

Design and Access Statement

Detached Industrial Building (Class B8 - Storage and Distribution) with associated parking, drainage and Landscaping

**Mardon Park
Baglan**

April 2021

PHONE

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Content

1. Overview
2. Vision statement
3. Introduction and site location
4. Site Analysis
5. Context Assessment
6. Involvement and Consultation
7. Design
8. Community Safety
9. Character
10. Environmental sustainability
11. Movement and Access

1. Overview

This document is prepared to assist in the determination of the planning application.

2. Vision Statement

“The vision is to provide a sustainable industrial development”

3. Introduction and Site Location

Application

This is a full application for the construction of a detached industrial building which will be used for storage and distribution (Class B8). The development will also provide parking, drainage and landscaping

The development is situated on the northern edge of Baglan Energy Park within a cluster of existing industrial units. The site has an area of approximately 10,281sqm and is currently vacant.

Access to the site is off the public highway to the northeast, Central Avenue, then via two private highways, Mardon Park or road Nos.3

Planning Context

National Policy

There are key objectives contained within Planning Policy Wales Edition 10 December 2018 (PPW)¹ that set a clear framework that supports the application.

5.4.1 For planning purposes the Welsh Government defines economic development as the development of land and buildings for activities that generate sustainable long term prosperity, jobs and incomes. The planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses.

5.4.4 Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration.

Local Policy

The development plan for the site is the Neath Port Talbot Local Development (LDP). The Council adopted the plan on 27th January 2016

Policy Criteria

Strategic Policies

Policy SP3 - Sustainable communities

Policy SP10 - Open Space

¹ <https://gov.wales/sites/default/files/publications/2019-02/planning-policy-wales-edition-10.pdf>

Policy SP1 - Climate Change
 Policy SP4 – Infrastructure
 Policy SP5 - Development in the Coastal Corridor Strategy Area
 Policy SP11 - Employment Growth
 Policy SP15 - Biodiversity and Geodiversity
 Policy SP16 - Environmental Protection
 Policy SP19 - Waste Management
 Policy SP20 - Transport Network

Topic based Policies

Policy I1 - Infrastructure Requirements
 Policy OS1 - Open Space Requirements
 Policy EC2 - Existing Employment Areas
 Policy EC3 - Employment Area Uses
 Policy EN7 - Important Natural Features
 Policy EN8 - Pollution and land stability
 Policy RE2 - Renewable and Low Carbon Energy in New Developments
 Policy W3 - Waste Management in New Development
 Policy BE1 – Design

The following SPG is of relevance to this application:

Planning Obligations (October 2016)
 Parking Standards (October 2016)
 Baglan Energy Park Development Framework (October 2016)
 Pollution (October 2016)
 Open Space & Greenspace (July 2017)
 Renewable and Low Carbon Energy (July 2017)

Design (July 2017)

Development and the Welsh Language (July 2017)

Policy Appraisal

The application site is located within an existing allocated industrial site EC2/6 as defined by the LDP. There is therefore a general presumption in favour of the development of the site.

The development proposes the construction of a detached building with a floor area of 2118sqm

It is anticipated that the proposal will result in the creation of at least 20-30 full time members of staff.

The development of the site will not result in the loss of job but will create 20-30 full time jobs and accords with the objects of Policy SP11.

The application site has important ecological features as identified within the ecological assessment (ref GBV090221). However, the development will not have an overall detrimental effect on those feature and therefore it is considered that sensitive landscaping and mitigation measure will enhance the site. The development therefore accords with Policy EN7.

The proposed development exceeds the assessment threshold as set out in RE2 Renewable and Low Carbon Energy in New Development. The applicant has undertaken an Independent Energy Assessment as required by policy RE2.

This concludes that there is no scope for the use of renewable form of energy on the site other than solar. The applicant has adopted the recommendations contained within the report and the development includes the provision of solar panels on the southern section of the roof.

The applicant has, at the request of the Highways Section, provided a transport statement in support of the application. The conclusion of that report are as follows.

- *The proposal is in a sustainable location*
- *The proposed parking provision is to the required adopted standard*
- *The proposal will not result in an increase in traffic movements to the detriment of highway and pedestrian safety.*
- *There are no accidents recorded within the adjacent highway network.*

It is therefore considered that development will have no detrimental effect on highway safety and may therefore accords with Policy TR2.

