



LRM
PLANNING
LIMITED

LAND AT BAGLAN WAY, PORT TALBOT PLANNING STATEMENT

Prepared by LRM Planning Limited on behalf of Glass Systems Limited

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1 Introduction

- 1.1 This Planning Statement accompanies a full application submitted on behalf of Glass Systems Limited for the development of a glass processing industrial unit (B2 use class) and associated works on land sited at the corner of Moor Road and Baglan Way, north of Baglan Industrial Park,
- 1.2 The application seeks consent for the construction of an industrial unit measuring 25,545m² including a mezzanine office measuring 1,355m². In addition, landscaping, access, car parking, bicycle and refuse storage, sustainable drainage and associated infrastructure are proposed.
- 1.3 The proposed development comprises a single structure that will consolidate many of Glass Systems' existing operations in South Wales into a single headquarters, ensuring provision of best possible products and services, whilst also bringing employment to the area.
- 1.4 This Planning Statement forms part of a suite of drawings and documents produced in support of the proposals. The Planning Statement and accompanying technical reports justify how the proposed scheme demonstrates the site's suitability to accommodate the proposed development. The full suite of documents submitted comprises:

Document (reference if applicable)	Prepared by
Planning application forms	LRM Planning
Planning Statement (May 2022)	LRM Planning
Design and Access Statement (May 2022)	LRM Planning
Pre-Application Consultation (PAC) Report (May 2022)	JBA Consulting
Outline Drainage Strategy (April 2022)	JBA Consulting
Ecological Appraisal Report (edp7017_r006C)	EDP
Ecological Method Statement (edp7017_r007)	EDP
Phase 1 Habitat Plan (edp7017_r009)	EDP
Flood Consequence Assessment (March 2022)	JBA Consulting
Geotechnical and Geoenvironmental Report (16750 - March 2022)	TerraFirma
Ground Gas Monitoring Results and Assessment (November 2021)	TerraFirma
Landscape Strategy (edp7017_d022c)	EDP
Detailed Soft Landscape Design (edp7017_d023a)	EDP



Landscape and Visual Baseline (edp7017_r001d)	EDP
Noise Assessment (21-055 v4)	InAcoustic
Transport Assessment (C21949/TA01.Iss4)	Apex Transport Planning
Travel Plan (C21949/TP01.Iss3)	Apex Transport Planning
Tree Constraints Plan (edp7017_d001)	EDP
Arboricultural Method Statement (edp7017_r005c)	EDP
Archaeology and Heritage Assessment (edp7017_r003e)	EDP
Air Quality Assessment (March 2022)	Air Quality Consultants

1.5 The application is also supported by the following drawings prepared by James & Nicholas LLP:

Drawing	Reference
Site Location and Block Plan	2149-A01-Rev.A
Topographical Survey	2149-A02-Rev.A
Proposed Site Plan	2149-A03-Rev.I
General Arrangement Plan – Ground Floor	2149-A04-Rev.D
General Arrangement Plan – First Floor	2149-A05-Rev.D
General Arrangement Plan – Ground and First Floor Administration and Staff Accommodation	2149-A07-Rev.D
General Arrangement Sections – Sheet 01	2149-A08
General Arrangement Sections – Sheet 02	2149-A09
Elevations	2149-A10-Rev.D
3D Captures Drawings	-

1.6 The following sections discuss the site and its context; the proposed development; a summary of pre-application discussions; planning policy context; followed by an appraisal of the development; and then offering a conclusion of the application submitted herein.



