



PLANNING DESIGN & ACCESS STATEMENT

**Proposed Redevelopment of Former Bank to
13 Affordable Accommodation Units
at 48 Station Road, Port Talbot, SA13 1NW**

**On Behalf of
LIFE Property**

Our Ref: 1010.g
Date: September 2025
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1.0 INTRODUCTION

- 1.1 This Design & Access Statement incorporating has been compiled to accompany the submission of an Application for Full Planning Permission to Neath Port Talbot County Council. The submission seeks the approval for proposed development by LIFE Property Group Ltd. for the “*Proposed Redevelopment of Former Bank to 13 Affordable Accommodation Units*” at 48 Station Road, Port Talbot, SA13 1NW.
- 1.2 This Design & Access Statement has been compiled under the provisions of Technical Advice Note (TAN) 12 “Design” (2014) and the Town & Country Planning (GDPO) (Amendment) (Wales) Order 2009, No. 1024: Design and Access Statements: Wales. It has been prepared as part of the planning application, and its contents should be read in conjunction with the submitted plans. It has been prepared on the basis of the nature and type of the above proposal, and the proposed scheme has been assessed against the following key areas, as well as the site’s context:
- Character
 - Local Development Plan Policies
 - Environmental Sustainability
 - Movement to, from and within the development
- 1.3 This Design and Access Statement has been prepared following the guidance set out in *Planning Policy Wales (12th Edition) (February 2024)*, *Technical Advice Note 12: Design (2014)*, and *Technical Advice Note 15: Development, flooding and coastal erosion (June 2025)*.

2.0 SITE ANALYSIS AND CONTEXT

2.1 SITE ANALYSIS

- 2.1.1 The pre-application site concerns a three-storey semi-detached property which is a former bank, situated off Station Road, a high street in Port Talbot. Figure 1 below shows the site location plan for the pre-application site.



Figure 1

- 2.1.1 Photograph 1 below displays a view of the front (western) elevation of the pre-application site.



Photograph 1

2.1.2 As shown in Photograph 1, the front elevation of the former bank presents a three-storey stone facade to Station Road, characterised by its traditional architectural styling and strong historic character. The ground floor features a prominent arched entrance, while multiple sash windows are arranged across all floors, each framed within stone surrounds. The front elevation is topped with a pitched roof incorporating dormer windows. Despite the property's historic appearance, it is important to note that the application site is not designated as a Listed Building.

2.1.3 Photograph 2 below displays a view of the side (northern) and rear (eastern) elevations, while Photograph 3 displays a clearer view of the rear (eastern) elevation.



Photograph 2



Photograph 3

2.1.4 As shown, the side and rear elevations present a notably different architectural character, defined by a mix of single-storey and multi-storey elements, all constructed in matching stonework. A flat-roofed, single-storey extension runs along Ty-Draw Place, incorporating sash windows that reflect those on the front elevation. However, the side elevation overall displays limited architectural detailing in comparison. The rear elevation is even more simple in appearance, comprising a plain stone wall with minimal features aside from a white UPVC rear exit door.

2.1.5 Notably, the property shows signs of a previous rear extension, as evidenced by the different types of stone which is clearly visible along its side (northern) elevation. Photographs 4 and 5 below highlight this difference in stonework.



Photograph 4



Photograph 5

2.1.6 Furthermore, as illustrated by the photographs above, the pre-application site's boundaries are clearly defined by the property's walls. The property is directly accessed from a public pavement that wraps around its front, side, and rear elevations. Additionally, the rear elevation features off-street parking at its rear side.

2.1.7 Photographs 6 and 7 below present the visibility splay from the parking area at the rear of the property.



Photograph 6



Photograph 7

2.2 THE SURROUNDING AREA

2.2.1 As previously discussed, the pre-application site is situated along Station Road, which is a high street located in Port Talbot. Figure 2 below presents a Google Earth aerial image showing the location of the pre-application site (circled yellow) and the surrounding area, captured on April 27th, 2025.



Figure 2

2.2.2 As shown in Figure 2, there are several residential streets situated to the east of the pre-application site, and Heilbronn Way (A48) is situated to the west.

2.1.8 Photographs 8 and 9 display the view from the front elevation of the property, illustrating the context of the surrounding area.



Photograph 8



Photograph 9

2.2.3 Photographs 10 and 11 below illustrate the diverse range of dwelling types situated to the east of the pre-application site, including both traditional terraced houses and more modern new-build properties.



Photograph 10



Photograph 11

2.2.4 Moreover, directly opposite the northern boundary of the pre-application site is a block of flats located above a carpet shop and a solicitor's office, at 50-54 Station Road. As shown in Photograph 12 below, the flats feature a more modern design, incorporating large windows and a smooth rendered finish, further emphasising the diverse built character of the local area.



Photograph 12

2.1.9 Station Road has undergone significant development changes over the past 15–20 years, with a clear trend towards the conversion of buildings into either self-contained flats or mixed-use premises incorporating residential accommodation. A prominent example is the adjacent 50–54 Station Road (shown in Photograph 12 above), which was granted full planning permission in May 2010 for “*the demolition*

of existing commercial premises and construction of 2 office units to ground floor and 14 flats above". As previously mentioned, 50–54 Station Road adopts a more modern architectural approach, incorporating large windows and a smooth rendered finish. This type of design is becoming increasingly common along Station Road, contributing to a gradual shift towards a more contemporary visual character for the area.

