

STRIDE TREGLOWN

**Planning, Design & Access
Statement**
Neath Port Talbot Hospital

Swansea Bay University Health
Board

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1. Introduction

1.1. Introduction

- 1.1.1 Stride Treglown Limited are appointed by Swansea Bay University Health Board to submit a planning application for a new extension on Neath Port Talbot (NPT) Hospital in order to house three additional theatre units for use in orthopaedic and spinal surgeries.
- 1.1.2 It is the purpose of this Planning, Design & Access Statement to inform the reader of the background to this application and to provide a clear description and justification for the proposed development of a new extension

1.2. Background

- 1.2.1 The Swansea Bay University Health Board (SBUHB) – the administrative body responsible for planning and delivering health services in the area - have identified an urgent need for additional theatres at the NPT Hospital site.
- 1.2.2 The UHB provides orthopaedic and spinal surgery to residents within both the Swansea Bay and Hywel Dda University Health Board administrations. The orthopaedic and Spinal Services deal with acute injuries, congenital and acquired disorders and chronic arthritic or overuse conditions of the bones, joints and ligaments.
- 1.2.3 Swansea Bay University Health Board was created in April 2019 and provides health services to a population of around 390,000 in the Neath Port Talbot and Swansea areas. The health board employs approximately 12,500 staff. It has three major hospitals under its remit: Morriston and Singleton Hospitals in Swansea, and Neath Port Talbot Hospital in Port Talbot.
- 1.2.4 The proposed development will consist of the construction of a circa 1360m² pre-fabricated modular building that will link with the existing hospital, providing a much needed addition to health service provision to residents of the region in response to the COVID pandemic.

2. Context

2.1. Site Description

- 2.1.1 The Neath Port Talbot Hospital sits within the town of Port Talbot. The Hospital site is approximately 1.2km north-east of the sea and approximately 1km from the Town Centre which lies to the east.
- 2.1.2 The hospital was opened in 2003 and has around 200 beds.
- 2.1.3 The Hospital is spread over two floors and is positioned in the north-east of the site, with car parking facilities spanning the north-west boundary and green space and ancillary buildings constituting the rest of the site. Two ponds sit directly adjacent to the hospital building itself, on its south-western and south-eastern walls.
- 2.1.4 The site extends to an area of approximately 12.2 hectares.
- 2.1.5 The site is bound to the south-west by the A4241; to the south-east by Brynwa avenue, a patch of open green space and the Aberavon Harlequins Rugby Club pitch; to the north-east by Rhodes Avenue and to the north-west by Fford Baglan. A third large pond, enclosed by a ring of mature trees and a fence sits directly to the south of the site, abutting its boundary here.



Figure 1: Map of the Hospital Site (Outlined in White) with the Proposed Location of the Extension Shown by a Red Circle.

