

Rees, Gail

From: Howell, Morgan P
Sent: 29 November 2017 09:37
To: 'Douglas Wardle'
Subject: RE: Section 73 - Parking

Dear Douglas,

Despite your statement within the 2015 application, this is a variation of planning permission and everything that is being altered has to be considered again. This includes changes to policy and parking standards. In my view, the approved layout does indicate 12 spaces (1 disabled) and the key outlines that no. (9) is car parking not car parking and cycle provision. In addition, your planning application form does not stipulate any proposed parking spaces.

I would maintain that 12 car parking spaces have been agreed but I will check with line managers and discuss with the highways section and get back to you.

Regards

Morgan Howell
Senior Planner (Development Control) / Uwch Gynllunyydd
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From: Douglas Wardle [mailto:douglas@powerconsultingmidlands.com]
Sent: 28 November 2017 10:30
To: Howell, Morgan P
Subject: RE: Section 73 - Parking

Morgan, I've had a look back through the various applications to clarify things on the parking.

The original application 2008/01203/FUL is clear that it was to be 5 + 1 disabled plus 4 cycle spaces unless otherwise agreed with the LPA:

- **Planning Statement (2008/01203/FUL)**
 - 4.12 Parking provision will be as agreed with the local planning authority. Initial provision is for 5 spaces plus 1 disabled space.
 - 9.1 Access to the site will be gained from the surrounding road network as shown on Drawing No. SRB/001. **Car parking space will be adequately provided for as shown on Drawing No. SRB/03.** There will also be adequate space within the building for the overnight storage of plant and equipment.
- **Key Facts (2008/01203/FUL) – see attached**
 - Cycle spaces 4

Parking spaces 5 + 1 disabled

This carried through into the new application 2015/00031/OUT and note the comment in 2.3.5 that two locations for the proposed 4 cycle parking spaces have been proposed:

- **Planning Statement (2015/00031/OUT)**

2.3.5 Internal parking provision remain as under the 2010 Permission allows for at least 5 spaces plus 1 disabled space and 4 cycle parking spaces (**two locations have been proposed**). Details will be agreed with the Planning Authority.

5.2.2 Provision for parking, including disabled parking and provision for bicycle/motorbikes remain as provided for under the 2010 Permission.

- **Transport Statement (2015/00031/OUT)**

3.7 Proposed internal parking provision would be agreed with the Local Planning Authority in accordance with the 2010 Permission: the current layout plan shows the number of formal spaces as remaining unchanged at 5 spaces plus 1 disabled space and 4 cycle parking spaces. It is considered that the proposed level of parking provision remains appropriate for the number of staff and visitors likely to be using the facility. This is given that staff can share vehicles in accordance with the requirements of the current planning permission.

Looking at the Layout for 2015/00031/OUT (E1627-2105 Rev A) attached, this seems to be consistent with the above once you understand that alternative locations have been included for the 4 cycle parking spaces. It's a little confusing in that the cycle spaces are not separately designated as "C".

Looking at the revised layout in the current proposed application, it is 6 spaces plus 1 disabled space and 4 cycle parking spaces so one more than in the 2009 and 2015 Planning Statements but then again in each case we stated that the provision was for "at least" 5 spaces etc, to be "agreed with the Planning Authority". So I would say we are asking that the area of tarmac next to the disabled parking space be designated as an additional parking space.

It's not clear to me that further justification is required since we appear to be complying with the planning documents. Perhaps you can let me know your views since I understand the spaces provided match the shift system and anticipated personnel on site plus surplus provision.

Kind regards

Douglas

Douglas Wardle

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From: Douglas Wardle

Sent: 27 November 2017 18:15

To: 'Howell, Morgan P' <MPHowell@valeofglamorgan.gov.uk>

Subject: RE: Section 73 - Parking

Thanks Morgan – I expect there's sufficient space for this but let me check what they actually think they will need in reality since that's the most important thing.

I'll come back to you shortly.

Kind regards

Douglas

Douglas Wardle

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From: Howell, Morgan P [<mailto:MPHowell@valeofglamorgan.gov.uk>]

Sent: 27 November 2017 18:00

To: Douglas Wardle <douglas@powerconsultingmidlands.com>

Subject: RE: Section 73 - Parking

Hi Douglas,

Despite your planning statement, the approved layout does show 12 parking spaces (1 disabled) on the layout plan and this was what was approved and what will be lost as part of the permission.

If you do not need 12 spaces then you can justify this by setting out the parking provision requirements of an industrial development of this scale. However, if you rigidly consider the parking standards, the maximum requirements for the Barry Port development is 10% of the Gross Floor area (2497 sq m), which equates to 249.7 sq metres of space for operational requirements and non-operational parking requirements equates to 1 space per 80sqm, which would be 31 spaces. As such, I would advise that the Council has allowed a significant reduction in parking requirements for the site and to maintain the existing approved parking requirements would be advisable, but if you do want to reduce the parking from the 2015 permission this would need to be justified.

I hope this of some assistance,

Kind regards

Morgan Howell

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From: Douglas Wardle [<mailto:douglas@powerconsultingmidlands.com>]

Sent: 17 November 2017 12:23

To: Howell, Morgan P

Subject: Section 73 - Parking

Hi Morgan

I've dug around the 2015 planning submission and the Planning Statement (attached) includes the following:

2.3.5 Internal parking provision remain as under the 2010 Permission allows for at least 5 spaces plus 1 disabled space and 4 cycle parking spaces (two locations have been proposed). Details will be agreed with the Planning Authority.

On the current revised layout, the designers have included the following:

- 5 normal parking spaces,
- 1 disabled space
- 1 general parking space next to the disabled space (can be used for 2 cycles or one car)
- 2 dedicated cycle spaces

I think it matches but maybe you have a view?

Kind regards

Douglas

Douglas Wardle

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