2.1.10 Furthermore, several other properties along Station Road have been granted planning permission for similar conversions into flats or mixed-use developments incorporating residential flats. These include, but are not limited to:

- *2-4 Station Road (granted in October 2018)*
- *6 Station Road (granted in August 2016)*
- *18-20 Station Road (granted in February 2025)*
- *29 Station Road (granted in September 2024)*
- *Former Port Talbot Police Station (granted in March 2017)*

2.2.5 As mentioned, the application site is centrally located within Port Talbot town centre, benefitting from convenient access to a diverse mix of uses, including commercial, residential and retail premises. These include pubs, restaurants, cafés, takeaways, high street shops, a pharmacy, post office, job centre, Tesco superstore, and multiple places of worship, including a chapel and church. For example, immediately south of the site, at 44 Station Road, is the Pig Iron Tavern, while a Wetherspoons pub is located directly opposite. Additionally, as already noted, directly north is a mixed-use property featuring residential flats above retail and commercial premises.

2.2.6 Furthermore, Port Talbot town centre is well served by public transport, with regular bus services providing a variety of connections to nearby settlements such as Swansea, Bridgend, Baglan, Maesteg, Brynbryddan, Glyncoirwg, Neath, and Margam. Additionally, Port Talbot Parkway railway station is situated only 400 metres 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.

2.2.7 Figure 3 below shows an Ordnance Survey Map with the pre-application site highlighted.

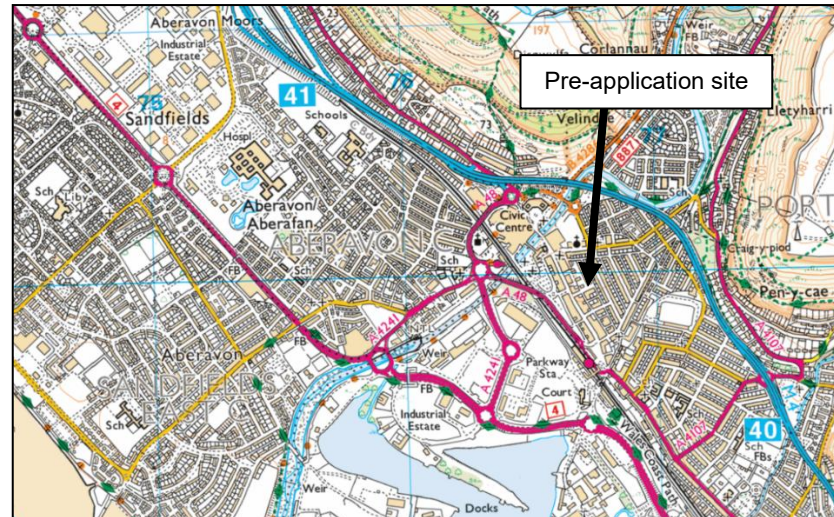


Figure 3

2.3 PROJECT DESIGN PARAMETERS AND PRINCIPLES

2.3.1 As a result of the local context and the aspirations of the Applicant and end user of the scheme, the following design principles and parameters have influenced the design of the proposal subject of this planning application:

- **Density** – The scheme makes efficient use of a brownfield site within the town centre, providing thirteen affordable residential flats while maintaining the historic bank frontage for commercial use.
- **Layout** – The arrangement has been guided by the retained front section of the building, the need to create high-quality residential accommodation to the rear, and the relationship with neighbouring uses in a dense urban setting.
- **Access** – Safe and convenient pedestrian and vehicular access is provided, with close proximity to public transport links, including Port Talbot Railway Station and regular bus services.
- **Parking** – To proposal includes four vehicle parking spaces alongside secure cycle storage, supporting both car users and active travel modes, while reducing reliance on private vehicles.
- **Design** – The external design respects the character of the existing building and surrounding townscape, incorporating sympathetic materials and detailing.
- **Scale** – The development introduces a scale that is appropriate to the enclosed urban site, ensuring a positive relationship with adjoining properties.

- **Biodiversity** – Although located within a highly urbanised setting, the scheme has incorporated opportunities for biodiversity enhancement, including the installation of bird and bat boxes.

3.0 THE PROPOSED DEVELOPMENT

- 3.0.1 This proposal seeks the opinion of the Authority on the proposed **conversion of a former bank building, with the rear portion to be redeveloped into flats while retaining the front of the property for continued business use (offices).**

3.1 GENERAL SITING AND LAYOUT

- 3.1.1 Figure 4 below illustrates the proposed site layout plan of the application site, taken at the ground floor level.

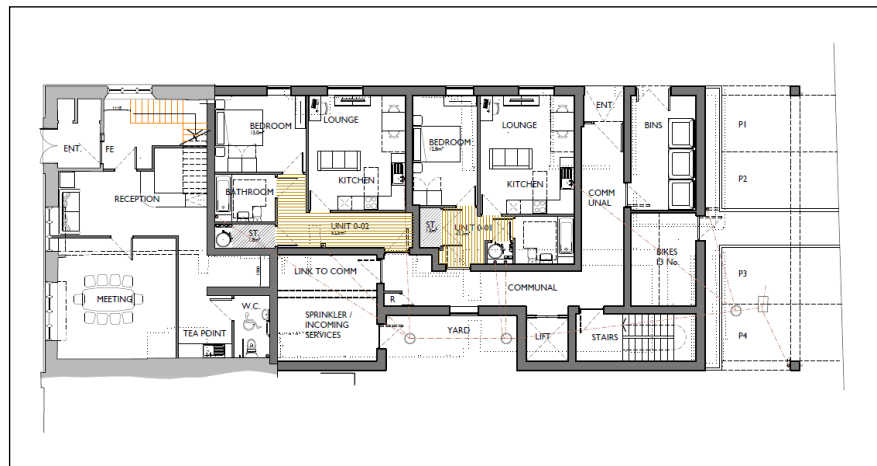


Figure 4

3.2 EXTERNAL FINISHES

- 3.2.1 The proposal includes the addition of a three-storey extension to the pre-application building, as illustrated by the existing and proposed elevations shown in Figures 5 and 6, respectively.

