

HARBOURSIDE STRATEGIC EMPLOYMENT SITE

PROJECT No: C2014B



DESIGN AND ACCESS STATEMENT

Regeneration for Economic Growth



Neath Port Talbot
Castell-nedd Port Talbot
County Borough Council Cyngor Bwrdeistref Sirol

C2014B/HARBOURSIDE/DAS

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Section 1

Introduction

1.1 Legislation Context

The Town and Country Planning (Development Management Procedure (Wales) Amendment) Order 2016 requires that a Design and Access Statement be submitted with most forms of planning application in Wales.

The Design and Access Statement must:

- Explain the design principles and concepts that have been applied to the development.
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account.
- Explain the policy or approach adopted as to access and how policies relating to access in the development plan have been taken into account.
- Explain how specific issues which might affect access to the development have been addressed.

These matters are elaborated further in section 2.2.

1.2 Document Context & Aims

This Design and Access Statement meets the above legislative requirements and has appropriate regard to design guidance and best practice. This document forms part of the full planning application for Harbourside Strategic Employment site.

The scheme involves

- Remediation of contaminated land
- Construction of an access road
- Removal of voids, basements and foundations remaining on the site from historic use.
- Flood mitigation works

This will make the site suitable for future development.

The aim of this Design and Access Statement is to explain the background and rationale for the proposal. The proposal has been developed considering the site context and relevant planning policy.

This application is supported by the following drawings and documents:

- Ground investigation report
- Flood Consequences Assessment and Mitigation Report.
- Scalable plans showing the proposed works including highway alignment, drainage, lighting landscaping etc
- Ecological Assessment

Section 1

Introduction

1.3 Background

The Harbourside Strategic Employment Site is an area of 3.0 ha within the Harbourside development area.

The existing site is contaminated as a result of former land use and is presently unattractive to developers. Flood modelling has shown that in extreme events (1:100+cc and 1:1000 year events) the river Afon has potential to breach its embankments and flood Port Talbot and the Harbourside area.

The vision is to create a site that is suitable for future business development.

1.4 Summary of Proposals

AIMS

By undertaking these works, the Harbourside Strategic Employment Site will become attractive for new business development with the potential of private investors creating 7 business units and improving access to a further potential 7 units (accommodating around 1600 jobs). The proposed works to the site will remove barriers to development and enable the future development of the site, providing much needed employment for the town.

OBJECTIVES

The overall objective of the project is to increase employment opportunities within Port Talbot and surrounding areas through enabling infrastructure investments which will result in the full potential of the Harbourside Strategic Employment Site being realised. The investment will provide new road infrastructure to serve key development sites, flood mitigation measures and remediation of land contamination issues which will result in the creation of attractive sites for new business development in a sustainable location on the edge of Port Talbot town centre. The development of these sites will then result in the creation of additional employment opportunities for people in the surrounding communities and beyond.

The project will involve the following elements:

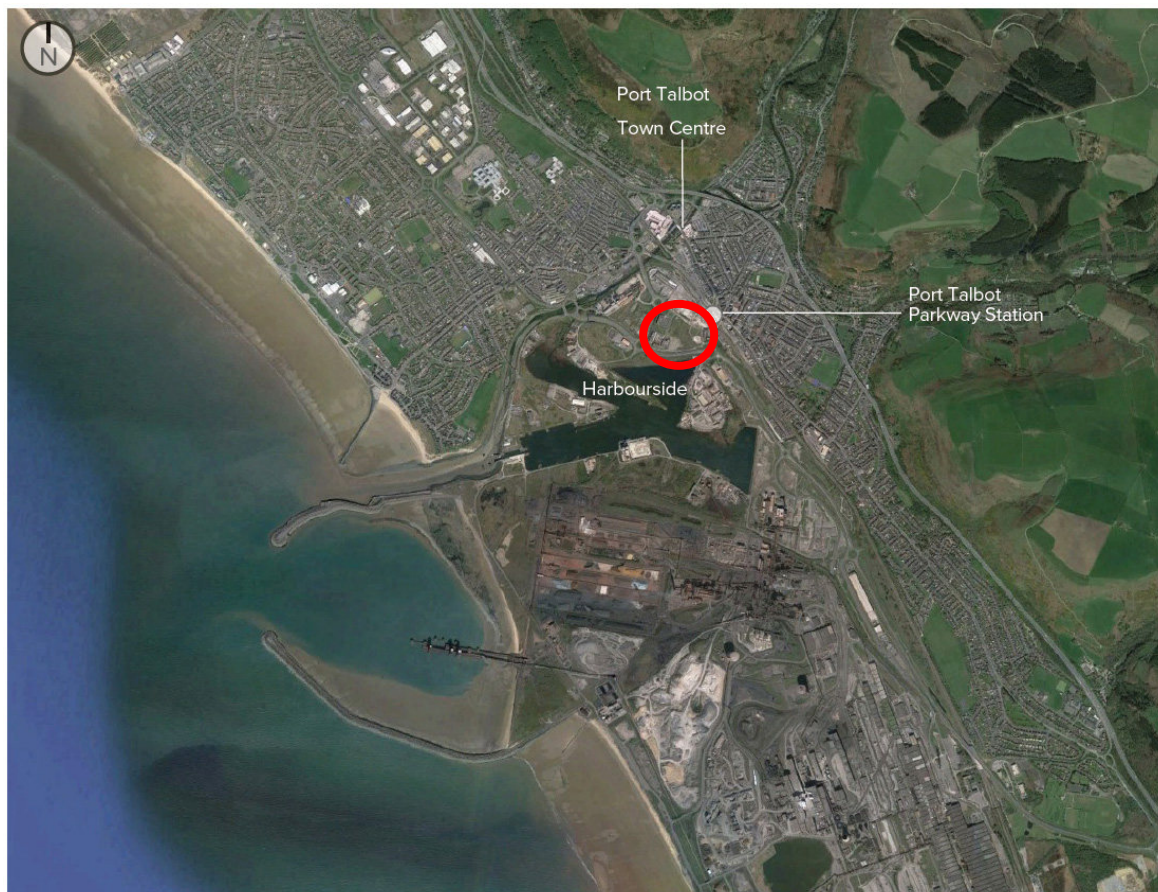
- Remediation of the 3.0 ha site to remove contamination and create plots that are ready for future development
- Construction of new road infrastructure and the upgrading of sub standards road to serve new business development sites
- Flood mitigation works including the installation of additional drainage measures
- Associated external works, including additional car parking to support the development of the sites.

Section 2

Context Assessment

2.1 Site Location

Harbourside is located adjacent to Port Talbot Parkway Station near the heart of Port Talbot Town Centre.



The site comprises a roughly square parcel of land that measures approximately 3 hectares. The site is bounded by earth bunds and generally level with some slightly elevated regions, comprising hardstanding and gravel.

The nearest surface water features to the site are the Port Talbot Docks which lie approximately 60m to the south of site, a pond approximately 100m south east of site, the River Afan approximately 350m north west of site and the 'Dock Feeder' laying approximately 520m to the west of the site.

The Port Talbot Dock is an entirely man-made structure that was constructed in the 19th Century by enclosing an area of former river channel and estuarine mudflats. The exact construction material used is uncertain, however due to the nature of the industry in the area at the time of construction it was likely that metal slags were used. Water ingress is via the aforementioned Dock Feeder and as such it is unlikely there will be any tidal influence to the groundwater. Egress is controlled by a lock to the sea beyond.

Section 2

Context Assessment

2.2 Planning Policy Context

Application Type

The application is for full planning permission.

Planning Policy Wales

The Planning Policy Wales (Edition 9, November 2016) sets out the land use planning policies of the Welsh Government.

Chapter 7 refers specifically to Economic development – the Welsh Government defines economic development as development of land and buildings for activities that generate wealth, jobs and incomes.

