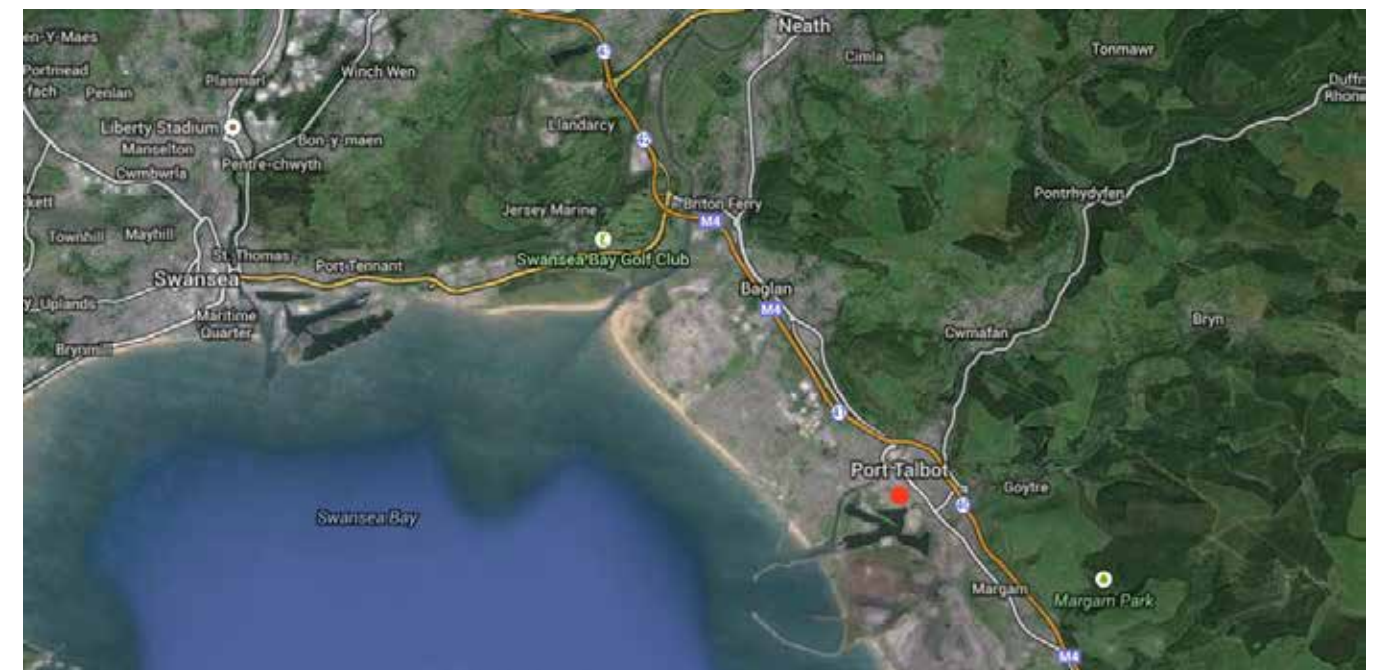


Proposed Office & Light Industrial Development Cramic Way, Port Talbot

Design and Access Statement - Addendum

February 2020



for Guinevere Holdings

This addendum should be read in conjunction with the original Design and Access Report produced as part of the planning application for a new sustainable, low energy office / light industrial development in Port Talbot for Guinevere Holdings