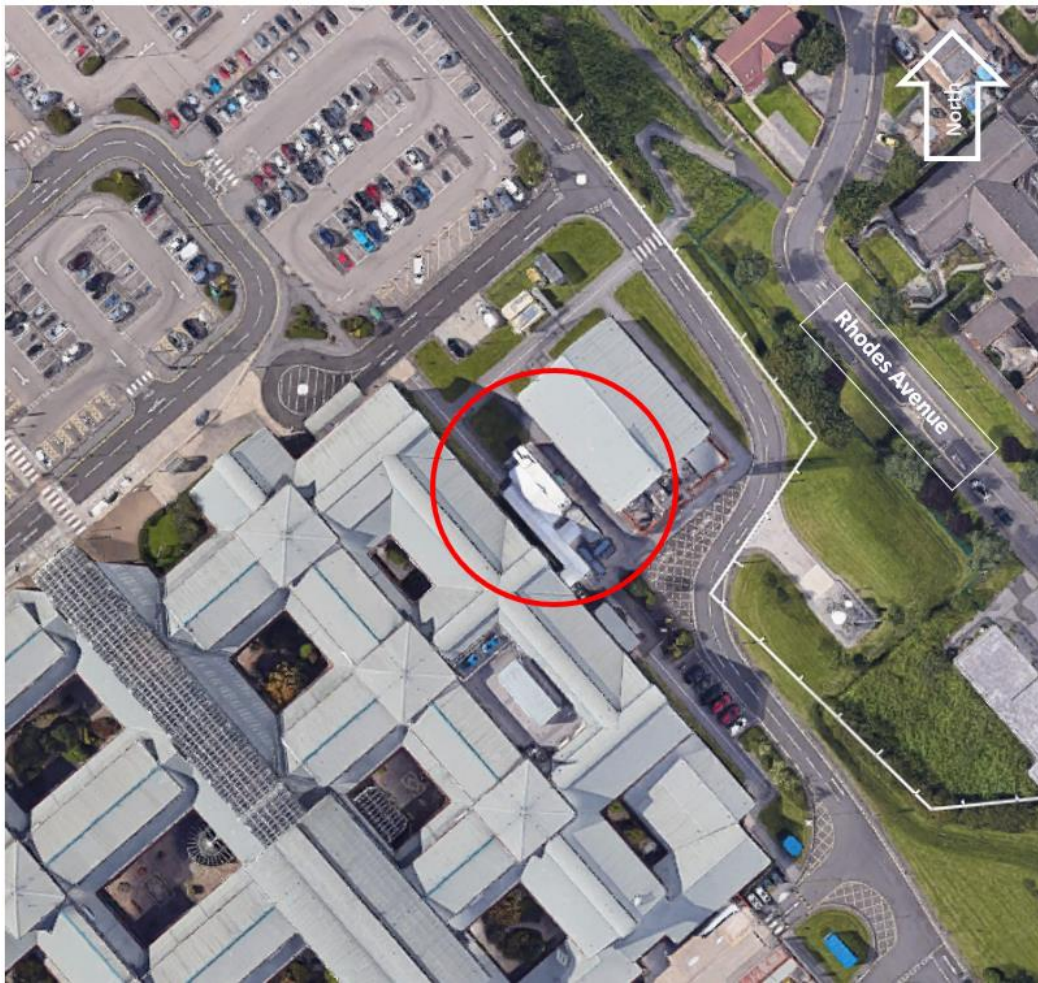


Figure 2: Closer View of the Proposed Development Site (Outlined by a Red Circle) within the Hospital

- 2.1.6 The land proposed for the development is a concrete slab adjacent to the eastern external wall of the existing hospital building, between the hospital itself and its self-contained energy centre (Figures 1 and 2). This specific site within the hospital grounds is currently used as a bay for a mobile Magnetic Resonance Imaging unit.

2.2. Surrounding Area

- 2.2.1 To the north, east, south and west the hospital is bounded by residential development of varying extents. To the north the residential development comprises only 1 housing estate – Abbots moor – before the land gives way to the M4 and railway; to the east, the housing developments extend all the way to the River Afan, c.950m way; to the south and west, housing is mixed with interspersed green space but extends nonetheless to the beach and seafront c.1.2km away. Brynamlwg Special Needs Day Service sits c.90m from the site of the proposed development, adjacent to the Hospital's north-eastern boundary.
- 2.2.2 To the north-west, a large commercial and industrial complex extends from directly across the access road to the hospital (Fford Baglan) for c.800m before giving way to more housing. There is a large patch of open green space surrounding the Warburton's facility here, c.650m to the north-west of the site boundary. In the Neath Port Talbot County Borough Council Local Development Plan (2011-2026) this land is classified as an Existing Employment Area under Policy EC2(7).
- 2.2.3 C.660m south the proposed site of the extension is the Vivian Park Quiet Zone (LDP Policy EN10/8).

2.3. Topography

- 2.3.1 The site is relatively flat with an elevation of 9m above ordnance datum.