The Harbourside Strategic Employment Site:

- **Co-ordinates development with infrastructure provision** – the site has excellent transport links as it is adjacent to the Port Talbot Parkway Station and the recently constructed Harbour Way;
- **Support national, regional, and local economic policies and strategies** – Harbourside is allocated as a Strategic Regeneration Area under Policy SRA2 in Neath Port Talbot LDP;
- **Align jobs and services with housing, wherever possible, so as to reduce the need for travel, especially by car** - the site is close to Port Talbot Town residential and commercial centre;
- **Promote the re-use of previously developed, vacant and underused land** - the site is former brownfield land that has been vacant for many years. The scheme will involve the preparation of former brownfield land, construction of access road and upgrading of existing highway to adoptable standard to encourage development by the private sector.
- **Deliver physical regeneration and employment opportunities to disadvantaged communities** – Port Talbot is an economically disadvantaged area, once the scheme is completed the land will be attractive to development by the private sector, making it viable for future employment and business opportunities.

Wales Spatial Plan

The Wales Spatial Plan (WSP): People, Places, Futures sets the strategic framework to guide future development and policy interventions in Wales, beyond the scope of formal land use planning control.

The Plan identifies six spatial or regional areas in Wales that require distinctive approaches to delivering the national vision. Neath Port Talbot lies within the Swansea Bay Waterfront and Western Valleys area.

Six Key priorities are identified for the area. Harbourside will help deliver one of these priorities by providing additional employment space the works will help in “Reducing economic inactivity and developing an integrated skills strategy.”

Section 2

Context Assessment

Technical Advice Notes TANs.

Planning Policy Wales is supplemented by a series of Technical Advice Notes.

Tan 18: Transport

Tan 18 describes how to integrate land use and transport planning. It explains how transport impacts should be assessed and mitigated.

Harbourside already has excellent transport links for various modes of travel. The site is adjacent to the newly constructed Port Talbot Parkway station and the integrated transport hub, close to Port Talbot deep water harbour and has excellent highway links with Harbour Way and the M4.

Tan 15: Development and Flood Risk

TAN 15 provides guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding.

It provides advice on matters including the use of development advice maps to determine flood risk issues, how to assess the flooding consequences of proposed development and action that can be taken through development plans and development control (management) procedures to mitigate flood risk when planning for new development.

Harbourside is within the flood zone, flood mitigation works will be undertaken as part of the scheme, this will ensure that the proposals do not cause third party detriment.

Regional - Joint Transport Plan for South West Wales (2015- 2020).

Joint Transport Plan for South West Wales is the result of joint working between four local authorities including Carmarthenshire, Neath Port Talbot, Swansea and Pembrokeshire. The Plan shapes the transport policy in the region for the period 2015-2020 and beyond.

The vision is to improve transport and access within and beyond the region to facilitate economic development and the development and use of more sustainable and healthier modes of transport. To deliver this vision the Plan identifies strategic objectives, a long term strategy and a programme of projects to deliver the strategy and objectives.

Local – Local development Plan 2011-2026.

Neath Port Talbot CBC Local Development Plan 2011-2026 was adopted in January 2016. The LDP guides the future development of an area, providing a clear vision for the County Borough setting out where, when and how much new development can take place over the next 15 years (2011-2026). The aim is to provide developers and the public with certainty about the planning framework for Neath Port Talbot.

Harbourside is identified in the LDP as being an anchor for growth. Fundamental to delivering economic success by delivering high quality employment sites that can support emerging business and employment needs.

Key regeneration schemes and projects such as Harbourside, will transform the

Section 2

Context Assessment

area by redeveloping previously used, unsightly former industrial land the scheme will attract high-tech industries and widen the skill pool for prospective employers.

2.3 Historic Context

The site predominantly comprised marshland and agricultural land from 1876, with a building considered to have been associated with a farm located within the northern boundary of the site.

