



FLOOD CONSEQUENCES ASSESSMENT

**Conversion of a Former Café (Use Class A3)
to a Health Studio (Use Class D2)
at 31 Commercial Road, Port Talbot, SA13 1LN**

**On behalf of
Mr R. Herbert**

Our Ref: 1687.b

Date: January 2026

Prepared by: Shannon Stone

Approved by: Jason Evans

1.0 INTRODUCTION

- 1.1 Evans Banks Planning Ltd. has been instructed by Mr R. Herbert (the Applicant) to prepare a full planning application for the conversion of a former café (Use Class A3) to a health studio (Use Class D2) at 31 Commercial Road, Port Talbot, SA13 1LN.
- 1.2 The site lies partly in an identified zone for **River Water Flooding**, and as such the Local Planning Authority have requested this Flood Consequences Assessment (FCA) as part of their assessment of the above application.
- 1.3 This FCA has been compiled and subsequently presented to indicate the extent of the extreme risk from flooding at the site, and how the proposal to convert a former café to a health studio at 31 Commercial Road would **not impact the existing low vulnerability of the building, and it would remain a “Less Vulnerable Development”**. The retention of floorspace and associated ground levels for a continued non-residential use will not pose any increased risk to site users, nor place any increased detriment upon third parties in the immediate locality.

2.0 SITE LOCATION AND CHARACTERISTICS

2.1 THE SITE

2.1.1 The site location plan for the proposed development at 31 Commercial Road is presented in Figure 1 below.

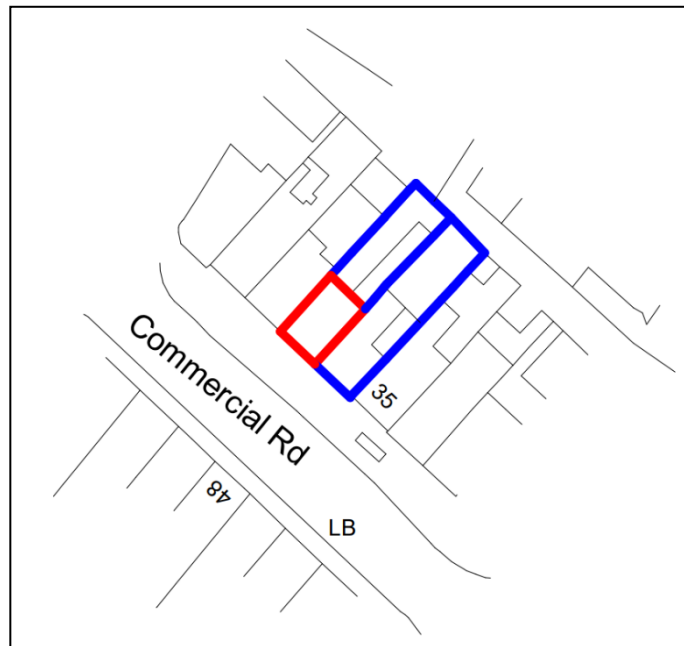


Figure 1

2.1.2 The application site comprises **solely the front section of the ground-floor level** of 31 Commercial Road in Port Talbot. Photograph 1 below shows the application site as viewed from across the street.



Photograph 1

- 2.1.3 As can be seen in Photograph 1 above, the application site is situated directly adjacent to the Taibach Chiropractic Clinic and a barber's shop.
- 2.1.4 Notably, the **rear section of the ground floor** forms a separate **storage area**, which is **not included within this planning application**. This area is used solely for storage purposes and does not form part of the proposed change of use. Significantly, the rear storage area **cannot be accessed via the main entrance to the application site on Commercial Road**. Access to this storage area is **only available from the rear lane** that runs behind Commercial Road.
- 2.1.5 Photograph 2 illustrates the rear access to the property via the lane located to the rear of Commercial Road.



Photograph 2

- 2.1.6 Photograph 3 and 4 show views of the circulation yard that serves the rear commercial storage building.



Photograph 3



Photograph 4

2.2 THE SURROUNDING AREA

- 2.2.1 In the immediate sense, the application site lies within the town of Port Talbot, situated within a district centre according to the LDP map. Figure 2 below displays a Google Earth aerial image of the application site, highlighting the application site and illustrating its location within the immediate area (captured in September 2022).