2.4. Site Access and Parking

- 2.4.1 Vehicular access to the Neath Port Talbot Hospital site is currently afforded via two access routes along Fford Baglan; the hospital's main point of access and egress. These points sit on the hospital site's north-western boundary, while a secondary access point is situated on the site's north-eastern boundary, and a tertiary access point is located on the site's southernmost corner, on Pendarvis Street.
- 2.4.2 No Public Rights of Way cross or border the site.
- 2.4.3 The site is easily accessible by road. Junction 41 of the M4 (c.77m from the site) adjoins the A48 in the area of Port Talbot Town Centre, this in turn provides access to the A4241 and Fford Baglan, the hospital's access road.
- 2.4.4 Parking on the hospital site is free, disabled-accessible and ample. Multiple car parks span the site's north-western boundary, parallel with Fford Baglan.
- 2.4.5 The hospital is served by a dedicated bus service – the Number 87 – from within Port Talbot itself as well as from Neath. Port Talbot Parkway Railway Station is located c.1.6km south-east of the site.
- 2.4.6 Pedestrian and cycle access is possible through the main hospital entrance on Fford Baglan. Pedestrian access is also afforded by way of a ramped footpath on Rhodes Avenue on the site's north-eastern boundary, as well as a cycle and footpath at the southern corner of the site, on Pendarvis Street. The hospital is served by the Neath Port Talbot Cycle Routes, with the Red route directly serving the hospital from the north and south: This route also aligns with the National Cycle Network (NCN) Route Number 4.

2.5. Ecology

- 2.5.1 The core expanse of the hospital site is built-up in nature, with hard landscaping making up much of the open space towards the north, north-west and west of the site. Soft landscaping constitutes much of the perimeter of the hospital site, especially on the south-western and south eastern boundaries; and the south and east corners, the latter of which also accommodates a large pond, bounded and obscured from street-level viewing by mature trees. Two further, ornamental ponds exist, adjacent to the hospital building itself, on its southern corner, separated from the south-east and south-west walls by internal roads.
- 2.5.2 An intermittent tree line spans much of the north-western, north-eastern and south-eastern border of the site. However, only the tree line on Fford Baglan to the north-west is sufficiently dense to screen the hospital from view.
- 2.5.3 While there are multiple trees within the hospital grounds, at the site of the proposed extension there are no trees at all, and therefore no Tree Protection Orders (TPOs) which would present a constraint or barrier to development.
- 2.5.4 There are no Sites of Special Scientific Interest (SSSI), Special Areas of Conservation or Special Protected Areas on, or in close proximity to Neath Port Talbot Hospital.

- 2.6.1 The majority of the Hospital site sits in Flood Zone 3 for rivers, although as shown in Figure 3, the whole Flood Zone 3 area here benefits from flood defences. There are also sections of the hospital site near to the proposed development that fall within Flood Zone 2.

