Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Bridgend County Borough Council

Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

Rydym yn croesawu gohebiaeth yn Gymraeg. Rhowch wybod i ni os mai Cymraeg yw eich dewis iaith.
We welcome correspondence in Welsh. Please let us know if your language choice is Welsh.

Cyfarwyddiaeth y Prif Weithredwr / Chief Executive's Directorate
Deialu uniongyrchol / Direct line /: 01656 643148 / 643694 / 643513
Gofynnwch am / Ask for: Gwasanaethau Democrataidd

Ein cyf / Our ref:
Eich cyf / Your ref:

Dyddiad/Date: Dydd Iau, 8 Hydref 2026

Annwyl Cynghorydd,

PWYLLGOR DATBLYGIAD A RHEOLI

Cynhelir Cyfarfod Pwyllgor Datblygiad a Rheoli O bell drwy Microsoft Teams ar **Dydd Iau, 15 Hydref 2026** am **10:00**.

AGENDA

1 Ymddiheuriadau am absenoldeb

Derbyn ymddiheuriadau am absenoldeb gan Aelodau.

2 Datganiadau o fuddiant

Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008. Dylai aelodau cael rolau deuol o'r fath ddatgan buddiant personol mewn perthynas â'u haelodaeth o Gyngor Tref / Cymuned fath a rhagfarnllyd os ydynt wedi cymryd rhan yn yr ystyriaeth o eitem ar y Cyngor Tref / Cymuned a geir yn Adroddiadau y Swyddog isod.

3 Ymweliadau Safle

I gadarnhau dyddiad dydd Mercher 25/11/2026 ar gyfer archwiliadau safle arfaethedig sy'n codi yn y cyfarfod, neu nodi cyn cyfarfod nesaf y Pwyllgor gan y Cadeirydd.

4 Cymeradwyaeth Cofnodion

5 - 12

I dderbyn am gymeradwyaeth y Cofnodion cyfarfod y 03/09/2026.

5 Siaradwyr Cyhoeddus

I gynghori aelodau enwau'r siaradwyr cyhoeddus rhestredig i siarad yn y cyfarfod heddiw (os o gwbl).

6 Taflen Gwelliant

13 - 14

Bod y Cadeirydd yn derbyn taflen gwelliant pwyllgor rheoli datblygu fel eitem frys yn unol â rhan 4 (paragraff 4) Rheolau Gweithdrefn y Cyngor, er mwyn caniatáu i'r Pwyllgor ystyried addasiadau angenrheidiol i adroddiad y Pwyllgor, felly ynghylch hwyr yn ystyried sylwadau a diwygiadau sy'n ei gwneud yn ofynnol i gael eu lletya.

7 Canllawiau Pwyllgor Datblygiad a Rheoli

15 - 18

8 P/26/327/FUL - 217 Stryd Rhydychen, Pontycymer CF32 8DG

19 - 46

9 P/26/422/FUL - 29 Parc Litchard, Pen-Y-Bont Ar Ogwr CF31 1PF

47 - 66

10 Apeliadau

67 - 68

11 Adroddiad Yn Ceisio Cymeradwyaeth Y Cyngor Sir (DCC) AR Gyfer Cyfarfod Arbennig O'r Cyngor Ym Mis Rhagfyr 2026 Ar Gyfer Safle Strategol Glannau Porthcawl (P/26/140/HYB)

69 - 70

12 Rhestr Hyfforddiant

71 - 72

13 Materion Brys

I ystyried unrhyw eitemau o fusnes y, oherwydd amgylchiadau arbennig y cadeirydd o'r farn y dylid eu hystyried yn y cyfarfod fel mater o frys yn unol â o'r Rheolau Trefn y Cyngor yn y Cyfansoddiad.

Nodyn: Bydd hwn yn gyfarfod O bell a bydd Aelodau a Swyddogion mynychu trwy o bell Trwy Timau Microsoft. Bydd y cyfarfod cael ei recordio i'w drosglwyddo drwy wefan y Cyngor. Os oes gennych unrhyw gwestiwn am hyn, cysylltwch â cabinet_committee@bridgend.gov.uk neu ffoniwch 01656 643148 / 643694 / 643513 / 643159

Yn ddiffuant
K Watson
Prif Swyddog, Gwasanaethau Cyfreithiol a Rheoleiddio, AD a Pholisi Corfforaethol

Dosbarthiad:

Cynghorwr:
RJ Collins
C L C Davies
RM Granville

S J Griffiths
D T Harrison
M L Hughes
D M Hughes
M R John
W J Kendall
M Lewis
J Llewellyn-Hopkins
J E Pratt
I M Spiller
A Wathan
I Williams
R Williams

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Y PWYLLGOR RHEOLI DATBLYGU – THURSDAY, 3 SEPTEMBER 2026

COFNODION CYFARFOD Y PWYLLGOR RHEOLI DATBLYGU A GYNHALIWYD O BELL - DRWY GYFRWNG TIMAU MICROSOFT DDYDD IAU, 3 MEDI 2026 AM 10:00

Presennol

Y Cynghorydd S J Griffiths – y Dirprwy Gadeirydd

Presennol yn Rhithwir

RJ Collins	C L C Davies	D T Harrison	M L Hughes
D M Hughes	M R John	W J Kendall	M Lewis
J Llewellyn-Hopkins	J E Pratt	I M Spiller	A Wathan
I Williams			

Swyddogion:

Alex Carey	Prif Swyddog – Datblygu Priffyrdd
Kath Carter	Swyddog Cynllunio
Rhodri Davies	Rheolwr Rheoli Datblygu ac Adeiladu
Lee Evans	Uwch Swyddog Cynllunio
Craig Flower	Arweinydd y Tîm Cefnogi Cynllunio
Charlotte Gay	Technegydd Cynllunio – Rheoli Datblygu ac Adeiladu
Stephen Griffiths	Swyddog Gwasanaethau Democrataidd - Pwyllgorau
Laura Griffiths	Rheolwr Grŵp Gwasanaethau Cyfreithiol, Democrataidd a Chynllunio Brys
Jess Hartley	Rheolwr Polisi Bioamrywiaeth
Abigail James	Swyddog Cynllunio
Steven Jenkins	Arweinydd Tîm Rheoli Datblygu
Charlotte Mewburn	Prif Gynlluniwr
Janine Nightingale	Cyfarwyddwr Corfforaethol y Cymunedau
Jonathan Parsons	Rheolwr Grŵp – Gwasanaethau Cynllunio a Datblygu
Michael Pitman	Swyddog Cymorth Technegol y Gwasanaethau Democrataidd
Adam Provoost	Rheolwr Cynllunio Strategol a Thrafnidiaeth
Oscar Roberts	Swyddog Gwasanaethau Democrataidd - Pwyllgorau
Philip Thomas	Arweinydd Tîm Rheoli Datblygu
Deborah Williams	Swyddog Cynllunio Strategol

Ymddiheuriadau am Absenoldeb

Y Penderfyniad Wnaed	Derbyniwyd ymddiheuriad am absenoldeb oddi wrth y Cynghorwyr R Granville ac R Williams.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

276. Datganiadau o Fuddiannau

Y Penderfyniad Wnaed	Eitem 8 ar yr Agenda Y Cynghorydd I Spiller – Personol – Aelod o Gyngor Cymuned Trelales . Y Cynghorydd M Lewis – Personol – Crybwyllwyd y Cyd-wasanaethau Rheoleiddio fel rhan o'r eitem hon ac fel cadeirydd Trwyddedu, mae hi'n aelod o'r Cydbwyllgor ar gyfer y Cydwasanaethau Rheoleiddio. Eitem 10 ar yr Agenda Y Cynghorydd J Pratt – Personol – Aelod o Gyngor Tref Porthcawl. Eitem 11 ar yr Agenda Y Cynghorydd A Wathan – Rhagfarnus – Perthynas yn prynu eiddo yn agos i'r datblygiad. Y Cynghorydd S Griffiths – Personol – Wedi llofnodi cais am hawl tramwy cyhoeddus ar y tir.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

277. Ymweliadau Safle

Y Penderfyniad Wnaed	PENDERFYNWYD: Cafodd Dydd Mercher, 14/10/2026, ei gymeradwyo ar gyfer ymweliadau safle yn codi o'r cyfarfod neu rai a adnabuwyd gan y Dirprwy Gadeirydd cyn cyfarfod nesaf y Pwyllgor ar yr amod bod yr amserlen hyfforddi yn cael ei gwirio ar gyfer yr un bore.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

278. Cymeradwyo'r Cofnodion

Y Penderfyniad Wnaed	PENDERFYNWYD: Cymeradwyo cofnodion cyfarfod y Pwyllgor Rheoli Datblygu dyddiedig 23 Gorffennaf 2026 fel cofnod gwir a chywir.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

279. Siaradwyr Cyhoeddus

Y Penderfyniad Wnaed	Roedd y siaradwyr cyhoeddus canlynol wedi cofrestru i siarad am y ceisiadau cynllunio canlynol yn y cyfarfod heddiw: P/25/507/HYB - Y Cynghorydd J P Blundell a S Gray (Llanmoor Dev Co Ltd). P/26/257/FUL - M Pinkham – 8 Ynyslas, Porthcawl ac A Richards – 9 Ynyslas, Porthcawl. P/25/722/FUL - Y Cynghorydd M Williams a J Downey (Cynllunio yn unig).
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

280. Taflen Newidiadau

Y Penderfyniad Wnaed	PENDERFYNWYD: Derbyniodd y Dirprwy Gadeirydd Daflen Newidiadau'r Pwyllgor Rheoli Datblygu fel eitem frys yn unol â Rhan 4 (paragraff 4) o Reolau Gweithdrefn y Cyngor. Roedd hyn yn caniatáu i'r Pwyllgor ystyried addasiadau angenrheidiol i Adroddiad y Pwyllgor, er mwyn ystyried sylwadau hwyr a diwygiadau yr oedd angen eu cynnwys.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

281. Canllawiau'r Pwyllgor Rheoli Datblygu

Y Penderfyniad Wnaed	PENDERFYNWYD:

	Bod y Pwyllgor yn nodi Canllawiau'r Pwyllgor Rheoli Datblygu fel y cawsant eu dangos yn adroddiad Cyfarwyddwr Corfforaethol y Cymunedau.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

282. P/25/507/HYB – Tir i'r gorllewin o Ben-y-bont ar Ogwr (Tir rhwng Heol Llangewydd a'r A473 Pen-y-bont ar Ogwr)

Y Penderfyniad Wnaed	**Y Cynnig**: Gofynnodd Llanmoor Homes am Ganiatâd Cynllunio Llawn ac amlinellol ar gyfer datblygiad helaeth ar dir i'r gorllewin o Ben-y-bont ar Ogwr; safle strategol a neilltuwyd yn benodol ar gyfer datblygiad newydd o fewn Cynllun Datblygu Lleol Newydd Pen-y-bont ar Ogwr (2024). Mae'r cais a gyflwynwyd yn gyfuniad o ddau fath o gais cynllunio (amlinellol/llawn) ar gyfer datblygiad preswyl o hyd at 850 o gartrefi, man agored cyhoeddus ac ysgol gynradd, ynghyd â gwaith tirlunio, draenio, Seilwaith Gwyrdd gyda mynediad i gerbydau a cherddwyr/beicwyr (cais amlinellol gyda'r holl faterion wedi eu cadw'n ôl ac eithrio'r dull o fynd i mewn, a chais llawn ar gyfer y cam cyntaf sy'n cynnwys 377 o anheddau, lonydd mewnol yr ystad, man agored cyhoeddus (gan gynnwys lleoedd chwarae), draenio, llwybrau cerdded/beicio mewnol gyda chyfleusterau parcio/tirlunio ynghyd â gwaith cysylltiedig). Cynhaliwyd ymweliad safle llawn gan y Pwyllgor Rheoli Datblygu ddydd Mercher 2 Medi 2026 am 9.30am. Yn ogystal ag Aelodau a Swyddogion y Pwyllgor Rheoli Datblygu, roedd Aelodau Ward Lleol, cynrychiolydd o Gyngor Cymuned Trelales a'r datblygwr yn bresennol yn yr ymweliad safle. Cytunodd y Pwyllgor i bleidleisio ar roi caniatâd i'r cais ai peidio. Yn dilyn y bleidlais, pleidleisiodd yr Aelodau o blaid yr Argymhelliad i gymeradwyo'r cais o naw (9) pleidlais i bedair (4). <u>PENDERFYNWYD</u>: **CYMERADWYODD** y Pwyllgor y cais, **yn amodol** ar i'r ymgeisydd lofnodi **Cytundeb Adran 106**, yr amodau a'r nodiadau gwybodaeth (Nid Amodau) yn ymwneud â'r caniatâd cynllunio manwl/llawn (h.y. y 377 o gartrefi cyntaf a'r seilwaith cysylltiedig), a'r amodau a'r nodiadau gwybodaeth (Nid Amodau) yn

	ymwneud â'r caniatâd cynllunio amlinellol (h.y. datblygu gweddill y safle ar gyfer hyd at 850 o gartrefi a'r seilwaith cysylltiedig, ac ysgol gynradd)
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

283. P/21/47/FUL – Tir i'r de o Dafarn yr Old House, Llangynwyd, CF34 9SB

Y Penderfyniad Wnaed	**Y Cynnig:** Roedd y cais yn gofyn am ganiatâd cynllunio llawn ar gyfer codi 10 pod glampio a gwaith cysylltiedig ar dir i'r de o Dafarn yr Old House, Llangynwyd. PENDERFYNWYD: Rhoddodd y Pwyllgor **GYSDYNIAD AMODOL** i'r cais, yn amodol ar yr amodau a'r nodiadau cynghori a amlinellwyd yn yr adroddiad.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

284. P/26/257/FUL - 7 Ynyslas, Porthcawl, CF36 5EF

Y Penderfyniad Wnaed	**Y Cynnig**: Mae'r datblygiad arfaethedig yn cynnwys dymchwel yr ystafell wydr bresennol yn y cefn ac adeiladu estyniad un llawr yn y cefn ynghyd â stiwdio ardd yng nghefn yr ardd. Mae'r safle'n cynnwys byngalo ar wahân sydd wedi ei leoli ar ochr orllewinol Ynyslas. Mae'r ardal gyfagos yn cynnwys eiddo o natur debyg yn bennaf. Mae gan lawer ohonynt estyniadau yn y cefn. Mae gan yr eiddo ardd gefn ddofn, sy'n cefnu ar erddi rhandir. PENDERFYNWYD: Rhoddodd y Pwyllgor **GYDSYNIAD AMODOL** i'r cais, yn amodol ar yr amodau a'r nodiadau cynghorol a nodwyd yn yr adroddiad.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

285. P/25/722/FUL – Tir i'r de o Wyndham Close, Stad Ddiwydiannol Bracla, Bracla, CF31 2AN

Y Penderfyniad Wnaed	**Y Cynnig**: Roedd y cais yn gofyn am ganiatâd llawn i newid defnydd tir i ddefnydd Dosbarth B8 er mwyn darparu cyfleuster hunan-storio, a gosod 149 o gynwysyddion yn mesur 2.4 x 6 x 2.6m (Lled x Dyfnder x Uchder) ac o liw glas. Byddai'r cynwysyddion storio yn cael eu trefnu yn fras ar ffurf sgwâr, gyda rhesi sengl ar yr ymylon gogleddol a deheuol, a dwy res ddwbl rhyngddynt. Cynigir cael mynediad i gerbydau drwy fynedfa flaenorol yng nghornel ogledd-ddwyreiniol y safle, drwy Wyndham Close yn arwain at y codiad tir gwastad. Byddai llwybrau i gerbydau, tua 8m o led, yn croesi'r rhesi o gynwysyddion. Mae'r safle cyfan yn cwmpasu arwynebedd o 0.98 hectar, tra byddai arwynebedd y cynwysyddion a'r llwybrau cerbydau yn 70 x 60.85m. Cytunodd y Pwyllgor i bleidleisio ar p'un a ddylid rhoi caniatâd i'r cais ai peidio. Yn dilyn y bleidlais, pleidleisiodd yr Aelodau o blaid yr Argymhelliad i roi cydsyniad amodol i'r cais, gydag wyth (8) pleidlais o blaid a dwy (8) yn erbyn, ac un (1) yn ymatal. PENDERFYNWYD: Rhoddodd y Pwyllgor **GYDSYNIAD AMODOL** i'r cais, yn amodol ar yr amodau a'r nodiadau cynghori a amlinellwyd yn yr adroddiad.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