2 Site description and context

- 2.1 The site is located towards the north-west of Port Talbot, within the ward of Aberavon, approximately 3.1km of the town centre. The site occupies a broadly diamond footprint, measuring 11.94 hectares and is sited off Baglan Way, on its corner with Moor Road. It adjoins Baglan Industrial Park which extends to the south of the site. It is a flat parcel of land comprising rough ground, grassland and naturally generating scrub, with dirt tracks throughout the site evidencing informal motorbike scrambling.
- 2.2 The site's north-eastern, north-western and south-western edges are typical edge of highways consisting landscaped bunds of tree and shrub planting, with managed grassland strip between the site and the adjoining pavement. Green palisade fencing forms the south-eastern boundary of the site.
- 2.3 The site is bound to the north-east by Baglan Way, which is a single carriageway road with a shared footway / cycleway along its southern side. It is the main road through Baglan Industrial Park, connecting to A4241 at either end. Minor roads spur from Baglan Way to serve the industrial park, one of which includes Moor Road which connects to Baglan Way at the northern corner of the site. Moor Road wraps the north-western and south-western boundary of the site and is a single carriageway road benefitting from footways on both sides. To the south-east of the site is an industrial unit which houses Warburtons and Freudenberg Oil & Gas Technologies, with vacant parcel of grassland beyond the southern extend of the south-eastern boundary.
- 2.4 In terms of the wider site context, the surrounding area is predominantly industrial in nature, with Baglan Industrial Park to the south, supporting a mix of warehousing and industrial uses. These include a variety of scale and form. The character of the industrial park is influenced by wide single carriage roads that accommodate HGV traffic related to the surrounding industrial uses. Neighbouring units are conventional in appearance but with some emphasis on design and landscaping.
- 2.5 To the west, the character becomes more residential, typified by late-20th century housing, albeit this is largely separated from the site by allotment gardens.
- 2.6 The nearest defined Local Centre is Baglan Road, which is identified in the local plan under policy R2/1. It is located approximately 1.3km walking distance north of the site and includes a convenience store, bakery, post office and takeaways. Additionally, a Morrisons supermarket, Lidl supermarket, and KFC hot food restaurant/takeaway are located 900m walking distance south of the site.

Access

- 2.7 A vehicular access gate is located to the south-eastern corner, however, there is no junction or dropped kerb thus no formal vehicle access is available. Similarly, regarding pedestrian access the site is open on all sides apart from to the south and access can theoretically be gained over landscaped bunds however overgrown shrubs prevent access along the majority of the site and there is no formal pedestrian access point.



- 2.8 Pedestrian footpaths run along the north-western and north-eastern boundary of the site with Moor Road, as well as along the southern side of Baglan Way, along the site frontage to the north-east. These link to surrounding footway network within Baglan and Port Talbot, including nearby bus stops and Baglan train station.
- 2.9 The path along the southern side of Baglan Way is a shared footway / cycleway which links to the A4241 to the west. The cycleway links to other cycle routes and active travel routes to the north and south within Baglan and Port Talbot, including National Cycle Network (NCN) Route 4, a long-distance route between London and Fishguard, which connects to both ends of Baglan Way. The site has continuous active travel routes connecting to the key local residential areas.
- 2.10 A bus stop is located 625m west of the site on Village Road and on the A4241. The stops on the A4241 provide a bus shelter and timetable information and are served by services 66, 84 and 87. These provide services to Margam, Port Talbot, Neath, Swansea and Aberavon. The stops on Village Road also provide a bus shelter and timetable information and are served by bus services 9, 66 and 202. These provide services to Sandfields, Margam, Port Talbot, Neath and Baglan.
- 2.11 Baglan Railway Station is located approximately 900m north of the site. The station provides services every two hours to a range of destinations including Cardiff (40-minute direct service) and Swansea (24-minute direct service).
- 2.12 In addition, Port Talbot Parkway Rail Station is situated approximately 3.1km to the south-east of the site and provides more frequent rail services. It can be accessed via the cycle routes connecting to the site, as well as by bus services 66, 87 and 202. The station provides cycle parking. It provides services to a number of local, regional and national locations, including Swansea, Cardiff, Manchester Piccadilly and London Paddington.
- 2.13 In terms of the highway network, Baglan Way is a single carriageway road with a footway on its southern side. At its western end it connects to Village Road and the A4241 at two roundabouts, it also connects to the A4241 at its south-eastern end. The A4241 provides a key route through Baglan and Port Talbot and connects to the A48 and the south Wales to London motorway, M4, at junction 41, which is located 1.1km to the north of the site. The M4 connects to major trunk roads in Wales and England. The A48 provides a strategic link to the wider network and more regional destinations.