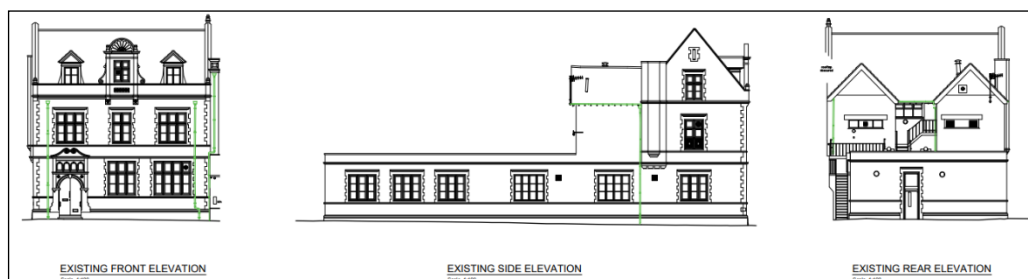


Figure 5



Figure 6

3.2.2 As illustrated in Figures 5 and 6, the proposal involves a sensitive and well-considered approach to extending the existing building. The front elevation, shown in both figures, is to be retained in its original form, preserving its historic character and ensuring continuity with the established street scene. This section will continue to be used for office purposes.

3.2.3 In contrast, the rear of the building is proposed to be significantly redeveloped through the addition of a modern three-storey extension. This extension has been carefully designed to align with the existing roofline of the front section, which is already three storeys in height, thereby maintaining visual coherence across the full length of the building. The proposed side and rear elevations introduce a modern architectural style, incorporating large windows, balconies, and modern materials, securing a clear visual distinction from the building's historic frontage element.

3.3 INTERNAL LAYOUT

3.3.1 Figure 7 below displays the existing floor plans for the building, while Figures 8, 9, 10 and 11 illustrate the proposed floor plans for the ground floor, first floor, second floor, and third floor, respectively.