286. Apeliadau

Y Penderfyniad Wnaed	PENDERFYNWYD: Nodi'r apeliadau a dderbyniwyd ers cyfarfod diwethaf y Pwyllgor fel y'u dangoswyd yn adroddiad Cyfarwyddwr Corfforaethol y Cymunedau.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

287. Adroddiad Monitro Blynyddol

Y Penderfyniad Wnaed	Pwrpas yr adroddiad hwn oedd cyflwyno canfyddiadau Adroddiad Monitro Blynyddol y Cynllun Datblygu Lleol Newydd 2026 i'r Pwyllgor Rheoli Datblygu cyn ei gyflwyno i Lywodraeth Cymru erbyn 31 Hydref 2026. PENDERFYNWYD: Nododd y Pwyllgor gynnwys yr adroddiad hwn ynghyd ag Adroddiad Monitro Blynyddol y Cynllun Datblygu Lleol Newydd 2026 i'w gyflwyno i Lywodraeth Cymru (Atodiad 1).
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

288. **Canllawiau Cynllunio Atodol (CCA): Cyfleusterau Addysgol a Datblygiad Preswyl**

Y Penderfyniad Wnaed	Pwrpas yr Adroddiad hwn oedd rhoi trosolwg i'r Pwyllgor Rheoli Datblygu ar y broses ymgynghori â'r cyhoedd ynghylch dogfen Canllawiau Cynllunio Atodol drafft ar Gyfleusterau Addysgol a Datblygiad Preswyl. Mae hefyd yn crynhoi'r newidiadau a wnaed i'r CCA o ganlyniad i hynny ac yn hysbysu'r Pwyllgor am y bwriad i ofyn am gymeradwyaeth y Cabinet i gyflwyno'r ddogfen i'r Cyngor er mwyn iddi gael ei mabwysiadu. PENDERFYNWYD: Fe wnaeth y Pwyllgor Rheoli Datblygu: a) Nodi cynnwys yr Adroddiad, drafft terfynol y CCA ar Gyfleusterau Addysgol a Datblygu Preswyl (Atodiad 1) a'r crynodeb o'r ymatebion ymgynghori a dderbyniwyd ar y CCA drafft ar Gyfleusterau Addysgol a Datblygu Preswyl, ynghyd â'r diwygiadau o ganlyniad, sydd ynghlwm fel Atodiad 2; b) Nodi y bydd y CCA terfynol yn cael ei gyflwyno i'r Cabinet i ofyn am gymeradwyaeth i gyflwyno'r CCA i'r Cyngor i gael ei fabwysiadu.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

289 Cofnod Hyfforddiant

Y Penderfyniad Wnaed	Mewn ymateb i drosolwg o'r Cofnod Hyfforddi gan Reolwr Grŵp y Gwasanaethau Cynllunio a Datblygu, nododd yr Aelodau y byddai wedi bod yn well pe gellid bod wedi trefnu bws mini ar gyfer yr ymweliad safle ag Abertawe SA1 ar 18 Medi. Atebodd Rheolwr Grŵp y Gwasanaethau Cynllunio a Datblygu drwy

	nodi nad oedd hyn yn bosibl oherwydd y gost sylweddol o logi bws mini a faint o amser fyddai ei angen i drefnu taith o'r fath. Awgrymwyd, os oedd ar unrhyw Aelod angen lifft i fynd i'r ymweliad safle ag Abertawe SA1, y dylent gysylltu â'r Is-gadeirydd neu Reolwr Grŵp y Gwasanaethau Cynllunio a Datblygu. Nodwyd hefyd ei bod yn annhebygol y byddai'r cyfarfod a drefnwyd ar gyfer 11 Mai yn mynd yn ei flaen, gan ei fod yn digwydd yn fuan iawn ar ôl yr etholiadau lleol ar 6 Mai. PENDERFYNWYD: Nodi adroddiad Cyfarwyddwr Corfforaethol y Cymunedau, oedd yn hysbysu'r Aelodau am fentrau hyfforddi oedd ar y gweill.
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

290. Eitemau Brys

Y Penderfyniad Wnaed	Dim
Dyddiad Gwneud y Penderfyniad	3 Medi 2026

I wylio rhagor o’r drafodaeth a gynhaliwyd ar yr eitemau uchod, cliciwch ar y ddolen hon.

Daeth y cyfarfod i ben am 12:45

DEVELOPMENT CONTROL COMMITTEE

15 OCTOBER 2026

AMENDMENT SHEET

The Chairperson accepts the amendment sheet in order to allow for Committee to consider necessary modifications to the Committee report to be made so as to take account of late representations and corrections and for any necessary revisions to be accommodated.

Item No.	Page No.	Application No.
11	**69**	**P/26/140/HYB**

For the report for approval relating to a potential Special Development Control Committee to consider the above application in December, Members should note that the meeting is proposed to start at 10am not 10pm.

RHODRI DAVIES
DEVELOPMENT AND BUILDING CONTROL MANAGER
15 OCTOBER 2026

Development Control Committee Guidance

I submit for your consideration the following report on Planning Applications and other Development Control matters based upon the information presently submitted to the Department. Should any additional information be submitted between the date of this report and 4.00pm on the day prior to the date of the meeting, relevant to the consideration of an item on the report, that additional information will be made available at the meeting.

For Members' assistance I have provided details on standard conditions on time limits, standard notes (attached to all consents for planning permission) and the reasons to justify site inspections.

STANDARD CONDITIONS

On some applications for planning permission reference is made in the recommendation to the permission granted being subject to standard conditions. These standard conditions set time limits in which the proposed development should be commenced, and are imposed by the Planning Act 1990. Members may find the following explanation helpful:-

Time-limits on full permission

Grants of planning permission (apart from outline permissions) must, under section 91 of the Act, be made subject to a condition imposing a time-limit within which the development authorised must be started. The section specifies a period of five years from the date of the permission. Where planning permission is granted without a condition limiting the duration of the planning permission, it is deemed to be granted subject to the condition that the development to which it relates must be begun not later than the expiration of 5 years beginning with the grant of permission.

Time-limits on outline permissions

Grants of outline planning permission must, under section 92 of the Act, be made subject to conditions imposing two types time-limit, one within which applications must be made for the approval of reserved matters and a second within which the development itself must be started. The periods specified in the section are three years from the grant of outline permission for the submission of applications for approval of reserved matters, and either five years from the grant of permission, or two years from the final approval of the last of the reserved matters, whichever is the longer, for starting the development.

Variation from standard time-limits

If the authority consider it appropriate on planning grounds they may use longer or shorter periods than those specified in the Act, but must give their reasons for so doing.

STANDARD NOTES

a. Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

   In addition, any conditions that the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developer's) responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).

   The commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to enforcement action.

   Failure on the part of the developer to observe the requirements of any other conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.

b. The enclosed notes which set out the rights of applicants who are aggrieved by the Council's decision.

c. This planning permission does not convey any approval or consent required by Building Regulations or any other legislation or covenant nor permits you to build on, over or under your neighbour's land (trespass is a civil matter).

   To determine whether your building work requires Building Regulation approval, or for other services

provided by the Council's Building Control Section, you should contact that Section on 01656 643408 or at:- http://www.bridgend.gov.uk/buildingcontrol

d. Developers are advised to contact the statutory undertakers as to whether any of their apparatus would be affected by the development

e. Attention is drawn to the provisions of the party wall etc. act 1996

f. Attention is drawn to the provisions of the Wildlife and Countryside Act 1981 and in particular to the need to not disturb nesting bird and protected species and their habitats.

g. If your proposal relates to residential development requiring street naming you need to contact 01656 643136

h. If you are participating in the DIY House Builders and Converters scheme the resultant VAT reclaim will be dealt with at the Chester VAT office (tel: 01244 684221)

i. Developers are advised to contact the Environment and Energy helpline (tel: 0800 585794) and/or the energy efficiency advice centre (tel: 0800 512012) for advice on the efficient use of resources. Developers are also referred to Welsh Government Practice Guidance: Renewable and Low Carbon Energy in Buildings (July 2012):-
http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/energyinbuildings/?lang=en

j. Where appropriate, in order to make the development accessible for all those who might use the facility, the scheme must conform to the provisions of the Disability Discrimination Act 1995 as amended by the Disability Discrimination Act 2005. Your attention is also drawn to the Code of Practice relating to the Disability Discrimination Act 1995 Part iii (Rights of Access to Goods, Facilities and Services)

k. If your development lies within a coal mining area, you should take account of any coal mining related hazards to stability in your proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 7626848 or www.coal.gov.uk

l. If your development lies within a limestone area you should take account of any limestone hazards to stability in your proposals. You are advised to engage a Consultant Engineer prior to commencing development in order to certify that proper site investigations have been carried out at the site sufficient to establish the ground precautions in relation to the proposed development and what precautions should be adopted in the design and construction of the proposed building(s) in order to minimise any damage which might arise as a result of the ground conditions.

m. The Local Planning Authority will only consider minor amendments to approved development by the submission of an application under section 96A of the Town and Country Planning Act 1990. The following amendments will require a fresh application:-

- re-siting of building(s) nearer any existing building or more than 250mm in any other direction;
- increase in the volume of a building;
- increase in the height of a building;
- changes to the site area;
- changes which conflict with a condition;
- additional or repositioned windows / doors / openings within 21m of an existing building;
- changes which alter the nature or description of the development;
- new works or elements not part of the original scheme;
- new works or elements not considered by an environmental statement submitted with the application.

n. The developer shall notify the Planning Department on 01656 643155 / 643157 of the date of commencement of development or complete and return the Commencement Card (enclosed with this Notice).

o. The presence of any significant unsuspected contamination, which becomes evident during the development of the site, should be brought to the attention of the Public Protection section of the Legal and Regulatory Services directorate. Developers may wish to refer to 'Land Contamination: A Guide for Developers' on the Public Protection Web Page.

p. Any builder's debris/rubble must be disposed of in an authorised manner in accordance with the Duty of Care under the Waste Regulations.

THE SITE INSPECTION PROTOCOL
The Site Inspection Protocol is as follows:-

Purpose
Fact Finding
Development Control Committee site visits are not meetings where decisions are made and neither are they public meetings. They are essentially fact finding exercises, held for the benefit of Members, where a proposed development may be difficult to visualise from the plans and supporting material. They may be necessary for careful consideration of relationships to adjoining property or the general vicinity of the proposal due to its scale or effect on a listed building or conservation area.

Request for a Site Visit
Ward Member request for Site Visit
Site visits can be costly and cause delays so it is important that they are only held where necessary normally on the day prior to Committee and where there is a material planning objection.

Site visits, whether Site Panel or Committee, are held pursuant to:-

1. a decision of the Chair of the Development Control Committee (or in his/her absence the Vice Chair) or

2. a request received within the prescribed consultation period from a local Ward Member or another Member consulted because the application significantly affects the other ward, and where a material planning objection has been received by the Development Department from a statutory consultee or local resident.

A request for a site visit made by the local Ward Member, or another Member in response to being consulted on the proposed development, must be submitted in writing, or electronically, within 21 days of the date they were notified of the application and shall clearly indicate the planning reasons for the visit.

Site visits cannot be undertaken for inappropriate reasons (see below).

The Development Control Committee can also decide to convene a Site Panel or Committee Site Visit.

Inappropriate Site Visit
Examples where a site visit would not normally be appropriate include where:-

- purely policy matters or issues of principle are an issue
- to consider boundary or neighbour disputes
- issues of competition
- loss of property values
- any other issues which are not material planning considerations
- where Councillors have already visited the site within the last 12 months, except in exceptional circumstances

Format and Conduct at the Site Visit
Attendance
Members of the Development Control Committee, the local Ward Member and the relevant Town or Community Council will be notified in advance of any visit. The applicant and/or the applicant's agent will also be informed as will the first person registering an intent to speak at Committee but it will be made clear that representations cannot be made during the course of the visit.

Officer Advice
The Chair will invite the Planning Officer to briefly outline the proposals and point out the key issues raised by the application and of any vantage points from which the site should be viewed. Members may ask questions and seek clarification and Officers will respond. The applicant or agent will be invited by the Chairman to clarify aspects of the development.

The local Ward Member(s), one objector who has registered a request to speak at Committee (whether a local resident or Town/Community Council representative) and a Town/Community Council representative will be allowed to clarify any points of objection, both only in respect of any features of the site, or its locality, which are relevant to the determination of the planning application.

Any statement or discussion concerning the principles and policies applicable to the development or to the merits of the proposal will not be allowed.

Code of Conduct
Although site visits are not part of the formal Committee consideration of the application, the Code of Conduct still applies to site visits and Councillors should have regard to the guidance on declarations of personal interests.

Record Keeping
A file record will be kept of those attending the site visit.

Site Visit Summary
In summary site visits are: -

- a fact finding exercise.
- not part of the formal Committee meeting and therefore public rights of attendance do not apply.
- to enable Officers to point out relevant features.
- to enable questions to be asked on site for clarification. However, discussions on the application will only take place at the subsequent Committee.

Frequently Used Planning Acronyms

AONB	Area Of Outstanding Natural Beauty
APN	Agricultural Prior Notification
BREEAM	Building Research Establishment Environmental Assessment Method
CA	Conservation Area
CAC	Conservation Area Consent
CIL	Community Infrastructure Levy
DAS	Design and Access Statement
DPN	Demolition Prior Notification
EIA	Environmental Impact Assessment
ES	Environmental Statement
FCA	Flood Consequences Assessment
GPDO	General Permitted Development Order
LB	Listed Building
LBC	Listed Building Consent
LDP	Local Development Plan
LPA	Local Planning Authority
PINS	Planning Inspectorate
PEDW	Planning & Environment Decisions Wales
PPW	Planning Policy Wales
S.106	Section 106 Agreement
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SINC	Sites of Importance for Nature Conservation
SPG	Supplementary Planning Guidance
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Drainage Systems
TAN	Technical Advice Note
TIA	Transport Impact Assessment
TPN	Telecommunications Prior Notification
TPO	Tree Preservation Order
UCO	Use Classes Order
UDP	Unitary Development Plan

REFERENCE: **P/26/327/FUL**

APPLICANT: Mr S Bryers 21 Oriole Way, Gloucester, GL4 4WY

LOCATION: **217 Oxford Street, Pontycymer, CF32 8DG**

PROPOSAL: Change of use from dwellinghouse (use class C3) to 4 bed House in Multiple Occupation (HMO) (use class C4)

RECEIVED: 17 June 2026

DESCRIPTION OF DEVELOPMENT

The Application seeks planning permission for the change of use of a three-bedroom dwellinghouse from Class C3 (Dwellinghouse) to Class C4 (House in Multiple Occupation), as a four-bedroom unit with communal shared facilities. The property is located at 217 Oxford Street, Pontycymer.

Use Class C4 covers shared houses or flats occupied by between three and six unrelated individuals who share basic amenities (Houses in Multiple Occupation: Practice Guidance, March 2017).