Ecology

- 2.14 The site is designated as a Site of Importance for Nature Conservation (SINC) with the main interest being the post-industrial habitat. An Extended Phase 1 survey was completed on 14 June 2021 by the Environmental Dimension Partnership (EDP). The site was found to comprise post-industrial land supporting a mosaic of habitats including areas of marshy grassland supporting common reed and rush species predominantly present along the northern and southern boundaries of the site; ephemeral/short perennial vegetation typically across the centre of the site and along former tracks and access points; scattered and dense scrub along site boundaries and across grassland habitats; and species-rich semi-improved grassland.
- 2.15 Areas of semi-improved and marshy grassland are particularly species-rich and inherently considered to be of County value. Scrub and ephemeral/short perennial habitats are



comparatively species-poor, albeit contribute to the mosaic of habitats across the site. The boundaries of the site are, in contrast, defined by circa 10-20m strip of plantation woodland of uniform age and structure, typical of a highways planting scheme.

- 2.16 With regards to bats, plantation woodland bounding the site provide a linear feature for bats commuting across the wider landscape, whilst habitats on site are of value for a bat assemblage more generally. Surveys indicated bat activity is dominated by relatively low levels of common pipistrelle and soprano pipistrelle bats.
- 2.17 Invertebrate surveys identified 211 species, 31 of which were deemed to be of conservation interest. No notable populations of breeding birds were found given the relatively small size of the site and prevalence of tall tree lines and buildings immediately adjacent which would deter many ground nesting species. The presence of badgers, dormouses, otters, and great crested newt were also surveyed but no evidence of their presence was found.

Trees

- 2.18 Trees line the north-eastern, north-western and south-western boundary of the site. A tree survey, undertaken by EDP, identified 10 individual trees and 13 groups of trees, totalling 23 items. Of these 23 items, 8 have been identified as category B trees, of moderate quality; and 14 have been adjudged to be within category C and are of low quality. In addition, one specimen was classed as a category U tree and is considered unsuitable for retention irrespective of development.

Heritage

- 2.19 In regard to heritage, the subject site is remote from anything of value.

Flooding

- 2.20 Technical Advice Note (TAN) 15, published by Welsh Government (WG) and entitled Development and Flood Risk, is to be read alongside its associated Development Advice Maps, as hosted by Natural Resources Wales. Mapping for the area demonstrate that the site is in Flood Zone C1, which signifies areas significant infrastructure, including flood defences.

Planning history

- 2.21 A 2007 application (ref. P2007/1685) for the '*construction of a new industrial unit (B1, B2 & B8) with ancillary office accommodation, external car parking / vehicular circulation & service areas*' was withdrawn. A search on the Authority's website resulted in no documents being held online to advise why the application was withdrawn.
- 2.22 Otherwise, the table below summarises the planning history relating to the site.

Planning ref.	Proposal	Decision
P2002/0290	Advertisement application to erect 6no. signs to be	Granted



	located around area being used as temporary lapwing reserve.	16/04/2002
P1987/6154	Erection of buildings for the retail sale of gardening materials building and DIY goods motor vehicles and components accessories.	Unknown 30/10/1988



3 Proposed Development

Overview

- 3.1 The proposals are to develop a new processing unit, storage building and welfare facilities for staff. It will also incorporate an office block. The ground floor measures 25,545m² including a mezzanine office fronting onto Moor Road that includes a first-floor space measuring 1,355m² internally. In addition, landscaping, access, car parking, bicycle and refuse storage, sustainable drainage and associated infrastructure are proposed.
- 3.2 The proposed development comprises a single structure that will consolidate many of Glass Systems' existing operations in South Wales into a single headquarters, ensuring provision of best possible products and services, whilst also bringing employment to the area.

