



TP/5578/01(010 June22)AppSub

Development Control Section
Neath Port Talbot County Borough Council
The Quays, Brunel Way
Neath
SA11 2HZ

10 June 2022

Dear Sir/Madam,

MORRISONS, ANGEL STREET, NEATH - FULL PLANNING APPLICATION WITH ADVERTISEMENT CONSENT ON BEHALF OF WM MORRISONS SUPERMARKETS

We have been instructed by our client, Wm Morrisons Supermarkets (Morrisons) to prepare and submit a planning application for the site at Angel Street, Neath, SA11 1RS (PP-11315902) for the development of the following description:

Erection of single-storey pod containing WeBuyAnyCar in the Morrisons Car Park

This planning application is accompanied by documents submitted via the Planning Portal and should be read in conjunction with this covering letter, which includes:

1. Covering letter
2. An application fee for the payment of **£350 – An additional Fee of £230 to be paid today.**
3. Site Location Plan (ref: 170285 274 PL 01)
4. Proposed Layout plan (ref: 170285 274 PL 02)
5. Design & Access Statement prepared by Whittam Cox Architects (ref: 170285 274 PL 03)
6. WBAC 'Pod' Plans and Elevations (ref: WBACSOgV1 REV 01)
7. Flood Consequences Assessment prepared by WML Consulting

An application for Advertisement Consent under the Town and Country Planning (Control of Advertisement) Regulations 2007 (as amended) is also made as part of this application, for the associated WeBuyAnyCar Pod.

The pod will be located at the southeastern edge of the Morrisons carpark. This application seeks to supplement the existing services on-site through the provision of this ancillary facility, for the benefit of the local community. The pod will be located within a position of the car park which is furthest from the store entrance and the more commonly utilised areas of the car park.

The proposal is not located within a Conservation Area, albeit it is in close proximity to Neath Castle and a number of other listed buildings.

According to the Government's Flood Map for Planning, the wider car park is located within Flood Zones 2 and 3. However, given the proposed use of the site and the pod itself which sits on jack pads above the existing car park surface is located in Flood Zone 1, there are not likely to be any flooding issues that would arise from the development and use of the proposed part of the wider car park, nor would the development increase flood risk elsewhere. It is considered to be acceptable use in such locations. This said the application is also submitted with a Flood Consequences Assessment prepared by WML Consulting.

The proposed development by Morrisons would seek to change the use of an under-utilised section of the car park, providing ancillary services to the main store. The proposal would see the erection of a pod with branding on the exterior, occupied by WeBuyAnyCar (see drawings and the Design & Access Statement prepared by Whittam Cox), a used motor vehicle buyer and seller. The offering would be a pocket showroom, with cars for trade sitting in parking spaces. WeBuyAnyCar would offer people the opportunity to have their vehicles valued and/or the ability to sell their vehicles. WeBuyAnyCar.com ensure that there is always space available for appointments within 10 (undesignated) car parking spaces and therefore through the regular collection there is no overspill onto adjoining areas of the car park. The cars stay on site for a maximum of 72 hours, but this is normally a shorter period. The cars will be removed from site by a plate driver, rather than a vehicle transporter as there is a WeBuyAnyCar.com auction house located within the locality. The plate driver will collect and move the vehicles from site to the auction house on an almost daily basis.

The pods would sit on top of the existing car park on legs and require no major excavation or ground disturbance. The pods will be secure, not keys are left on site overnight, therefore, no security alarms are fitted, however, there are fire safety alarms in the pods. The pod will be manned by a single person but occasionally it may include two employees on site. The employee's regional manager may also visit the pod occasionally or staff may receive on the job training whilst working. The highest number of WBAC employees on site at any one time would be three. The pods are proposed to be open on Monday-Friday (10:00-19:00), Saturday (10:00-18:00) and Sunday (10:00-17:00).

Planning Policy Wales (PPW) Edition 11 – February 2021

The primary objective of Planning Policy Wales (PPW) is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation.

A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. 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

National Development Framework 2040 – Published 2021

The National Development Plan Framework (NDF) sets out 11 outcomes which collectively are a statement of where Wales want to be in 20 years time. The NDF requires Growth and new development to be in the right place, undertaken in the right way and make more efficient use of our natural resources to achieve the NDF outcomes.

Adopted Local Plan

The local development plan for Neath Port Talbot comprises the Local Development Plan (2011-2026), adopted January 2016).

Policy SP 1 Climate Change states that the causes and consequences of climate change will be addressed by implementing the following measures:

1. *The efficiency and sustainability of the Borough's settlements;*
2. *Likely increased flood risk will be taken into account and addressed by ensuring that there is greater resilience by avoiding development on land that is at risk from flooding in the first*

instance in accordance with the sequential approach set out in national guidance or in locations that could increase the risk of flooding elsewhere;

Policy SP 2 Health states that to support health and wellbeing the Council will prioritise the development of sustainable, safe and confident communities through the co-location of jobs and facilities in accordance with the settlement framework. The policy also states that the provision of new employment opportunities will be promoted to reduce unemployment and economic inactivity rates.

Policy SC 1 Settlement Limits states that development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy will be acceptable in principle.

Policy SP 4 Infrastructure states that development will be expected to make efficient use of existing infrastructure and where required make adequate provision for new infrastructure, ensuring that there are no detrimental effects on the area and community.

Policy SP 5 Development in the Coastal Corridor Strategy Area states that sustainable growth and development will be promoted to benefit the County Borough as a whole, whilst protecting and enhancing the area's character and environment.

Policy R 2 Proposals within Retail Centres states that within the designated retail centres, uses that would enhance the vitality, viability and attractiveness of the centres will be permitted.

Policy SP 20 Transport Network states that the transport system and infrastructure will be developed in a safe, efficient and sustainable manner through the following measures:

1. Restricting development which would have an unacceptable impact on highway safety;
2. Requiring development proposals to be designed to provide safe and efficient access;
3. Requiring appropriate parking provision.

Policy TR 2 Design and Access of New Development states that 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 are provided and the access arrangement for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
3. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation;

Policy BE 1 Design states that 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.

Summary

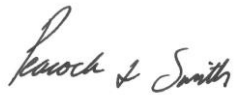
The proposal will result in the utilisation of twelve out of the three hundred and sixty-six parking spaces from the Morrisons Store (see proposed site plan). The pod occupies two spaces, with the remaining 10 spaces used for additional parking capacity, with no more than 10 cars on a site at one time, however,

this is more likely to be 4-6 on a normal day. Once sold, the vehicles will remain in a parking space until collection. Locating the pod in such a way reduces the impacts of the proposed use. The loss of just two spaces will have a less than significant impact on the capacity and safe function of the car park, even during busy holiday periods, therefore the proposal will not adversely affect the car park's operation, functionality or highway safety.

A combined fee payable of **£480** will be been paid via the Council's payment system and has been submitted along with the application. The application is compliant with the relevant policies in the Statutory Development plan and there are no material considerations that would justify a decision contrary to the adopted policies. As such we respectfully request that this application is granted planning permission without delay.

Should you have any queries regarding this, please do not hesitate to contact Tom Procter on the number above. We look forward to your written confirmation of receipt of this submission, alongside confirmation of validation of this planning application.

Yours faithfully,



PEACOCK & SMITH