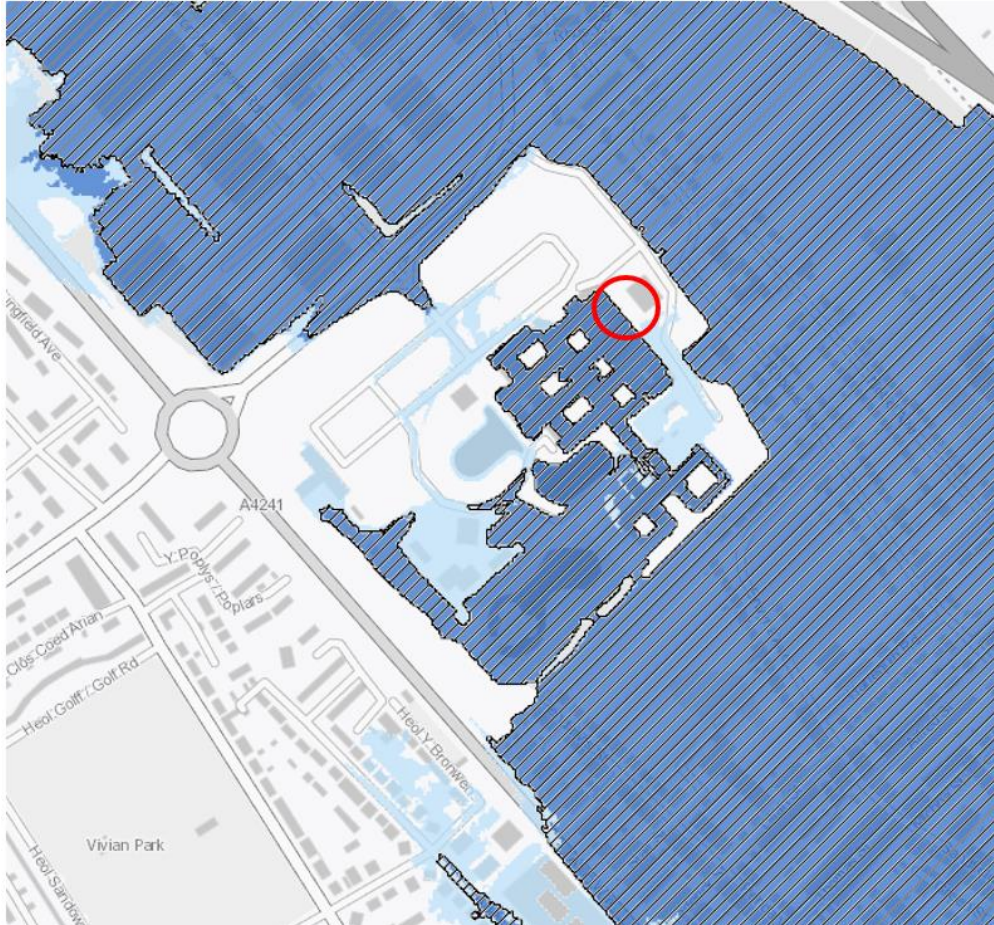


Figure 3: Extract from the Welsh Food Map for Planning Showing the Extents of Flood Zones 2 and 3 (Rivers), with the Proposed Development Site Identified by a Red Circle.

3. Planning Policy Context

3.1. Future Wales (the National Plan 2040) (published February 2021)

- 3.1.1 Future Wales is the Welsh Government's twenty year national development framework for shaping the future growth and development of Wales.
- 3.1.2 Policy 2 notes that the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure.
- 3.1.3 Policy 9 notes that action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.

3.2. Planning Policy Wales (Edition 11, February 2021)

- 3.2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.
- 3.2.2 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015.
- 3.2.3 PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation.
- 3.2.4 At the heart of PPW is the Wellbeing of Future Generations Act (2015). This act places a duty on public bodies to carry out and promote only sustainable developments. This is not a new concept for the planning system as the principles of sustainable development have been at the heart of planning policy since PPW was first published in 2002.
- 3.2.5 The Well-being Act provides a clear definition of sustainable development by establishing seven goals which are intended to shape the work of all public bodies in Wales:
 - 1) A Prosperous Wales
 - 2) A Resilient Wales
 - 3) A More Equal Wales
 - 4) A Healthier Wales
 - 5) A Wales of Cohesive Communities
 - 6) A Wales of Vibrant Culture & Thriving Welsh Language
 - 7) A Globally Responsible Wales

- 3.2.6 In order to demonstrate that appropriate consideration has been given to the Well-being goals and sustainable development principle in the decision making process, public bodies are required to have regard to the 'five ways of working' contained in the Well-being Act. These require consideration of:
- 1) Involvement;
 - 2) collaboration;
 - 3) integration;
 - 4) prevention; and
 - 5) long term factors.
- 3.2.7 PPW states that policies and decisions should encourage the effective use of land by re-using land that has been previously developed, provided that it is not in an unsustainable location, does not provide a habitat for protected species and does not hold heritage significance.
- 3.2.8 PPW adds weight to the requirement to re-use brownfield land by also placing emphasis on the closely-linked requirement to protect the green belts and green wedges. The fundamental aim of this policy is to prevent urban sprawl by keeping land permanently open. PPW sets out that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. The same applies to Local Green Spaces.
- 3.2.9 It is outlined in PPW that a building's curtilage also constitutes brownfield land. However, it goes on to state that if the building's footprint makes up only a portion of the site, the whole site should not normally be developed to the boundary of the curtilage. It states that planning authority should make a judgement about site layout in this context, bearing in mind other planning considerations such as policies for the protection of open space, playing fields or development in the countryside. They should consider such factors as how the site relates to the surrounding area and requirements for on-site open space, buffer strips and landscaped areas. The location of the proposed extension within the hospital grounds – on an existing concrete slab and between two buildings – should not constitute a barrier to development: Rather, the fact that curtilage does still constitute brownfield land should aid this proposal.
- 3.2.10 PPW places high-importance on open green space, citing its ability to contribute to healthier communities, nature conservation and improved biodiversity.
- 3.2.11 PPW places importance on communities facilities, stating that they contribute to a sense of place which is important to the health, well-being and amenity of local communities and their existence is often a key element in creating viable and sustainable places. Community facilities can include schools, cultural facilities, health services, libraries, allotments and places of worship.
- 3.2.12 PPW stresses the importance of policymakers and developers to promote healthier places, stating that the built and natural environment is a key determinant of health and well-being. It goes on to affirm that Planning authorities have a role to play in the prevention of physical and mental illnesses caused, or exacerbated, by pollution and disconnection of people from social activities. The provision of, and access to community and health assets such as hospitals, as well as the promotion of travel patterns which facilitate active lifestyles is seen as key to this aim.
- 3.2.13 The accessibility of key services is also outlined as vital as part of PPW. It lays out that a broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor's surgeries and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.

