

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).

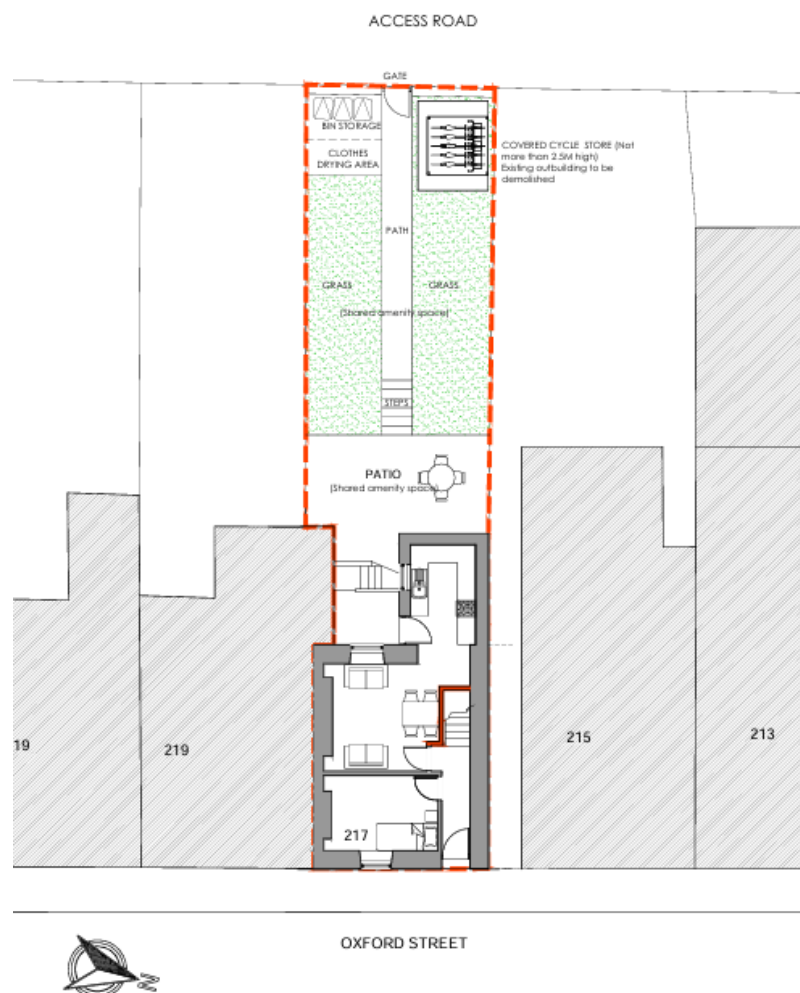


Fig. 1: PROPOSED SITE PLAN

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.

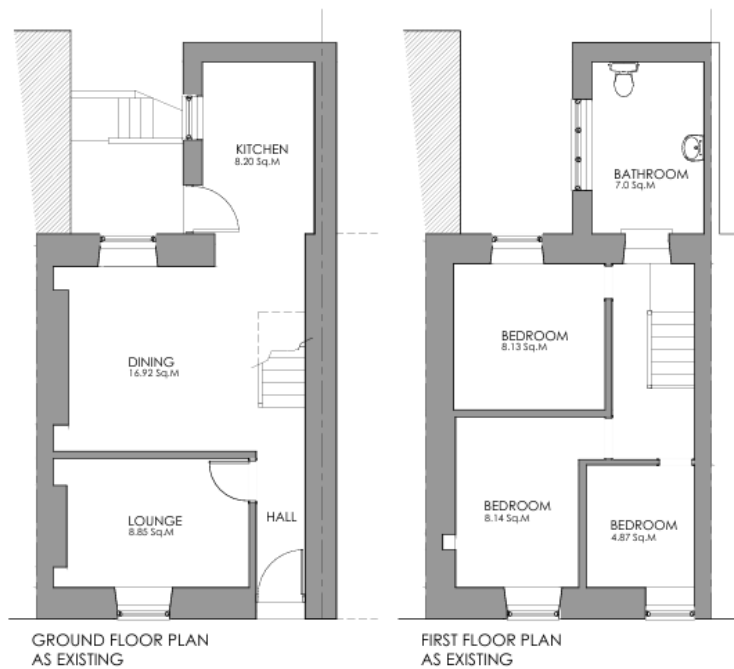


Fig. 2: EXISTING FLOOR PLANS



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 Nanttrychain 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.

8. Parking and highway considerations

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 on to 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