

## OFFICER REPORT

**Application Number:** P2025/0786

**Site Address:** Chicken Valley 9 Wyvern Avenue Sandfields Neath Port Talbot SA12 7ER

**Proposal:** Demolition of rear extension, construction of a single storey rear extension and front access platform.

**Applicant:** Mr B Kumar

**Agent:** Mr Robert Bowen

**Ward:** Sandfields West

**Application Type:** Full Plans

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**Valid Date:** 25th November 2025

**Statutory Expiry Date:** 19th January 2026

**Ext. of Time / PPA date:** 26th June 2026

**Publicity Expiry Date:** 3rd June 2026

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### RECOMMENDATION - Approved

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#### SITE AND CONTEXT

The application site comprises No. 9 Wyvern Avenue, which is home to the hot food takeaway, Chicken Valley, located in the Local Ward of Sandfields. The store is located within a small commercial area, with other commercial / retail uses sited at ground floor level. Whilst the surrounding area is predominantly commercial, residential flats are present at first-floor level, above the majority of retail units. No. 9 itself is modest in scale and design, designed with a flat roof and infilling two larger flat roof structures. An area of forecourt exists to the front of the unit, with small delivery / car park area to the rear.

#### DESCRIPTION OF DEVELOPMENT

Planning consent is sought for the demolition of the existing rear extension and the construction of a single storey rear extension and front access platform.

The proposed single storey rear extension will measure 4.7m wide, 3.85m deep, with a flat roof height of 3.15, finished with a smooth render to match the existing building. The proposed extension will be used for storage purposes with small toilet sited within also.

The front access platform measures 1.75m wide, 1.44m deep, with a level height of +0.380.

### NEGOTIATIONS

The amending of the front access platform to cater for initial Welsh Water comments.

### PLANNING HISTORY

The application site has the following relevant planning history: -

**P2021/0552:** Change of use from A2 (Betting Office) to A3 (Take Away) and access ramp. Application approved on 15<sup>th</sup> September 2021.

### CONSULTATIONS

**Head of Transport and Engineering (Highways):** No objection (subject to conditions).

**Head of Transport and Engineering (Drainage):** No objection (subject to conditions).

**Dwr Cymru (Welsh Water):** No objection (include condition).

**Estates:** No comments received.

### REPRESENTATIONS

Neighbouring properties were consulted on 26<sup>th</sup> November 2025.

In response, to date, no representations from members of the public have been received.

### REPORT

National Planning Policy:

[Future Wales: The National Plan 2040](#) is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out 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 wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

**Policy 2** – Shaping Urban Growth and Regeneration – Strategic Placemaking

**Policy 9** – Resilient Ecological Networks and Green Infrastructure

#### [Planning Policy Wales \(Edition 12, February 2024\)](#)

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places

PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

PPW12 is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- TAN 12: Design

#### Local Planning Policies

The Local Development Plan for the area comprises the [Neath Port Talbot Local Development Plan](#) which was adopted in January 2016, and within which the following policies are of relevance:

#### Strategic Policies

- **Policy SP15** Biodiversity and Geodiversity

#### Topic Based Policy

- **Policy TR2** Design and Access of New Development

- **Policy BE1** Design
- **Policy SC1** Settlement Limits

### *Supplementary Planning Guidance:*

The following SPG is of relevance to this application: -

- [Parking Standards](#) (October 2016)
- [Design](#) (July 2017)

### Issues

Having regard to the above, the main issues to consider in this application relate to the impact on the visual amenity of the area, the amenities of neighbouring residents and highway safety.

### Principle of Development

Policy SC1 of the Neath Port Talbot Local Development Plan (LDP) outlines 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. The application site is located within settlement limits and given its moderate scale and nature, is considered to be of a scale and form that is proportionate to the role and function of the settlement. As such, the proposal is considered to correspond with Policy SC1 of the Neath Port Talbot LDP.

### Impact on Visual Amenity

The proposed replacement extension is moderate in scale and its design corresponds with that of the host building. The use of a matching smooth render will also contribute towards ensuring the structure corresponds with the character and appearance of the host building and the surrounding area.

The proposed front access platform is moderate in scale and only spans the width of the front entrance, which is not dissimilar to the scale and appearance of the existing front ramp entrance.

As such, the proposal is considered to have an acceptable impact on the character and appearance of the building and streetscene, corresponding with Policy BE1 of the Neath Port Talbot LDP.