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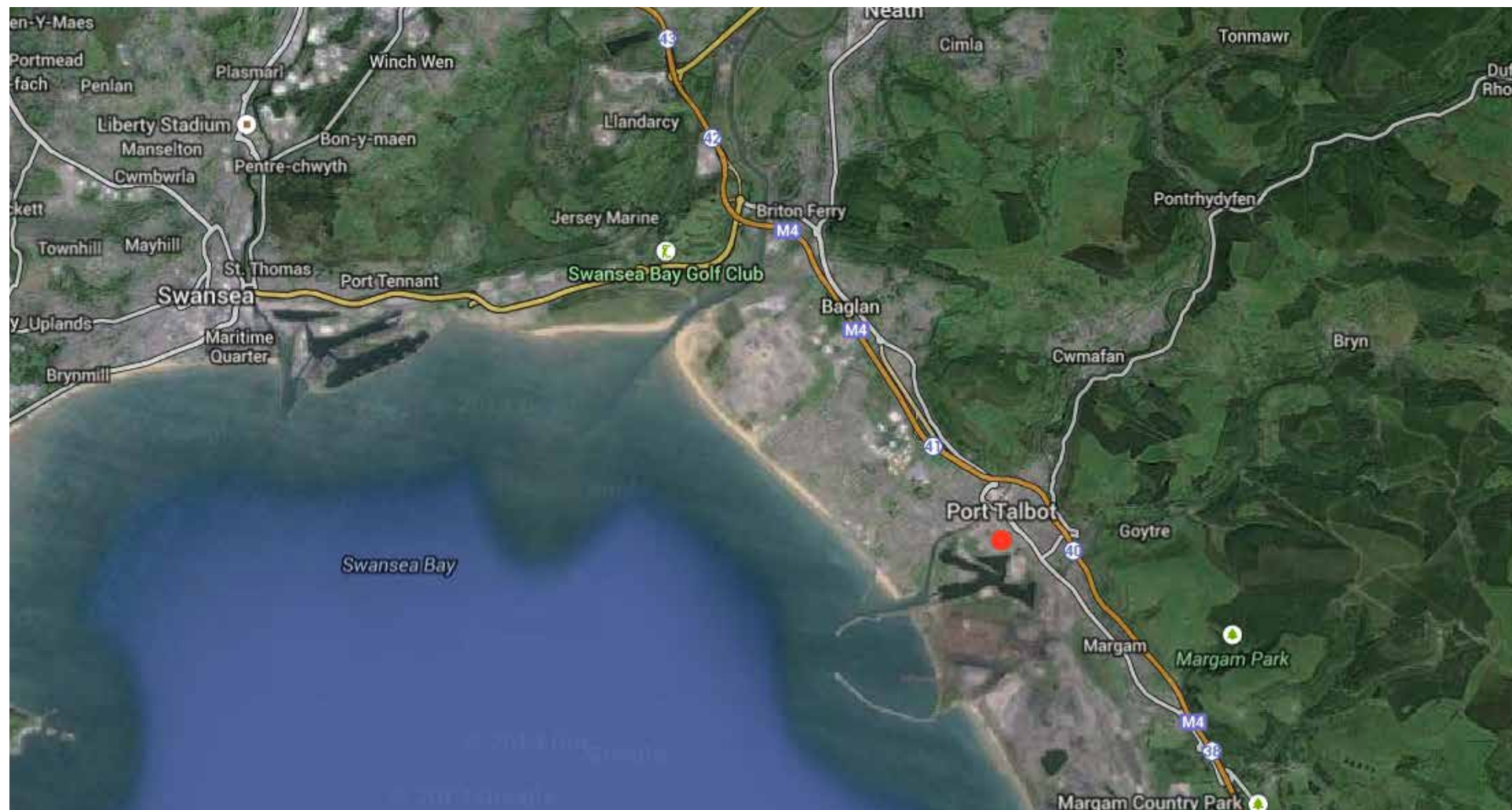
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Section 1 - Introduction



Summary



This addendum has been produced to support the Section 73 - Minor Material Amendment to planning application P2014/0995. Since the original granting of the permission in 2015, the requirements for the site have changed slightly and so a revision to the application is being submitted. It was agreed with the planners that the changes could be described in an addendum (this document) to the original DAS.

The proposed changes can be summarised as:

- Block 3 is now a single unit with the potential to split into 4 smaller
- Blocks 1&2 have been redesigned with block 1 half the size of Blocks 2/1 and 2/2 but otherwise identical (rather than the L-shape formed by two blocks previously)
- The new Blocks 1&2 have moved SE slightly
- The internal service road along the western boundary now turns between the two blocks, rather than continue to the original northern exit to allow more flexibility of use within the site
- The overall planning area (for B1 use) remains the same at 4820 m² as the previous application with a 20% allowance for the mezzanine
- The Parking numbers have increased slightly along with cycle parking in line with the new SPG Oct 2016, but not the full extent of this SPG because of the immediate proximity of the station.

Section 1 - Introduction



Pre-App Consulation

The Pre-Application consultation undertaken in January 2020 recommended that the scheme stay as true to the original P2014/0995 Permission to enable these changes to be made as part of a S73 application. The response (Ref Q2020/0023 received by email only) considered which of the changes could be dealt with and be considered a non-material amendment. The scheme has been amended in line with this advice, to ensure that the three buildings were reinstated and that the area of those buildings was identical to the original application.

This scheme could then be brought back to the council as a Section 73 Submission

Since the original entrances have also been reinstated identical to that application there should be no need for the revised swept path analysis to be undertaken. The intention is for cars only however to use the Harbour Drive access and for service vehicles to use the Cramic Way entrance.

As recommended a further Biodiversity 'walk over' survey has been carried out and the findings are included as part of the application

Our client notes the recommendation that further advice be sought from the SAB and Guinevere's engineer has been engaged to carry out these discussions and ensure an acceptable scheme can be developed before any construction works commences on site