From 1899, a railway embankment formed the southern site boundary and further development on site did not occur until around 1917, when the western portion of the site became largely developed with buildings and tanks and the railway to the south and north. From 1921, the site was shown to form Port Talbot Steel Works and from 1939 onwards, further development in the form of buildings and railways was noted. Reconfiguration of the buildings occurred until around 1964, when they were then mostly replaced by roadways and the eastern portion of the site was developed as a chemical works. By 1993, the chemical works was noted to be disused and the site shown to form part of the surrounding industrial estate.

Publically available mapping shows very little change in land use of the site or the general area until the buildings in the vicinity were demolished and generally levelled at an undetermined date between 1997 and 2007. It should also be noted that the Port Talbot Peripheral Distributor Road was constructed within the last eleven years.

There are no historical maps which detail the interwar years, however it is known from public records that the Port Talbot area was subject to bombing during the war period (1939-1945).

The surrounding area has been dominated by industrial land use since 1876, with nearby tin works, iron foundry, timber yard and Port Talbot Dock Railway. Expansion and reconfiguration occurred since then, and by 1958-64 all industrial properties were noted as 'works'. Between 1978 and 1991, all railway tracks had been removed and the area was shown to form part of Port Talbot Industrial Estate. By 1996, the docks are shown to be disused.



Section 2

Context Assessment



1893



1914



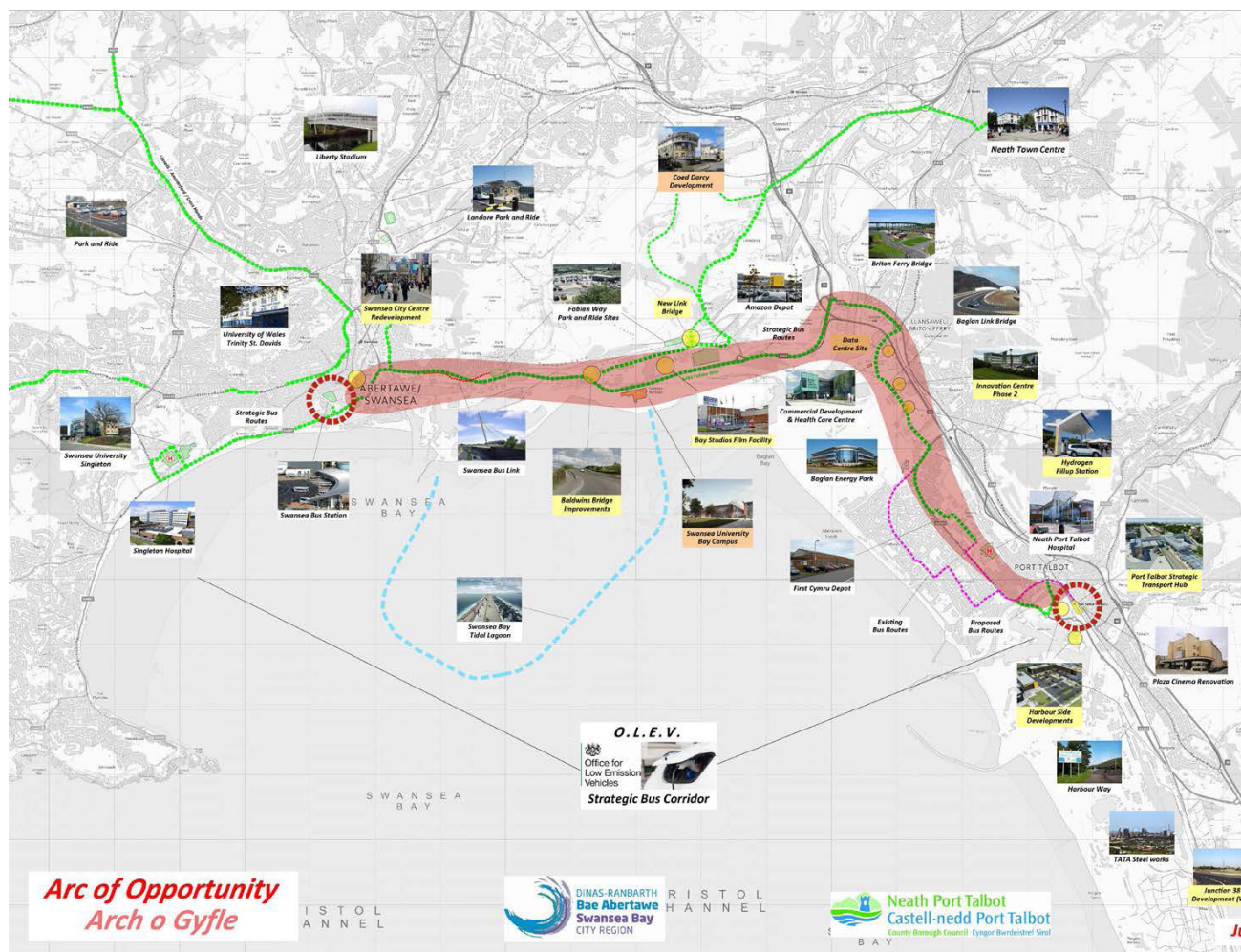
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Section 2

