non-habitable, and utilise high level roof lights only, which are not designed to provide an outlook.

Design and impact on character of area

The design proposals aim to deliver an attractive, contemporary building, designed to accommodate the needs of future users. The application is supported by a comprehensive Design and Access Statement which demonstrates adherence to good design principles and effective place-making strategies, aligning with guidance set out in PPW, and policy BE1.

The context within which the site is located comprises a mix of one and two storey semi-detached and detached dwellings of varying age, style and with a variety of external finishes. This, coupled with the sloping nature of the site and having regard to the design and form of the former care home, provides a degree of flexibility for the redevelopment scheme.

In order to ensure the addition of an extra storey does not detract from the appearance of the building or represent an incongruous addition to the area, the footprint of the building has been reduced along

	its longer axis and the roof space has been utilised to accommodate the additional bedrooms. The appearance and impact of an 'additional storey' has been removed by keeping the eaves height as closely aligned with the current consented scheme as possible. From the front, the proposed building gradually steps-up. This reduces the building's impact on the streetscape and ensures the larger portion of the building sits well within the site and, crucially, at the lower ground level. Notwithstanding the sensitive location of the building, the revised scheme has taken design cues from the area, now incorporating lead clad dormer windows and changing the materials to a mix of brickwork, cladding and render. The result is a visually appealing building that relates well to, and sits comfortably within, its surroundings. In addition to the elevational treatments, the revised proposals also explore and suggest a more impactful landscape scheme which enhances the streetscape and amenity value for all existing properties, whilst creating an environment for the new building to function and sit within.
Ecology	The development site currently primarily comprises of recently cleared hardstanding, with few ecological features present. The site is adjacent to the Pentrefynnon SINC. An updated Ecological Impact Assessment has been prepared in support of this application. The report states that the habitats on site comprise previously cleared land with early successional vegetation, scattered scrub, scattered trees, invasive species and partial hedgerow. The report makes various recommendations for invasive species control, further survey work, mitigation and enhancements, which can be summarised as follows: • New planting of trees/ shrubs and wildflowers; • A sensitive lighting scheme • Bat boxes to be provided • Site clearance to be undertaken outside of bird breeding seasons • A reptile mitigation survey to be provided Any mitigation and enhancements required are likely to be capable of being dealt with via condition. It is considered that the development will not entail any unacceptable ecological impact and as such the redevelopment accords with relevant planning policy.
Green Infrastructure	This application is supported by a Green Infrastructure Statement. This details the existing green infrastructure and makes recommendations for their retention and enhancement, including new planting areas, along with bird and bat boxes.
Arboriculture	The rear boundary of the site abuts the railway line, which is lined by trees and ruderal vegetation. As demonstrated by the comparative site plan (ref: SP803-P04), the footprint of the revised building has moved away from this boundary and the nearby trees. Whilst an additional storey is proposed, the bulk of this is reduced from the proposals originally submitted as part of this pre-application enquiry due to the additional accommodation being positioned within the new roof space. The roof hips away from the rear boundary of the site and only small dormer windows are proposed, set back from the eaves, the height of which only marginally increases beyond that of the extant scheme. This will limit undue harm to nearby trees.

In respect of the existing trees at the front of the site along the northern boundary with the rear gardens of those properties on Bendle Close, since the proposed building footprint has been reduced, there is less potential for conflict with these trees. The increased separation distance will alleviate the need for an otherwise onerous building maintenance regime (including the previously proposed 'maintenance balcony' which was presented as part of the initial set of pre-application information) resulting from shading and leaf drop. The revised proposals, therefore, represent betterment in this regard.

The Pre-application Enquiry sought advice on removal of the oak tree (T6) on the site's southern boundary. It is no longer proposed to remove this tree. The engineers have worked with the tree consultant to devise a scheme whereby the existing failing retaining wall is replaced with a newly engineered retaining wall which will safeguard the long-term stability of the tree. This is reflected on the enclosed Engineering Plan and considered in more detail in the detailed report on the retaining wall solutions, also enclosed.

Conclusion

This Statement provides a detailed examination of the relevant material planning considerations for the proposed development. The scheme put forward reflects pre-application enquiry feedback and positively addresses concerns raised regarding amenity of neighbouring occupiers. The revised proposals are sensitive to existing neighbouring occupiers, sympathetic to the streetscape and will retain the oak tree (T6).

In conclusion, on the basis of a comprehensive review of policies, the physical and locational constraints of the site and the design of the proposed development the application should be supported for the following reasons:

- The scheme will allow this derelict and disused parcel of land to come back into active use, improving the streetscape, and providing much needed and purpose built accommodation for the end-users.
- Issues of overbearing have been addressed by incorporating the additional storey within the roof space of the proposed development.
- Amenity of neighbouring properties has been preserved by careful arrangement of non-habitable rooms next to the site boundary, and use of obscured glass/ oriel window.
- The failing retaining wall is proposed to be replaced, ensuring the long-term stability of the valuable Oak tree.
- The development would comply with other technical policy requirements, including in respect of arboriculture, ecology, flood risk, drainage, and design.

It is therefore concluded that the proposed development would be in compliance with the policy and consequently should be supported.