- 3.2.14 PPW strengthens its position on the importance of access to health services (amongst other services and amenities) in stating that planning authorities should reassess development sites which are highly accessible to non-car modes and allocate them for travel intensive uses such as offices, shopping, leisure and hospitals.

3.3. Wellbeing of Future Generation Act (Wales) 2015

- 3.3.1 The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies (including Welsh Ministers) that they must carry out sustainable development.
- 3.3.2 “Sustainable development” means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.
- 3.3.3 Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 3.3.4 This means that each public body listed in the Act must work to improve the economic, social, environmental and cultural well-being of Wales.

3.4. Technical Advice Notes

- 3.4.1 PPW is supplemented by a series of topic specific Technical Advice Notes (TAN’s).
- 3.4.2 **Technical Advice Note 5 (TAN 5) Nature Conservation (2009)** provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation.
- 3.4.3 Paragraph 4.1.1 refers to how the development control process can help achieve these objectives and supports identifying ways to build nature conservation into the design of new development and applying the five-point approach to decision-making - information, avoidance, mitigation, compensation and new benefits.
- 3.4.4 **TAN 12 Design (2014)** includes advice on how promoting sustainability through good design may be facilitated through the planning system.
- 3.4.5 **Technical Advice Note 11 (TAN 11) Noise (1997)** provides advice on how the planning system can be used to minimise the adverse impact of noise, including both noise sensitive development and noise generating development, without placing unreasonable restrictions on the development.
- 3.4.6 **Technical Advice Note 15 (TAN 15) Development and Flood Risk (2004)** sets out the precautionary framework to guide planning decisions in areas of flood risk.
- 3.4.7 **Technical Advice Note 19 (TAN 18) Transport (2007)** contains advice on the location of development, parking design, walking cycling and public transport.

3.5. Neath Port Talbot County Borough Council Local Development Plan (2011-2026)

- 3.5.1 Neath Port Talbot County Borough Council adopted their current Local Development Plan (LDP) in January 2016. The LDP guides the future development of the area, providing a clear vision for the County Borough and setting out where, when and how much new development can take place up to 2026, as well as what form this development should take. The aim of the LDP is to provide developers and the public with certainty about the planning framework for Neath Port Talbot.
- 3.5.2 The Local Development Plan sets out the overall development strategy for Neath Port Talbot and contains the strategic planning policies to deliver that strategy. It will be necessary for the following policies set out in the LDP to be considered within development proposals.

3.6. Principle

- 3.6.1 Policy SC 1 states that development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the settlement hierarchy will be acceptable in principle.
- 3.6.2 Policy SP3 refers to the delivery of sustainable and healthy communities by defining settlement limits within which development which accords with the settlement hierarchy will be permitted in principle. The LDP places Port Talbot on the highest tier of this hierarchy.
- 3.6.3 Policy SP2 refers to a series of health related matters including the development of sustainable, safe and confident communities will be promoted through the co-location of jobs and facilities and the development of community facilities and services.

3.7. Open Space

- 3.7.1 Policy SP10 aims to ensure that all residents of the local area have access to adequate open space provision through ensuring that new development addresses local needs and retaining existing open space.
- 3.7.2 Policy OS1 states that in the case of employment or commercial development proposals of over 1,000 sqm, provision will be sought for associated amenity space.
- 3.7.3 The Open Space and Green Space SPG (2017) expands on the above policy and notes that the provision of amenity space can be as simple as an informal area, courtyard or greenspace with associated seating, access paths and/or landscaping. Such areas could be appropriately designed so as to minimise ongoing maintenance.