Context Assessment

2.4 Regeneration Context

The figure below shows the Arc of Opportunity which highlights the numerous regeneration projects taking place in the Swansea Bay area.



There have been many development schemes in Port Talbot in recent years. These schemes include:

Harbour Way



Section 2

Context Assessment



Port Talbot Parkway Station Refurbishment.

Port Talbot Integrated Transport Hub



Police station development

Green Park redevelopment



Harbour Walk

Section 2

Context Assessment

Ongoing Projects include:

Burrows Yard, Port Talbot.

Mix of residential and commercial properties are proposed at the Burrows Yard Site.

Glanafan School Site housing development

Residential properties are proposed at Glanafan school.



Aberavon House

The scheme involves the redevelopment of Abarafan House into 41 new apartments.

Former Police station Redevelopment.

Apartments and commercial units are being developed in the site of the old police station.



Section 3

Site Description

3.1 Site Description

The Harbourside is a brownfield site formerly used for industry.

The site comprises of predominantly open scrubland.

To the west of the site are Research & Development units – constructed circa 2012. The railway station and town centre are to the north of the site, TATA steelworks is to the East and the Port Talbot Docks is to the South



Section 3

Site Description

3.2 Existing Access and Movement

Vehicular access to the site is not possible at present. The scheme will involve the construction of vehicular and pedestrian/cycle access.

The new highway will be designed and constructed in accordance with DMRB, Active travel Act and will be DDA compliant, on completion of the works the road will be maintained by NPT.

3.3 Opportunities and Constraints

- Opportunity for reducing the contamination on the site to make the area safe for development.
- Opportunity for managing the flood risk on the site by raising the land to reduce the depth of flood water on the land to below the levels required in Tan 15. All displaced water will be channelled from the site and discharged into the dock.
- Opportunity to facilitate future development of business premises, this will provide much needed employment opportunities in the area.
- Existing constraints on the site are ground contamination and flooding (in extreme events) from the river Afan.

3.4 Landscape

The site has been classified as a Site of Importance for Nature Conservation habitat (SINC).

The loss of SINC habitat and habitat supporting protected and priority species is considered to be the main impact from the scheme.

A number of mitigation measures including habitat translocation are proposed to offset any likely impacts.

The proposed layout of the scheme also has the potential to increase the ecological value of the area through removing non-native invasive species planting/seeding species into the areas which are currently un-vegetated to attract invertebrates and birds; plus providing reptile refugia / hibernaculum.

With the implementation of the mitigation and enhancement proposals it is considered that the scheme will bring an improvement in the quality and ecological connectivity in the long term.

Section 4

Design Process

4.1 Sustainable Design Vision

"Sustainable development is development that meets the needs of the present, without compromising the ability of future generations to meet their own needs."

Neath and Port Talbot County Borough Council is committed to sustainable development and as such the proposals will be delivered taking an approach that will minimise impact on the local environment.