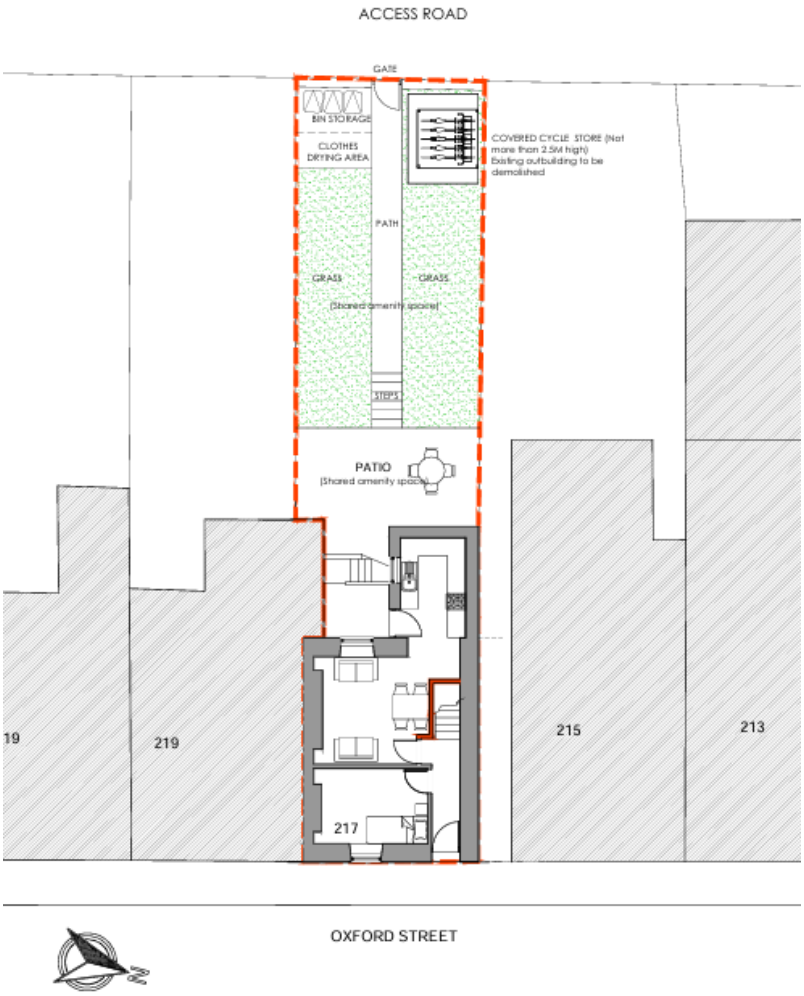

Fig. 1: PROPOSED SITE PLAN

The submitted plans indicate that the existing 3-bedroom house would be altered internally to accommodate the proposed change of use. The changes would involve minor internal changes to the property involving moving internal walls both on the ground and first floors. Three bedrooms will be retained on the first floor with some adjustment in room size. The existing shared bathroom to the rear of the property will be retained as existing.

The ground floor lounge would be converted to the fourth bedroom, and the existing dining room would become a shared lounge. The galley kitchen will remain as existing.

No changes are proposed to the exterior of the property.

The rear garden area will be developed as a communal open space with enclosed patio, lawned area, along with a covered cycle parking store. A separate bin storage and clothes drying area would be developed to the rear of the property adjoining the public lane.

A bird and bat box would be installed on the rear elevation of the property.

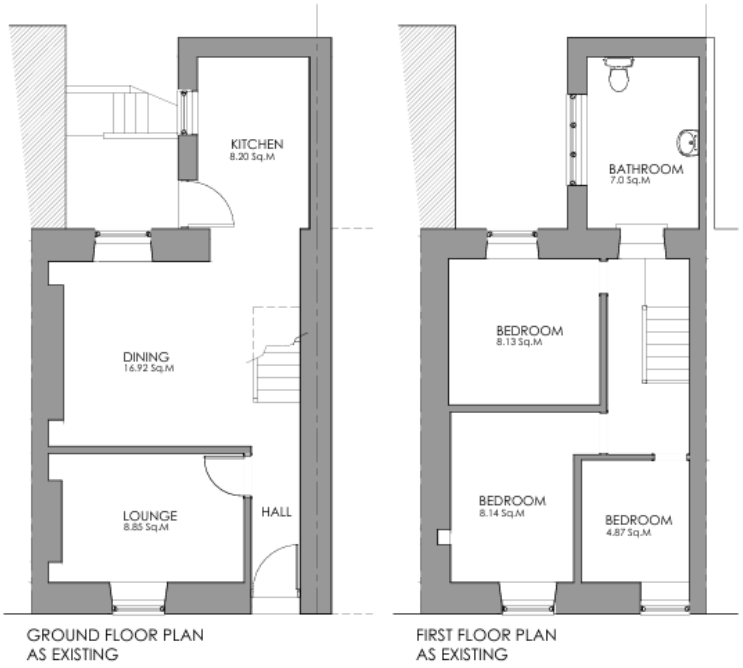

Fig. 2: EXISTING FLOOR PLANS

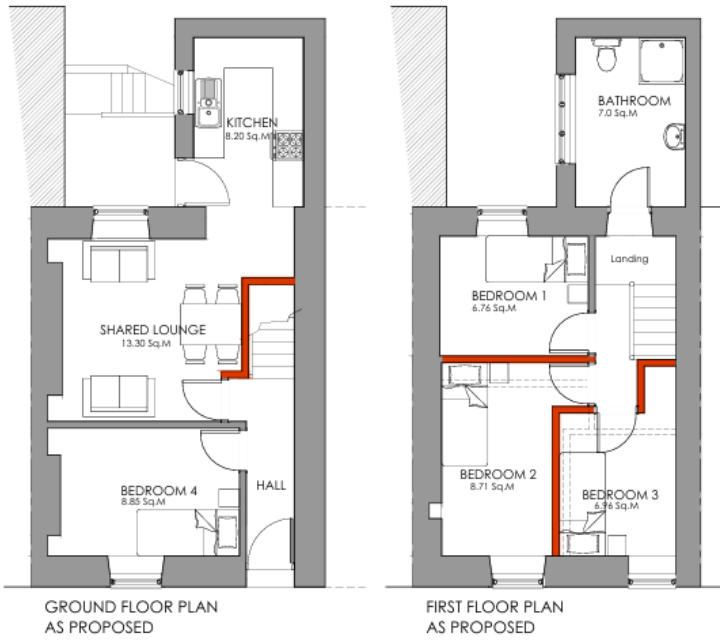

Fig. 3: PROPOSED FLOOR PLANS

The Application was supported by a Planning Statement, Green Infrastructure Statement

and Parking Impact Assessment.

SITE AND LOCALITY

The Application site comprises a traditional two-storey mid terrace property located at 217 Oxford Street at the southern end of Pontycymer.

Fig. 4: LOCATION PLAN

Fig. 5: APPLICATION PROPERTY FROM OXFORD STREET (22/07/2026)

Fig. 6: APPLICATION PROPERTY FROM ACCESS LANE (22/07/2026)

Fig. 7: REAR ACCESS LANE FROM FENTON PLACE (22/07/2026)

The Application site extends to the public footway on Oxford Street and adjoins a public accessway at the rear. The property is located on a sloping site which falls to the access lane. The rear garden is enclosed by a stone wall and an abandoned outbuilding with gated access. Side boundaries have been developed with timber fences.

The site is located within a residential area and located at the southern end of Pontycymer on Oxford Street (A4064) approximately 50m from its junction with Fenton Place and Nantyrychain Terrace. Oxford Street is characterised by traditional terraced housing on both sides with a small public open space on its eastern side, just south of the application site.

A number of the surrounding terraced properties benefit from some on-site parking. However, the Application property and its immediate neighbours appear to rely on parking on-street.

PLANNING HISTORY
No planning history.

CONSULTATIONS
Garw Valley Community Council: No comments received.

Highways Officer: No objection subject to the imposition of a condition requiring cycle parking.

Land Drainage: No concerns raised.

Shared Regulatory Services: '*I have reviewed the above application, if the property is not converted in accordance with Building Regulations, additional fire safety standards are required in HMO's under the Housing Act 2004 and the applicant should contact the Department to discuss them and ensure those requirements are met before the property is occupied.'*

PUBLICITY
The Application was publicised by site notice, and neighbours have been notified of the receipt of the Application.

The period allowed for response to consultations/publicity expired on 20 July 2026.

REPRESENTATIONS RECEIVED
Ten representations were received from surrounding residents of Oxford Street including one representation from Cllr H Griffiths raising concerns over on-street parking and one representation from Huw Irranca-Davies MS. Two of the objections received came from the same address.

Two objectors have requested speaking rights before the Development Control Committee.

Concerns raised by these representations include:

- Oxford Street is not a suitable location for an HMO and contains young families and elderly people who would be adversely affected by noise and anti-social behaviour
- Overconcentration of similar housing types including the one-bedroom flats at the old Ffaldau Pub - would result in a loss of community ethos and cohesion
- A further HMO would limit access to the area for first home buyers
- Work has already commenced on the Proposed Development
- Inaccurate information provided in the Application as the property was not vacant when the Application was lodged
- Property has been poorly maintained and has been subject to an Improvement Notice under the Housing Act 2004
- Lack of available on-street parking
- Proposal would result in increased waste with refuse and recycling bags left on the footway
- Adverse amenity impacts for neighbours including noise
- Loss of privacy for residential occupants located opposite the site
- Location considered unsuitable for unsupported placements of vulnerable individuals without professional support
- Safeguarding concerns
- The proposal would be contrary to PPW, the RLDP Policy COM7, TAN18, TAN15, The Housing Act 2004 and the Crime and Disorder Act 1998
- Existing parking behaviour in breach of the Highways Act 1980, Active Travel (Wales) Act 2013, Equality Act 2010, Manual for Streets Guidance and BCBC Parking Standards
- The proposal to create 4 flats would be incompatible with the existing low density

housing pattern
- Excessive density proposed along with increased footfall and heightened noise and disturbance
- No useable outdoor space or area for clothes drying, bin storage or cycle parking
- Inadequate utility infrastructure
- Precedent risk should planning permission be granted
- Impact on property values
- No notification of Planning Application
- On-street parking pressures when the Blandy Football Ground is in use
- Bedroom size insufficient for one person
- Proposed shower room not considered sufficient for four people
- No provision made for disabled occupancy
- Fire safety and access concerns
- Garw Valley cycle route currently unavailable for public use

APPLICANT'S RESPONSE TO REPRESENTATIONS

Following a request made to the Council for redacted copies of the representations made on this Application, the Applicant submitted a response to the issues raised. The response is repeated in full below:

'Introduction

I have carefully considered the representations submitted in relation to this application and would like to clarify a number of factual matters and respond to the principal planning issues raised.

I recognise that residents may have concerns about a change in the use of a neighbouring property. I respectfully ask, however, that the application is assessed on the basis of the actual proposal, its scale and intensity, the proposed management arrangements, the current and proposed condition of the property, and the relevant planning considerations.

The response below is intended to clarify the factual position and to distinguish evidence-based planning matters from assumptions concerning the previous tenancy or the personal characteristics and future behaviour of prospective occupants.

1. Proposed professional management

Several representations raise concern that I live in Gloucester and therefore would not be able to manage a four-person HMO appropriately.

The proposed arrangements specifically address that concern. The property is intended to be leased on a long-term basis to an established professional housing management organisation with a regional head office in Cardiff and a local housing officer based in South Wales. The organisation has extensive experience of managing accommodation, has operated for decades and is a current government-contracted provider of accommodation in Wales.

The organisation manages a substantial portfolio of accommodation and has established systems for property inspections, tenant support and property maintenance. A local housing officer will visit the property weekly to assist the occupants and inspect the accommodation, with additional visits where required. The intention is that the property and its rear yard/garden will therefore be subject to regular local oversight and maintenance.

This is not a proposal for four unrelated occupants to live in the property without local management or oversight. The proposed professional management arrangements are materially different from those applying during the previous private tenancy.

2. Previous condition of the property
A number of representations refer extensively to the previous condition of 217 Oxford Street and to the Residential Property Tribunal proceedings.

I acknowledge that the property previously experienced significant repair issues and that the Tribunal proceedings resulted in an Improvement Notice. Those matters related to the condition of the property during the former tenancy and are now historic.

There were substantial difficulties during that tenancy in obtaining access for inspection and repair works. The former tenant withheld substantial rent and caused major damage to the property beyond normal wear and tear. There were also Police attendances, including forced entry, which resulted in additional damage to the property. I do not seek to revisit every aspect of the former tenancy in this planning response.

The relevant point for this application is that the former tenancy has ended, possession has been recovered and the property is now being comprehensively renovated. The Council has also been provided with documentation confirming that the damp issue referred to in the Tribunal material was subsequently addressed.

The condition described in the 2023 proceedings should therefore not be treated as a description of the condition in which the proposed HMO will operate.

3. Current condition and improvements
The property is currently being comprehensively refurbished.

The works include improvements to insulation and energy efficiency, and the property has achieved an EPC rating of C.

The rear yard/garden, which has featured prominently in the objections, has now been cleared. A local gardener has already been identified and contracted to maintain the rear yard/garden on an ongoing basis, including quarterly visits.

The intention is therefore that the property in its future use will be maintained to a good standard and that regular maintenance will form part of the proposed professional management arrangements.

4. Clarification regarding commencement of works
A number of representations allege that the planning application contained false information because works had already commenced when the application was submitted.

That allegation is not correct. Section 3 of the submitted application form asks: "Has the building, work or change of use already started?" The answer "No" was given. No works had commenced before the application was submitted on 17 June 2026.

The representations themselves describe building and electrical work being observed subsequently, including during the week of 29 June to 3 July and an electrician attending on 4 July. The fact that refurbishment works were observed after 17 June therefore does not demonstrate that the answer given on the application form was false.

Renovation works commenced after submission of the planning application. A significant proportion of the refurbishment was required irrespective of the proposed change of use, both because of the condition in which the property was left following the former tenancy and because the property required updating and improvement.

The suggestion in some representations that the application was therefore "fraudulent" or "null and void" is not an accurate characterisation of the chronology.

5. Clarification regarding the "currently vacant" question
I have also noted the representations concerning Section 22 of the application form.

The application form correctly identifies the existing use as "Dwellinghouse – C3" and the proposed use as "4 Bed HMO – C4". However, I accept that the answer "No" to the separate question "Is the site currently vacant?" was entered incorrectly.

The former tenant had physically vacated the property before the application was submitted, and legal possession of the property had been obtained on 12 May 2026 following the court possession process and bailiff attendance.

The incorrect answer in the "currently vacant" box was an inadvertent completion error and was not intended to misrepresent the circumstances of the property. I am setting out the correct position expressly so that the application record is clear.

This should be distinguished from the separate allegation concerning commencement of works. No works had commenced before 17 June 2026, and the answer to that question was correct.

6. Policy COM7 and the 50-metre HMO concentration test
Several representations refer to other developments in Pontycymer, including the former Ffaldau Arms site, the Royal Hotel and the Spar, and suggest that these demonstrate an emerging concentration of similar accommodation in the locality.

The Council's adopted Houses in Multiple Occupation Supplementary Planning Guidance, February 2026, explains that Policy COM7 contains a specific 50-metre radius test. The test considers whether the proposal would lead to more than 10% of residential properties within a 50-metre radius being HMOs.

The other developments referred to in the representations are not within 50 metres of 217 Oxford Street. They therefore do not form part of the geographical area used for the COM7 concentration calculation.

In addition, the developments referred to by objectors are described as proposals for self-contained flats rather than Class C4 HMOs. Ordinary self-contained flats should not be treated as C4 HMOs simply because they are residential development; the SPG distinguishes self-contained residential units from HMO use.

I would therefore ask that, when the application is reported to Committee, the officer's assessment clearly identifies the number of residential properties within the relevant 50-metre radius, the number that are qualifying HMOs and the resulting percentage. Development elsewhere in Pontycymer should be identified separately from the properties falling within the COM7 assessment area.

This distinction is important because the references in some representations to other developments elsewhere in the village may otherwise create an impression of HMO concentration that does not correspond with the specific geographical test in Policy COM7.

7. Housing need and the role of the proposed accommodation
The proposal would provide four rooms of professionally managed shared accommodation within an existing dwelling and responds to an identified demand for suitable accommodation of this type.

The proposed operator has identified a requirement for suitable properties in the area and is prepared to take the property on a long-term basis. The proposal therefore responds to an identified housing demand rather than being an entirely speculative investment use.

The intended accommodation forms part of government-supported dispersed accommodation arrangements, including accommodation for people seeking asylum. This is a factual description of the proposed operational context rather than an argument about national asylum policy.

The relevant planning point is that there is an identified demand for professionally managed shared accommodation and that an established operator is prepared to provide and manage that accommodation on a long-term basis.

This is also consistent with the Council's own HMO Supplementary Planning Guidance, which recognises that HMOs have an important role in the County Borough's housing mix and can provide flexible and often more affordable accommodation options, including for people who may otherwise be unable to meet their housing needs in the market.