Operations

- 3.3 The operations within the premises comprise the processing of glass - there will be no manufacturing of glass taking place on site. Glass manufacturing is undertaken via different process, which includes use of furnaces at extreme heat. Moreover, Glass Systems intend to process glass that is already formed in sheets, known as float sheets or annealed sheets.
- 3.4 A summary of the processes proposed on site include the cutting and shaping of glass to the specification of customers, and 'tempering' glass to a specification. Tempered glass, otherwise known as safety glass, is used for its safety and strength properties, including in such uses as vehicle windows, architectural glass, and a wide range of domestic uses. The tempering process ensures that when such glass is broken, it shatters into small, granular pieces as opposed to large, sharp shards, thereby reducing risk of injury.
- 3.5 The tempering process is done by cutting glass to a specific size, and then dependant on the type and thickness of the glass, it will be processed in accordance of specific thermal parameters/programs. The glass will be heated to roughly 650/700 degrees so that it is soft, as it exits the heated chamber air is forced into the outer surfaces of the glass forcing a stress into the glass this increases the strength of the glass by around four times, with these stresses causing the glass to shatter in the manner described above.
- 3.6 Aside from the industrial operations, a large office space is proposed from where the business will be able to be operated most efficiently from one geographical location, as opposed to being spread across Glass Systems' three existing sites across South Wales, in Swansea, Port Talbot and Pontyclun. It will also act as the national headquarters for the UK, and improve operations and interface with the international group of companies of which Glass Systems is an integral part of.

Design

- 3.7 The elevations comprise typically industrial materials, which prioritise functionality and longevity. In this regard, the structure comprises of steel frame cladding with composite 1m wide panel cladding and a small brickwork plinth, planar glazing to the office and administrative quarters, insulated sectional doors, steel personnel doors and single ply roof membrane. Both



material choices and façade grid size (1m) aim to create a uniform and coherent appearance across the whole facility. The warehouse loading bay on the north-western and south-eastern facade are interspersed with roller shutters.

- 3.8 In terms of design, the proposed development adopts a layout which considers the immediate site constraints together with the wider landscape and ecological considerations to deliver a design which is cohesive with uses in the immediate vicinity. It has also been led by the space standards required by the applicant to accommodate the machinery required to optimise and streamline processing.
- 3.9 The proposed end use is highly specialised, thus the dimensions of the building have been guided by the space requirements, which in turn, have been arrived at through detailed critical analysis of other industrial units operated by Glass Systems and its parent company worldwide. Notwithstanding this, the scale, form and nature of the structure would mean that if the current proposed use were ever to cease, then a variety of other industrial operators would be able to utilise the space without alteration to the external building fabric and footprint.
- 3.10 The main building is oriented to achieve the most economical use of the site, whilst allowing for the space required by the operators to efficiently manage the facility. The proposed layout of the main building has been set out through detailed consultation between architect and occupier.
- 3.11 The proposed orientation and layout of the development reflects and relates to its character and context, as a processing facility within an industrial estate. Offices and welfare facilities within the main building will be located adjacent to the access road, Baglan Way, with the distribution yard area accessed via secondary access off Moor Road. It is proposed that material processing process takes place within the factory away from the offices and welfare facilities and Baglan Way.
- 3.12 The main building will be set back from Moor Road by an adequate distance to allow articulated lorries to drive in and out of the site in forward gear, reducing noise from reversing alarms.
- 3.13 A green roof is proposed to the office element of the proposals, which will mitigate for loss of the SINC and provide biodiversity benefits for the lifetime of the development.

Access

- 3.14 Vehicular and pedestrian access to the site will be via entrances to the northwest on Moor Road, and to the southeast on Baglan Way. Moor Road connects to Baglan Way, which connects to the A4241 that links the site to junction 47 of the M4, providing access to the national motorway network. A barrier and security kiosk are located at each entrance maintaining secure access to the site.
- 3.15 The entrance from Moor Road will serve the factory element of the building and will provide access to 129 car parking spaces for staff as well as deliveries and dispatch. The entrance off Baglan Way will serve the office area of the building and visitors to the site, with 51 parking spaces provided, 18 of which are provided with electric vehicle charging points, and nine spaces will be accessible bays.



