

Our ref: 1136a

23rd September 2020

Head of Planning
Neath-Port Talbot County Borough Council
The Quays
Baglan Energy Park
Neath-Port Talbot SA11 2NG

For the Attention of Matthew Fury

Dear Mr Fury,

**Proposed Construction of a Block of Lock Up Garages
at Land off Church Street, Briton Ferry, Neath Port Talbot.**

We are instructed by our Client Mr. Robert Howes in relation to seeking planning permission for the above proposed development.

We enclose an application for full planning permission to construct a series of 9 lock up garages at land off Church Street, Briton Ferry. The site is located within a semi-commercial part of Briton Ferry as identified by the aerial image below.



Figure 1 – Aerial Image Identifying Application Site

The application comprises the following documents and plans:

- Completed application forms
- Location and Site Layout Plans
- Existing and Proposed Elevations and Floor Plans
- Payment of Fee of £1,380.00 based on a proposed floorspace of 195 square metres

The Site and the Surrounding Area

The submitted site location plan, at scale 1:500, illustrates the setting of the proposed application site at Church Street in Briton Ferry. Church Street itself is of mixed use in nature with terraced housing leading to industrialised buildings such as an auto-mobile repair shop, a fitness gym, a scrap metal facility, and an electrical wholesalers' facility.

The site itself is currently waste ground in need of rejuvenation, located off an established access to a historic railway yard. The site benefits from an established exposed hardstanding demonstrating that there was an equivalent-scaled building upon the site at one time.

Proposed Development

The proposed development is to construct 9 lock up garages. These lock up garages will enable residents of the area to benefit from off-street parking where currently it is scarce and concentrated on-street. Please refer to proposed elevations below:

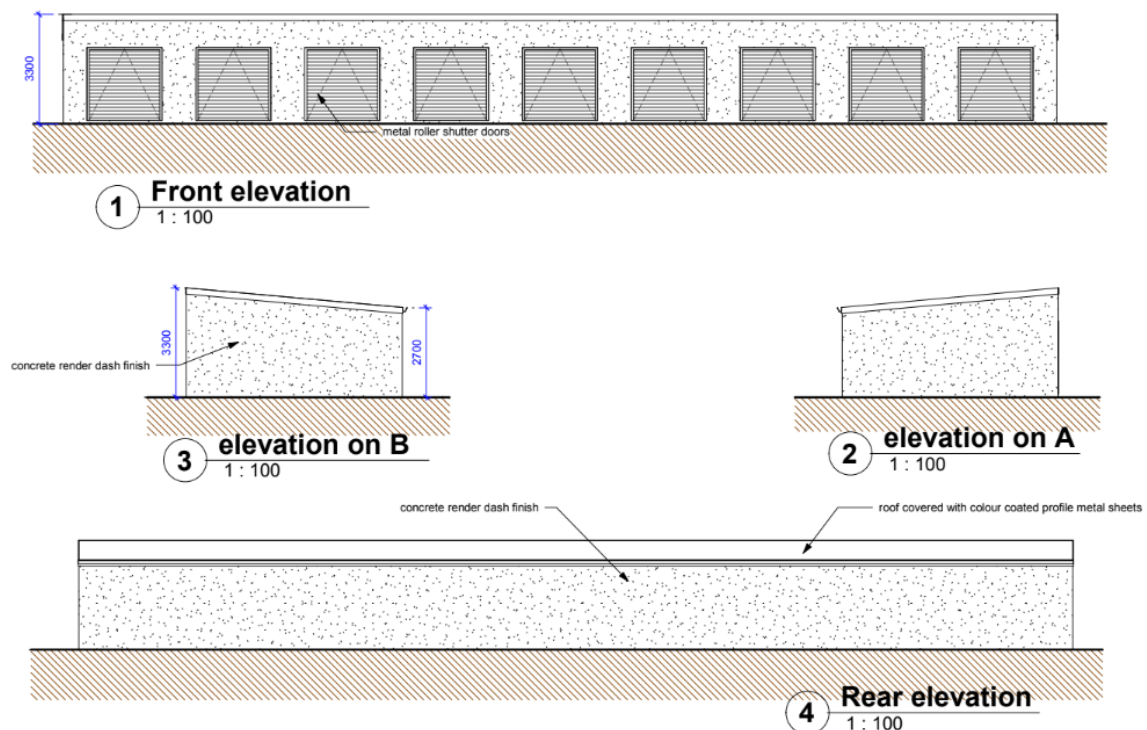


Figure 2 – Proposed Elevations

The Block Plan below at a scale of 1:500 gives illustration to the detailing of the proposed development. The existing vehicle access to the yard and railway sidings will be maintained where access to the proposed site will be through the existing gate utilising the established track. The existing fence and shrub line and an existing 2.4m high pallistrade fence will be maintained providing enclosure to the site. The proposed location of the lock up garages will be upon an established concrete hardstanding. A vehicle turning area is proposed as part of the application, in probably the same arrangement as when an original building was found at the site.

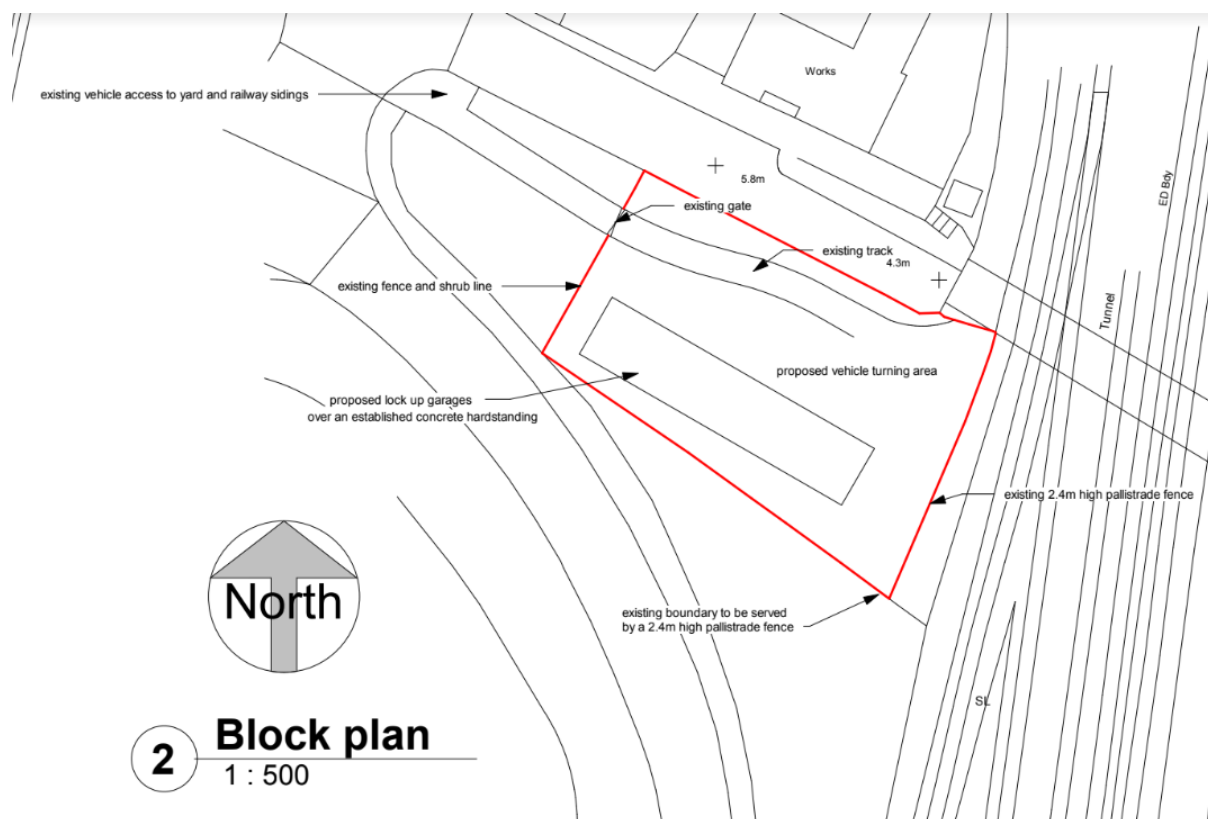


Figure 6

Policy Considerations and Appraisal

Local Planning Policy in the form of the Neath-Port Talbot Local Development Plan (LDP).

