

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure)
(Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

LLFA – LOCAL LEAD FLOOD AUTHORITY OBSERVATIONS

PLANNING APPLICATION NO: 2/3/25/0841/00
APPLICANT: MR JAMES CARROLL & FAMILY
LOCATION: LAND AT FORMER ABERGARWED SERVICE
STATION, OFF B4242 NEATH ROAD,
ABERGARWED, NEATH PORT TALBOT, SA11
4EA
PROPOSAL: CREATION OF TOURISM PARK THROUGH
CONVERSION OF EQUESTRIAN STORE TO
MEET AND GREET, ANCILLARY CAFÉ AND
PLAYROOM WITH 13 NO. 2-BEDROOM
BESPOKE LODGES AND 7 NO. GLAMPING PODS
TOGETHER WITH PARKING AND
LANDSCAPING.

The Highway Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☐
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☒
Objection – on the grounds set out below	☐

MY LLFA – LOCAL LEAD FLOOD AUTHORITY OBSERVATIONS ON THIS PROPOSAL ARE AS FOLLOWS:-

The Lead Local Flood Authority raises no objection in principle; however, the following matters must be addressed to demonstrate compliance with TAN 15 and to avoid increasing flood risk on or off site:

1. The proposal to raise ground levels within the identified surface water pooling area and provide compensatory lowering on the opposite side of the watercourse is not supported. This approach is likely to displace floodwater, alter flood pathways and flood levels, and may introduce new or increased flood risk elsewhere, including outside the application site. This would not be consistent with TAN 15 requirements to avoid increasing flood risk off site.
2. The FCA identifies the removal of a lodge from the affected area as a feasible alternative. Avoiding development within the surface water pooling area is

considered the preferred solution, rather than relying on land raising and compensatory earthworks.

3. A revised proposed site layout plan with finished floor and ground levels should be provided. This should be capable of being overlaid with the mapped flood extents to clearly demonstrate:
 - Development avoidance of flood affected areas; and
 - Compliance with TAN 15 in relation to flood risk and flood pathways.

Subject to the above matters being satisfactorily addressed, the LLFA maintains no objection in principle. These points are raised to ensure flood risk is not increased and to minimise the risk of the proposal requiring redesign at a later stage, including during SAB approval.

SIGNED: ...Miss A Smith..... DATE: 05/05/26.....
pp HEAD OF ENGINEERING & TRANSPORT

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