- 3.16 In addition, 154 long stay cycle parking spaces are provided for the whole development, located adjacent to the entrance to the building. These are provided as Sheffield stands in a safe, secure bicycle storage.
- 3.17 Parking is organised to give visitors a clear and legible route to the main entrance. Indeed, the location of the main entrance and the building's legibility has been a clear design driver from an early stage, given that wayfinding is often problematic when encountering large industrial buildings. Accordingly, the main office entrance will be clearly visible from the site entrance. Pedestrian access to the main entrance will be level or have shallow gradients with firm, durable, smooth and even surface finishes.

Landscaping

- 3.18 The development proposal demonstrates areas of green land, landscaping and vegetation along the site boundary. Sustainable drainage systems are located along the north-eastern and north-western boundaries of the site and will be interspersed with landscape planting. These soften the visual impact of development on the wider landscape.
- 3.19 The majority of trees are located along the landscaped bunds on the south-eastern, north-western and north-eastern boundaries. Efforts have been made to retain trees where possible. Where trees are required to be removed to accommodate sustainable drainage features, they will be replaced at a ratio of two new trees planted for every one lost.

Drainage

- 3.20 Sustainable Drainage (SuDS) has been considered from a very early stage in proceedings. In this regard, design input from consultant drainage engineers have informed the site layout, with space for SuDS at ground level integrated into landscape proposals. A mix of rain gardens with attenuation below the filter layer are proposed, as well as swales along the site boundary, attenuation below the road, and tree and shrub planting address the SuDS guidance on surface water drainage.



4 Pre-application engagement

Pre-application discussions with Local Authority

- 4.1 Pre-application A pre-application meeting was held with Planning Officer Kathryn Williams on 14th December 2021 with follow up written response received on the 14th January 2022. The comments received were broadly positive with the Local Planning Authority supporting the principle of development, with the main consideration in the determination of any subsequent planning application being the impact on the SINC. The comments in respect of the proposals can be summarised as follows.
- 4.2 The principle of industrial development on site was accepted due to its location within the settlement boundary and being set within an industrial/employment context. It was noted that any proposal would alter the appearance and character of the site given that it is vacant land. The scale and height of the proposed development is appropriate as it reflects that of the Warburtons Factory to the south of the site.
- 4.3 The case officer suggested that the design has the potential to provide visual interest along the north-eastern frontage that includes the office and visitor entrance.
- 4.4 The Ecologist stated that overall, the information submitted to date was acceptable. Further survey work was requested relating to the loss of SINC and breeding birds. The Council also expect the site a 50-year management plan for the remainder of the site. A landscaping plan was requested to accompany the full planning application and a two for one ratio of replacement trees for each tree lost was requested.
- 4.5 It was noted that associated amenity space is sought for employment development proposals over 1000sqm in area, in the interests of health and well-being of employees. Details of such a provision should be submitted to support any application.
- 4.6 Flooding and drainage comments sought clarity on the purpose of the bund and reminded the applicant of the need to obtain drainage approval from the Sustainable Drainage Systems (SuDS) Approving Body.
- 4.7 The Highways Officer accepted the contents of the Transport Information Note in principle and was satisfied with the proposed extent of operation assessment in the proposed Transport Assessment. It was raised that the proposed development provides an overprovision of 97 car parking spaces based on Parking Standards Supplementary Planning Guidance (SPG). 5% accessible parking spaces are required in each car park, and 10% of spaces are expected to be an electric vehicle charging space. Cycle parking spaces required were calculated at 90 long-stay spaces and 44 short-stay spaces. The Highways Officer also provided details of the operational assessment.
- 4.8 The Noise and Environmental Health Officer agreed with the methodology set out in the noise report. They suggested a planning condition to be imposed due to the impact of the proposed development on nearby receptors.
- 4.9 The Authority were content that Air Quality impacts are minimal and that they can be controlled



through the Construction Environmental Management Plan which would only affect the construction phase of development.