The following policies are considered of particular relevance to the application proposal, and therefore has been given full consideration in its preparation:

- Policy TR2 – Design and Access of New Development
- Policy BE1 – Design
- Policy SD 1 – Settlement Limits

Policy TR2 - Design and Access of New Development

Policy TR2 states that development proposals will only be permitted where four forms of criteria, where relevant, are satisfied.

“Development proposals will only be permitted where all of the following Criteria, where relevant, are satisfied:

- 1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
- 2. Appropriate levels of parking and cycling facilities are provided and the access arrangement for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
- 3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
- 4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation”*

In response, it is considered that the proposed development complies with three forms of Criteria. An analysis is provided below:

1. It is considered that the proposed development conforms with the first form of Criterion. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation. An existing access onto Church Street will be used, where visibility standards for emerging vehicles meet national highway standards.
2. It is considered that the proposed development conforms with the second form of Criteria as it provides appropriate levels of parking and the access arrangements for the site allow for the safe manoeuvring of vehicles associated with the planned use.
3. It is considered that Criterion 3 is not of relevance to the proposal as its intended use is for vehicles and therefore access via a range of travel means is not relevant. Nevertheless, Church Street benefits from being located in a highly sustainable area, where access on foot to local shops, employment, public transport nodes and community facilities is easily achievable.
4. It is considered that Criterion 4 is not of relevance as it is not proposed that the development will likely create significant traffic generation therefore there is no need for a Transport Assessment and Travel Plan.

It is therefore considered that the proposed development is in compliance with Policy TR2.

Policy BE 1 – Design

“All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.

Proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

- 1. It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment;*
- 2. It respects the context of the site and its place within the local landscape, including its impact on the important arterial gateways into the County Borough, its effects on townscape and the local historic and cultural heritage and it takes account of the site topography and prominent skylines or ridges;*
- 3. It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate;*
- 4. It would not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the community;*
- 5. Important local features (including buildings, amenity areas, green spaces and green infrastructure, biodiversity and ecological connectivity) are retained and enhanced as far as possible;*
- 6. It achieves and creates attractive, safe places and public spaces, taking account of ‘Secured by Design’ principles (including where appropriate natural surveillance, visibility, well lit environments and areas of public movement);*
- 7. It plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community;*
- 8. It uses resources, including land and energy, as efficiently as possible through:*
 - (a) Making the best and most efficient use of the land available through being of appropriate density taking into account the character and appearance of the area, normally a minimum of 35 dwellings per hectare in the Coastal Corridor Strategy Area or a minimum of 30 dwellings per hectare in the Valleys Strategy Area;*
 - (b) The layout and form of the development does not preclude the reasonable use of other adjacent land;*
 - (c) Developing brownfield land in preference to greenfield land where possible;*
 - (d) Minimising building exposure while maximising solar gain.*
- 9. Its drainage systems are designed to limit surface water run-of and flood risk and prevent pollution;*
- 10. The layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities.*

Due consideration of Policy BE1 was taken during the designing of the proposed development. The design of the proposed garage block is semi-domestic in appearance and not appear out of place in this semi-commercial locality. The proposed development is low in profile and scale taking into consideration the local need and capacity of the site, and thus will appear inconspicuous in the urban landscape. It uses external finishing materials not uncommon to the local area such as render, profiled roof sheeting, and up-and-over garages doors, as depicted in Figure 6 below.

All of the above ensures full compliance with Policy BE1.