The BREEAM tracker has also been updated to reflect the latest scheme

Section 1

Office & Light Industrial Development Cramic Way, Port Talbot

Design and Access Statement Addendum - February 2020



Project Vision

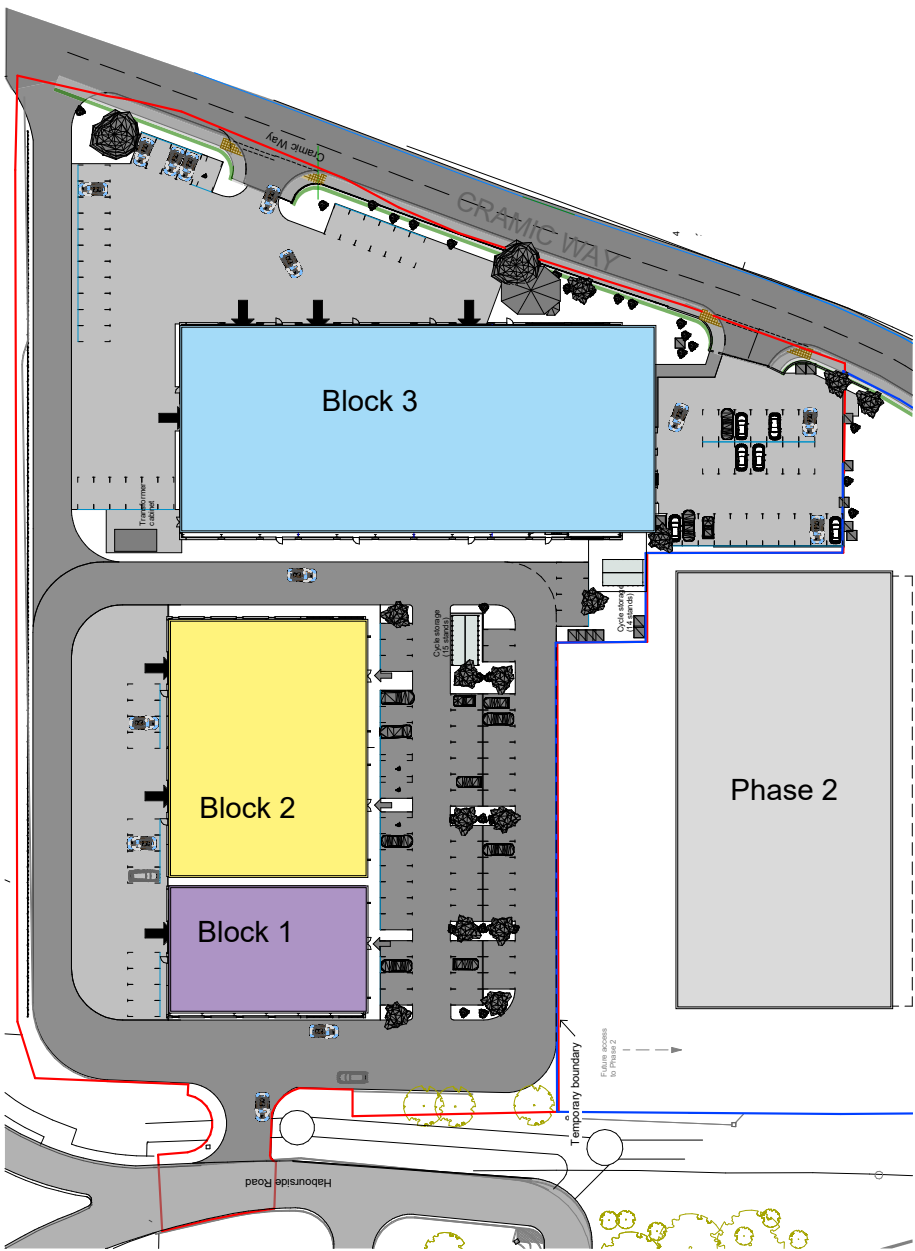
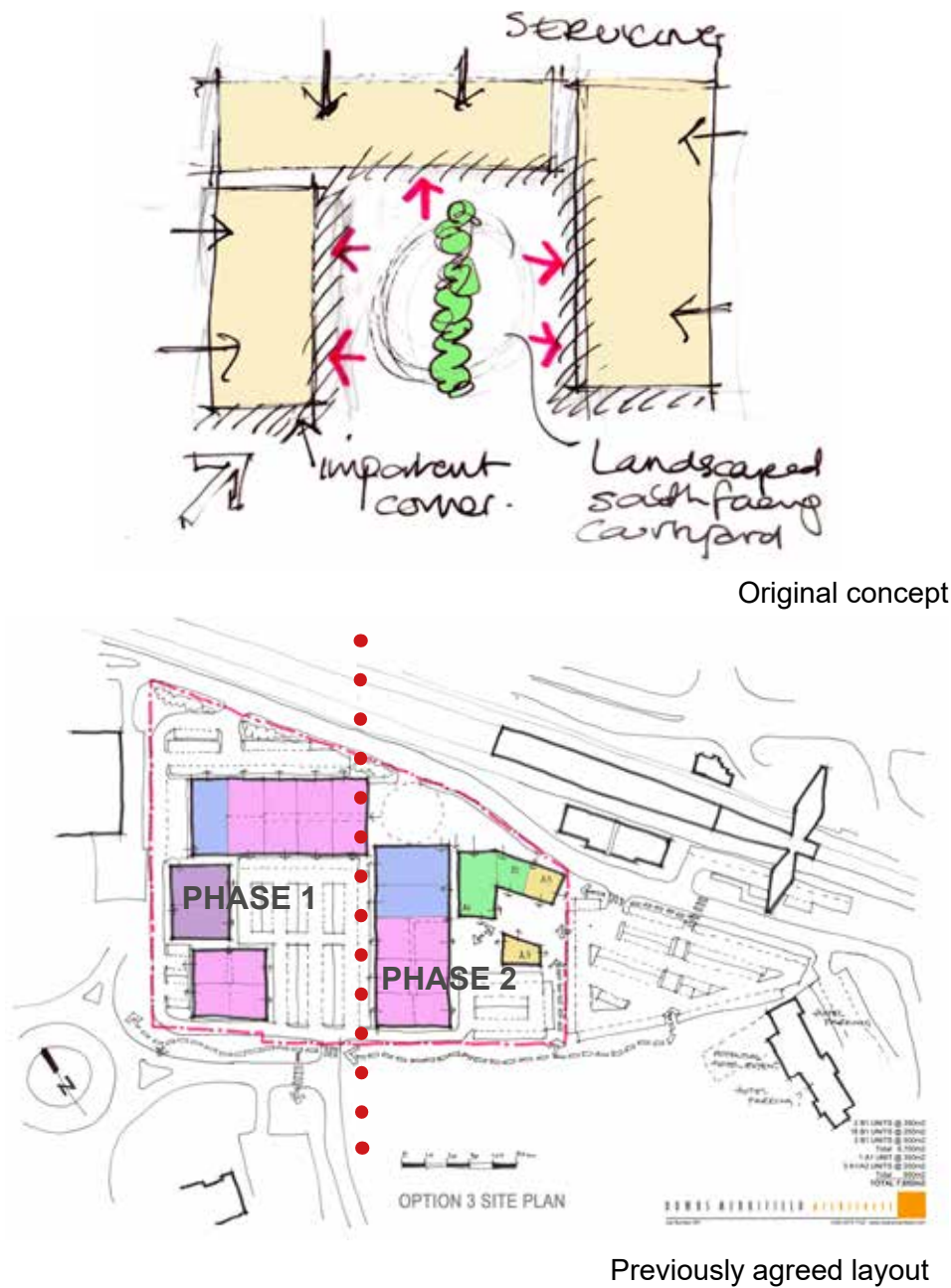