3.8. Design

- 3.8.1 Policy BE1 refers to demonstrating high quality design which takes into account the natural, historic and built features of its surrounding context, and also contributes to the creation of attractive and sustainable places. The Council will only permit development where proposals demonstrate that it has satisfied the following criteria:
- It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment.
 - It respects the context of the site and its place within the local landscape, the development's effects on townscape and the local historic and cultural heritage and the site topography, including prominent skylines or ridges.
 - It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate.

- It would not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the community.
- Important local features (including buildings, amenity areas, green spaces and green infrastructure, biodiversity and ecological connectivity) are retained and enhanced as far as possible.
- It achieves and creates attractive, safe places and public spaces, taking account of 'Secured by Design' principles (including where appropriate natural surveillance, visibility, well-lit environments and areas of public movement).
- It plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community.
- It uses resources, including land and energy, as efficiently as possible.
- Its drainage systems are designed to limit surface water run-off and flood risk and prevent pollution.
- The layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities.

3.8.2 The Design SPG (July 2017) provides a breakdown of how Design Policy BE1 can be implemented in respect to each of the 10 criterion.

3.9. Sustainability

3.9.1 Policy SP1 refers to a series of measures to address the causes and consequences of climate change including creating sustainable travel patterns, contributing to renewable and low carbon energy generation and generating opportunities for habitat creation where possible.

3.9.2 Policy SP18 lays out the requirement on the part of developers for a proportionate contribution to meeting national renewable energy targets and energy efficiency targets to be made as part of new developments, whilst balancing they also seek to minimise any negative environmental impacts of said development. It seeks to achieve this by:

- Encouraging where appropriate, all forms of renewable energy and low carbon technology.
- Encouraging energy conservation and efficiency measures in all new major development proposals.
- Ensuring that development will not have an unacceptable impact on the environment and amenity of local residents.

3.9.3 Policy RE2 states that Schemes that connect to existing sources of renewable energy, district heating networks and incorporate on-site zero/low carbon technology will be encouraged.

3.9.4 Proposals with over 1000m² of total floorspace are required to submit an Energy Assessment to determine the feasibility of incorporating such a scheme and where viable, would be required to implement the scheme. Opportunities for linking with district heating networks and, where appropriate, sharing renewable energy with the wider public should also be explored.

3.10. Transport

3.10.1 Policy TR2 lays out the following criteria as necessary for development proposals:

- The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation.

- Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use.
- The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes.

3.10.2 The Parking Standards SPG (October 2016) Sets the following parking requirements for hospitals:

- Car parking
 - Operational - essential vehicles as required
 - Non operational – 2.5 spaces per bed.
- Cycle parking - 1 stand per 20 beds (long and short stay)

3.11. Waste

3.11.1 Policy SP19 refers to ensuring that provision is made for the sustainable management of waste in all new developments.

3.11.2 Policy W3 states that proposals for new built development will need to demonstrate that provision is made for the design, layout, storage and management of the waste generated by the development both during the construction phase and occupation. A Site Waste Management Plan is required for industrial or commercial development that would generate in excess of 1,000 tonnes of waste per annum.

4. Design

4.1. Introduction

- 4.1.1 The following sections explain the design of the development and outlines how it takes into account the context of the site.
- 4.1.2 There is a clear rationale behind the design decisions that have been made, based on performance requirements, the site context, and design principles.

4.2. Amount and Scale

- 4.2.1 The proposed development involves a 1360m² extension to the existing hospital complex.
- 4.2.2 The scale of development responds to the existing building, with the ground and first floors connecting into the existing building. The second floor plantrooms would sit below the height of the existing building.

4.3. Layout

- 4.3.1 The building has been positioned adjacent to the existing theatre block in the hospital on the first floor due to the requirements around staffing and proximity to other supporting facilities including recovery.
- 4.3.2 The extension maintains separation from the adjacent energy centre.
- 4.3.3 A new area of landscaping is proposed to the front of the site. This will include new tree planting which will help to screen and soften the views of the proposed development from this established residential area to the east.