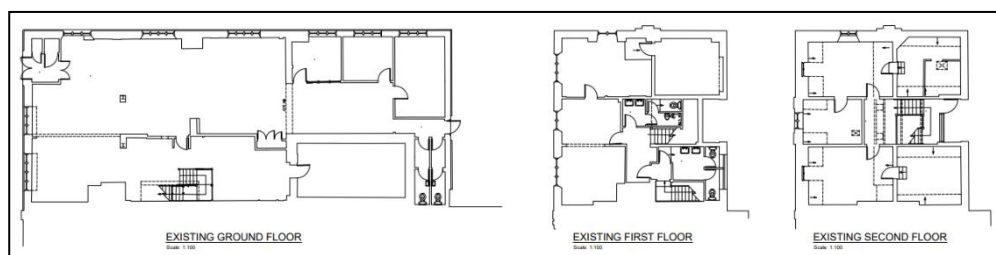


Figure 7

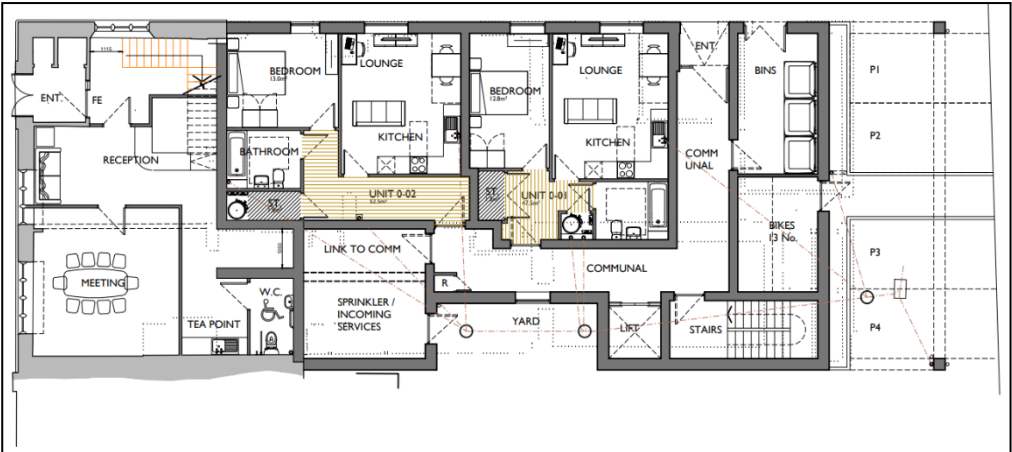


Figure 8

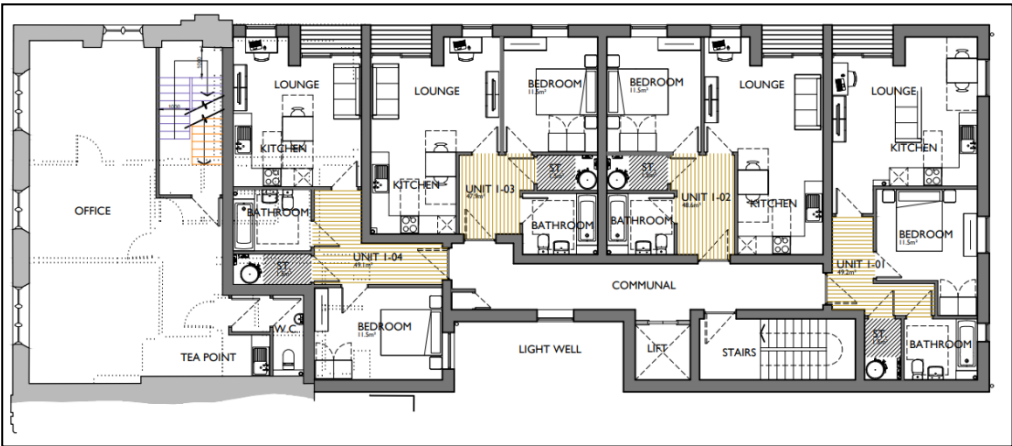


Figure 9

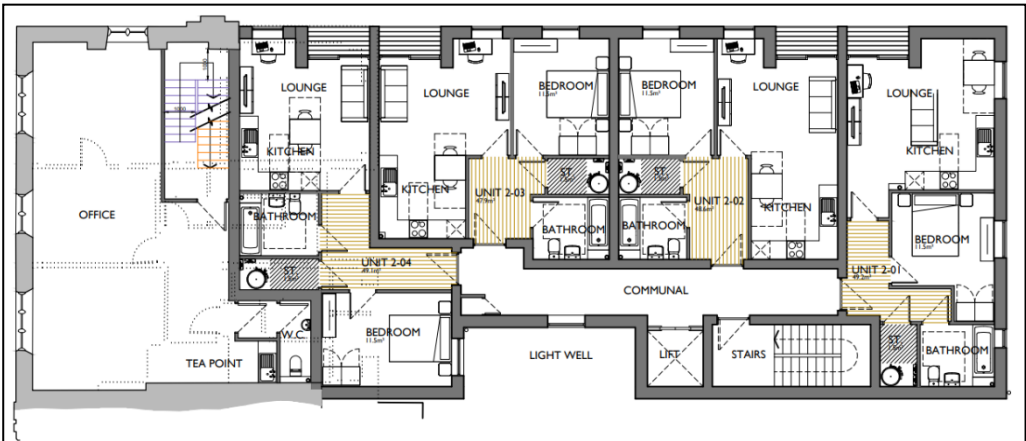


Figure 10

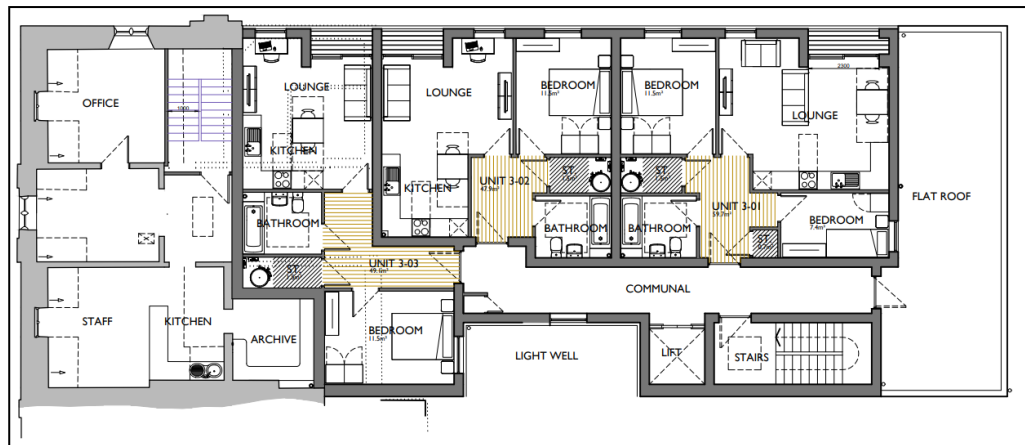


Figure 11

3.3.2 As illustrated by Figure 8, the primary access to the flats is proposed along the northern (side) elevation of the pre-application building. In addition, the proposal retains the existing rear access to allow entry to the bicycle storage area, located just beyond a small parking area that accommodates up to four off-street parking spaces.

3.3.3 As can be seen in Figures 8 – 11 above, the proposal involves the redevelopment of the former bank building to provide a total of thirteen residential units. The layout includes two units on the ground floor, four on the first floor, four on the second floor, and three on the third floor. Each unit will feature a bedroom spacious enough to accommodate a double bed, a modestly sized bathroom, and an open-plan lounge, kitchen, and dining area.

3.4 DRAINAGE

3.4.1 Drainage arrangements will utilise the existing foul and surface water connections. The proposal does not require any changes to the existing drainage infrastructure, thereby ensuring full compliance with local planning policies and avoiding additional pressure on utility systems.

3.5 BIODIVERSITY

3.6 In line with wider sustainability and ecological enhancement objectives, the proposal will include the installation of bat and bird boxes on the property. These will be positioned strategically to maximise ecological gain, enhancing the site's ecological value in line with national guidance on biodiversity net gain.