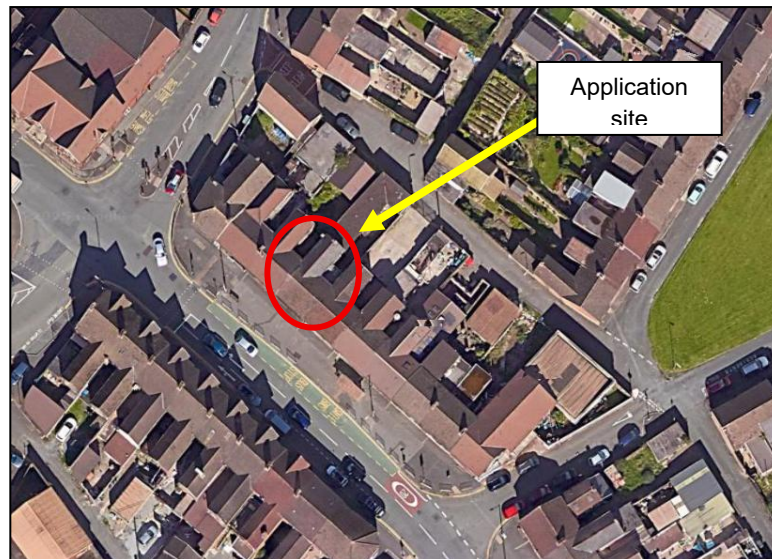


Figure 2

2.2.2 Photographs 4 and 5 below show views along the adjoining highway opposite the application site.



Photograph 4



Photograph 5

2.2.3 As can be seen in the photographs above, the application site is situated along a busy street, surrounded by other businesses. Notably, a bus stop is located directly outside the application site, making this a highly accessible and sustainable location.

2.2.4 An Ordnance Survey Map is shown in Figure 3 below which shows the surrounding areas.

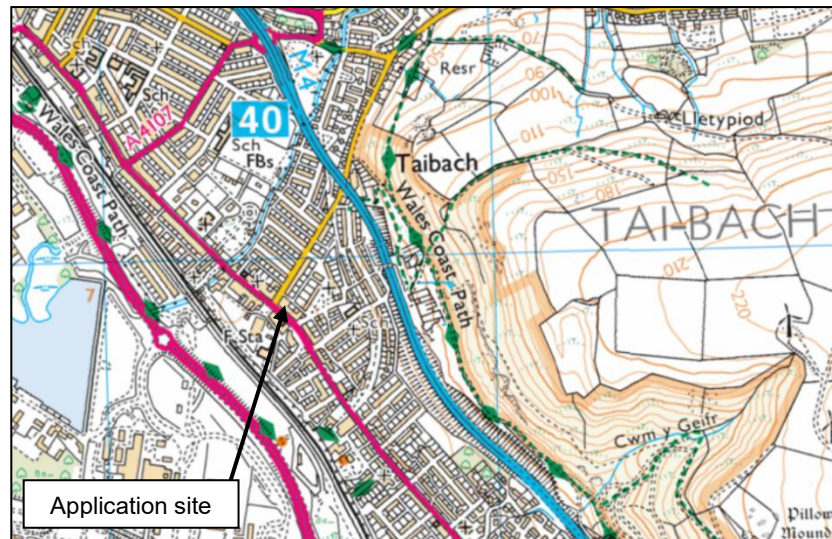


Figure 3

2.2.5 As mentioned, the application site is centrally located within a district centre in the town of Port Talbot, benefitting from convenient access to a diverse mix of uses, including commercial, residential and retail premises. These include restaurants, pubs, cafés, takeaways, high street shops, a pharmacy, post office, and an Aldi supermarket.

2.1.7 Furthermore, the application site is well served by public transport, with regular bus services providing a variety of connections to nearby settlements such as Neath, Margam, Swansea and Bridgend. Additionally, Port Talbot Parkway railway station is situated 1 kilometre from the pre-application site and provides direct services to Swansea, Carmarthen, Pembroke Dock, Fishguard Harbour, Cardiff Central, Milford Haven, Manchester Piccadilly and London Paddington.

3.0 THE PROPOSED DEVELOPMENT

3.1 PROJECT OVERVIEW

- 3.1.1 This application seeks planning permission for the change of use of part of the ground floor of 31 Commercial Road from its former café use (Use Class A3) to a health studio (Use Class D2). The proposed health studio will **accommodate low-impact health and fitness activities** such as yoga and Pilates and will also accommodate occasional **health-related events** such as seminars.
- 3.1.2 It is noteworthy that 33 Commercial Road, immediately to the south-east of the application site, is also owned by the Applicant and currently operates as a chiropractic clinic.
- 3.1.3 Furthermore, on 26th September 2025, the Applicant was granted full planning permission for the *“conversion of a first-floor residential flat (Use Class C3) to provide additional facilities for a chiropractic clinic (Use Class D2) serving the adjoining chiropractic clinic”* at 31A Commercial Road, which occupies the first-floor level directly above the application site.
- 3.1.4 The proposed change of use of the former café to a health studio is intended to **complement and support the Applicant’s existing chiropractic practice**, allowing for the expansion of associated health and wellbeing services within the local area.

