

TOWN & COUNTRY PLANNING ACT 1990

**UNIT 1, CHOSEN PARK, BRITON FERRY INDUSTRIAL ESTATE,
BRITON FERRY, NEATH, SA11 2HZ**

SINGLE STOREY OFFICE BUILDING



PLANNING, DESIGN AND ACCESS STATEMENT

03 March 2022

Contents

1.	Site Description	2
2.	Proposed Development and Design & Access	3
3.	Consideration of Planning Policies	5
	3.1 Planning Policy Context	5
	3.2 The Principle of the Development	6
	3.3 Design and Sustainability	6
	3.4 Drainage	7
	3.5 Summary	7

1. SITE DESCRIPTION

- 1.1 The application site is located within a 1.9ha premises located in the Briton Ferry Industrial Estate in Baglan, north of Port Talbot. The site is occupied by Wernick Hire Ltd., part of Wernick Group,. Based in Port Talbot and Wickford, Essex, this highly successful local company is now Britain's largest independent manufacturer and hirer of portable and modular accommodation.
- 1.2 The site has direct access to the A48 and wider motorway network via Brunel Way.
- 1.3 The site contains two linked industrial buildings, extending to approximately 2,350sqm, car parking, and outside storage for shipping containers and other items associated with the company's hire services. The industrial units are clad in grey, profiled metal sheeting and fibre cement roof. The units provide warehousing and office space for Wernick's hire depot personnel.
- 1.4 Site boundaries are secured by timber and post and wire fencing. Trees along the western boundary screen the site from Brunel Way. Vehicle access to the site is from the south-east.

2. PROPOSED DEVELOPMENT AND DESIGN & ACCESS

- 2.1 The application proposes the erection of a single storey office building immediately to the south-east of the industrial units. This area is currently laid to grass and is secured by a mix of metal palisade and post and wire fencing – Figure 1.
- 2.2 The office building would measure 9.8m wide by 24.9m long, measured externally. The building would be 3.4m high and have a flat roof. It would be a steel framed building of modular construction. Externally, the walls and fascia boards would be clad in [Plastisol](#), which are colour coated steel composite panels.
- 2.3 The walls would be colour coated Albatross grey and the fascias Merlin dark grey.
- 2.4 The roof would be composed of Kingspan roofing panels, also in Albatross grey. Gutters and downpipes would be uPVC and painted black. Aluminium windows in Merlin dark grey and external doors in orange would finish the building.
- 2.5 Internally, the floor area of the building would extend to approximately 230sqm. It would provide personnel facilities including a reception area, canteen, kitchen, offices for the yard foreman and depot manager, meeting room, WCs, showers and changing room.
- 2.6 A ramped access on the north-west side of the building would provide DDA access.
- 2.7 Outside, eight new car parking spaces would be provided, including two spaces to DDA specification. All of the new hard surfaced areas would be formed by permeable surfaces, so as not to impede drainage and ensure infiltration of surface water into the underlying soil.
- 2.8 Vehicle access to the new parking spaces would be formed on the north east side of the application site, with new entrance gates to match the existing metal palisade fencing.



Figure 1: The application site. The external materials on the new building have been designed to match the existing industrial units.



Figure 2: Application site, looking south.

3. CONSIDERATION OF PLANNING POLICIES

3.1 Planning Policy Context

- 3.1.1 The local development plan for the area comprises the Neath Port Talbot CBC Local Development Plan (January 2016).
- 3.1.2 The application site falls within an Existing Employment Area (policy EC2/6), Coastal Corridor Strategic Area (SP5) and Minerals Safeguarding Area (M1).
- 3.1.3 Relevant policies:
- | | |
|-----|---|
| SP1 | Climate Change |
| SP5 | Development in the Coastal Corridor Strategy Area |
| EC2 | Existing Employment Areas |
| M1 | Mineral Safeguarding Areas |
- 3.1.4 Supplementary Planning Guidance – Parking Standards (October 2016) and Planning Policy Wales (PPW) (February 2021) in particular 5.4, Economic Development, are relevant to this proposal.

