

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: 2/3/26/0072/00
APPLICANT: MISS CERY'S ANN NOBLE
LOCATION: 6 BRYNBRYDDAN COTTAGES, BRYNNA ROAD,
CWMAYON, NEATH PORT TALBOT, SA12 9LN
PROPOSAL: CHANGE OF USE OF AN EXISTING DOMESTIC
GARAGE (C3) TO OPERATE AS A DOG
GROOMING SALON (SUI GENERIS)

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 site is located on the adopted highway of Brynna Road, Cwmavon, in a residential area with a speed limit of 20mph. Whilst the site and some neighbouring dwellings have off-street parking provision, the majority of properties either side of the remainder of Brynna Road do not have capacity to provide off-street parking, and as a result, there is a degree of on-street parking pressure along stretches of Brynna Road. This is highlighted through the presence of an existing Traffic Regulation Order (TRO) on Brynna Road. It is therefore important to ensure that the scheme does not cause any significant increase to existing on-street parking levels that could detrimentally impact highway safety.

Per the submitted *Block Plan*, the scheme proposes to utilise the existing driveway as residential parking only for 3 vehicles, which is accepted by the Authority (subject to conditions below) as it is of acceptable length and width for 3 cars parked in a tandem arrangement by NPTCBC's current standards for parking spaces.

For customer parking, per the submitted *Block Plan* the scheme proposes to utilise a parking area towards the front edge of the plot for customer use only. This is also accepted by the Authority (subject to conditions below), as the dimensions of this space are acceptable by NPTCBC's current standards for parking spaces.

We therefore offer no Highway objection to the scheme, provided it is completed in accordance with the submitted *Block Plan* and drawing number *PR01 Rev B*, and subject to the following conditions:

1. The dog grooming business hereby permitted shall be operated solely by the occupier of the dwelling and shall be limited to one-to-one appointments only. The use shall not result in any increase in on-street parking demand or highway safety issues. No additional staff shall be employed, and no more than one client vehicle shall attend the site at any one time.

Reason:

In the interests of highway safety.

2. The business use hereby permitted shall not be expanded to include additional staff, simultaneous appointments, or increased customer numbers without the prior written approval of the Local Planning Authority.

Reason:

To prevent intensification of use that could adversely affect highway safety.

3. Per the submitted *Block Plan*, the area highlighted in green is to be retained for residential parking only in perpetuity, to ensure there is no increase in on-street parking resulting from the scheme.

Reason:

To prevent any increase in on-street parking resulting from the scheme.

4. Per the submitted *Block Plan*, only 1 customer vehicle may be parked in the area highlighted in orange at a given time, for drop-off and pick-up purposes only in perpetuity.

Reason:

To prevent any increase of on-street parking resulting from the scheme and limiting the duration at which customer vehicles are parked within the site.

NOTE TO PLANNER

We have determined these conditions to be fair and reasonable to maintain the safety of the surrounding highway environment by preventing additional on-street parking, for which there is existing evidence of parking pressure through the presence of a TRO.

The inclusion of the above condition also; controls vehicular movements, not the business; and prevents future intensification that could trigger highway safety concerns previously highlighted, namely the parking pressure indicated by the presence of an existing TRO.

SIGNED: N.Evans DATE: 17/03/2026
pp HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS REF: OBS-2-3-26-0072-00.docx