The following original project objectives and targets are maintained by the revised design:

- A high quality development focussed on B1 office, light industrial and hi-tech industries which are compatible with the Harbourside Research and Development Campus, the new Port Talbot station, the Justice Centre and the Port Talbot College
 - Flexible and adaptable buildings that meet the needs of potential national tenants together with start up businesses
 - The provision of an excellent working environment
 - A cost effective/sustainable solution
 - To achieve the required 2014 BREEAM excellent standards
 - The construction of easily maintainable buildings
- Taking advantage of the nearby station and town centre to reduce parking requirements

Section 2 - Updated Design

Site Concept



The revised site layout remains consistent with the original master-plan and the previously agreed site layout shown on this page. Blocks 1 & 2 have been moved in line with one another to simplify the site layout. The two blocks have then been moved SE a little to improve the rear servicing. Finally, a circular servicing road has been introduced to allow service vehicles move around the site accessing both the Cramic Way and the southern entrance, avoiding having to pass through the service area of Block 3.

The reconfiguration of these blocks allows for future flexibility of use with all the blocks capable of having a mezzanine (notionally of 20% but up to the planning limit). Block 2 splits naturally into 2 smaller units, each with its own signage and separate rear servicing. Block 4 is configured as a single unit, but could be split into up to 4 smaller units with separate entrances to the North.



Design & Character



The revised design preserves the intent of the original design - conceived to be flexible to ensure the viability and attractiveness to a variety of users from small start-up businesses, hi-tech industries and more established national companies.

The design consists of a simple frame which can be subdivided to a flexible office/ light and or hi-tech industrial space. All but the smallest units will have both a public front entrance and a separate more industrial/ servicing entrance either alongside or directly off their own external operational space to the rear/ side. Each unit has its own reception area, toilets and tea point plus the provision for a mezzanine floor and parking. Plant will be accommodated within each unit.

A linear metallic cladding panel will be complemented by dark grey accents, window surrounds and entrance canopies plus translucent glazing panels allowing light deeper in to the units.