The proposed development consists of a large, detached building with associated parking and landscaping.

The proposed development has a simple modern rectangular design which reflects the character of buildings within the immediate area. The proposed layout has sought to maximize solar gain, existing vistas onto open space and minimize effects on the local highway network and neighbouring properties.

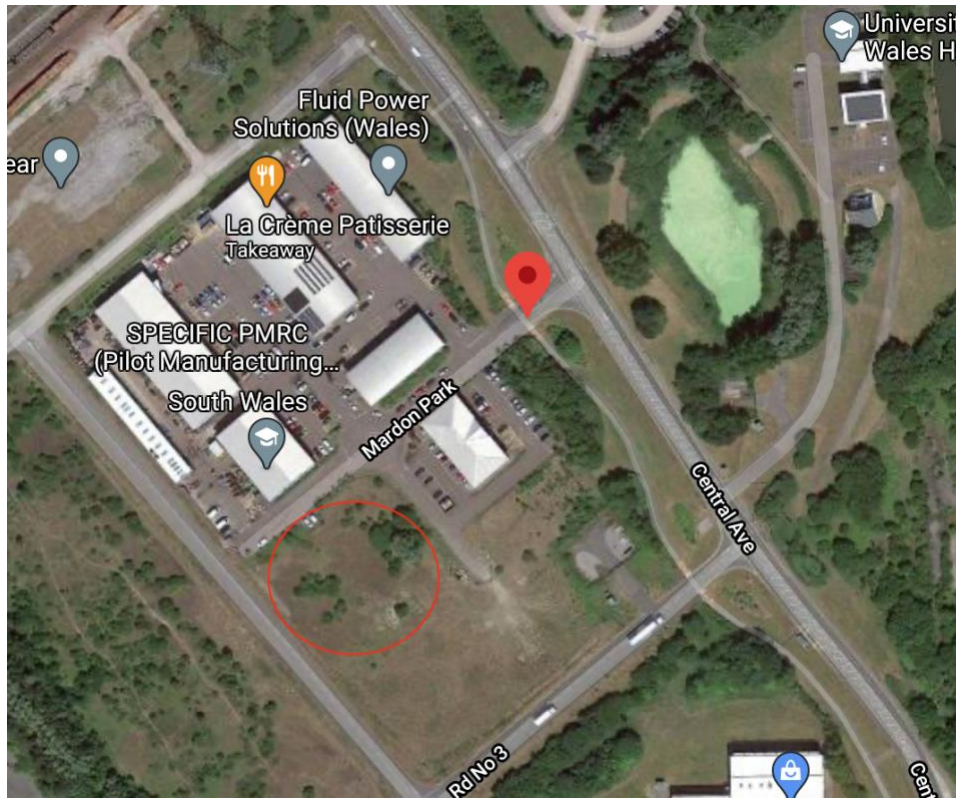
Whilst the proposal is for a large building it is considered that the proposed development does not have a detrimental effect on the character and appearance of the area. The siting and scale of the building is such that it will not have a detrimental overshadowing or overbearing effect on neighbouring premises.

As such it is considered that the proposal accords with Policy BE1

4. Site Analysis

The application site is approximately 10,281sqm in area and forms part of the Mardon Park Development. Mardon Park is at the Northern end of Baglan Energy Park.

The site is bounded by three sections of private highway and a vacant section of land. There are no means of access to the site.



5. Context Assessment

The application site is located in the southern corner of Mardon Park

Central Avenue connects the site to Briton Ferry to the north (2km) and Baglan (1km) and Port Talbot to the south (3.5km)

These major highways connect to the settlement to Swansea in the west and Cardiff to the east.

6. Involvement and Consultation

The proposal has been the subject of consultation with the LPA and public consultation.