4.0 PLANNING POLICY

4.1 NATIONAL PLANNING POLICY

- 4.1.1 The proposal has been prepared in full consideration of the guidance set out in **Planning Policy Wales (Edition 12)** (PPW), together with its associated Technical Advice Notes, and **Future Wales: The National Plan 2040 (FW2040)**. Policy objectives relating to sustainable development, brownfield redevelopment, housing delivery, and the promotion of town centre vitality have directly informed the design and scope of this proposal.
- 4.1.2 **Technical Advice Note 15: Development, Flooding and Coastal Erosion (June 2025)** which seeks to ensure that flood risk is properly considered in all planning decisions is particularly relevant to this proposal given the site's location within the **TAN 15 River Defended Zone** and **Flood Zone 3** (river flood risk). While this designation identifies a high level of flood risk, TAN 15 recognises that redevelopment can be acceptable in defended, previously developed town centre locations, subject to appropriate mitigation.
- 4.1.3 Given the application site's location within Flood Zone 3, a Flood Consequences Assessment (FCA) accompanies this application in accordance with TAN 15. Paragraph 6.7 of TAN 15 highlights that the assessment process enables planning authorities to determine whether *"the risk and consequences of flooding are acceptable and can be appropriately managed over the lifetime of development"*. Paragraph 6.7 also notes that the FCA can be *"used to establish whether appropriate avoidance or mitigation measures could be incorporated within the design of the development to ensure that over its lifetime, development minimises risk to life, damage to property and disruption to people living and working on the site, and does not increase flood risk elsewhere"*.
- 4.1.4 The proposed redevelopment fully aligns with this principle. The scheme does **not increase the building footprint** and therefore **does not increase flood risk on-site or elsewhere**. In addition, the design incorporates modern, flood-resilient construction measures and avoids introducing residential accommodation at ground floor level, thereby significantly reducing potential consequences compared with the existing situation. Taken together, these measures demonstrate that the risk and consequences of flooding can be appropriately managed over the lifetime of the

development in line with TAN 15. This also aligns with Paragraph 10.17 of TAN 15 which recognises that redevelopment of brownfield sites can be acceptable provided proposals do not “*over intensify use*” or “*reduce the area’s ability to absorb flood water*”.

4.1.5 Paragraph 10.23 further confirms that proposals within Zone 3 may be appropriate if they contribute to “*the regeneration of an existing settlement*” or deliver “*key economic or environmental objectives*”. The application site lies in the heart of Port Talbot town centre, where Development Plan policy strongly supports regeneration through mixed-use redevelopment. By converting a vacant bank into a mixed-use development comprising of a commercial floorspace alongside new affordable flats, the proposal makes efficient use of land, supports the vitality of Station Road, and aligns with strategic regeneration objectives.

4.1.6 In summary, the proposal is consistent with the key principles and requirements for placemaking set out in PPW, including sustainable development, transportation, re-use of brownfield land, housing delivery, and biodiversity enhancement. The scheme also contributes to the Well-being of Future Generations (Wales) Act objectives by supporting town centre regeneration, providing affordable housing, and promoting sustainable travel. By delivering a higher level of affordable housing while retaining the existing commercial frontage, the proposal continues to comply with all relevant aspects of national planning policy and guidance.

4.2 LOCAL PLANNING POLICY

4.2.1 In terms of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the adopted development plan for the area within which the application site is positioned is the *Neath Port Talbot Local Development Plan* (LDP).

4.2.2 All relevant policies of the LDP have been given full consideration in the preparation of the revised scheme subject of this application, including the following:

- **Policy SC1** – Settlement Limits
- **Policy SP3** – Sustainable Communities
- **Policy I1** – Infrastructure Requirements
- **Policy SP7** – Housing Requirements

- **Policy SP8** – Affordable Housing
- **Policy AH1** - Affordable Housing
- **Policy SP11** – Employment Growth
- **Policy R2** – Proposals Within Retail Centres
- **Policy TR2** – Design and Access of New Development
- **Policy BE1** - Design

4.2.3 Figure 12 below displays an extract of the LDP map with the application site highlighted. As can be seen, the application site is situated within a town centre.