- Metallic cladding eg Kingspan Quadcore Evolution Recess.
- Mezzanine
- Dark grey accents
- Signage zones
- Glazed entrance / reception areas

Section 2

	Block 3	Block 2/1	Block 2/2	Block 1	Totals	Notes
	B1 office / light Ind Hi Tech					
Footprint Area Sq M	2,220	601	595	601	4,017	m ² all areas gross
Footprint Area Sq Foot	23,896	6,469	6,405	6,469		sqft all areas gross
Mezzanine	368	196	119	120	803	m ² all areas gross
Area with Mezzanine	2,588	797	714	721	4,820	m ² all areas gross
Number of Units	1	1	1	1	4	Units total without subdivision
Parking (operational)	260	150	150	150	710	m ² for technical industrial Use Class
Parking (non-op, std.)	70	18	17	18	123	Original planning had 110 spaces, current SPG allows 120-211 Zone 4 depending on occupier use
of which Parking (dis.)	4	1	1	1	7	SPG requires min 5% of total
Cycle spaces	14	5	5	5	29	Based on SPG of 1/200m ² plus 5 visitors
totals	2,588	1,511		721	m ²	
totals	27,857	16,264		7,760	sqft	
of which footprint Area				4017	m ²	The same as P2014/0995
with a mezzanine area of				803	m ²	The same as P2014/0995
Total Planning application area applied for B1 class use				4,820	m ²	
				51,850	sqft	

The overall development area remains the same as the original application P2014/0995. The two blocks total a footprint of 4,017m2 and with the addition of an allowance for mezzanine floors, this brings the total area to 4,820m2.

The Design allows for Block 2 to be let as two units, each of just under 600m² ground floor footprint. The design allows for a single tenant proposed for the entirety of Block 3's 2,220m² footprint or for this to be subdivided into potentially 4 smaller units.

In accordance with the NPT Parking Standards SPG, there is sufficient operational parking for each unit, were it to be used for High tech industrial use to its rear. The non-operational parking varies depending which type of tenant occupies the unit. Previously planning was granted for 110 spaces. We have increased this slightly in line with the current SPG, but not allowed for the largest figure of up to 211 space. This is following the green travel guidance, which encourages the use of public transport. This site is ideally placed as it is alongside the recently refurbished station and bus node. The allowance on site of 120 spaces is catered for by a designated car park to the front of each block, with dedicated 5% disabled parking identified. This should be more than sufficient and within the current travel plan, when the public transport node is taken into account.

A covered cycle store is shown for each block, providing a total of 16 stands (30 bikes).

Section 2



Layout and Scale



The diagram on the left shows the revised breakdown of the proposed accommodation along with the servicing, operational & non-operational parking and cycle storage facilities. The planning boundary and entrances are as the previous application with the land ownership outlined in blue which will form a future phase and planning application

Section 2

Office & Light Industrial Development Cramic Way, Port Talbot

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Site Layout



The initial phase of development is designed to work as a standalone development. The three buildings provide a pleasant aspect to both the new Campus and Justice centre as well as the landscaping corridor to the south. The service entrances face towards the existing industrial unit to the North West. The main car and cycle entrance is off the roundabout and Harbourside Campus/ Justice Centre road, and immediately separates the larger service vehicles from the more pedestrian friendly 'public' and office entrances.

Off Cramic Way, again the service access is separated from the staff/ public entrances and parking. This is both for functional and safety reasons as well as aesthetic.