The site excellently situated to take advantage of excellent transport links including public transport. The site is adjacent to Port Talbot Parkway Railway station, Port Talbot Integrated Transport Hub, Port Talbot dock as well as the M4 motorway.

The location of the site will encourage a future businesses on the site to utilise more sustainable modes of travel such as rail or bus in preference to private car.

During construction recycled materials will be utilised on site and the amount of material removed from site will be kept to a minimum.

Redeveloping former brownfield land will benefit the community and encourage pride in the local area.

4.2 Design Principles

Remediation

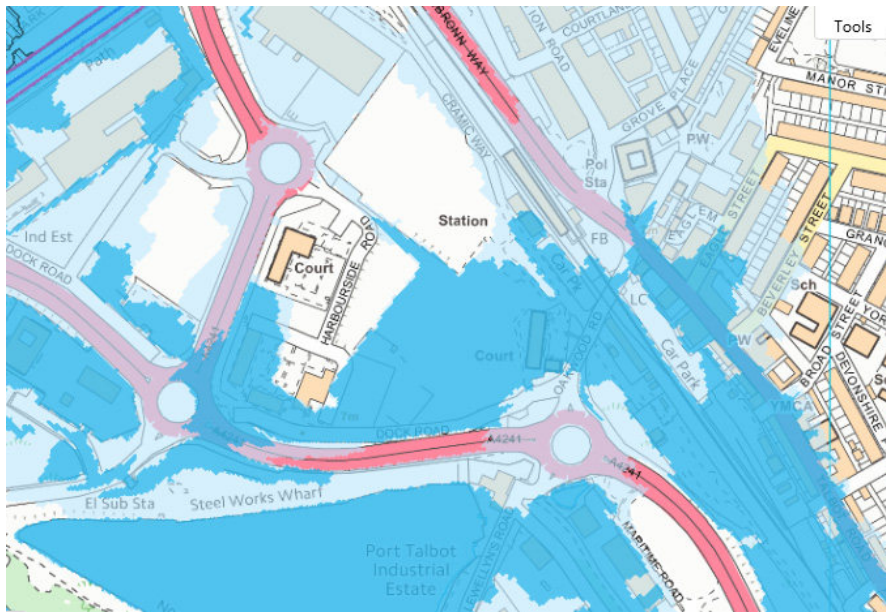
The existing site is contaminated due to former land use. The ground will be treated to reduce the contamination and make the site suitable for future development.

Flood mitigation

Presently the site is identified by the NRW as being within the flood zone. The site is flooded during extreme events, 1:100 year + climate change and 1:1000 year events.

Section 4

Design Process



Extract from
NRW flood risk
map



Extract from NRW
Development
Advice Map
Highway design

Tan 15 states that in order to develop the land flood water on the site needs to be less than 600mm deep, to meet this requirement it is necessary to raise the ground level of the site. Raising the level would push flood water onto third-party land. To mitigate against third party detriment flood mitigation channels will be constructed under Harbour Way with flood water being channelled around the site through the culverts and to the dock.

Highway

The highway has been designed in accordance with the Design Manual for Roads and Bridges (DMRB).

Design Process

A combined footway / cycleway will be constructed adjacent to the carriageway to encourage active travel and will be in accordance with the Active Travel Act.

Ecological surveys have been undertaken on the site. An Ecological Assessment has been prepared to support the planning procedure.

Section 5

Consultation Statement

5.1 Involvement / Consultation Landowners

Main stakeholders affected by the Project in terms of land take are NPTCBC, Welsh Government, Talbot Holdings and adjacent land owner Deryn Properties.

5.2 Current And Future Arrangements For Consultation

The project team are currently developing the scheme design and have contact with the key stakeholders, and the main issues are being addressed through the ongoing consultation.

Please refer to Pre-Application Consultation (PAC) report for further details.