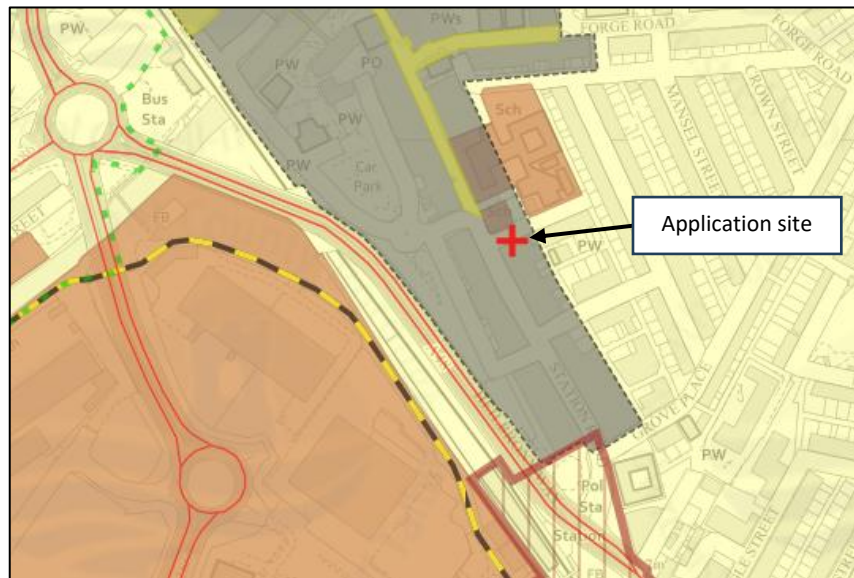


Figure 12

POLICY R2 – PROPOSALS WITHIN RETAIL CENTRES

4.2.4 Policy R2 supports proposals within designated retail centres that enhance the vitality, viability, and attractiveness of the area. The policy encourages development that strengthens the retail character, makes effective use of upper floors, and maintains a vibrant and active street frontage. It also sets out specific criteria for assessing the conversion or redevelopment of premises, ensuring that such changes provide community, regeneration, and/or townscape benefits.

4.2.5 The application site is located on Station Road, within the designated Port Talbot retail centre. The proposal seeks to retain the historic front section of the former bank for continued business use (offices) while redeveloping the rear section into thirteen residential flats through a new three-storey extension. This hybrid approach

retains a strong commercial presence at street level while responding to ongoing trends and demand for town centre living.

4.2.6 The proposal complies with **Criterion 1** of Policy R2, which states:

“Within the designated retail centres, uses that would enhance the vitality, viability and attractiveness of the centre, including uses in classes A and D will be permitted where:

- a) The proposal integrates with and strengthens the layout, retail character and pedestrian flows of the centre; and*
- b) Does not prejudice the effective use of upper floors; and*
- c) Maintains a vibrant and attractive shopping street frontage.”*

4.3 The proposed development aligns with Criterion 1(a) through the retention of the existing commercial use on the ground floor fronting Station Road. By maintaining an active business presence in a key location, the proposal reinforces the existing retail character and contributes to the functional layout of the centre.

4.4 In relation to Criterion 1(b), the development makes effective use of upper floors and previously underutilised rear areas, introducing much-needed residential accommodation into a highly accessible location.

4.5 With respect to Criterion 1(c), the proposal ensures the preservation of the existing building’s stone facade and architectural detailing, thereby maintaining the visual vibrancy and established character of Station Road’s shopping frontage. No alterations are proposed to the historic front elevation, ensuring visual continuity and compatibility with the surrounding built form.

4.6 Additionally, the redevelopment of the rear portion of the site satisfies Criterion 2(c) of Policy R2, which allows for the conversion of commercial premises where such proposals result in *“the redevelopment of derelict, unsightly, underused and vacant land / premises for alternative uses which would have significant social, community or regeneration benefits”*. As detailed in the Site Analysis, the rear and side elevations of the former bank are of limited architectural merit and contribute little to the quality or functionality of the surrounding environment. The proposed three-

storey residential extension will replace this underutilised space with a well-designed and contemporary development that supports the delivery of town centre housing.

- 4.7 In summary, the proposed development is fully in accordance with the aims and objectives of Policy R2. It retains and enhances the commercial character of the Station Road frontage, introduces high-quality residential units on a sustainably located brownfield site, and contributes meaningfully to the ongoing regeneration of Port Talbot town centre.

POLICY TR2 – DESIGN AND ACCESS OF NEW DEVELOPMENT

- 4.8 Policy TR2 of the Local Development Plan sets out clear requirements for the design and accessibility of all new development proposals. The policy outlines that development will only be permitted where it does not compromise the safe and efficient use of the highway network, provides appropriate levels of parking and cycling infrastructure, is accessible via a range of transport modes, and, where relevant, is supported by appropriate Transport Assessments or Travel Plans. The proposed redevelopment of the former bank building on Station Road complies with the aims of Policy TR2.
- 4.9 The development meets Criterion (1) by ensuring that vehicle movements associated with the new flats and retained office space will not result in adverse impacts on highway safety or traffic flow. Given the limited scale of the proposal, any traffic generated will be minimal and easily accommodated within the existing network.
- 4.10 In line with Criterion (2), the proposal provides safe access and includes a secure cycle storage area to encourage sustainable travel. Although four off-street parking spaces are proposed to the rear, the site's highly accessible location in the heart of Port Talbot means that on-site parking is not essential. The development actively promotes the use of walking, cycling, and public transport.
- 4.11 The proposal fully meets Criterion (3), benefiting from excellent access to public transport. Port Talbot Parkway railway station lies just 400 metres away, and the area is served by a range of frequent bus routes. Well-maintained pavements and surrounding infrastructure also support safe pedestrian and cycle access.

- 4.12 Given the modest scale of the development, a Transport Assessment or Travel Plan is not required under Criterion (4). The number of residential units is relatively small, and the sustainable location ensures no significant traffic impact will result.
- 4.13 In summary, the proposed development is consistent with Policy TR2. It ensures safe access, makes efficient use of town centre infrastructure, and encourages a shift toward active and sustainable travel.