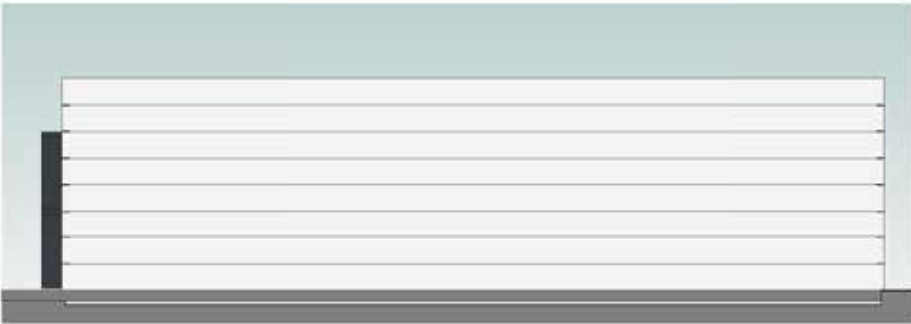
Elevations Block 1



Block 1 East
1 : 200



Block 1 West
1 : 200



Block 1 North
1 : 200

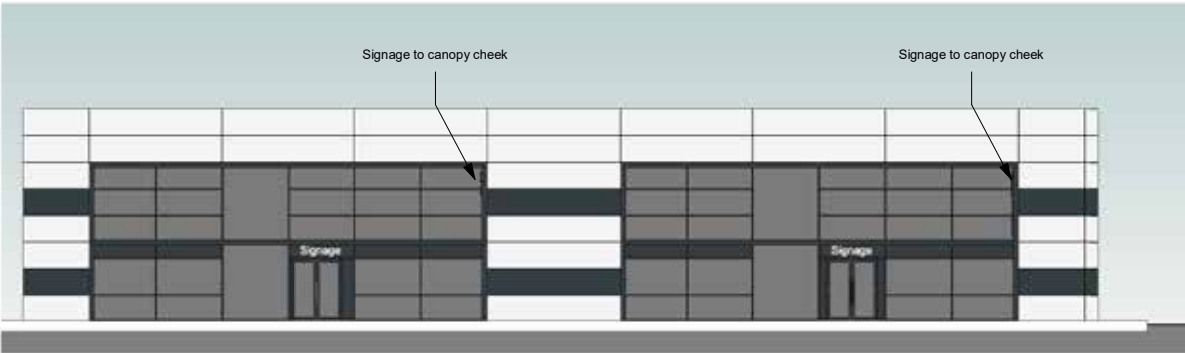


Block 1 South
1 : 200

Block 1 is a single unit facing on to the courtyard car park, with service access to the rear. The entrances are clearly signalled using the entrance canopy, accent colours and signage.

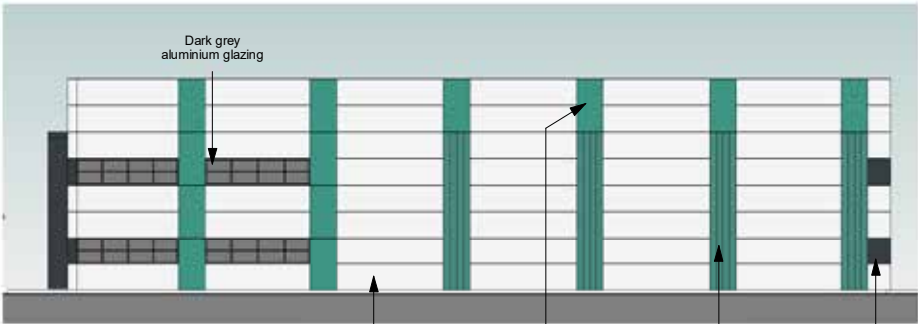
Section 2

Elevations Block 2

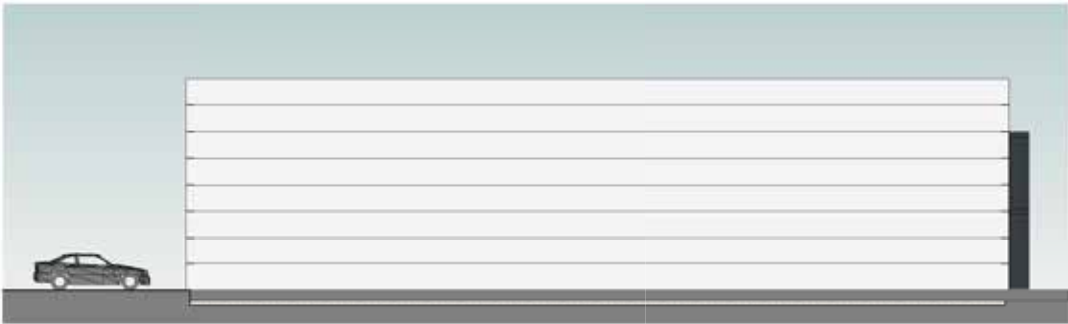


Block 2 East
1 : 200

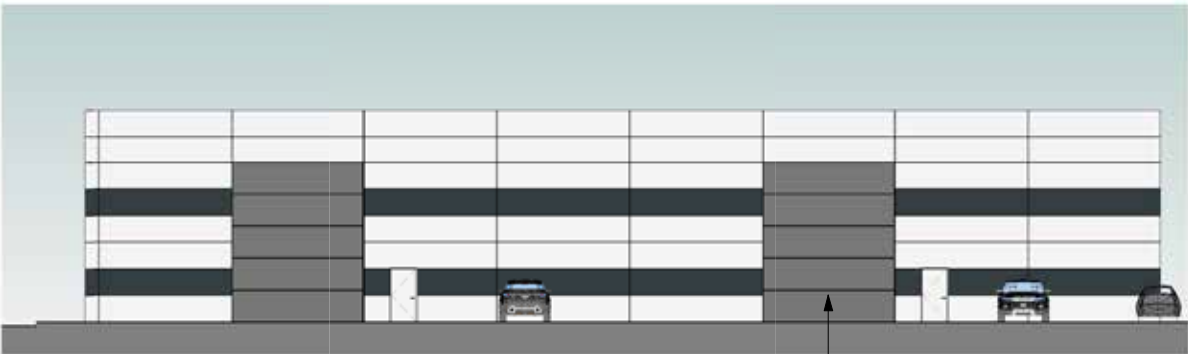
The Block 2 is configured as two units facing on to the courtyard car park, with service access to the rear. The entrances are clearly signalled using the entrance canopy, accent colours and signage.