3.2 The Principle of the Development

- 3.2.1 Paragraph 5.4.2 of PPW seeks to maximise opportunities to strengthen the foundational economy. The site is located on Baglan Energy Park (policy EC2/6) where existing employment uses are protected and future development restricted to Use Classes B1, B2 and B8 (policy EC3).
- 3.2.2 Safeguarding existing employment uses and sites is also identified in policy SP5 as part of the strategy for protecting the Coastal Corridor area.
- 3.2.3 The proposed development will provide new offices, meeting room, canteen, kitchen and welfare facilities for existing personnel working at Wernick's hire depot in Briton Ferry. The new office building will be near zero-carbon rated (see below). Providing a new facility is more technically and economically viable than refurbishing the out-dated and poorly insulated offices in the existing industrial units.
- 3.2.4 The new offices will also give Wernick the opportunity to expand its hire division, and the company will potentially be hiring two new members of staff to work on the site when the new building is operational. This will increase the full-time employees on site from 11 to

13. The new offices will also allow the company to accommodate future, anticipated business growth.

3.2.5 The principle of the providing these office and staff welfare facilities in a new, purpose built modular building on the industrial estate is therefore supported by Plan policies.

3.3 Design, Layout and Sustainability

3.3.1 Wernick Group has adopted a carbon management plan, [Carbon Zero 2040](#), with an ambitious aim to be carbon free by 2040.

3.3.2 The modular building at Chosen Park will be built to a very high specification in terms of insulation and energy use, and will be virtually zero-carbon rated upon installation and fully zero carbon rated within 10 years. Modular off site construction significantly reduces construction times and minimises waste, with material supplies being easier to control and virtually all waste being recycled. The construction method and high specification of the unit will make a small contribution to the Council's overarching aim of reducing carbon emissions in accordance with policy SP1 of the Local Plan.

3.3.3 The design and choice of cladding colour coats for the proposed unit will blend in with the surrounding industrial buildings, ensuring that the scale and appearance of the building is in keeping with its location.

3.3.4 Policy TR2 requires all new development to have safe vehicle access and appropriate levels of car and cycle parking. Access for vehicles will be via the existing access into Units 2-3, which has good visibility in both directions. Eight new parking spaces would be provided, including two disabled bays.

3.3.5 The Council's Parking SPD recommends 1 space per 20sqm for offices ,1,000sqm in suburban areas (Zone 4). The GIA of the building would be approximately 230sqm, which generates a parking requirement of eleven spaces based on the SPD standard. The hire depot already has extensive Tarmac areas to the north and west of the industrial buildings that are available for parking staff cars, so the addition of eight additional spaces is considered acceptable.

3.4 Drainage

- 3.4.1 The roof will drain via downpipes to an aggregate mowing margin around the perimeter of the building, as shown on Site Layout as Proposed WHBF/1/004A. This margin will be composed of permeable material to allow direct infiltration of run-off.
- 3.4.2 Elsewhere on the site, all new hard surfaces will comprise permeable surfacing, including the footpath and car parking areas. The ground around the car park and footpath will be retained as grass.
- 3.4.3 Direct infiltration is compliant with Policy BE1, which requires that all new drainage systems are designed to limit surface water run-off and flood risk. Providing direct ground infiltration is the preferred method of drainage under the Drainage Hierarchy, and forms a Sustainable Drainage System (SuD).
- 3.4.4 As the construction area is >100sqm, a SuDS Approving Body (SAB) application is being prepared by Wernick and will be submitted to support this application.

3.5 Summary

- 3.5.1 The application proposes the erection of a 24.9m by 9.8m by 3.4m high modular building on an existing employment site on the Briton Ferry Industrial Estate. The site is occupied by Wernick Hire Ltd., which is part of Wernick Group.
- 3.5.2 Wernick currently employs eleven people on the site, and this will potentially increase to thirteen as result of this development.
- 3.5.3 The building will contain offices, a meeting room and welfare facilities for employees. The building will be built to a very high environmental specification, being virtually zero carbon rated. It will be clad in grey panelling, to match the existing industrial units on the site.
- 3.5.4 Outside, car parking for an additional eight cars will be provided.
- 3.5.5 New hard surfaced areas around the unit will be permeable, to enable direct ground infiltration of run-off, in accordance with the SuDs hierarchy.
- 3.5.6 The provision of additional office accommodation on an existing employment site is in accordance with NPTCBC Local Development Plan policies. It is respectfully requested that planning permission be approved.