3.2 GENERAL SCALE AND DESIGN

- 3.2.1 Notably, the application site comprises solely part of the ground-floor level of 31 Commercial Road. The proposal does not include any extension or increase in the building’s height; consequently, the overall scale, form, and external appearance of the structure will remain entirely unchanged, as shown in the block plan presented in Figure 4 below.

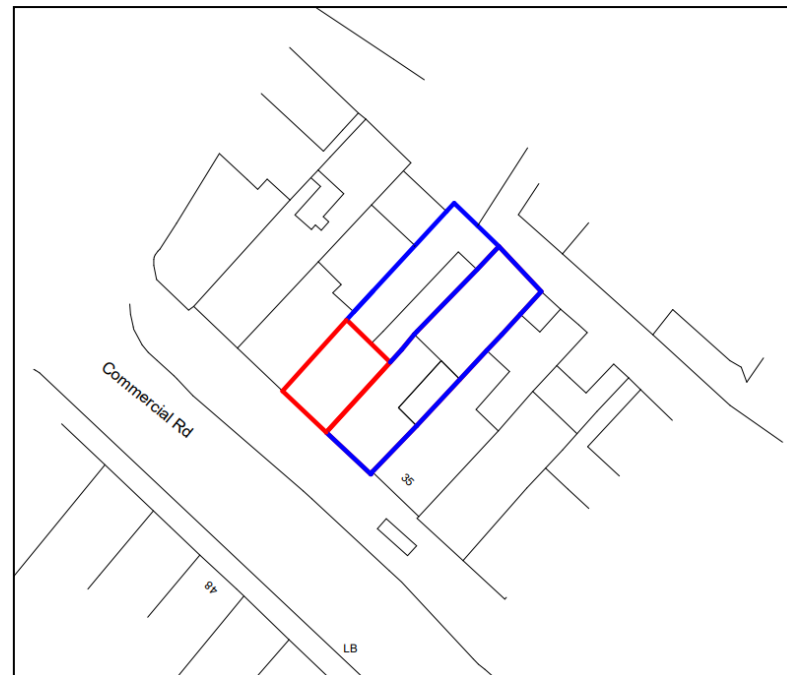


Figure 4

3.3 EXTERNAL FINISHES

- 3.3.1 No alterations are proposed to the external finishes of the building. The existing rough-textured, light brown concrete render dash on the upper level and the dark tiles on the lower portion will be retained, ensuring consistency with the local architectural character. The large, wooden-framed windows at ground-floor level will also be retained as part of this application, as well as the roof which is clad in brown tiles.

3.4 INTERNAL LAYOUT

- 3.4.1 The existing ground-floor café elements – comprising two rooms and two separate WCs – will be largely unaltered beyond general cosmetic means, as illustrated in the plans below.