### Impact on Residential Amenity

The proposed replacement extension is moderate in scale and is sited appropriately to the rear of the unit which results in no detriment to the residential amenity of

neighbouring properties. The proposed front access ramp is also moderate in scale and appropriately sited to the front of the property thus having no bearing on the residential amenity of neighbouring properties.

The proposal is therefore considered to have an acceptable impact on the residential amenity of neighbouring properties, corresponding with Policy BE1 of the Neath Port Talbot LDP.

#### Parking and Access Requirements and Impact on Highway Safety

The Head of Transport and Engineering (Highways) have been consulted and provide no objection to the proposal subject to conditions. They have requested that the construction of the front ramped access be done so in accordance with Drawing No. 2513/WA/05, this will be ensured via the approved plans list condition. Since then, amended plans have been submitted which detail a front platform of a reduced area and depth, to which it is considered to have a reduced impact when compared to the previous design, which received no objection.

They have also outlined that the proposed rear extension lies partially outside the current leasehold boundary and that formal written approval should be obtained before its construction. Notwithstanding this, the applicant has signed Certificate B, notifying all relevant parties of their proposal.

A condition shall also be attached to any permission ensuring that the ramped access shall be surfaced in a porous material, or provision must be made to direct run-off water from the hard surface, to a permeable porous area or surface within the curtilage of the application site, with no surface water allowed to flow out onto the public highway and retained as such thereafter.

#### Biodiversity

As identified above, Policies EN6 and EN7 of the Local Development Plan will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

Planning Policy Wales (PPW) 12 sets out that;

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will

describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15 of PPW 12) has been applied.

The application has been accompanied by a Green Infrastructure Statement which outlines that a bird box will be sited on the rear elevation of the proposed rear extension below the eaves. This is considered a sufficient form of ecological enhancement and will be secured via suitably worded condition.

#### Flood Risk / Drainage

The application site does not lie within a Flood Map for Planning Flood Zone. Welsh Water have also been consulted, offering no objection subject to the including of a condition which refers to the maintenance of surface water and the inclusion of an advisory note.

#### Other Matters

No other matters have been considered.

#### CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in accordance with Policies SP15 (Biodiversity and Geodiversity), TR2 (Design and Access of New Development), BE1 (Design) and SC1 (Settlement Limits).

It is further considered that the decision complies with Future Wales - the National Plan 2040 and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

## RECOMMENDATION

### **Approved**

Subject to the following conditions/reasons, which have been imposed for the reasons stated:-

#### Time Limit Conditions

- 1 The development shall begin no later than five years from the date of this decision.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

#### List of Approved Plans

- 2 The development shall be carried out in accordance with the following approved plans and documents:

2513/WA/02 REV A (Block Plan).  
2513/WA/05 REV C (Proposed New Access).  
2513/WA/01 (Location Plan).  
Green Infrastructure Statement.

Reason:

In the interests of clarity.

#### Regulatory Conditions

- 3 Prior to the first beneficial use of the development hereby permitted, an artificial nesting site for birds shall be erected on the building to one of the following specifications, and retained as such thereafter;  
Nest Box Specifications for House Sparrow Terrace:  
Wooden (or woodcrete) nest box with 3 sub-divisions to support 3 nesting pairs. To be placed under the eaves of buildings.  
Entrance holes: 32mm diameter  
Dimensions: H310 x W370 x D185mm  
or  
Swift Nest Box Specification:

Wide box with small slit shaped entrance hole. Must be placed under or close to roofs, at least 5m from the ground.

Dimensions: H150 x W340 x D150mm

Reason:

In the interest of biodiversity, and to mitigate to loss of bird nesting/foraging habitats under the Habitats Regulations (amended 2012) and to accord with Policy SP15 of the adopted Neath Port Talbot Local Development Plan.

- 4 No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

Reason:

To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

- 5 The proposed ramped access platform hereby approved, shall be surfaced in a porous material, or provision shall be made to direct run-off water from the hard surface, to a permeable porous area or surface within the curtilage of the application site, with no surface water allowed to flow out onto the public highway and retained as such thereafter.

Reason:

In the in interest of highway and pedestrian safety and to ensure compliance with Policy TR2 of the Neath Port Talbot Local Development Plan.

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| <b>Case Officer</b>           | Lewis Byng     |
| <b>Telephone No.</b>          | 01639 686746   |
| <b>Date of Recommendation</b> | 11th June 2026 |