Separately from the planning process, the relevant Council service responsible for asylum dispersal accommodation has also approved this property for use as accommodation for four single-person asylum dispersal placements.

This is a housing/accommodation assessment by the relevant Council service and is not being presented as planning permission or as determining the planning merits of this application. Nevertheless, it provides further evidence that there is an identified operational need for this type of accommodation within the local authority area and that the property has been considered suitable for that type and scale of occupation.

The proposed operator is an established organisation with decades of experience in accommodation management and a substantial national portfolio. Its experience, together with the separate Council housing/accommodation assessment and the proposed local management arrangements, provides a clear and defined operational framework for the proposed use.

<u>8. Parking and highway considerations</u>
Parking is the most frequently raised substantive planning issue in the representations.

I acknowledge that parking conditions on Oxford Street can be difficult at times, particularly during periods of increased local activity. This has been taken into account in the submitted parking assessment.

The Council's Highways Officer specifically requested that the proposal be assessed using the five-step parking assessment process in Table 7 of the February 2026 HMO Supplementary Planning Guidance. A parking assessment has now been provided addressing that methodology.

It is important to distinguish between the maximum number of occupiers and the number of vehicles that should reasonably be assumed to be generated by the proposal. The parking assessment uses two vehicles for the existing C3 use and two vehicles for the proposed four-person C4 use.

The objections frequently refer to the possibility of four additional cars. That is not the basis of the applicant's parking assessment. The proposal is limited to a maximum of four occupants and the assessment considers likely parking demand rather than assuming one

vehicle per occupant.

The objections also refer to existing congestion, double parking and difficulty for buses, service vehicles and other traffic. Those existing conditions are relevant to the Highways assessment, but they do not in themselves establish that this particular change of use would create an unacceptable additional highway impact. The Council's Highways Officer's assessment of the submitted five-step assessment will therefore be particularly relevant to this issue.

One representation also refers to unusually high parking demand associated with football matches at the nearby pitch. Such temporary events may explain periods of particularly high parking demand, but they should not automatically be treated as the ordinary parking demand generated by 217 Oxford Street.

9. Noise and residential amenity
Several representations suggest that four unrelated adults will inevitably create more noise and disturbance than a family household.

The application is for a maximum four-person HMO. It is a small C4 use of an existing dwelling and does not involve a new building or external enlargement of the property.

Many of the objections rely on assumptions about how future occupants might behave, for example that they might have frequent visitors, create late-night disturbance or behave anti-socially. Such outcomes cannot reasonably be assumed simply because the residents are unrelated.

The proposed use remains residential. There is no proposal for a commercial venue, bar or other late-night activity that would inherently generate abnormal noise.

The property will also be subject to professional local management, providing an established means of addressing any genuine management or maintenance issue that should arise.

10. Waste, refuse and garden management
Several representations raise concerns about refuse generation, particularly because the application shows bin storage to the rear of the property.

The application form expressly identifies the proposed arrangement as "Waste collection as existing (Bin Storage to rear of property)". The application therefore does not omit the issue of waste storage; it specifically identifies and provides for it.

The previous waste problems referred to in the objections arose during the former tenancy and should not automatically be assumed to recur. The property is now subject to refurbishment and the proposed professional management arrangements will include regular inspection and maintenance of the property and external areas.

The rear yard/garden has already been cleared, and arrangements are in place for regular maintenance.

11. Internal accommodation, fire safety and building standards
Some representations question whether the proposed bedrooms, bathroom and circulation areas are practically adequate and raise concerns about fire escape arrangements.

The application is specifically for four bedrooms and a maximum of four occupiers. The detailed accommodation is shown on the submitted plans and has been designed for the proposed HMO use.

The Council's HMO SPG distinguishes planning considerations from licensing and Building Regulations matters. Detailed fire precautions, means of escape and other technical requirements are also subject to the relevant statutory processes and should not be assumed to be deficient simply because an objector considers the arrangement unsuitable.

The application should therefore be assessed against the submitted plans and applicable planning requirements, while detailed building and licensing matters should be dealt with through the appropriate regulatory regimes.

12. Previous landlord history and financial allegations
A number of representations refer to my historical financial circumstances, the former tenancy and allegations regarding my suitability as a landlord.

I respectfully ask that these matters are considered in context. The application is not proposing that the property be operated in precisely the same way as the former private tenancy. The property is now being substantially refurbished, and the proposed future accommodation will be subject to professional housing management with local oversight.

The fact that the former tenancy was difficult does not establish that the proposed HMO will be managed in the same way. The future management arrangements, operator, property condition and maintenance arrangements are materially different.

I do not consider it helpful to revisit every allegation concerning the former tenancy in the planning response. Where historic matters are relevant, the key point is that the circumstances have changed and that the proposed future management framework is substantially different.

13. Property values
Some representations state that neighbouring properties could become more difficult to sell or could decrease in value if planning permission were granted.

Those are individual concerns, but no evidence has been provided establishing that the proposed four-person C4 use would have that effect. The planning assessment should instead focus on material effects arising from the development itself, such as residential amenity, highways, parking and waste management.

14. Future occupants and anti-social behaviour
Some representations speculate about the possible characteristics or behaviour of future occupants and suggest that an HMO could result in anti-social behaviour, criminality or disturbance.

There is no evidence establishing that future occupants of this particular property would behave in such a way. The planning application should be assessed on the characteristics of the proposed use and its likely planning impacts rather than assumptions about the personal characteristics or future behaviour of unknown occupants.

The existence of professional management and regular local oversight is relevant to the practical management of the accommodation.

15. Wider claims concerning crime, infrastructure and community cohesion
One particularly extensive objection makes broader assertions concerning crime, safeguarding, utility capacity, broadband, water supply, drainage, previous placements of vulnerable people and alleged effects on community cohesion.

I respectfully ask that such matters are considered only to the extent that there is reliable evidence demonstrating a specific and relevant planning impact arising from this application.

The application does not propose a large-scale residential development or a new institutional use. It is a change of use of one existing dwelling to a maximum four-person C4 HMO, with no extension or external enlargement of the building.

It is therefore important that broader assertions about the Garw Valley as a whole are distinguished from the site-specific planning effects of this particular proposal.

16. Matters requested to be clearly identified in the Committee report
I respectfully ask that, when the application is reported to Committee, the officer's report clearly distinguishes between the specific Policy COM7 tests and more general concerns, or speculation contained in some representations.

In particular, I ask that the report clearly identifies: (1) the actual number and percentage of qualifying HMOs within the relevant 50-metre radius; (2) the outcome of the five-step parking assessment requested by Highways; (3) the proposed professional management arrangements and weekly local housing officer visits; and (4) the fact that the other developments referred to by objectors are outside the 50-metre assessment area and are described as self-contained flats rather than C4 HMOs.

I make this request so that Members have a clear, site-specific summary of the matters which the Council's adopted HMO policy requires to be assessed.

17. Overall position
I accept that the property experienced significant difficulties during the previous tenancy and that residents were affected by some of those problems.

The circumstances are now materially different. Legal possession of the property was obtained on 12 May 2026. The property is now being comprehensively refurbished, including energy-efficiency improvements which have resulted in an EPC rating of C. The rear yard/garden has been cleared and regular local garden maintenance has been arranged.

The proposed accommodation will be subject to professional management by an established housing organisation with extensive experience of accommodation management, a current government role in providing accommodation in Wales and a local housing officer visiting the property weekly.

The principal planning concerns raised by residents — particularly parking, highway safety, noise, residential amenity and waste — should therefore be assessed against the actual scale of the proposal and the management and maintenance arrangements that will apply if permission is granted.

I respectfully ask that the application is determined on that basis and that the representations are given appropriate weight according to their relevance to material planning considerations and the evidence supporting them.

18. Documents and matters supporting this response
- *Submitted planning application form for P/26/327/FUL, including the description of the proposal, Section 3 commencement answer and Section 22 existing-use information.*
- *Submitted planning statement, drawings and parking assessment.*
- *Documentation from the local authority confirming that the previously identified damp issue was subsequently addressed.*
- *Current EPC showing an energy performance rating of C.*

Policy references
Bridgend County Borough Council, Replacement Local Development Plan 2018–2033, Policy COM7 – Houses in Multiple Occupation.

Bridgend County Borough Council, Houses in Multiple Occupation Supplementary Planning Guidance, February 2026.

Welsh Government, Houses in Multiple Occupation Practice Guidance.

The planning and housing information above should be read alongside the submitted application documents and any representations and consultation responses held by the Council.'

FURTHER OBJECTIONS RECEIVED REGARDING THE PARKING IMPACT ASSESSMENT
Following a request by the Highways Officer for a Parking Impact Assessment, as required by the HMO SPG, the Application was the subject of a reconsultation exercise and four further objections (two from the same address) were received from surrounding neighbours. Those received are repeated in full below:

Objection 1
'I understand you have received a recent parking impact assessment from the applicant. This assessment raises various questions and concerns. I note it is stated that none of the four occupants of the property are anticipated to have cars. Due to the inevitable transient nature of a HMO population, I ask you to question how the applicant can guarantee that no future occupants will ever drive? I am sure you will agree after the photos sent of the availability of current parking for existing residents, as to the detrimental and ultimately dangerous effect this would have. It is also extremely concerning that the applicant has stated that vehicles associated with the property would belong to a "housing officer" and other workers. What would be the use of the property as to why various workers would need to be in attendance there? Such a residence is clearly extremely unacceptable and unsuitable in a street of terraced housing on a main road, where the majority of the existing residents are young families or elderly. It is not in keeping with the general demographic. There is no doubt as to the noise disturbance it would cause in an area where large amounts of people work, some in key worker roles and many households contain children. It would create a plethora of adverse impacts as well as parking issues and noise, all of which have previously been stated in detail by various residents in opposition. These include issues relating to refuse, anti-social behaviour, issues with rodents, poor garden maintenance and the major concern that the property is owned by a landlord who has previous tribunal action against him with regards to the upkeep and maintenance of the property, plus isn't local in order to be easily contacted and accessible. If any further detail is needed about any of the above, please contact me or refer to previous correspondence from all residents who responded during the initial phase of this preposterous proposal. The email from Mr Benjamin Wedlake discusses this in extensive detail. As HMO properties require intense and responsible management, the proven track record here is evidence enough as to why this proposal should not be approved and why it would be totally irresponsible for the council to grant it in this street. It would have far reaching, negative consequences for the whole area both aesthetically and demographically. We feel extremely strongly that the property should remain a three-bedroom family home and have been in touch with our local councillors and the Senedd to voice our plight and gain support.'

Objection 2
'I am writing to express my dissatisfaction with the recent parking impact assessment in relation to P/26/327/FUL. I don't find it adequate for the applicant to state that none of the

occupants would drive or own cars. HMO properties tend to be popular with a more transient population than family homes so it is not plausible or realistic to say that the property would not generate extra parking congestion within the street. As an elderly resident living alone…I find it extremely concerning that this property would generate vehicles for "workers " and a "Housing Officer ". This alone raises legitimate concerns as to the use of the property. The houses in this street are terraced with many young families and elderly people living within them, hence why a HMO is not in keeping with the demographic. Such a property is completely inappropriate for the area. There are no nearby universities in the immediate area for students or young professionals to be interested in living there so more transparency and honesty is essential in order to maintain safety for the street. This proposal would inevitably generate a large amount of noise disturbance due to all of our houses being connected. We have already had continuous and relentless issues with the property over many years, all of which have been documented with Environmental Health at the council, plus at a formal tribunal. The mismanagement of this type of property would spell major trouble for our community and there is no doubt that the property becoming an HMO would drastically exacerbate these problems. Further information on this can be found within the initial objection emails sent at the start of the process. Another concern that I have is how the development would encroach on my personal privacy due to a shared alleyway between the properties and fencing overshadowing my garden'.

Objection 3

'I am contacting you in relation to proposal number P/26/327/FUL, in particular the new document "Parking Impact Assessment".

In this document the applicant says the House of Multiple Occupancy Class C4 will not be occupied by more than four people. How can the applicant guarantee that none of the occupants will actually allow for a friend or relative to stay over, which would then take the number of people above four?

I would also like to raise some points in relation to sections within this document:

Section 2.2

Whilst the applicant points to nearby bus stops, the service does run approximately every 30 minutes during the daytime. (Bus 72). As it has mentioned in their application, late night busses do not operate and the last bus from Bridgend to Pontycymer leaves the bus station at 20:00. This information again leads to the possibility of residents requiring a vehicle.

Section 2.3

The applicant had mentioned that the Spar is located in close proximity to the property. This shop has not been open for a number of years. If the applicant or agent did come to visit the property, they would have noticed the disrepair of this shop and noticed it was indeed closed.

Section 2.5

The Garw Valley does not have a railway connection, and the applicant has mentioned the nearest railway station is 4.3 km (or 2.7 miles away). This information is as the crow flies and is not a true representation. If a resident wanted to use the railway line, it would take approximately 2 hours 27 minutes for them to walk or 46 minutes to cycle there, and the distance is actually 9.2 miles (indicated by information on Google Maps). Part of the cycle track is also closed because of a dispute with Network Rail due to the route being unsafe. Therefore, this cannot be classed as a local station as it is indeed outside of the Garw Valley and is placed inside the Llynfi Valley. In my view, the applicant is trying to misrepresent a sustainable transport link in their document.

Section 4.2

The applicant has mentioned in subsection 4.2 that the occupants of the property will not

have a requirement for parking spaces. This indicates that the possible residents who will be housed inside this building will not have cars and solely rely on public transportation.

They also go on to mention a "dedicated Housing Officer" will invariably travel by car on a regular basis. This term raises alarm bells with me being a resident located near the property and how they have suggested that no tenant will require a parking space. Whilst the applicant claims the occupants will not require parking, they have failed to account for the exponential increase in visitors, courier and servicing vehicles associated with the HMO. The planning department cannot realistically police or enforce a ban on tenants owning vehicles or hosting guests who drive.

Section 4.3
The applicant, after using the information regarding local transport, using a cycle store etc. has mentioned that the possibility of two resident vehicles will be at this proposed C4 HMO. This above section contradicts a previous section where they said no resident will require a vehicle.

On one hand, the applicant presents a written confirmation from the proposed management organisation explicitly promising that "whilst we remain as tenants, the occupants of the property will not have a requirement for parking spaces." Yet, later in the very same submitted document, the applicant contradicts this guarantee by stating "2 resident vehicles are considered a reasonable estimate of the likely actual parking demand associated with the proposed HMO C4 use." The adoption of two vehicles also ensures that the assessment does not depend upon an assumption of zero resident vehicle ownership.

If, by their own technical admission, the property will generate a baseline demand of at least two resident vehicles, plus their regular daytime visits from the dedicated housing officer, plus independent deliveries such as Amazon and Tesco etc. and social visitors, the application cannot be treated as a car free development. As previously mentioned, parking is an issue after work finishes with other residents parking on the street already creating parking capacity. Accommodating these additional vehicles could pose a serious risk to highway safety when vehicles double park on both sides of the street which again is a main route in the valley.'

Objection 4
'Further to your recent correspondence regarding Planning Application Ref: P/26/327/FUL, I wish to raise several concerns regarding the submitted Parking Impact Assessment and Highway Impact Assessment.

2.2 Public Transport
Whilst the assessment highlights the proximity of bus stops within the area, greater consideration should be given to the availability and practicality of the bus service itself. Although services operate during the daytime, the assessment acknowledges the absence of late-night services. Consequently, residents would be reliant upon private vehicles or taxis for certain journeys, which could increase traffic movements and place additional demand on existing parking provision within the locality.

2.3 Local Facilities
The assessment refers to a SPAR convenience store as a local facility. However, the premises have been vacant and derelict for a number of years and therefore do not currently contribute to the accessibility of local services. The inclusion of this facility may overstate the availability of amenities within walking distance.

Reference is also made to Cwm Garw Practice. However, this forms part of a wider group practice operating across three sites. Appointments may be allocated at locations in

Llangeinor or Bettws, which would require travel by private vehicle or public transport. As such, reliance on a single local surgery may not accurately reflect residents' likely travel requirements.

