

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure)
(Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS OBSERVATIONS

PLANNING APPLICATION NO: 2/3/26/0177/00
APPLICANT: MR ADAM HERBERT-MANLEY
LOCATION: 40 HEOL JIWBILI, CWMAVON, NEATH PORT
TALBOT, SA12 9NR
PROPOSAL: CHANGE OF USE FROM HAIRDRESSERS (USE
CLASS A1) TO A CAFE (USE CLASS A3)

The Highway Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☒
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☐
Objection – on the grounds set out below	☐

MY HIGHWAYS OBSERVATIONS ON THIS PROPOSAL ARE AS FOLLOWS:-

The following document is relevant to this application:

- *Parking Standards: Supplementary Planning Guidance (SPG) 2016*

We offer no Highway Objection to the change of use at 40 Heol Jiwibili from a hairdresser (use class A1) to a Cafe (use class A3), subject to the works being carried out in accordance with the submitted *Site/Block Plan* & *Proposed Plan* documents.

The site is located in an established commercial area with a high level of on-street parking. Therefore, we are satisfied that the change of use will not have a detrimental impact on parking in the surrounding areas.

NOTE TO PLANNER

Note 4 related to Section 4.7 of the *SPG* states that the non-operational requirement for restaurants and cafés in established shopping areas may be relaxed if it can be shown that they are 'incidental' to the shopping area or where such restaurants are used largely in the evening when adequate parking exists in the vicinity (as the operating hours are unknown).

Note 7 related to Section 4.7 of the *SPG* also permits leniency regarding parking requirements where a takeaway (it has been noted in the application form that while the site will offer services for predominantly sit-in customers, takeaway will also be available) is located in a residential area, on-street provision may be considered if it can be demonstrated there is adequate availability. In this case, we believe there is adequate on-street parking surrounding the site to facilitate this change of use, despite the increased parking requirement.

NOTES TO APPLICANT

SIGNED: N. Evans DATE: 21/04/2026
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