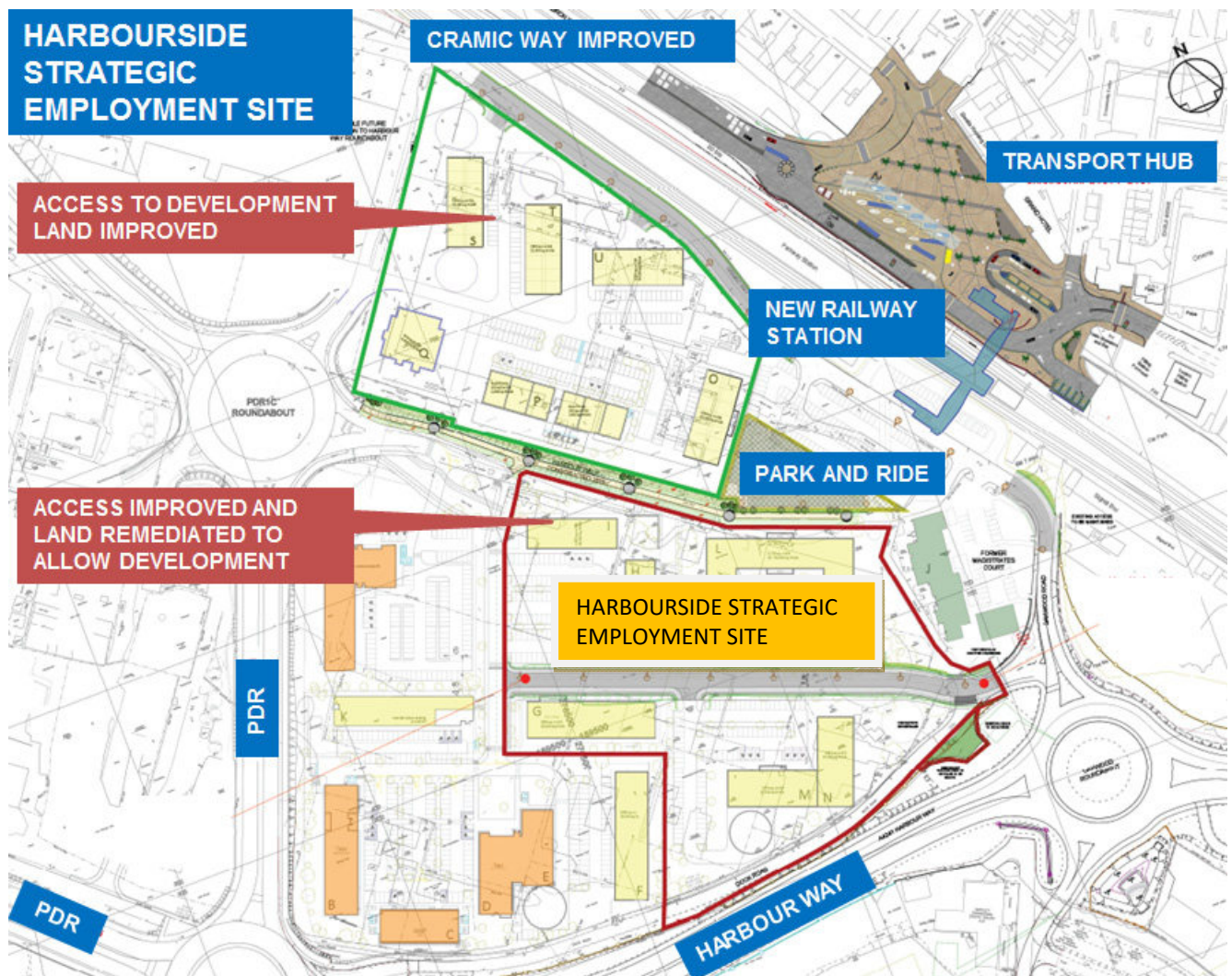
Conclusion

The proposals will satisfy national and local planning policy.

It is therefore considered that the proposals at Harbourside are both an essential and wholly appropriate form of development.



Site Layout



Note: buildings shown are indicative only.