Furthermore, while the assessment suggests that prospective residents would not require private vehicles, this assumption cannot be guaranteed throughout the lifetime of the development. Residents' circumstances may change, vehicle ownership may increase, and future occupiers may have different transport needs. This could place additional pressure on existing on-street parking provision within the area.

2.5 Railway Accessibility
The assessment identifies Garth railway station as the nearest station. Whilst this may be correct in terms of straight-line distance, actual accessibility is considerably more limited. Journey times obtained from Google Maps indicate that travel to the station would take approximately:

- *2 hours 30 minutes on foot;*
- *50 minutes by bicycle; and*
- *1 hour 20 minutes by bus.*

These journey times call into question the practical accessibility of rail services for future residents.

Highway Impact Assessment
The conclusions of the assessment state that the development would not result in any additional vehicle demand. However, this conclusion appears to be based on assumptions regarding current occupier characteristics and does not adequately consider changes in future occupancy patterns, visitor parking requirements, or increases in vehicle ownership over time. An occupancy level of four residents, together with visitors and service vehicles, could result in greater parking demand than currently anticipated.

In addition, the assessment relies heavily on census data collected in March 2021. Given the social and economic changes that have occurred since that time, it is questionable whether the data fully reflects current travel patterns and parking demand within the locality.'

COMMENTS ON REPRESENTATIONS RECEIVED
Factors to be taken into account in making planning decisions must be planning matters, that is, they must be relevant to the proposed development and the use of land in the public interest.

Notification of Application

- In this instance, the Local Planning Authority has followed the statutory requirements and directly notified 15 neighbouring residential properties and invited representations within a 21-day period. Additionally, a site notice was displayed outside the property, advising of the proposed development.
- Receipt of the Parking Impact Assessment was also notified to objectors and surrounding residents and representations were invited.

Other issues

- Issues in respect of anti-social behaviour are ultimately matters for the police and the proposal, which is a residential use, in purely land use terms, is unlikely to inherently result in such serious levels of anti-social behaviour as to warrant or justify the refusal of this Application. Furthermore, there is no compelling evidence to suggest that HMOs of the scale being considered would result in increased levels of crime or fear of crime within the locality of the site. The causes of anti-social behaviour and criminal

activity are recognised to be diverse and cannot be attributed to any housing type alone, and it is considered that an appropriately managed HMO use, for a maximum of four people, would not cause such anti-social behaviour or perception of anti-social behaviour to recommend refusal of the Application in this case.

- Past issues with the management and condition of the property are not relevant to the current application and are not considered to be materially relevant to the determination of the Application.
- HMOs are subject to additional requirements concerning fire safety. Furthermore, HMO's must be provided with a suitable Automatic Fire Detection (AFD) system, designed, installed and maintained in accordance with BS 5839: Part 6 under separate legislation.
- The Proposed Development does not include provision for disabled occupancy.
- Each application is determined on its own individual merits and assessed against National and Local Planning Policy.
- The nature of the future occupants of this proposal is not a material planning consideration.
- Any impact on property values is not a material planning consideration.
- The Applicant is not providing supervised care therefore no warden would be accommodated on the property.
- It is not unlawful to commence work on the Proposed Development in advance of the determination of the Application. The Applicant has been advised that any works undertaken would be entirely at the risk of the property owner should planning permission be refused.

The material issues raised in the objections received are addressed in the Appraisal section of this report.

PLANNING POLICY

National Planning Policy and Guidance

National planning guidance in the form of Future Wales – the National Plan 2040 (February 2021) and Planning Policy Wales (Edition 12, February 2024) (**PPW**) are of relevance to the determination of this Application.

Paragraph 1.30 of PPW confirms that… *'Development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning applications."*

"*All development decisions…should seek to contribute towards the making of sustainable places and improved well-being." (Paragraph 2.2 of PPW refers) Para 2.3 states "The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all."*

At Para 2.7 PPW, it states "*Placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people*."

PPW states at paragraphs 2.22 and 2.23 that the Planning system should "*ensure that a post-Covid world has people's well-being at its heart and that Planners play a pivotal role…in shaping our society for the future, prioritising placemaking, decarbonisation and well-being*."

PPW is supported by a series of more detailed Technical Advice Notes (**TANs**), of which the following are of relevance: -

- **Technical Advice Note 12 - Design (2016)**
- **Technical Advice Note 18 – Transport (2007).**

The Well-being of Future Generations (Wales) Act 2015
The Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the Act are:
- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this Application.

The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010), which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and, whilst this is not a strategic decision, the duty has been considered in the assessment of this Application.

Other Relevant Policies and Guidance
Houses in Multiple Occupation – Practice Guidance: March 2017 (Welsh Government)

Local Policies
The Development Plan for the area comprises the Bridgend Replacement Local Development Plan 2018-2033 (**RLDP**), and within which the following policies are of relevance:

Strategic Policies
- **Policy SP3**: Good Design and Sustainable Placemaking
- **Policy SP5**: Sustainable Transport and Accessibility
- **Policy SP6**: Sustainable Housing Strategy
- **Policy SP17**: Conservation and Enhancement of the Natural Environment

Topic based policies.
- **Policy SF1**: Settlement Hierarchy and Urban Management
- **Policy PLA11**: Parking Standards
- **Policy COM6**: Residential Density
- **Policy COM7**: Houses in Multiple Occupation
- **Policy ENT15**: Waste Movement in New Development
- **Policy DNP6**: Biodiversity, Ecological Networks, Habitats and Species
- **Policy DNP9**: Natural Resource Protection and Public Health

Supplementary Planning Guidance
In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance the following are of relevance.

- **SPG02** – Householder Development

- **SPG06** – Houses in Multiple Occupation
- **SPG17** – Parking Standards
- **SPG19** – Biodiversity and Development

APPRAISAL
This Application is referred to the Development Control Committee to consider the concerns raised by a Local Ward Member and neighbouring occupiers.

Additionally, a representation was received from Huw Irranca-Davies MS, outlining support for the concerns raised by local residents and the local councillor and requesting that all objections and representations be fully considered as part of the decision-making process.

Having regard to the above, the main issues to consider in this Application relate to the principle of development, design and visual effects, impacts on the amenities of neighbouring residents, highway and pedestrian safety, waste movement and biodiversity.

Principle of Development
The proposal site is located within the Local Settlement of Pontycymer as defined by **Policy SF1: Settlement Hierarchy and Urban Management** of the Replacement Bridgend Local Development Plan (RLDP). **Policy SF1** states that development will be permitted within the settlement boundaries at a scale that reflects the role and function of the settlement.

Policy SP6: Sustainable Housing Strategy notes that the RLDP makes provision for 8,628 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period, of which, 1,711 of these homes will be affordable. Development will be distributed in accordance with Strategic Policy SP1, based on the Sustainable Housing Strategy that will amongst other outcomes – '*Support windfall residential development at appropriate sites within the settlement, focussing on the re-use of previously developed land*'. This Strategic Policy recognises the benefits of new residential development, including the reconfiguration of existing buildings and the re-use of vacant or under-utilised land.

The proposed site would classify as an appropriate site under **Policy SP6** which makes a contribution to the overall housing supply and introduces an important element of choice and flexibility into the housing market. **Policy SP6** of the RLDP and PPW 12 effectively supports the use of suitable sites for housing development as it can assist regeneration and at the same time relieve pressure for development on greenfield sites**.**

Policy COM6: Residential Density states that development must seek to create mixed, socially inclusive, sustainable communities by providing a range of house types and sizes to meet the needs of residents at an efficient and appropriate density**.** The policy notes that new housing developments must make the most efficient use of land in accordance with sustainable, placemaking principles and that good design must be utilised to maximise the density of development without compromising the quality of the living conditions provided, whilst making adequate provision for privacy and space around dwellings.

The proposed HMO would provide a sustainable house type located close to local services and transport links within the vicinity. It would utilise the existing dwelling, require minor internal alterations and provide appropriately sized single bedrooms and communal living spaces for up to four occupants. All habitable rooms would benefit from natural light, ventilation, and a means of outlook to either Oxford Street or the rear facing yard. For these reasons, the proposed HMO is considered to meet the criteria of Policy COM6 of the RLDP.

The key policy relevant to this Application is **Policy COM7: Houses in Multiple Occupation** where it notes: '*Proposals to convert an existing building into a House in Multiple Occupation*

(HMO), bedsits or other forms of shared housing will only be permitted within defined settlement boundaries if:

1) It would not lead to more than 10% of all residential properties within a 50m radius of the proposal being HMOs;
2) Conversion is possible without major extensions or alterations to the building which would significantly alter the character and appearance of the street scene and the broader locality;
3) The scale and intensity of use would be compatible with the existing building and adjoining and nearby uses;
4) the proposal incorporates on-site parking provision or demonstrates that it will not have an adverse effect on local parking provision;
5) the proposal includes adequate storage for recycling/refuse, cycles and clothes drying area; and
6) The proposed development would not have an unacceptable adverse impact on residential amenity.

In all other respects development will be expected to meet the relevant requirements set out in other RLDP policies.'

In terms of the above criteria, it is noted:

1) A search of the planning records and the Public Register of Licensed HMO's identifies no existing HMO within a 50m radius of the Application property.

   Accordingly, the proposal would not exceed the 10% threshold.

2) The proposal will not require any external extensions or alterations which would alter the character or appearance of the property or area.

3) The scale and intensity of the use is considered to be compatible both with the existing building (as communal areas are provided for residents) as well as with the adjoining and nearby uses which are also primarily residential.

4) Whilst no on-site parking is available for residents, the Applicant proposes covered and secure cycle parking within the rear amenity space. The property is located in a relatively sustainable location in close proximity to transport links, green spaces and local shops. It is noted that the Highways Officer has not raised any objections to the proposal.

5) The proposal provides a sufficient area for waste and recycling storage, an area for clothes drying at the rear of the amenity space and provision for cycle parking, all of which can be secured via a condition of planning approval.

6) The proposal would not have an adverse impact on residential amenity, given the previous C3 use and the predominantly residential street-scene.

Accordingly, and for the above reasons, the proposal is considered to meet the criteria of **Policy COM7** of the RLDP.

Policy SP3: Good Design and Sustainable Placemaking of the RLDP states that *'all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment, by:*

1) Demonstrating alignment with the principles of Good Design; and

2) Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.'

On balance, it is considered that, in principle, the development accords with policies **SP6, COM6** and **COM7** of the Bridgend Replacement Local Development Plan (2024), the Council's Houses in Multiple Occupation SPG and, subject to satisfying the requirements of **Policy SP3**, the proposed development is acceptable in land use planning terms and accords with the Bridgend Replacement Local Development Plan (2024).

Design and Visual Impact

Policy SP3 Good Design and Sustainable Placemaking of the RLDP states that *'all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment'*

Policy SP3 of the Replacement Bridgend Replacement Local Development Plan (2024) highlights all development should contribute to creating high quality, attractive, sustainable places by, amongst others:

- Demonstrating alignment with the principles of Good Design.
- Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and character.
- Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.

Local Planning Authorities should ensure that proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The proposed HMO would not require any external additions or alterations to its fenestration. The only change would be an outbuilding for cycle storage at the rear of the property, replacing a dilapidated shed, which would be domestic in scale and design. As outlined above, the intensity of the use is considered compatible with the wider land-use within the residential area. As such, the proposed change of use respects the street-scene and character and appearance of the area and, for the above reasons, the proposal is considered to be in accord with criterion (2) of **Policy SP3** of the RLDP.

Residential Amenity

Policy SP3 of the RLDP criterion (k) states '*Applications for new development should ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected.'*

Overbearing and overshadowing impact

The proposal involves no building extensions. As such there are no issues in terms of building dominance, overlooking or overshadowing over and above what already exists on site.

Overlooking/loss of privacy

In terms of overlooking and loss of privacy, the proposal involves no changes to the fenestration or window positions. As such, the level of overlooking would not increase the level of mutual overlooking between neighbours and is acceptable in this regard. The proposed ground floor bedroom would look out to the street, and while passersby could look onto the bedroom as currently the case, the privacy of occupants can be maintained by curtains or other window finishes.

The views out from first floor bedroom windows to dwellings on the opposite side of Oxford Street are as existing and would not give rise to any greater impacts on privacy for surrounding residents.

With regards to the rear amenity space, there could be a level of disturbance through the creation of a redesigned domestic garden. However, as the previous use was a residential dwelling it is unlikely to impact the levels of privacy or overlooking that currently exists within the predominantly residential area.

Noise
Policy SP3 Criterion (g) also states that new development should '*Avoid or minimise noise, air, and soil and water pollution*'.

In terms of the likely impacts on neighbouring residential amenity, it is considered that the proposed use of the premises as an HMO would not unreasonably compromise the level of amenity that is currently enjoyed and can be reasonably expected in such a locality. It is also considered that the level of activity and other likely effects of the use would not significantly exceed that of the property being used as a family dwelling.

Any issues relating to noise from future residents of the property would be a matter for Shared Regulatory Services (Public Protection) to investigate under their legislation.

Amenity of future occupiers
In terms of the level of amenity and standard of accommodation being created for occupiers of the HMO, each bedroom facility would have a satisfactory outlook with appropriate habitable room space with a communal shower room and toilet and communal kitchen/dining facilities to support the proposed use, all of which are appropriate in terms of the best practice guide to room sizes set out within the HMO SPG.

With regard to outdoor amenity space, the proposed layout provides an accessible outdoor space at the rear of the property that occupiers can use for the drying of clothes, storage of bicycles, gardening and sitting out.

Bin storage and cycle storage
A suitable waste storage area and cycle parking is provided on the submitted site plan at the rear of the property. To ensure the suitability of the proposal, a scheme for a covered waste storage area will be imposed in addition to a suitably worded condition to ensure covered and secure cycle storage is available for the future residents of the property.

On balance, it is considered that the proposed change of use is acceptable and will not have any significant adverse impacts on existing neighbouring properties or amenities. As such, there are no justifiable grounds to refuse planning permission on residential amenity grounds, having particular regard to the fact that if any such issues arise in the future, these can be addressed by the Environmental Health Section under their statutory nuisance powers. The development, therefore, accords with **Policies SP3, PLA11** and **ENT15** of the Bridgend Replacement Local Development Plan (2024).

Highway Safety
Policy SP5 of the RLDP states '*Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development must also be supported by appropriate transport measures and infrastructure'.*

Policy PLA11 further states all development will be required to provide appropriate levels of parking. This should be in accordance with the adopted parking standards.

The Application has been supported by a Parking Impact Assessment which was requested in order to assess whether a proposal would have an impact on parking provision in the area.

Given the nature of the existing property, the proposed HMO would be unable to provide any off-street parking for vehicles. However, it is intended that covered and secure cycle parking be provided within the rear garden area. This would be accessed by residents wheeling their cycles through the property or via the rear access lane.

As previously noted, the property is located on a street of terraced houses, most of which possess no on-site parking.

The Council's Highways Officer has reviewed the proposal and Parking Impact Assessment and has advised as follows:

'*The proposal seeks consent to change the use of a C3 (Residential dwelling) to C4 (HMO).*

SPG 6 - Houses in Multiple Occupation has recently been adopted. This requires the submission of a parking assessment to accompany the application. Such a document has now been provided. This has been considered against the 5-step process in table 7 of the SPG.

The nearest serviced bus stops to the property are located at Fenton Place, a 60m walking distance. These have a ½hourly service throughout the day in both a Northbound and Southbound direction although these do not extend into the evening. There is no railway station in the valley.

The property lies within a 1.1km walk distance from a surgery, 360m from a foodstore/ convenience store (not the 200m quoted by the applicant).

The existing 3-bedroom terraced property generates a requirement for 3 off-street parking spaces but does not benefit from any and it is noted that none are proposed as part of the proposal. It is considered however that the proposed change of use to an HMO (for a maximum of 4 persons) will not generate any greater parking demand which would otherwise require further provision. The proposal is therefore considered a nil detriment situation, and no assessment of local parking capacity is required.

The scheme is supported by a proposal for secure cycle storage which is considered acceptable however the details of this are limited to a block plan and further consideration will be needed upon receipt of details of the enclosure and stands. This however can be conditioned.