Block 2 North
1 : 200



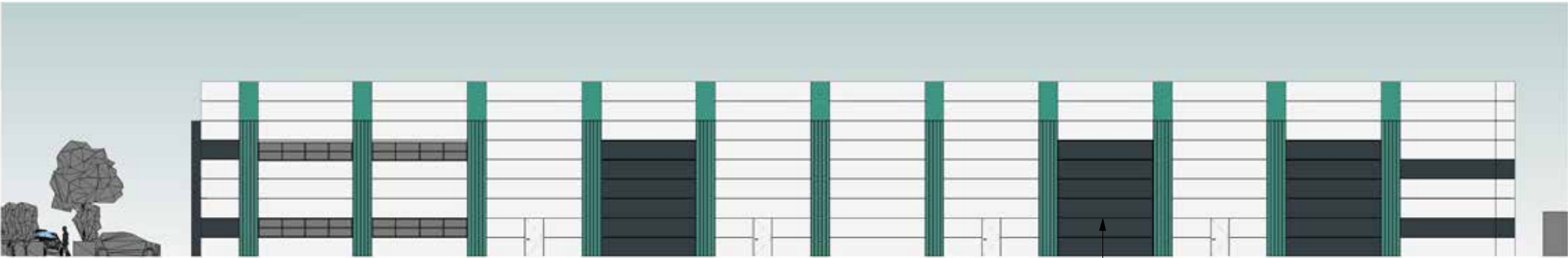
Block 2 South
1 : 200



Block 2 West
1 : 200

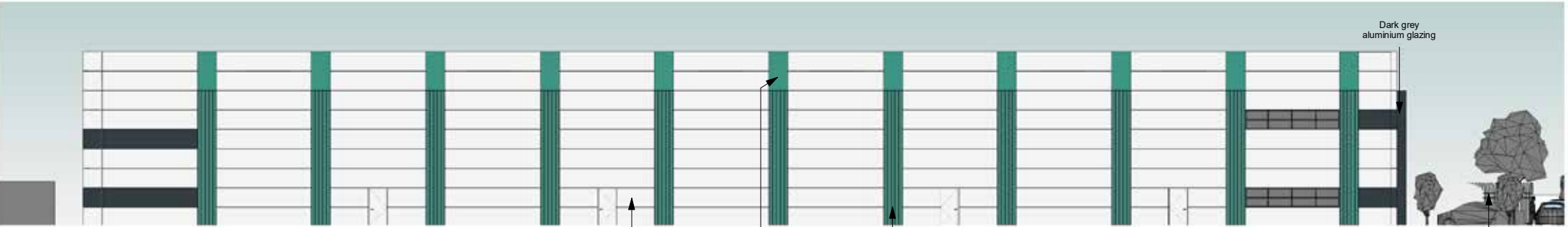


Elevations Block 3



Block 3 North Proposed
1 : 200

Dark grey roller shutter vehicle door



Block 3 South Proposed
1 : 200

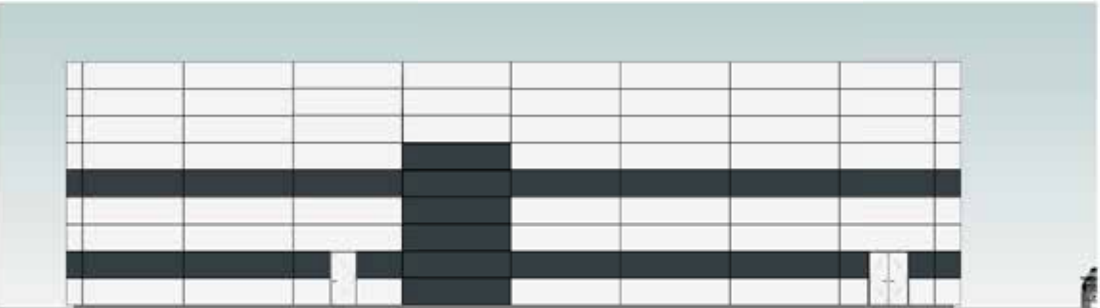
Silver metal cladding

Turquoise metal cladding

Translucent panel

Dark grey aluminium glazing

Dark grey metal cladding



Block 3 West Proposed
1 : 200



Block 3 East Proposed
1 : 200

2 Block3 split into 2 units. Block 3 reduced and moved East

20/02/2020

Block 3 is proposed as a large single tenant unit, accessed off Cramic Way, with a glazed office / entrance elevation facing south east, and service access to the north. However, if required this unit could be split into 4 smaller units