POLICY SP3 – SUSTAINABLE COMMUNITIES

- 4.14 Policy SP3 of the Local Development Plan seeks to deliver sustainable, healthy, and cohesive communities while conserving the countryside. This is achieved by defining a settlement hierarchy, establishing settlement limits within which development will be supported in principle, and resisting inappropriate development outside those limits.
- 4.15 The application site is located within the defined settlement limits of Port Talbot, which is identified as a key settlement within the hierarchy. The redevelopment therefore accords with the spatial strategy and is acceptable in principle.
- 4.16 The proposal contributes positively to the delivery of sustainable communities in line with Policy SP3 by making efficient use of a brownfield site in a highly accessible town centre location, thereby reducing the need for development on greenfield land.
- 4.17 The proposal makes efficient use of previously developed land within the settlement boundary and does not extend into the countryside. It is therefore consistent with Policy SP3's objective of resisting inappropriate development outside settlement limits.
- 4.18 In summary, the proposal is wholly consistent with Policy SP3 as it is located within the settlement limits of Port Talbot, makes sustainable use of previously developed land, supports the creation of a cohesive and accessible community, and avoids development in the countryside.

POLICY I1 – INFRASTRUCTURE REQUIREMENTS

- 4.19 Policy I1 requires that new development provides, or contributes to, appropriate infrastructure to ensure impacts on health, safety, and amenity are mitigated. This includes consideration of affordable housing, open space, community facilities, environmental interests, access to services, and transport provision.
- 4.20 The application site is located within Port Talbot town centre, which already benefits from a full range of services and amenities, including shops, schools, healthcare, and leisure facilities. The site is also well served by public transport, with Port Talbot Parkway railway station only 400 metres away and frequent bus services connecting the town to surrounding settlements. Pedestrian and cycle infrastructure is well-established in the area, supporting sustainable travel options. Given the site's highly sustainable location, the proposed redevelopment will have minimal impact on existing infrastructure.
- 4.21 In summary, the proposal complies with Policy I1 as it is located in a well-served, highly sustainable town centre, making efficient use of existing infrastructure and minimising the need for additional provision.

POLICY AH1 – AFFORDABLE HOUSING

- 4.22 Policy AH1 of the Local Development Plan requires that all new housing developments of three or more units contribute to affordable housing provision, with a target of 25% in Port Talbot. Contributions are secured through planning conditions, obligations, or legal agreements.
- 4.23 The proposed redevelopment will provide a total of **thirteen residential units**, all of which are intended as **affordable housing**. This fully meets the requirements of Policy AH1 and exceeds the Port Talbot target, making a significant contribution to local housing needs.
- 4.24 In summary, the scheme is wholly consistent with Policy AH1 as it delivers 100% affordable housing in a town centre location, supporting the council's objective of increasing the availability of affordable homes.

POLICY BE1 – DESIGN

- 4.25 Policy BE1 requires all development proposals to demonstrate high quality design that considers the natural, historic, and built environment, contributing to attractive, sustainable places. Proposals will only be permitted where all relevant criteria are satisfied.
- 4.26 In line with Criterion (1), the proposed redevelopment retains the historic front elevation of the former bank, preserving its scale, height, massing, and architectural detailing. The modern three-storey rear extension is designed to complement the existing building while providing a clear distinction between historic and contemporary elements.
- 4.27 With respect to Criterion (2), the scheme respects the local context and townscape, enhancing the appearance of the site without adversely affecting nearby heritage assets. The development is consistent with the character of Station Road and does not impact prominent skylines or gateways into the town.
- 4.28 In accordance with Criterion (3), materials have been carefully selected on the proposed rear extension to relate to the existing stonework and surrounding buildings.
- 4.29 In regard to Criterion (4), the development will not have a significant adverse impact on highway safety. The site promotes sustainable and active travel through the provision of secure cycle storage and benefits from excellent access to frequent bus services and Port Talbot Parkway railway station, reducing reliance on private cars. The four proposed off-street parking spaces are carefully designed to maintain safe vehicle movements and preserve the amenity of neighbouring properties, ensuring that the development has no adverse impact on highway safety.
- 4.30 Consistent with Criterion (5), the proposal incorporates ecological enhancements such as bat and bird boxes to support biodiversity.
- 4.31 In line with Criterion (6), the layout promotes natural surveillance and well-lit, safe public spaces, consistent with 'Secured by Design' principles.

- 4.32 With respect to Criterion (7), the site benefits from excellent pedestrian, cycling, and public transport connections, linking the development with the wider community and town centre facilities.
- 4.33 Consistent with Criterion (8), the proposal makes efficient use of brownfield land within the town centre, maximising density without overdevelopment, and avoiding impact on adjacent sites.
- 4.34 Finally, in regard to Criterion (9), drainage arrangements utilise existing connections and incorporate flood-resilient measures to limit surface water runoff, in line with TAN 15 requirements, ensuring no increase in flood risk.
- 4.35 In summary, the proposed redevelopment fully meets the relevant criteria of Policy BE1 by delivering a high-quality, contextually sensitive design that is safe, accessible, sustainable, and enhances the character of Station Road.

POLICY SP11 –EMPLOYMENT GROWTH

- 4.36 Policy SP11 seeks to support and safeguard existing employment uses while encouraging new and expanding employment development, particularly within settlement limits and Strategic Regeneration Areas.
- 4.37 The proposal retains the existing commercial use at the front of the former bank building on Station Road for continued office purposes. This ensures that the site continues to contribute to local employment provision and safeguards premises already in lawful employment use, in accordance with Policy SP11.
- 4.38 By combining retained office space with new residential units, the scheme also contributes to the delivery of mixed-use, sustainable development within the town centre, supporting the regeneration objectives of Port Talbot and reinforcing the vitality of the local economy.
- 4.39 In summary, the proposal aligns with Policy SP11 by safeguarding existing employment uses, promoting mixed-use development, and supporting economic activity within a defined settlement.