I would advise that the observations of the Highway Authority are: -

No Objection subject to the following condition:

No development shall commence until a scheme for the provision of secure cycle storage for 4 cycles has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into beneficial use and retained for cycle parking purposes in perpetuity

Reason: In the interests of promoting sustainable means of travel to / from the site.'

On balance, it is considered that the change of use would not have an unacceptable impact upon highway and pedestrian safety. It is noted that whilst there may be some on-street parking capacity issues on Oxford Street, space exists in the adjoining Fenton Place for any spillover parking by local residents. Therefore, the proposed development is considered to accord with **Policies SP5** and **PLA11** of the Bridgend Replacement Local Development Plan (2024).

Waste Movement and Management

Policy ENT15: **Waste Movement in New Development** of the RLDP requires that all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

The plans submitted indicate a dedicated waste and recycling storage area at the rear of the property. Accordingly, and subject to the approval of storage details, the proposal is considered compliant with **Policy ENT15** of the RLDP.

Biodiversity

In assessing a planning application, the Local Planning Authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (PPW12) states in Section 6.4.4: *"It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals."* It further goes onto state that *"All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems, and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission."*

Technical Advice Note 5: Nature Conservation and Planning states that: *"Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife."*

Policy SP3 of the RLDP requires development to Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species of the RLDP states *"All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species"*

In this case, the proposed site is located within a settlement, and the proposal is within an

existing residential dwelling with limited biodiversity value. The Applicant has provided details of proposed bird and bat boxes to be attached to the rear of the property. This would ensure that the development meets the requirements of local and national planning policy that states that *"all development should maintain and enhance biodiversity."* A condition is recommended to ensure that the enhancements proposed are introduced at the site. As such the proposal is acceptable in terms of biodiversity.

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 Bridgend Replacement Local Development Plan (2024)

On balance and having due regard to the objections and concerns raised, the proposed development, subject to the imposition of conditions, complies with Council policy and guidelines and does not adversely prejudice highway safety, privacy or visual amenities nor so significantly harms neighbours' amenities, particularly with regard to the fear of anti-social behaviour or possible crime, as to warrant refusal on those grounds.

The scheme also raises no adverse biodiversity concerns.

Any issues relating to the poor management of HMOs cannot be controlled through the planning system.

As such, it is considered that the development is acceptable and complies with Policies **SP1, SP3, SP5, SP6, SP17, SF1, PLA11, COM6, COM7, DNP6, DNP9 and ENT15** (and the Houses of Multiple Occupation SPG) of the Bridgend Replacement Local Development Plan (2024).

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

(R02) That permission be GRANTED subject to the following condition(s): -

1. The development shall begin not 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.

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

   26-074/P/05 - SITE PLAN AS PROPOSED
   26-074/P/04 - PLANS AS PROPOSED

   GREEN INFRASTRUCTURE STATEMENT

   Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

3. The premises shall be used as a house in multiple occupation (Class C4 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) accommodating a maximum of 4 persons only and for no other use.

   Reason: For the avoidance of doubt as to the extent of the permission granted and to enable the Local Planning Authority to retain effective control over the intensity of the residential use.

4. No development shall commence until a scheme for the provision of secure cycle storage for 4 cycles has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into beneficial use and retained for cycle parking purposes in perpetuity.

   Reason: In the interests of promoting sustainable means of travel to / from the site and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

5. A scheme of waste and recycling management for the property shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include a suitably located, screened and managed designated area for waste and recycling. The approved scheme shall be implemented prior to the beneficial use of the development hereby approved and the approved scheme shall thereafter be retained and maintained in perpetuity.

   Reason: To ensure that adequate waste and recycling facilities are provided in accordance with Policy ENT15 of the of the Bridgend Replacement Local Development Plan (2024).

6. Prior to the first beneficial occupation of the HMO hereby approved, an artificial nesting site for birds and bats shall be erected on the rear of the dwelling as per the specifications contained in the Green Infrastructure Statement submitted with the Application.

   Reason: In the interest of enhancing biodiversity and to accord with Policies SP3 and DPN6 of the Bridgend Replacement Local Development Plan (2024).

7. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

   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 Bridgend Replacement Local Development Plan (2024)

   On balance and having due regard to the objections and concerns raised, the proposed development, subject to the imposition of conditions, complies with Council policy and guidelines and does not adversely prejudices highway safety, privacy or visual amenities nor so significantly harms neighbours' amenities, particularly with regard to the fear of anti-social behaviour or possible crime, as to warrant refusal on those grounds.

   Any issues relating to the poor management of HMOs cannot be controlled through the planning system. As such, it is considered that the development is acceptable and complies with Policies SP1, SP3, SP5, SP6, SP17, SF1, PLA11, COM6, COM7, DNP6,

DNP9 and ENT15 and the Houses of Multiple Occupation SPG of the Bridgend Replacement Local Development Plan (2024).

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.

a) SRS note
The fire safety measures and provision of amenity standards are available here - https://www.srs.wales/en/Housing/HMO-Licensing/HMO-Licensing.aspx

More comprehensive details of requirements for an HMO can be obtained from Shared Regulatory Services (SRS) https://www.srs.wales/en/Contact-Us.aspx

The Applicant should also notify SRS prior to occupation of the property.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None

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REFERENCE: **P/26/422/FUL**

APPLICANT: Mr F Lugado 29 Litchard Park, Litchard, Bridgend, CF31 1PF

LOCATION: **29 Litchard Park Litchard Bridgend CF31 1PF**

PROPOSAL: Change of use from a three-bedroom dwellinghouse (Use Class C3) to a four-bedroom House in Multiple Occupation (HMO) (Use Class C4)

RECEIVED: 4 August 2026

DESCRIPTION OF DEVELOPMENT

The Application seeks planning permission for the change of use of a three-bedroom dwellinghouse property from Class C3 (Dwellinghouse) to Class C4 (House in Multiple Occupation), as a four-bedroom unit with communal shared facilities. The property is located at 29 Litchard Park, Bridgend.

Use Class C4 covers shared houses or flats occupied by between three and six unrelated individuals who share basic amenities (Houses in Multiple Occupation: Practice Guidance, March 2017).

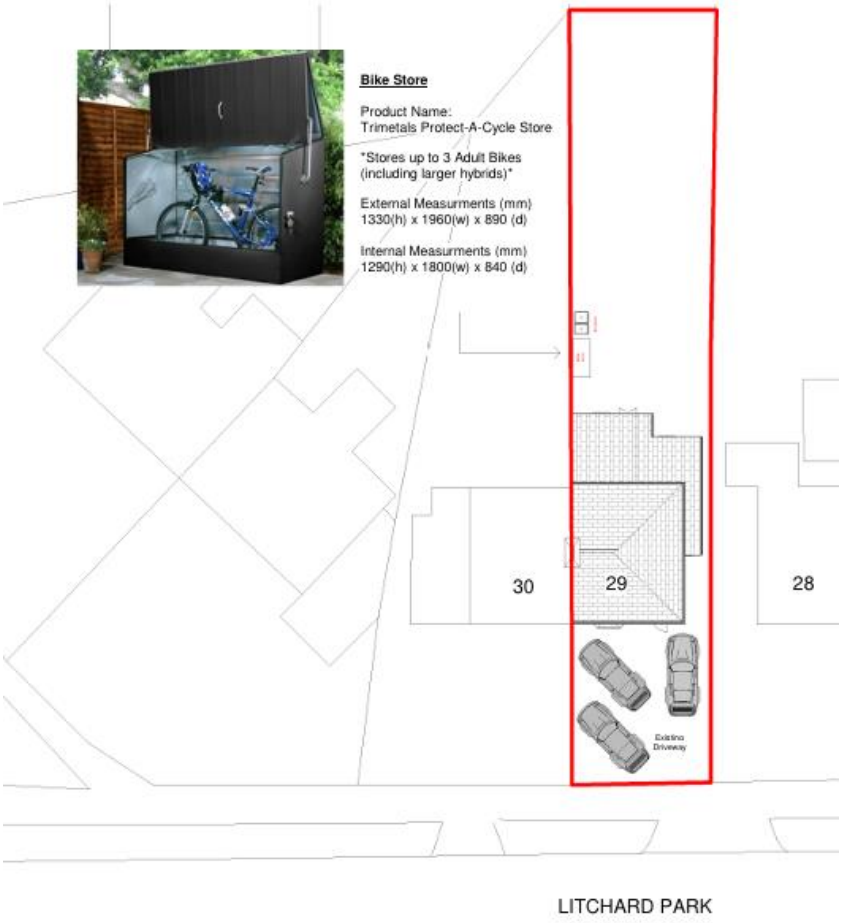

Fig. 1: PROPOSED SITE PLAN

The submitted plans indicate that the existing 3-bedroom house would be altered internally to accommodate the proposed change of use. The proposal would involve alterations on the ground floor to create a new communal living/kitchen room. The development would also involve the conversion of the existing reception room at the rear of the house to a bedroom and creation of a new bedroom at the front. Both bedrooms would have en-suite bathrooms. The first floor would remain largely unaltered apart from the conversion of the small bedroom into an en-suite for bedroom 2 and the existing family bathroom becoming

an en-suite for proposed bedroom 1. All bedrooms would be accessed from the existing front door and hallway.

No changes are proposed to the exterior of the property.

The rear garden area would remain as a communal open space with bicycle storage.

Bat boxes would be installed on the side and rear elevations of the property.

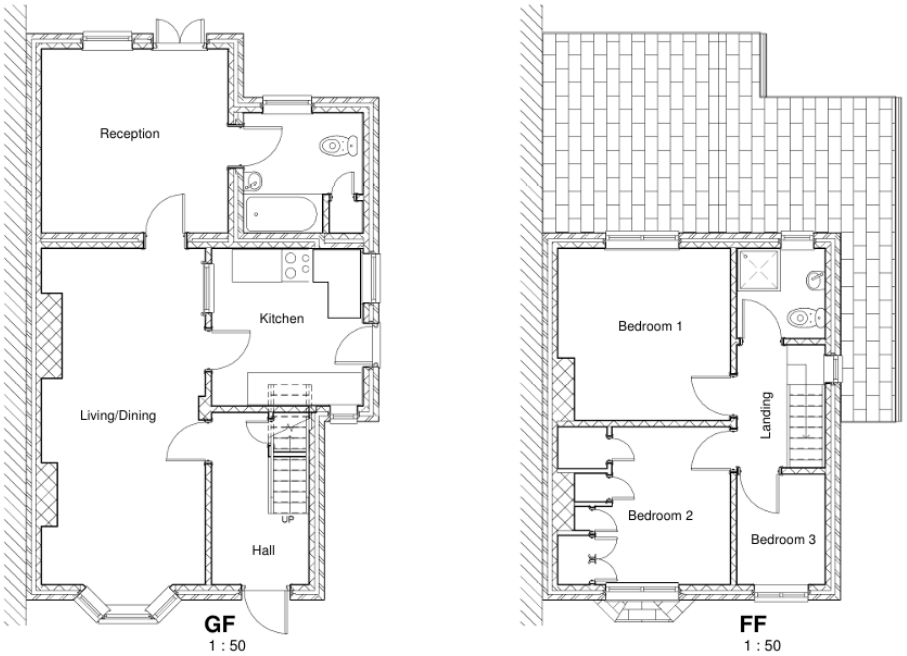

Fig. 2: EXISTING FLOOR PLANS

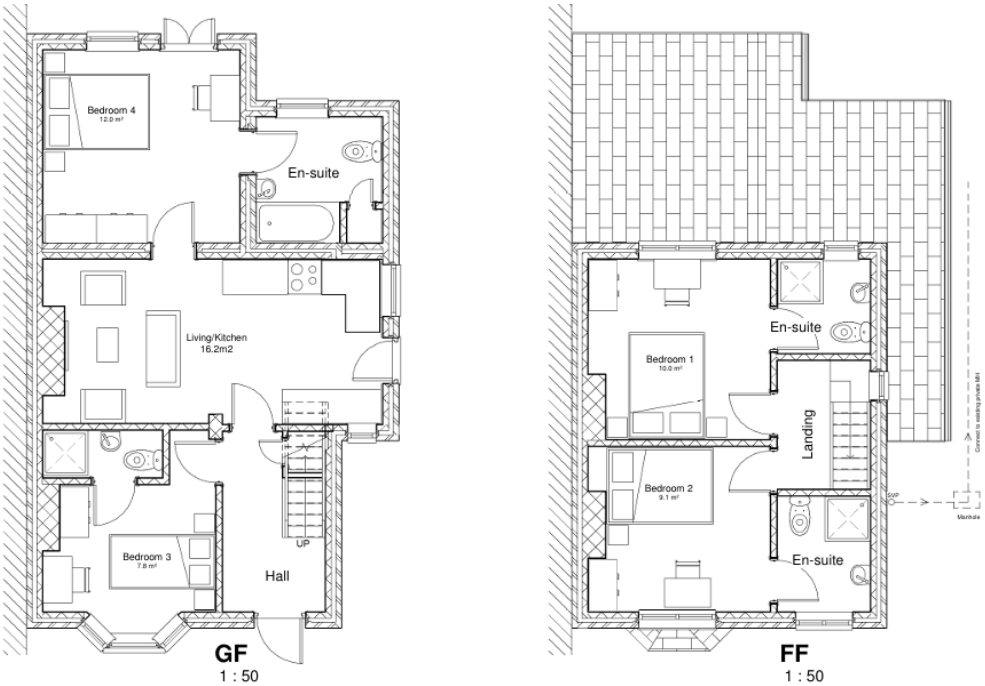

Fig. 3: PROPOSED FLOOR PLANS

The application was supported by a Planning Statement, Green Infrastructure Statement and an HMO Supplementary Planning Guidance Compliance Statement.

SITE AND LOCALITY

The proposal is defined in policy terms as being located within the Primary Key Settlement of Bridgend as defined by **Policy SF1 Settlement Hierarchy and Urban Management** of the Bridgend Replacement Local Development Plan 2024 (RLDP).

The Application site comprises a two-storey semi-detached dwelling located at 29 Litchard Park in Litchard. The property contains space for 2 cars on hardstanding at the front along with an enclosed garden to the rear.

It should be noted that planning permission was granted for a single storey '*bathroom and bedroom extension to the rear*' of the property in 1996 (P/96/840/FUL refers) and this has since been constructed. The approved plans indicate that the extension was likely developed for an elderly resident or person with disabilities and required level access and sliding doors. The submitted Application plan indicates that this room is currently in use as a reception room.

Given the description of development and its subsequent approval by the Local Planning Authority, the property would be lawfully considered to be a four-bedroom dwelling house.

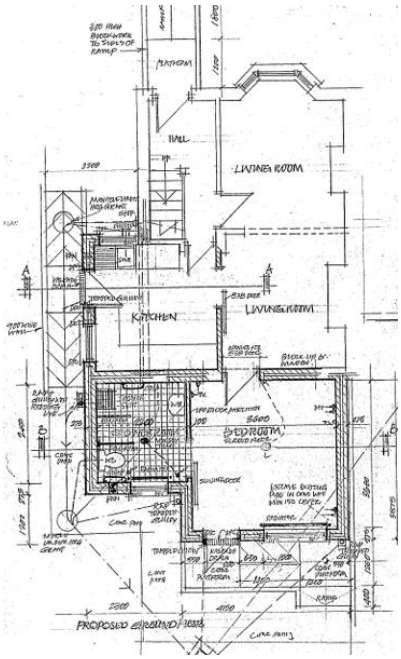

Fig. 4: APPROVED FLOOR PLAN – App. No. P/96/840/FUL

Fig. 5: LOCATION PLAN

Fig. 6: APPLICATION PROPERTY (09/09/2026)

Fig. 7: REAR GARDEN AREA (09/09/2026)

Fig. 8: LITCHARD PARK LOOKING EAST (09/09/2026)

The Application site is located on the south side of Litchard Park, an established residential area comprising mainly semi-detached houses of a similar character and appearance. Properties generally benefit with on-site parking, some with driveways and

garages located to the rear of the dwellings. Litchard Park has a narrow approximately 5m wide carriageway, of a width capable of providing on-street parking on one side of the street only.

The adjoining semi-detached property at 30 Litchard Park is currently being developed with a first-floor side extension. The proposed four-bedroom dwelling will be provided with on-site parking for two vehicles.