- 4.10 Regarding ground contamination, no remedial measures are required to made ground. It was requested that the applicant review the potential for the site having been used as a landfill. Further gas investigation was suggested as being required.
- 4.11 It was recommended that imported materials should be chemically tested and contamination conditions relating to Site Investigation, Remediation Scheme, Verification and Unexpected Contamination was recommended.
- 4.12 No Heritage and Archaeology impacts are foreseen.
- 4.13 A separate screening opinion in response to a letter from LRM Planning, as agents to the applicant, confirmed that the site was not EIA (Environmental Impact Assessment) development.

Pre-Application Consultation (PAC) with the community

- 4.14 A statutory PAC exercise was undertaken before the submission of this application. In addition, a voluntary online consultation exercise was offered for neighbouring residents following a request from Local Councillor Lynch. This is reported upon in more detail in the accompanying PAC Report, but in summary five comments were received from specialist consultees and two from non-statutory consultees. 10 neighbour comment were received via the PAC, mainly relating to drainage, flooding, ecology, noise and traffic impact of the proposed development. Other comments related to construction impacts, light pollution, air quality, and alternative suggestions, among other things. The comments were noted and have been dealt with accordingly in the accompanying PAC Report. No comments necessitated any manner of significant redesign.
- 4.15 As set out within the PAC Report, after the conclusion of the PAC process, the applicants sought to rationalise the design and optimise the operational efficiency, through detailed design review and guidance from other factories within its portfolio. This resulted in the need for a widening and lengthening of the building, by 3m and 18m respectively. Cumulatively, this only gave rise to a 10% increase in the building footprint, which is considered to have minimal resultant impact upon the appearance of the building. The site area was not altered as a result.
- 4.16 The Development Management Manual, published by Welsh Government, contains guidance on the PAC process, but does not contain any guidance about changes post-PAC, which are accepted as being part of the PAC process, seeing as proposals at PAC stage are in draft form. Accordingly, it was decided that the change in the building between PAC and submission would not prejudice any third party, as the impact upon neighbours is no greater, given significant separation distances and the scale of the building already consulted upon at PAC stage. This conclusion was reached following consultation with Neath Port Talbot County Borough Council.



5 Planning Policy Framework

- 5.1 The planning policy context for the determination of this application is provided by national and local planning policy guidance. National guidance is set out within Future Wales: The National Plan 2040, Planning Policy Wales and accompanying Technical Advice Notes (TANs). Local policy comprises the adopted Torfaen County Borough Council Local Development Plan (LDP) (to 2021) and its supporting Supplementary Planning Guidance (SPG) documents.

Future Wales: The National Plan 2040

- 5.2 Future Wales is the top-tier national development framework document of Welsh Government. It is a strategy for addressing key national priorities through the planning system over the next two decades, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems, and improving the health and well-being of our communities.
- 5.3 It is a spatial strategy which does not seek to take decisions that are most appropriately taken at the regional or local level, but does provide a strategic direction for all scales of planning and sets out policies and key issues to be taken forward at the regional scale. One of the key aims of the document is to address issues which WG consider to be a priority at this time, with affordable housing identified as a critically important issue throughout Wales.
- 5.4 The document follows a sequential structure, with each section building on the previous one as follows, 'Wales: An Overview', 'Setting and achieving our ambitions', 'Strategic and Spatial Choices: Future Wales' spatial strategy' and 'The Regions'.

Wales: An Overview

- 5.5 This chapter provides a broad overview of the country and its intricacies. It is a very high-level overview of the country, however it *'recognises and supports the important role of businesses of all sizes, from major international manufacturers to micro businesses, in strengthening, diversifying and increasing the resilience of our economy.'*