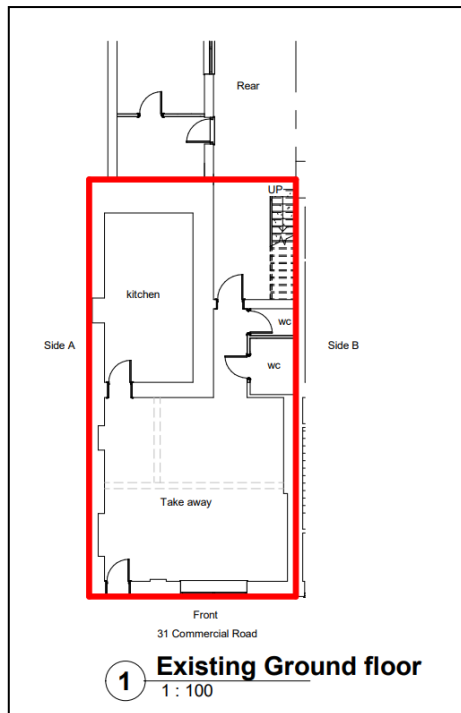


Figure 5

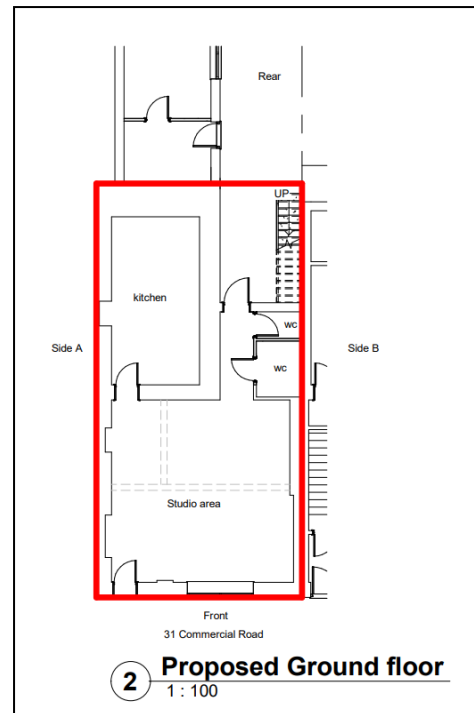


Figure 6

3.5 MEANS OF ACCESS AND PARKING

3.5.1 No changes are proposed to the existing access arrangements. Although the application site does not include dedicated customer parking, it benefits from a highly accessible location, with a bus stop situated directly outside the property. In addition, numerous parking options are available in the immediate vicinity, including on-street parking along Commercial Road and several larger public car parks nearby. Therefore, the existing access continues to serve the site safely and effectively.

3.6 DRAINAGE

3.6.1 Foul drainage will be managed via the existing system, and surface water will continue to be disposed of via existing soakaway systems already in place on the site.

3.7 BIODIVERSITY

3.7.1 Although no external alterations are proposed, biodiversity enhancements will be introduced through the installation of a bird box on the building.

4.0 EXTENT OF FLOOD RISK

4.1 *Flood Risk from Rivers*

- 4.1.1 Figure 7 presents an extract from the *Flood Map for Planning* prepared by Natural Resources Wales, illustrating the flood risk at the application site from river water sources.

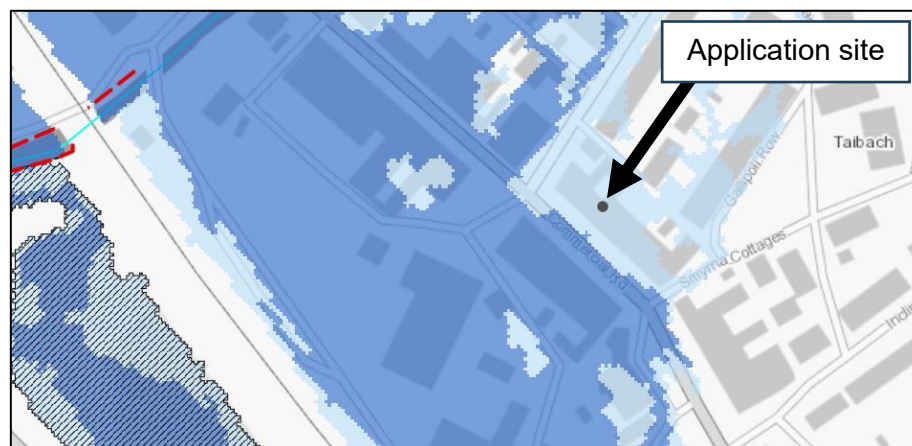


Figure 7

- 4.1.2 As shown, the site, located at 31 Commercial Road, lies within **Flood Zone 2 for river flooding**. Notably, the map indicates a greater risk of river flooding to the southwest of the site, with the level of risk decreasing toward the northeast.

4.2 *Flood Risk from Surface Water*

- 4.2.1 Figure 8 illustrates the extent of predicted and known surface water flooding in the locality. As shown, there are only small areas of surface water flooding present at areas surrounding the application site. Notably, the application site is positioned just beyond the extent of land identified as susceptible to surface water flooding and therefore falls within **Zone 1 for surface water risk**.



Figure 8

4.3 *Flood Risk from the Sea*

- 4.3.1 Figure 9 shows the flood risk at the application site from seawater. It is noted that **the site is free from tidal flooding.**



Figure 9

4.4 *Flood Risk from Reservoirs*

- 4.4.1 Figure 10 illustrates the flood risk at the application site from reservoir flooding, indicating that the site is potentially at risk of reservoir flooding due to its close proximity.