The property is located approximately 250m walking distance from the Princess of Wales Hospital. Coity Road is a bus route with frequent bus services. The Wildmill Railway Station is located to the west of the Application site, with a walking distance of approximately 530m away.

PLANNING HISTORY
P/96/840/FUL – Bathroom and bedroom extension to rear. Approved 08/10/1996.

CONSULTATIONS
Coity Higher Community Council: Objection and seeks speaking rights before the Development Control Committee.

Highways Officer: No objection subject to the imposition of parking conditions.

Land Drainage: No concerns raised.

Shared Regulatory Services: '*The property should contain appropriate automatic fire detection and a protected escape route (as required), in line with LACORS guidance.'*

Dwr Cymru/Welsh Water: Advises that adequate capacity exists in the public sewerage system for the proposed use. Should permission be granted, a standard condition is requested prohibiting the discharge of surface water into the public system and other standard DC/WW advisories.

South Wales Fire and Rescue Service: Standard fire safety advice provided recommending that adequate water supplies be provided for firefighting purposes and that adequate access be provided for firefighting appliances.

PUBLICITY
The Application was publicised by site notice, and neighbours have been notified of the receipt of the Application.

The period allowed for response to consultations/publicity expired on 4 September 2026.

REPRESENTATIONS RECEIVED
Cllr A Williams: Objects to the proposal and seeks speaking rights before the Development Control Committee.

Cllr M Williams: Concerns raised over density of HMOs, insufficient parking and Anti-Social Behaviour (ASB) and requests that the Application be determined by the Development Control Committee.

Twenty-four representations were received from surrounding residents of Litchard Park including a representation from Cllrs A Williams and M Williams raising concerns with the level of development of the property and overconcentration of similar uses in the area.

An objection was received from Coity Higher Community Council stating that the proposed

development was not suitable for a family oriented neighbourhood. The loss of a family home and over intensification.

Two of the objections received came from the same address.

Cllr A Williams, the Coity Higher Community Council and one objector have requested speaking rights before the Development Control Committee.

Cllr M Williams has requested that the Application be determined by the Development Control Committee due to concerns over the density of HMOs and similar uses, insufficient parking and issues of anti-social behaviour.

Concerns raised in the representations received include:

- It is considered that there is no need for the HMO
- Proposed development would provide unsuitable and cramped living conditions
- The area contains an existing HMO already and would result in an overconcentration of such uses
- Overdevelopment of the property
- Loss of family housing
- Possible status and character of future occupants
- Safeguarding concerns given the proximity of the property to the Litchard Primary School
- Litchard Park is not considered to be a suitable location for an HMO and contains young families and elderly people who would be adversely affected by noise and anti-social behaviour
- The HMO would be incompatible in the area and would have a negative impact on residential character
- Limited on-street parking available
- Proposal would place pressure on roads and existing infrastructure
- Parking and highway safety effects
- Litchard Park already experiences parking pressures from hospital visitors and care workers
- Any increase in the number of residents likely to result in highway parking pressures
- On-street parking would create access issues for emergency vehicles
- The lack of a parking impact assessment
- The proposal would place further pressure on local services and amenities
- Proposal would result in increased waste and litter
- Adverse impacts on residential amenity
- Plans submitted do not include roof details which would show an existing rooflight
- Proposed development would be contrary to Policy COM7 of the Bridgend Replacement Local Development Plan 2024
- HMO may exceed the 10% density threshold
- The HMO would be permitted to accommodate up to 6 persons under the Use Class C4
- Significant impact on the amenity of the occupiers of the neighbouring semi-detached house
- No details of soundproofing provided
- Noise effects and their impact on the health and wellbeing of a disabled neighbour
- Loss of privacy and overlooking of adjoining gardens
- Possible use of loft space as an additional bedroom
- Impact on property values
- Detrimental impact on the desirability of the area

COMMENTS ON REPRESENTATIONS RECEIVED

Factors to be taken into account in making Planning decisions must be Planning matters, that is, they must be relevant to the proposed development and the use of land in the public interest.

- It is not necessary in terms of planning law or practice that an Applicant establish that there is a need for a proposed use or development.
- Issues in respect of anti-social behaviour are ultimately matters for the police and the proposal, which is a residential use, in purely land use terms is unlikely to inherently result in such serious levels of anti-social behaviour as to warrant or justify the refusal of this Application. Furthermore, there is no compelling evidence to suggest that HMOs of the scale being considered would result in increased levels of crime or fear of crime within the locality of the site. The causes of anti-social behaviour and criminal activity are recognised to be diverse and cannot be attributed to any housing type alone, and it is considered that an appropriately managed, HMO use, for a maximum of four people, would not cause such anti-social behaviour or perception of anti-social behaviour to recommend refusal of the Application in this case.
- Planning permission is sought for the use of the property as an HMO. The characteristics or backgrounds of any future occupants is not known and is not a material planning consideration.
- The Applicant has sought planning permission to establish a four-bedroom C4 Use. The number of occupants has not been stated. The maximum occupancy of the HMO can be controlled by planning condition, and the Use Class does not set the maximum occupancy at 6 persons
- No details of soundproofing have been provided with the Application. As the change of use remains residential, there are no building regulations requiring the installation of noise insultation with adjoining properties or between separate bedroom units.
- The Applicant was requested to provide an HMO SPG compliance statement along with a Parking Impact Assessment. This was provided and was made available to view on the planning webpage on 02/09/2026.
- As the proposal involved no changes to the existing roof slopes, no roof plan was requested when the Application was validated.
- The Application does not propose the use of the loft area for habitable accommodation.
- There is no evidence provided of any excessive demands placed on existing amenities, services or infrastructure and/or its inability to cope with the proposed change of use.
- Any impact on property values is not a material planning consideration.

The material issues raised in the objections received are addressed in the Appraisal section of this report.

PLANNING POLICY

National Planning Policy and Guidance

National planning guidance in the form of Future Wales – the National Plan 2040 (February 2021) and Planning Policy Wales (Edition 12, February 2024) (**PPW**) are of relevance to the determination of this Application.

Paragraph 1.30 of PPW confirms that… *'Development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning applications."*

"*All development decisions…should seek to contribute towards the making of sustainable places and improved well-being." (Paragraph 2.2 of PPW refers) Para 2.3 states "The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all."*

At Para 2.7 PPW, it states "*Placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people*."

PPW states at paragraphs 2.22 and 2.23 that the Planning system should "*ensure that a post-Covid world has people's well-being at its heart and that Planners play a pivotal role…in shaping our society for the future, prioritising placemaking, decarbonisation and well-being*."

PPW is supported by a series of more detailed Technical Advice Notes (**TANs**), of which the following are of relevance: -

- **Technical Advice Note 12 – Design (2016)**
- **Technical Advice Note 18 – Transport (2007)**

The Well-being of Future Generations (Wales) Act 2015
The Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the Act are:
- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this Application.

The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010), which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and, whilst this is not a strategic decision, the duty has been considered in the assessment of this Application.

Other Relevant Policies and Guidance
Houses in Multiple Occupation – Practice Guidance: March 2017 (Welsh Government)

Local Policies
The Development Plan for the area comprises the Bridgend Replacement Local Development Plan 2018-2033 (**RLDP**), and within which the following policies are of relevance:

Strategic Policies

- **Policy SP3**: Good Design and Sustainable Placemaking
- **Policy SP5**: Sustainable Transport and Accessibility
- **Policy SP6**: Sustainable Housing Strategy
- **Policy SP17**: Conservation and Enhancement of the Natural Environment

Topic based policies.

- **Policy SF1**: Settlement Hierarchy and Urban Management
- **Policy PLA11**: Parking Standards
- **Policy COM6**: Residential Density
- **Policy COM7**: Houses in Multiple Occupation
- **Policy ENT15**: Waste Movement in New Development
- **Policy DNP6**: Biodiversity, Ecological Networks, Habitats and Species
- **Policy DNP9**: Natural Resource Protection and Public Health

Supplementary Planning Guidance
In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance the following are of relevance.

- **SPG02** – Householder Development
- **SPG06** – Houses in Multiple Occupation
- **SPG17** – Parking Standards
- **SPG19** – Biodiversity and Development

APPRAISAL
This Application is referred to the Development Control Committee to consider the concerns raised by Local Ward Members, the Community Council and neighbouring occupiers.

Having regard to the above, the main issues to consider in this Application relate to the principle of development, design and visual effects, impacts on the amenities of neighbouring residents, highway and pedestrian safety, waste movement and biodiversity.

Principle of Development
The proposal site is located within the Primary Key Settlement of Bridgend as defined by **Policy SF1: Settlement Hierarchy and Urban Management** of the Bridgend Replacement Local Development Plan 2024 (RLDP). **Policy SF1** states that development will be permitted within the settlement boundaries at a scale that reflects the role and function of the settlement.

Policy SP6: Sustainable Housing Strategy notes that the RLDP makes provision for 8,628 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period, of which, 1,711 of these homes will be affordable. Development will be distributed in accordance with Strategic **Policy SP1**, based on the Sustainable Housing Strategy that will amongst other outcomes – '*Support windfall residential development at appropriate sites within the settlement, focussing on the re-use of previously developed land*'. This Strategic Policy recognises the benefits of new residential development, including the reconfiguration of existing buildings and the re-use of vacant or under-utilised land.

The proposed site would classify as an appropriate site under **Policy SP6** which makes a contribution to the overall housing supply and introduces an important element of choice and flexibility into the housing market. **Policy SP6** of the RLDP and PPW 12 effectively supports the use of suitable sites for housing development as it can assist regeneration and at the same time relieve pressure for development on greenfield sites**.**

Policy COM6: Residential Density states that development must seek to create mixed, socially inclusive, sustainable communities by providing a range of house types and sizes to meet the needs of residents at an efficient and appropriate density**.** The policy notes that new housing developments must make the most efficient use of land in accordance with sustainable, placemaking principles and that good design must be utilised to maximise the density of development without compromising the quality of the living conditions provided, whilst making adequate provision for privacy and space around dwellings.

The proposed HMO would provide a sustainable house type located close to local services and transport links within the vicinity. It would utilise the existing dwelling, require minor alterations and provide appropriately sized bedrooms and communal living spaces for occupants. All habitable rooms would benefit from natural light, ventilation, and a means of outlook to either Litchard Park or the rear facing garden. For these reasons, the proposed HMO is considered to meet the criteria of **Policy COM6** of the RLDP.

The key policy relevant to this Application is **Policy COM7: Houses in Multiple Occupation** where it notes: '*Proposals to convert an existing building into a House in Multiple Occupation (HMO), bedsits or other forms of shared housing will only be permitted within defined settlement boundaries if:*

1) It would not lead to more than 10% of all residential properties within a 50m radius of the proposal being HMOs;
2) Conversion is possible without major extensions or alterations to the building which would significantly alter the character and appearance of the street scene and the broader locality;
3) The scale and intensity of use would be compatible with the existing building and adjoining and nearby uses;
4) the proposal incorporates on-site parking provision or demonstrates that it will not have an adverse effect on local parking provision;
5) the proposal includes adequate storage for recycling/refuse, cycles and clothes drying area; and
6) The proposed development would not have an unacceptable adverse impact on residential amenity.

In all other respects development will be expected to meet the relevant requirements set out in other RLDP policies.'

In terms of the above criteria, it is noted:

1) A search of the planning records and the Public Register of Licensed HMO's identifies no existing HMO located within a 50m radius of the Application property. The existing five-bedroom HMO, mentioned by objectors which is situated west of the Application property on the corner of Litchard Park and Pendre is located approximately 82m from the Application site and therefore outside the 50m radius.

   Accordingly, the proposal would not exceed the 10% threshold.

2) The proposal will not require any external extensions or alterations which would alter the character or appearance of the property or area.

3) The scale and intensity of the use is considered to be compatible both with the existing building (as communal areas are provided for residents) as well as with the adjoining and nearby uses which are also primarily residential. As previously

indicated, the semi-detached house was constructed as a three-bedroom property and has been extended following the grant of planning permission in 1996 providing an additional ground floor bedroom and bathroom.

As an existing four-bedroom property, the proposed change of use would not increase the number of bedrooms, and hence the scale and intensity of the use. However, to ensure that the level of development remains appropriate within the surrounding area, it is recommended that a condition be imposed to ensure that the maximum number of occupants is limited to four persons only. This would accord with the advice provided by the Applicant in the HMO SPG Compliance Statement whereby it is indicated that the bedrooms are to be assessed as single rooms (Section 2, Criterion 6 – Residential Amenity).

4) Additional on-site car parking is proposed at the front of the property for up to three vehicles. The Applicant proposes covered and secure cycle parking within the rear amenity space, however the facility proposed would need to meet the relevant cycle parking standards. Furthermore, it should be noted that the property is located in a highly sustainable location in close proximity to transport links, including buses and trains. It is also noted that the Highways Officer has also not raised any objections to the proposal.

5) The proposal provides an enclosed garden area to the rear which contains sufficient space for waste and recycling storage, clothes drying and cycle parking, all of which can be secured via a condition of planning approval.

6) It is considered that the proposal would not have an adverse impact on residential amenity, given the previous C3 use and the predominantly residential street-scene.

The Proposed Development has been considered against the HMO SPG06 and a Compliance Statement provided. This indicates that the proposed development would accord with the criteria of **Policy COM7** of the RLDP.

Accordingly, and for the above reasons, the proposal is considered to meet the criteria of **Policy COM7** of the RLDP.

Policy SP3 Good Design and Sustainable Placemaking of the RLDP states that *'all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment, by:*

1) Demonstrating alignment with the principles of Good Design; and
2) Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.'

On balance, it is considered that, in principle, the development accords with policies **SP6, COM6** and **COM7** of the Bridgend Replacement Local Development Plan (2024), the Council's Houses in Multiple Occupation SPG and, subject to satisfying the requirements of **Policy SP3**, the Proposed Development is acceptable in land use planning terms and accords with the Bridgend Replacement Local Development Plan (2024).

<u>Design and Visual Impact</u>
Policy SP3 Good Design and Sustainable Placemaking of the RLDP states that *'all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment'*

Policy SP3 of the Replacement Bridgend Replacement Local Development Plan (2024) highlights all development should contribute to creating high quality, attractive, sustainable places by, amongst others:

- Demonstrating alignment with the principles of Good Design.
- Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and character.
- Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.

Local Planning Authorities should ensure that proposed developments should not have an unacceptable impact upon the character and amenity of an area.

Criterion (b) of **Policy SP3** states that development must '*Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.*' Criterion (c) notes that development must '*use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development.'*

The proposed HMO would not require any external additions or alterations to the building or its fenestration. The only physical change to the property would be an outbuilding for cycle and refuse storage which would both be domestic in scale and design. As outlined above, the intensity of the use is considered compatible with the wider land-use within the surrounding residential area. As such, the proposed change of use respects the street-scene and character and appearance of the area and, for the above reasons, the proposal is considered to be in accord with criterion (b) and (c) of **Policy SP3** of the RLDP.

Residential Amenity

Policy SP3 of the RLDP criterion (k) states '*Applications for new development should ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected.'*

Overbearing and overshadowing impact

The proposal does not involve any extensions. As such there are no issues in terms of building dominance, overlooking or overshadowing, over and above what already exists on site.

Overlooking/loss of privacy

In terms of overlooking and loss of privacy, the proposal does not involve any changes to the fenestration or window positions. As such, the level of overlooking would not increase the level of mutual overlooking between neighbours and is acceptable in this regard. The proposed ground floor bedroom would look out to the car-parking forecourt and beyond to the street, and whilst passers-by could look onto this room as currently the case, the privacy of future occupants can be maintained by curtains or other window finishes.

With regards to the rear amenity space, the area and its use will remain largely as existing. As the previous use was a residential dwelling it is unlikely to impact the levels of privacy or overlooking that currently exists within the predominantly residential area.

Noise

Policy SP3 Criterion (g) also states that new development should '*Avoid or minimise noise, air, and soil and water pollution*'.

In terms of the likely impacts on neighbouring residential amenity, it is considered that the proposed use of the premises as an HMO would not unreasonably compromise the level of amenity that is currently enjoyed and can be reasonably expected in such a locality. It is also considered that the level of activity and other likely effects of the use would not significantly exceed that of the property being used as a family dwelling.