7. Design

The key design principals which have been drawn for the contexts assessment and the comments of the LPA are as follows

1. Protect and enhance the character and appearance of the area
2. Promote the use of sustainable resources
3. Maximize solar gain
4. Minimize impact on neighbouring properties
5. Maximize and improve accessibility
6. Utilize materials and architectural detailing to connect the proposal to the existing area.
7. Enhance Ecology

Design Iteration

The current application has been the subject of an iterative process, in consultation with the LPA, which has sought to apply the design principals. The following information sets out the amendments undertaken to the scheme and the purpose within the context of the design principals

Iteration 2

Revision	Purpose
<i>Increase landscaping areas</i>	<i>Provide improved drainage and wildlife habitat</i>
<i>Revise car park surface to stone</i>	<i>Provide additional wildlife habitat</i>
<i>Modify access</i>	<i>Separate vehicle types and pedestrians</i>
<i>Addition of Solar panels</i>	<i>Following advice of IEA</i>

Iteration 3

Revision	Purpose
<i>Access and car parking revised following PAC</i>	<i>Improve highway safety</i>
<i>Small section of highway removed as within flood zone</i>	<i>To avoid FCA</i>

8. Community Safety

The proposed development has open frontages ensuring clear lines of visibility. The site is overlooked by the adjacent offices and rooms within the development provide visibility to and beyond the site boundary. CCTV will also be provided externally.

Therefore, the submitted layout ensures that all public areas are overlooked maximizing natural surveillance.

9. Character

Amount of development

The proposal is for the construction of a detached industrial building measuring 62m x 31.4m x 8.55m

Layout

The layout of the site follows the existing pattern of units within the general area. The proposal will be orientated parallel to Central Ave with parking and access on the wider road frontages. The design process has been influenced design principals set out above.

Scale

As shown on attached plans. The units will be in keeping with units already present on the existing site

Appearance

The proposal is similar in relation to its scale within the context of the existing buildings. The proposed building will have a simple, modern appearance.

Landscaping

The proposal will provide soft and hard landscaping within the site. The proposal will also seek to improve the existing habitat.

The landscaping strategy for the site will seek to:

- Improve and enhance the Area
- Provide formal and informal landscaping area using native wildlife friendly species
- Enable sustainable drainage

10. Environmental Sustainability

PPW states

3.7 Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution.

Advice on achieving the Welsh Governments aspiration set out above are contained with *Practical Guidance - Planning for Sustainable Buildings July 2014*²

The proposed internal layout has been design so as to maximize solar gain.

Low energy lighting will be used throughout the building.

² <http://wales.gov.uk/docs/desh/publications/140820practice-guidance-planning-for-sustainable-buildings-en.pdf>

The proposal will meet all current insulation standards

In accordance with the recommendation of the IEA the proposal will include solar panel

11. Movement and Access

The Policy requirement in relation to access and movement are as follows

National Policy

There are key objectives contained within Planning Policy Wales Edition 10 December 2018 (PPW) that set a clear framework that supports the application.

3.12 Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate.

Local Policy

SP20 Transport Network

TR2 Design and Access to New Developments

Parking Standards, *Supplementary Planning Guidance (October 2016)*

Movement

Access to the site will be off Central Avenue to the north of the site. Central Avenue is the main public highway that serves Baglan Energy Park and run parallel with the M4 and A48.

The A48 is a primary distributor road that leads North and South connecting the site to the site with Neath, Swansea, Port Talbot and the M4

The highways and connecting footways from the site are lit and provide access to public transport to the wider community and regions. There is a bus stop within 300m of the site providing access to the North and South and to the wider region. The service (No.87) runs every 30 minutes.

There is also a cycle track 90m north of the site.

Local facilities such as pubs, schools and shops are available in Briton Ferry at distances of no more than a 1km. More varied facilities are available in Neath and Port Talbot approximately. These facilities are accessible by foot or public transport.

Given the location of the site close to local facilities and public transport it is considered that the users of the proposed facility will not be dependent on motor vehicles and the site is therefore in a sustainable location in accordance with PPW and TR2 of the LDP

The site is large and provides access and parking above current standards.

Access

The proposal will be accessed off the access to the north and south of the site. Pedestrian access will be limited to the north side of the site.

The entrance door to the building will have storm proof level access thresholds and have a minimum clear with of 775mm. All internal circulation routes are in excess of those required under Building Regulations and internal doors will have a minimum clear width of 750mm.

WCs will be provided to dimensions as set out in Approved Document M (Diagram 31 & 31) allowing adequate transfer space.

All switches, sockets and distribution boards are to be sited between 450mm and 1200mm above finished floor level.

Documents Referred to:-

Approved Document M

CABE Guide to Access Statements