Figure 10

5.0 RECOGNITION OF THE EFFECTS OF RIVER WATER FLOOD RISK

5.1 Overview

5.1.1 **Technical Advice Note 15: Development, Flooding and Coastal Erosion** was revised and formally adopted as updated National Planning Policy in June 2025. Part of the application site at Commercial Road, Port Talbot, is shown affected by River Water Flooding, and in a Zone 2 for such purposes. Table 1 at Section 4 of the TAN 15 report indicates that the probability of such river water flooding to be “*Less than 1 in 100 (1%) but greater than 1 in 1000 (0.1%) chance of flooding in a given year, including climate change*”.

5.1.2 The proposal seeks to retain the building in its current position upon the existing footprint, with **no change in its vulnerability** despite the change of use from A3 (café) to D2 (health studio).

5.1.3 Paragraph 6.4 of the TAN indicates that the prime objective of a Flood Consequences Assessment is to develop a full appreciation of:

- The risk and consequences of flooding on the development; and
- The risk and consequences (i.e. the overall impacts) of the development on flood risk elsewhere.

5.2 Classification of Flood Vulnerability

5.2.1 Section 9 of the TAN outlines the types of development which are considered to either fall under consideration as “*Highly Vulnerable Development*” or “*Less Vulnerable Development*”. The application site relates to part of the ground floor of the property, which is a former café (**Use Class A3**), classified as “**Less Vulnerable Development**,” consistent with guidance that all public and community buildings fall within this category.

5.2.2 The proposal seeks to change the use of the ground floor from a café (Use Class A3) site to a health studio (Use Class D2 both of which are classified as “**Less Vulnerable Development**” category. As such, the change of use does not increase the site’s vulnerability to flood risk compared with existing use. Accordingly, the proposal subject of this **application will not impact the level of vulnerability to users.**

- 5.2.3 It is also relevant that the vast majority of buildings on Commercial Road accommodate either food and drink establishments, shops, or non-residential institutions at ground-floor level. The northern side of the street, where the application site is located, lies within the same designated flood risk area, while the southern side of the street is situated in a higher flood risk zone. This provides a clear precedent for the proposed commercial use in this location.

5.3 **Acceptability of Flood Risk**

- 5.3.1 Paragraphs 11.3 and 11.4 of TAN15 provide indications of where the effects of development in flood zones can be regarded as acceptable, indicating that:

“Whether a development should proceed or not will depend upon whether the consequences of flooding can be safely managed, including its effects on flood risk elsewhere.”

“There are requirements that must be in place for any development that is permitted to be located in flood risk areas. In all circumstances, developers and planning authorities should ensure the following conditions are met:

- *No increase in flooding elsewhere*
- *Occupiers aware of flood risk*
- *Escape/evacuation routes present*
- *Flood emergency plans and procedures agreed and in place*
- *Flood resistant and resilient design*
- *Acceptable consequences for type of use”*

- 5.3.2 Paragraph 11.5 indicates that a *“Flood Consequences Assessment should establish if suitable avoidance and mitigation measures can be incorporated...within the site design to ensure that development is safe and there is:*

- *minimal risk to life;*
- *minimal disruption to people living and working in the area;*
- *minimal potential damage to property;*
- *minimal impact of the proposed development on flood risk generally; and*
- *minimal disruption to the sustainable management of natural resources.”*

- 5.3.3 It is clear that the proposed change of use from a former café to a health studio at this site will **retain the same low level of flood vulnerability**. No increase on building

footprint is proposed, nor any changes to the ground levels of the site. Consequently, **the proposal will not increase the risk of flooding elsewhere.**

- 5.3.4 Notably, the proposal does not introduce any dedicated parking provision. As such, there are no implications in respect of flood storage displacement or additional hard surfacing, and no conflict with local parking standards arises. The absence of parking ensures the proposal has a negligible impact in terms of flood risk management and highway considerations.

5.4 Flood Prevention Measures

- 5.4.1 There are recognised methods to limit and mitigate the consequences of flood damage. However, the application proposes **no change to the buildings existing footprint and will represent no change in vulnerability to flood risk when compared with the existing use.** As such, it is considered that the existing flood mitigation methods serving the building will be maintained, however precautionary measures could still be considered where appropriate, particularly in respect of maintaining building resilience at ground-floor level.
- 5.4.2 TAN 15 advises that a flood response plan should be prepared and regularly maintained. All future occupiers should be made aware of the flood risk and what actions are to be undertaken during an event. It is important to also have as much warning as possible to allow the flood response plan to be followed safely. This can be achieved by registering on the flood warning scheme provided by the Local Drainage Authority, which the current clinic is part of. As a result, this requirement of TAN 15 is satisfied.