4.4. Appearance

- 4.4.1 The existing hospital building is made up of brick and profile metal clad walls with prominent gabled ridge roofs and a central glazed atrium.
- 4.4.2 Although the proposed extension is to be constructed by pre-fabricated modular construction methods, care has been taken to ensure that the proposed extension complements the existing building, the proposed development will include brickwork to match the existing building and a series of composite panels (White, Oyster and Alaska).

4.5. Landscape

Existing Landscape

- 4.5.1 The existing landscape of the proposed garden area comprises of a grass verge and is relatively flat in profile. It is surrounded by an internal access road to the north and east and a cycleway/footpath to the south and west.
- 4.5.2 The grassed verge houses some temporary cabins/containers. Informal car parking spaces are currently provided, accessed from the road. Currently there are no trees within the garden area.

Landscape Proposals

- 4.5.3 The landscape scheme for the project is zoned into 4 different areas:

- Formal garden area
- Entrance to the new hospital unit
- Cycle way and footpath
- Car parking provision

- 4.5.4 The new formal garden will provide staff and visitors a relaxing seating area. There is a central small grass lawn surrounded by a footpath. Timber benches are provided along the footpath. Tree, shrub and hedge planting surrounds the garden to give a lush green backdrop, together with providing a buffer from the access road and cycleway. Pergola arches will feature at the entrances to the garden to provide a sense of arrival. The garden will be paved in mixture of paving blocks and bound gravel. A secondary smaller seating area is also provided closer to the new hospital unit, therefore creating a variety of spaces for staff and visitors to use.
- 4.5.5 To the new hospital unit entrance, a specimen tree and understorey shrub planting will be provided to create a focal feature. The entrance area will be paved in high quality paving blocks.
- 4.5.6 The cycleway will continue, however realigned through the space, to maintain the important east to west cycle route. 2No. car parking spaces will be re-provided as part of the landscape scheme.
- 4.5.7 A mixture of native and non-native species of trees, shrubs, hedging, perennials and wildflowers will be planted. There is potential for some of the shrub beds to be rain gardens (urban swales) if required as part of the SAB application.
- 4.5.8 Any new footpaths and its surfacing will have flush level access, minimising trip hazards for wheelchair users, the visually impaired or parents/carers with buggies.

5. Other Considerations

5.1. Waste & Recycling

- 5.1.1 The proposed development benefits from the existing site waste and recycling facilities. The nature of the project is such that the dominant form of waste will be clinical waste, which must be considered outside of the established waste hierarchy.
- 5.1.2 The sites waste and servicing area is located in the south-eastern part of the site as indicated below. The proposals will not generate any additional waste that cannot be stored or managed as part of the existing site facilities in accordance with Policy SP19.



- 5.1.3 Construction waste is anticipated to be limited, while the modular form of construction that is intended to be used for the project will provide substantial benefits in terms of reducing on site waste.
- 5.1.4 The proposals are for healthcare development and, therefore, they fall outside the parameters of that covered by Policy W3 which requires the provision of a formal Site Waste Management Plan for industrial or commercial developments.

5.2. Staff Amenity

- 5.2.1 The proposals are for healthcare development and therefore fall outside the parameters of Policy OS1 which requires amenity space for major employment or commercial developments. Nevertheless, the proposals include a new landscaped area to the front of the site.



- 5.2.2 The area includes boundary hedge, shrub and tree planting with a series of paths and benches around a central area of amenity grass.
- 5.2.3 The site already benefits from large grounds and landscaped courtyards, which provide a variety of on site amenity options and the proposals will complement these existing facilities.

6. Access

6.1. Introduction

- 6.1.1 The following section explains the policy and approach adopted to access, outlines how policies relating to access in the development plan have been taken into account and explains how specific issues which might affect access to the development have been addressed.

6.2. Policy

- 6.2.1 Planning Policy Wales emphasises that: “Good design is also inclusive design. Development proposals should place people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.”
- 6.2.2 At a local level, Local Development Plan Policy BE2 refers to the layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities.

6.3. Inclusive Access

- 6.3.1 The proposed development will be accessed by both staff and the public via the existing hospital complex.
- 6.3.2 New hard landscaping will be provided with level access throughout.