Materials

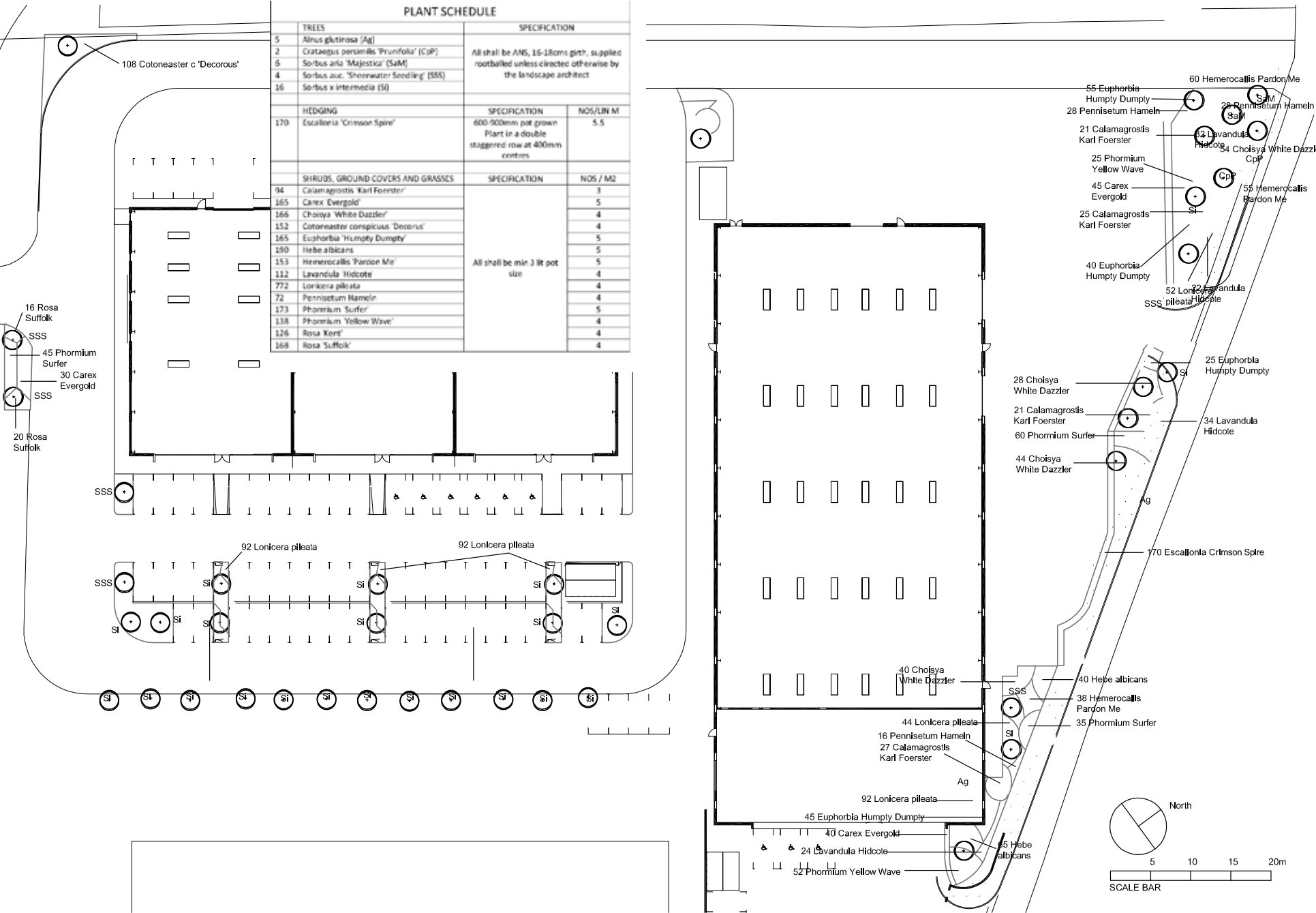


BREEAM (2014) requirement Excellent

The development will fit in with the aspirations of the authority to improve the quality of the area, with new hi-tech and advances businesses which will bring hi quality jobs to the area. By grouping the three units around a courtyard, and presenting the personnel and office frontages to this space, the potential to blend both office and light industrial use has been maximised.



(clockwise from top left) Kingspan Quadcore Evolution paneling, Velfac curtain walling, panel corner detail, insulated sectional doors in tenancy colours, vertical glazing sections



The landscape scheme seeks to take advantage of the limited space available by achieving a new and attractive frontage to Cramic Way, with beds of low maintenance shrubs, perennials and grasses, interspersed with groups of Advanced Nursery Stock trees; the latter will provide a soft foil to the building façades.

Elsewhere within the courtyard, the impact of the car parking will be broken up by formal lines of Advanced Nursery Stock trees underplanted with a relatively simple mix of primarily evergreen ground covers. Species have been selected which will tolerate both urban pollution as well as salt laden winds off the sea. Quite a number of species also have either berrying or flowering characteristics which will be attractive to wildlife.

Section 3 - Other Updates



Other updates

Planning Statement

The original planning statement is still valid and appropriate.

Travel Plan

The revised scheme should have a similar impact to the original due to the similar number of parking spaces on site.

BREEAM pre-assessment

See separate BREEAM tracker report showing how BREEAM Excellent will be achieved.

Flood Risk Assessment

The area has been re-categorised as Flood Zone B meaning a Flood Consequences Assessment is no longer required.

Biodiversity

A further walkover survey has been undertaken by Wildwood Ecology to check that the previous survey results still held true - a copy of their findings are included in a separate report as part of this S73 application