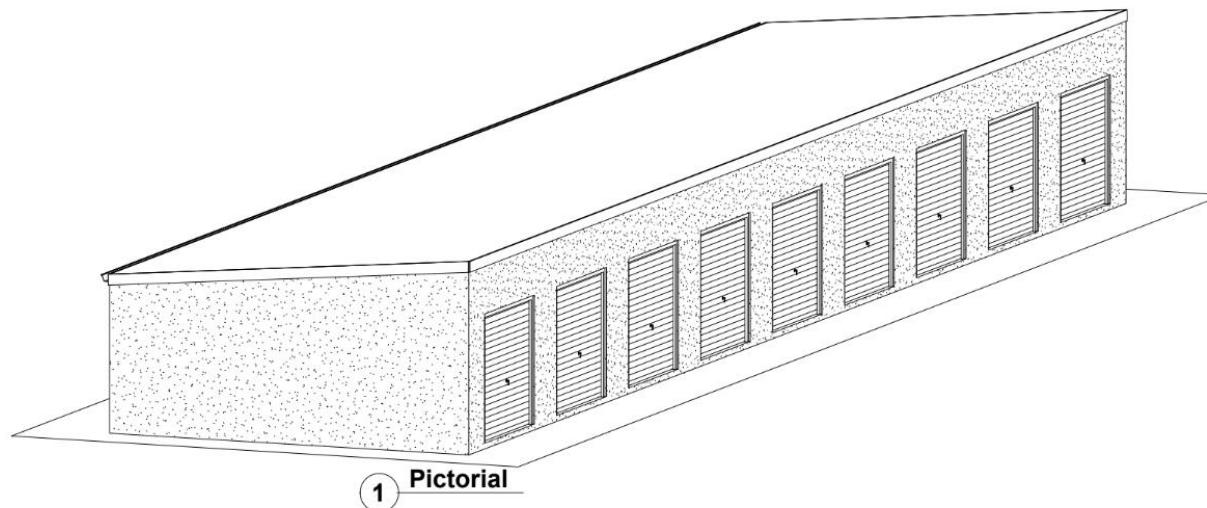


Figure 6 – Pictorial View of Lock Up Garages

Policy SD1 – Settlement Limits

The application site falls within defined settlement limits, and thus within the urban developed core of Briton Ferry and thus the principle of development in this setting meets the sustainable objectives of the LDP.

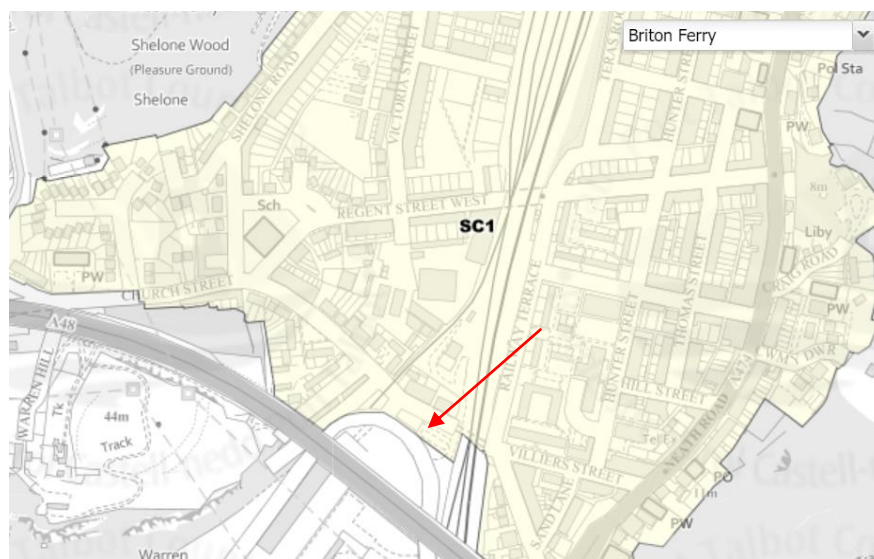


Figure 7 – Briton Ferry Settlement Limits

In conclusion, we seek permission for the construction of 9 lock up garages at land off Church Street, Briton Ferry. It is considered that the proposed development adheres to the relevant policies therefore represents an appropriate and sustainable development.

We look forward to receiving your confirmation of formal registration in due course.

Should you require any further details or clarification, please contact me.

Yours sincerely

Steffan Baker

Steffan Baker
Planning Assistant

Enc.

Cc client