Any issues relating to noise from future residents of the property would be a matter for Shared Regulatory Services (Public Protection) to investigate under their legislation.

Amenity of future occupiers
In terms of the level of amenity and standard of accommodation being created for occupiers of the HMO, each bedroom facility would have a satisfactory outlook with appropriate habitable room space and their own separate en-suite facilities. These would all meet the size guidelines set within the HMO SPG.

With regard to outdoor amenity space, the proposed layout provides an accessible outdoor space at the rear of the property that occupiers can use for drying of clothes, storage of bicycles and sitting out.

Bin storage and cycle storage
A suitable waste storage area and cycle parking is indicated on the submitted block plan at the rear of the property. To ensure the suitability of the proposal, a scheme for a covered waste storage area can be imposed in addition to a suitably worded condition to ensure suitable covered and secure cycle storage is available for 4 cycles.

On balance, it is considered that the proposed change of use is acceptable and will not have any significant adverse impacts on existing neighbouring properties or amenities. As such, there are no justifiable grounds to refuse planning permission on residential amenity grounds, having particular regard to the fact that if any such issues arise in the future, these can be addressed by the Environmental Health Section under their statutory nuisance powers. The development is therefore considered to accord with **Policies SP3, PLA11** and **ENT15** of the Bridgend Replacement Local Development Plan (2024).

Highway Safety
Policy SP5 of the RLDP states '*Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development must also be supported by appropriate transport measures and infrastructure'.* **Policy PLA11** further states all development will be required to provide appropriate levels of parking. This should be in accordance with the adopted parking standards.

The Application has been supported by a Parking Impact Assessment which was requested in order to establish the highway characteristics and parking credentials of the proposal.

The plans submitted with the Application indicate an intention to provide on-site parking for three vehicles to the front of the property. The Council's Highways Officer has indicated that, given the space available, only two vehicles could be comfortably accommodated. Cycle parking is to be provided at the rear of the property.

The residential properties on Litchard Park contain on-site parking for one to three vehicles, some with garages at the rear. There are no parking restrictions on the public

highway and observations indicate that on-street parking demand along Litchard Park is generally low and does not raise concern.

The Council's Highway Officer has reviewed the proposal and advised:

'*The proposal seeks consent to change the use of a C3 (Residential dwelling) to C4 (HMO).*

SPG 6 - Houses in Multiple Occupation has recently been adopted. This requires the submission of a parking assessment to accompany the application. Such a document has been provided and has been considered against the 5-step process in table 7 of the SPG.

The nearest serviced bus stops to the property are located on Litchard Terrace and Coity Road with 11 services per hour between them in both directions. Not all these extend into the evening however there are evening services. The nearest train station is at Wildmill (some 750m walk) and has an hourly service in both directions.

The property lies within a 700m walk distance from a community centre, 1.6km from a supermarket.

The existing 3-bedroom semi-detached property generates a requirement for 3 off-street parking spaces but notwithstanding the site plan showing 3 cars on the frontage it is considered only to benefit from 2 off-street spaces. It should be noted that the two spaces that could be accommodated in the current situation would not be capable of independent operation. It is considered however that the proposed change of use to an HMO (for a maximum of 4 persons) will not generate any greater parking demand which would otherwise require further provision. However, given the fact that the current two parking spaces cannot be operated independently a revised scheme of parking for two vehicles would need to be provided and implemented to be able to consider this proposal a nil detriment situation.

Accordingly, no assessment of local parking capacity is required.

The scheme is supported by a proposal for secure cycle storage which is considered acceptable in principle however this should be provided at ratio of 1 cycle per bedroom.

Unfortunately, the submitted drawing details the proposed cycle store to the rear of the property and that it is limited to 3 cycles. Notwithstanding the submitted HMO SPG assessment suggests the provision of two such cycle stores (6 cycles) to be located to the front of the property. This would be sufficient but given the discrepancy it is considered that this should be clarified through the submission of a scheme which can be sought by imposition of a planning condition.

I would advise that the observations of the Highway Authority are:

No Objection subject to the following conditions:

1. No development shall commence until a scheme for the provision of secure cycle storage for 4 cycles has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into beneficial use and retained for cycle parking purposes in perpetuity

Reason: In the interests of promoting sustainable means of travel to / from the site.

2. No development shall commence until a scheme for the provision of 2 off street parking spaces has been submitted to and approved in writing by the Local Planning Authority. The parking area shall be implemented in permanent materials before the development is brought into beneficial use and retained for parking purposes in perpetuity.

Reason: In the interests of highway safety.

On balance, and subject to the imposition of conditions on car and cycle parking provision and a limit on the number of occupants, it is considered that the change of use would not have an unacceptable impact upon highway and pedestrian safety. Therefore, the proposed development is considered to accord with **Policies SP5** and **PLA11** of the Bridgend Replacement Local Development Plan (2024).

Waste Movement and Management

Policy ENT15: **Waste Movement in New Development** of the RLDP requires that all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

The plans submitted indicate a dedicated waste and recycling storage area at the rear of the property. Accordingly, and subject to the approval of storage details, the proposal is considered to comply with **Policy ENT15** of the RLDP.

Biodiversity

In assessing a planning application, the Local Planning Authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (PPW12) states in Section 6.4.4: *"It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals."* It further goes onto state that *"All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems, and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission."*

Technical Advice Note 5: Nature Conservation and Planning states that: *"Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife."*

Policy SP3 of the RLDP requires development to '*Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks'*.

Policy DNP6 Biodiversity, Ecological Networks, Habitats and Species of the RLDP states *"All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and*

enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species"

In this case the proposed site is located within settlement, and the proposal is within an existing residential dwelling with limited biodiversity value. The submitted plans show two bat boxes are to be installed on the south and west facing elevations of the building.

Whilst acknowledging that this is a relatively small-scale change of use Application, to fully ensure that the development meets the requirements of local and national planning policy that states that *all development should maintain and enhance biodiversity*, a condition is recommended to ensure that the enhancements proposed are implemented. As such the proposal is acceptable in terms of its impact on biodiversity.

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 Bridgend Replacement Local Development Plan (2024)

On balance and having due regard to the objections and concerns raised, the proposed development, subject to the imposition of conditions, complies with Council policy and guidelines and does not adversely prejudice highway safety, privacy or visual amenities nor so significantly harms neighbours' amenities, particularly with regard to the fear of anti-social behaviour or possible crime, as to warrant refusal on those grounds.

The scheme also raises no adverse biodiversity concerns.

As such, it is considered that the development is acceptable and complies with Policies **SP1, SP3, SP5, SP6, SP17, SF1, PLA11, COM6, COM7, DNP6, DNP9 and ENT15** (and the Houses of Multiple Occupation SPG) of the Bridgend Replacement Local Development Plan (2024).

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

(R02) That permission be GRANTED subject to the following condition(s): -

1. The development shall begin not 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.

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

   A305 - PROPOSED SITE PLAN
   A303 - PROPOSED FLOOR PLAN
   A304 - PROPOSED ELEVATIONS

PLANNING STATEMENT
GREEN INFRASTRUCTURE STATEMENT

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

3. The premises shall be used as a house in multiple occupation (Class C4 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) accommodating a maximum of 4 persons only and for no other use.

   Reason: For the avoidance of doubt as to the extent of the permission granted and to enable the Local Planning Authority to retain effective control over the intensity of the residential use.

4. No development shall commence until a scheme for the provision of 2 off street parking spaces has been submitted to and approved in writing by the Local Planning Authority. The parking area shall be implemented in permanent materials in accordance with the approved scheme before the development is brought into beneficial use and retained for parking purposes in perpetuity.

   Reason: In the interests of highway safety and to accord with Policies SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

5. No development shall commence until a scheme for the provision of secure cycle storage for 4 cycles has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into beneficial use and retained for cycle parking purposes in perpetuity.

   Reason: In the interests of promoting sustainable means of travel to / from the site and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

6. A scheme of waste and recycling management for the property shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include a suitably located, screened and managed designated area for waste and recycling. The approved scheme shall be implemented prior to the beneficial use of the development hereby approved and the approved scheme shall thereafter be retained and maintained in perpetuity.

   Reason: To ensure that adequate waste and recycling facilities are provided in accordance with Policy ENT15 of the of the Bridgend Replacement Local Development Plan (2024).

7. Prior to the first beneficial occupation of the HMO hereby approved, an artificial nesting site for bats shall be erected on the side and rear of the dwelling as per the details submitted with the Application.

   Reason: In the interest of enhancing biodiversity and to accord with Policies SP3 and DPN6 of the Bridgend Replacement Local Development Plan (2024).

8. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

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 Bridgend Replacement Local Development Plan (2024)

On balance and having due regard to the objections and concerns raised, the proposed development, subject to the imposition of conditions, complies with Council policy and guidelines and does not adversely prejudices highway safety, privacy or visual amenities nor so significantly harms neighbours' amenities, particularly with regard to the fear of anti-social behaviour or possible crime, as to warrant refusal on those grounds.

Any issues relating to the poor management of HMOs cannot be controlled through the planning system. As such, it is considered that the development is acceptable and complies with Policies SP1, SP3, SP5, SP6, SP17, SF1, PLA11, COM6, COM7, DNP6, DNP9, ENT15 and the Houses of Multiple Occupation SPG of the Bridgend Replacement Local Development Plan (2024).

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.

a) SRS note
The fire safety measures and provision of amenity standards are available here - https://www.srs.wales/en/Housing/HMO-Licensing/HMO-Licensing.aspx

More comprehensive details of requirements for an HMO can be obtained from Shared Regulatory Services (SRS) https://www.srs.wales/en/Contact-Us.aspx

The Applicant should also notify SRS prior to occupation of the property.

b) DCWW advisories
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.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

As of 7th January 2019, this proposed development may be subject to Schedule 3 of the Flood and Water Management Act 2010. In the event this proposed development amounts to a total impermeable area of 100sqm or more, approval of Sustainable Drainage Systems (SuDS) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It would therefore be recommended that the developer engage in consultation with Bridgend County Burrough Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation.

The planning permission hereby granted does not extend any rights to carry out any works to the public sewerage or water supply systems without first having obtained the necessary permissions required by the Water industries Act 1991.

Dwr Cymru Welsh Water is not responsible for fire protection or for providing suitable fire flows. Providing fire flows and fire protection are the responsibility of the appropriate regional Fire Services. We refer you to the 3rd Edition of the National Guidance Document on the Provision of Water for Fire Fighting published by the Local Government Association and Water UK.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None

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Appeals

The following appeal has been received since my last report to Committee:

APPEAL NO.	2063
APPLICATION NO.	P/26/76/LAP
APPELLANT	MR C BASTIER
SUBJECT OF APPEAL	CERTIFICATE OF LAWFULNESS FOR PROPOSED HIP TO GABLE LOFT CONVERSION WITH REAR FLAT ROOF DORMER
LOCATION OF APPEAL	PENFRO HEOL YR YNYS BRIDGEND
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	DELEGATED OFFICER

The certificate of lawfulness was refused for the following reason:

1. Planning permission is required for the development indicated on the submitted plans as the proposed rear dormer extension would require other works to be undertaken to be considered as permitted development and the roof at this moment in time, does not exist.

RECOMMENDATION
That the report of the Corporate Director Communities be noted.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers (see application reference number)

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REFERENCE: **P/26/140/HYB**

APPLICANT: **WELSH GOVERNMENT AND BCBC**

LOCATION: **LAND AT SANDY BAY, FORMER FAIRGROUND, EASTERN PROMENADE, SALT LAKE AND HARBOUR, PORTHCAWL**

PROPOSAL: **HYBRID PLANNING PERMISSION CONSISTING OF: DETAILED PLANNING PERMISSION FOR A SPINE ROAD FROM EASTERN PROMENADE TO SANDY BAY AND OUTLINE PLANNING PERMISSION FOR A MIXED USE DEVELOPMENT MASTERPLAN CONSISTING OF UP TO 980 DWELLINGS; APPROX. 200,000 SQ.M. (20HA) OF OPEN SPACE INCLUDING A SERIES OF NEW SIGNIFICANT PUBLIC OPEN SPACES WITH DIFFERENT OFFERS; APPROX. 22,000 SQ.M. (2.2HA) OF LAND SAFEGUARDED FOR EDUCATIONAL USE; APPROX. 12,100 SQ.M. (130,000 SQUARE FEET) OF COMMERCIAL AND LEISURE FLOORSPACE INCLUDING RETAIL USES, A HOTEL, LIDO AND GYM AND STUDIO SPACE; APPROX. 2200 SQ.M. (23,500 SQUARE FEET) OF FLEXIBLE MEANWHILE LEISURE USE SPACE; UP TO 600 SQ.M. (6,500 SQUARE FEET) OF FLEXIBLE COMMUNITY AND CIVIC SPACE; ENHANCEMENT OF PORTHCAWL HARBOUR ENVIRONMENT; NEW COASTAL DEFENCE WORKS; PROVISION OF UP TO 750 PUBLIC PARKING SPACES WITHIN THE SITE AREA; NEW SPINE ROAD ACCESS FROM THE EASTERN PROMENADE TO SANDY BAY (DETAILED PERMISSION); AND ENHANCEMENT OF THE GRIFFIN PARK AND PROPOSED NEW FACILITIES INCLUDING MUGA.**

REPORT

The Local Planning Authority is currently processing the above Application; the scale of the development, its allocation as a *Strategic Development Site* and an *Allocated Housing Site* respectively in the Bridgend Replacement Local Development Plan (2024), and the level of public interest would justify Members considering the proposals at a Special Meeting of the Development Control Committee in line with the Council's adopted Planning Code of Practice.

Site Location

As such Members must agree to the proposed Special Meeting in advance.

A provisional date for the Special Meeting has been set for 10am to 1pm on Wednesday 9 December 2026.

A provisional date for the Site Visit has been set for 10am to 2pm on Wednesday 2 December 2026.

The draft format for the programme on the day of the Special Committee has been discussed with the Chair and is proposed as follows:

Times	Actions
9:00am	Chair's Pre-Meeting
10:00pm	Meeting of Special Development Control Committee in the Council Chamber

All timings are approximate at this stage and may be subject to change.

It is also appropriate when considering major applications or proposals, where there is more than normal public interest, to extend the time for public speakers to address the Committee, to allow adequate time to cover more complex matters.

A time limit of **6 minutes** is proposed for each speaker. The list could be comprised of a maximum of 3 individual objectors, representatives of the Town Council and a Local Ward Member. Correspondingly, the Applicant or their agent will also be allowed a total of 6 minutes to respond.

RECOMMENDATION: Committee is requested to agree to the following:-

(1) That a Special Meeting of the Development Control Committee should be held to consider Application P/26/140/HYB on Wednesday 9 December 2026 with a Full Committee Site Visit on Wednesday 2 December 2026.

(2) That the format for the programme on the day of the Special Committee should be as generally described above in this report but subject to any changes which the Chair agrees with the Corporate Director - Communities.

(3) That speaking rights for Application P/26/140/HYB be extended to a maximum of 6 minutes for each speaker registered on the list, which could comprise a maximum of 3 individual objectors, the Town Council, a Local Ward Member and the Applicant/Agent.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

BACKGROUND PAPERS
None

TRAINING LOG

All training sessions will be held in the Council Chamber but can also be accessed remotely via Microsoft Teams.

Subject	Date
Green infrastructure and biodiversity SPGs	13 October 2026
Parking SPG	15 October 2026 (2pm after Committee meeting) (remote meeting)
Heneb Archaeological Trust presentation	25 November 2026
Employment SPG	26 November 2026 (2pm after Committee meeting)
Dwr Cymru/Welsh Water update	6 January 2027
Planning and health impact assessments	17 February 2027
Active travel / strategic transport	30 March 2027
Significant Infrastructure Projects (SIPs)	Tbc 2027

(Members are reminded that the Planning Code of Practice, at paragraph 3.4, advises that you should attend a minimum of 75% of the training arranged).

Recommendation:

That the report of the Corporate Director Communities be noted.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

BACKGROUND PAPERS
None

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