5.0 ACCESSIBILITY

5.0.1 All-inclusive design issues identified have been addressed wholly in compliance with the requirements of the Disability Rights Commission Code of Practice “Rights of Access: Services and Premises” and Part M of the Building Regulations, where applicable. Thereafter full compliance will be maintained in perpetuity.

5.0.2 The site is positioned off Station Road with no discernible differences in ground level from the main entrance to the proposed public highway.

5.1 MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

5.1.1 The application site is located within Port Talbot town centre, where a wide range of community facilities, services, and amenities are all within walking distance. Frequent bus services are available nearby, and Port Talbot Parkway railway station lies approximately 400 metres from the site, providing excellent regional and national connections.

5.1.2 Secure cycle storage is provided within the development to encourage active travel. Combined with the site’s excellent public transport accessibility, the proposal promotes sustainable travel and reduces reliance on private motor vehicles.

6.0 CHARACTER

6.1 LANDSCAPE DESIGN

- 6.1.1 The proposal adopts a considered approach to landscaping, reflecting the urban and brownfield context of the site.

6.2 SCALE

- 6.2.1 The proposed development comprises a total of **13 residential flats** within a three-storey extension to the rear of the former bank building. The retained front section continues to provide office space, ensuring the scale of the development is compatible with the existing building and surrounding properties along Station Road.

6.3 NUMBER

- 6.3.1 The layout provides **thirteen one-bedroom residential units**, designed to make efficient use of previously underutilised rear areas while respecting the site's capacity and the character of the town centre.

6.4 LAYOUT OF DEVELOPMENT

- 6.4.1 The layout has been steered by the site's existing form, access arrangements, and the surrounding urban context. The positioning of the extension and residential units ensures a logical and legible arrangement for residents and visitors, while maintaining a sensitive relationship with neighbouring properties and the wider streetscape.

6.5 APPEARANCE

- 6.5.1 The design takes inspiration from the character of nearby developments and the existing building, particularly its stone facade and traditional architectural detailing. Combined with the approach to scale, layout, and landscaping, the proposal ensures a harmonious appearance that complements Station Road and the surrounding town centre environment.

7.0 COMMUNITY SAFETY

- 7.1 The layout of the proposed development has been designed to promote natural surveillance throughout the site. Windows and entrances are positioned to provide clear sightlines over shared spaces, walkways, and access points, enhancing the safety and security of both residents and visitors.
- 7.2 The design of pedestrian and vehicular access routes ensures safe movement for all users. The provision of well-lit pathways, clearly defined entrances, and secure access to the rear residential units contributes to a heightened sense of safety, supporting community well-being.

8.0 ENVIRONMENTAL SUSTAINABILITY

8.1 LANDSCAPING/TOWNSCAPE SETTING

- 8.1.1 As detailed above, the design of the proposed development has been carefully considered to ensure that the immediate and wider town centre setting is respected. The scale, layout, and landscaping integrate the development into the surrounding streetscape without adversely affecting neighbouring properties or public areas.

8.2 BIODIVERSITY AND LOCAL ENVIRONMENT

- 8.2.1 As detailed in the accompanying information, the proposal will have no detrimental impact on biodiversity or ecological interests. Furthermore, the scheme also includes a range of biodiversity enhancements, including the installation of bird and bat boxes. Further details can be found in the accompanying Green Infrastructure Statement.

8.3 ENERGY EFFICIENCY/CARBON REDUCTION

- 8.3.1 The following measures will be undertaken where possible to maximise energy efficiency and carbon reduction of the flats themselves and during their construction:
- Maximise use of daylight in key rooms through fenestration
 - Use of local suppliers and labour wherever possible
 - Use local recycled products wherever possible
 - The units will be insulated to current targets
 - Energy efficient internal and external lighting units will be installed.

8.4 WATER

- 8.4.1 The development will connect to the existing mains water supply. Existing water and heating systems will be used to reduce consumption, incorporating low-flow fittings in kitchens and bathrooms to minimise waste.

8.5 WASTE MANAGEMENT

- 8.5.1 Each residential unit will have access to domestic recycling facilities, and foul waste will be managed via the existing connection to the public sewer, ensuring proper and sustainable waste disposal.

9.0 CONCLUSION

- 9.1 The proposed development represents an opportunity to provide **affordable residential flats** on a previously developed site within the town centre of Port Talbot. The scheme makes efficient use of underutilised rear areas while retaining the historic front of the former bank for continued office use.
- 9.2 The proposal will deliver a total of **thirteen affordable units**, responding to a demonstrable local need for affordable housing in Port Talbot. By combining residential accommodation with retained commercial space, the scheme supports the vitality of the town centre and contributes to its ongoing regeneration.
- 9.3 The design of the development has been informed by the character of the existing building, the surrounding streetscape, and the broader urban context. The proposal is sympathetic in terms of scale, appearance, and layout, and will not result in any adverse impacts on residential amenity, visual appearance, drainage, biodiversity, or highway safety. Measures such as secure cycle storage and excellent public transport access further support sustainable and safe living.
- 9.4 In summary, the proposed redevelopment represents a high-quality, sustainable, and contextually appropriate scheme that delivers much-needed affordable housing while retaining and enhancing existing employment uses. It is therefore respectfully requested that the Authority grant planning permission for the proposed development.