6.4. Movement to, from and within the development

- 6.4.1 As the proposed development is an extension to the existing building, access will be provided via the same main entrance from Baglan Way/Ffordd Baglan and pedestrian and cycle access points via Rhodes Avenue to the northeast and Pendarvis Street to the south.
- 6.4.2 A pedestrian and cycle route will be upgraded and maintained to the front of the site and an improved route created around an adjacent building.

6.5. Fire

- 6.5.1 The site is served by an established access point which is accessible for a range of vehicle types as part of the current operation of the hospital.
- 6.5.2 Similarly, the site is served by existing water supply and is located in an infill location which would be accessible to fire officers.

7. Planning Considerations

7.1. Principle

- 7.1.1 The proposed development involves the provision of new specialist healthcare facilities on an established hospital site located within the settlement boundaries in Port Talbot.
- 7.1.2 Multiple internal reconfigurations were looked at to provide the required facilities, however, because of new guidance and minimum sizes for theatres a new build option was the only valid option.
- 7.1.3 The principle of the development is therefore considered to be addressed and the proposals are in accordance with strategic policies SC1, SP2 and SP3.

7.2. Design

- 7.2.1 The proposed development site is between two existing buildings resulting in a limited visual impact.
- 7.2.2 The proposed design is in keeping with the scale and character of the existing building, creating a harmonious addition to the site.
- 7.2.3 The site is set away from the adjacent residential area to the east and the impact of the proposals will be further softened through new planting.
- 7.2.4 The proposals will complement the character and appearance of the sit and are considered to be in accordance with Policy BE1.

7.3. Flooding & Drainage

- 7.3.1 The location of the proposed extension is outside of the areas of flood risk and NRW raised no objection to the proposals at PAC stage.
- 7.3.2 The proposals will require SAB approval and will therefore be designed to limit surface water run-off in accordance with Schedule 3 to the Flood and Water Management Act 2010 and policy BE1.

7.4. Transport

- 7.4.1 The proposed development would support the existing hospital use and staff, patients and visitors would use the existing range of transport options to access the site.
- 7.4.2 The proposals have considered the impact of the development on movement in the area affected and provided suitable provision.
- 7.4.3 No additional beds are proposed as part of the development and therefore standards included in the Parking Standards SPG do not apply. Existing car and cycle parking is considered to be sufficient.
- 7.4.4 There is no current ULEV charging available at the hospital and the nearest facilities are at the nearby Morrisons, McDonalds and Tesco stores.
- 7.4.5 Due to the urgent need for this project and its funding requirements no ULEV infrastructure provided as part of this project. The issue has been identified for future consideration by the health board in consultation with its partners.

- 7.4.6 The site is an established health care facility with established public transport, cycle and pedestrian access routes and existing parking and access arrangements. The proposals would not have an adverse impact on highway safety or create unacceptable levels of traffic generation in accordance with Policy TR2.

7.5. Noise

- 7.5.1 A Noise Impact Assessment has been undertaken of the anticipated plant required for the building. The report concludes that plant noise emissions should not pose a significant constraint on the proposed development and the site location is considered suitable in this respect.

7.6. Sustainability

- 7.6.1 The heating and hot water system for the facility is proposed to be provided using a series of Air Source Heat Pumps.
- 7.6.2 An Energy Statement has been prepared to explore the feasibility of connecting to existing sources of renewable energy, district heating networks and incorporate on-site zero/low carbon technology in accordance with Policy RE2.

7.7. Biodiversity

- 7.7.1 The site is made up of existing hardstanding and maintained grass. The ecological status of the site is therefore considered to be low.
- 7.7.2 The proposals include new tree, hedge and shrub planting to provide a net benefit to biodiversity in accordance with Future Wales and LDP Policy BE1.

8. Conclusions

- 8.1.1 The orthopaedic and Spinal Services deal with acute injuries, congenital and acquired disorders and chronic arthritic or overuse conditions of the bones, joints and ligaments. The proposed development will provide additional theatre space for the unit along with supporting facilities.
- 8.1.2 Overall, it is considered that the proposed development has taken into account how it would impact on the site and its surroundings, addresses design, amenity and biodiversity issues, while providing a sustainable and energy efficient addition to the site. It is therefore considered that the proposals are consistent with Welsh Government and local planning policy and should be supported.

STRIDE TREGLOWN