Setting and achieving our ambitions

- 5.6 A focus of Future Wales is to provide quality development in the right places for the right reasons. 11 Future Wales Outcomes are set out within the chapter, which collectively are a statement of where Wales wants to be in 20 years. Every part of Future Wales is concerned with achieving these Outcomes.
- 5.7 Each Outcome commences with the prefix 'A Wales where people live...' building on the statement to provide a vision of Wales in 2040. Of particular relevance to the proposal are the following outcomes, all following the same prefix:
- A Wales where people live:
 - 1 *'...and work in connected, inclusive and healthy places'*,
 - 3 *'...in distinctive regions that tackle health and socio-economic inequality through sustainable growth'*,
 - 5 *'...and work in towns and cities which are a focus and springboard for sustainable*



- growth’,
- 6 ‘... in places where prosperity, innovation and culture are promoted’,
 - 7 ‘...in places where travel is sustainable’,
 - 9 ‘...in places that sustainably manage their natural resources and reduce pollution’,
 - 10 ‘...in places with biodiverse, resilient and connected ecosystems’, and
 - 11 ‘...in places which are decarbonised and climate-resilient’.

Strategic and Spatial Choices: Future Wales’ spatial strategy

- 5.8 One of the opening paragraphs states that “the spatial strategy supports the Future Wales Outcomes. Decisions taken at a national level, including Welsh Government investment choices, will reflect the principles of the strategy and make positive contributions towards the national placemaking objectives.” Cities and large towns are identified as the main development areas through co-locating homes, jobs, and services in these areas, aiming to utilise untapped potential of places and their infrastructure. Among the places identified to achieve this growth, referred to as National Growth Areas is Swansea Bay and Llanelli, identified in Policy 1, ‘Where Wales will grow’. A total of 19 policies are identified within this chapter. These include ‘Strategic Placemaking’, ‘Supporting Urban Growth and Regeneration’, among others.

The Regions

- 5.9 Regional planning will play an increasingly important role in the future, and this chapter provides a strategic vision for North, Mid Wales, South West and South East regions, focusing on strategic plans and is therefore of lesser relevance to the proposal. The South West has a population of over 700,000 and includes Swansea Bay and Llanelli a National Growth Area..

Planning Policy Wales

- 5.10 Planning Policy Wales (PPW) is the principal national planning policy document which sets out the land use policies of the WG against which development proposals should be assessed. The latest version is the eleventh edition, published in February 2021.
- 5.11 In a bid to ensure placemaking is prioritised, and to aid in implementing the Well-being of Future Generations Act, policy topics within PPW has been grouped under five themes, comprising: *People and Places: Achieving Well-being through Placemaking; Strategic and Spatial Choices; Active and Social Places; Productive and Enterprising Places; and, Distinctive and Natural Places*, respectively. The subsequent sub-headed chapters are supplemented by detailed and interwoven policy, which seek to work together in delivering sustainable places.
- 5.12 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. In this regard it seeks to achieve WG’s well-being goals. All statutory bodies in Wales carrying out a planning function must exercise those functions with the principles of sustainable development as defined in the Well-being of Future Generations Act. Accordingly, paragraph 1.18 of PPW states emphatically that ‘legislation secures a presumption in favour of sustainable development’.
- 5.13 Figure 4 of PPW covers the Key Planning Principles of WG in seeking to achieve “the right development in the right place”. Development proposals must seek to deliver development that



addresses these outcomes, albeit paragraph 2.20 recognises that not all of these outcomes can necessarily be achieved under every development proposal.

Strategic and Spatial Choices

- 5.14 It is indicated within PPW that the first stage of the assessment of proposals must take place in respect of Strategic and Spatial Choices. In this regard it is stated that *“Effective strategic placemaking requires early collective consideration of placemaking issues at the outset... when developing specific proposals”*.
- 5.15 Paragraphs 3.3 to 3.18 of PPW highlights the importance of good design in *“creating sustainable places where people want to live, work and socialise”*. To achieve good design development, proposals need to meet the five overarching aims of design which comprise of access, character, community safety, environmental sustainability, and movement.
- 5.16 PPW seeks to ensure that proposals achieve 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. Major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities should be sited within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.
- 5.17 PPW indicates at paragraphs 3.61 to 3.63 that development should be located so that it can be well serviced by existing or planned infrastructure.

Active and Social Places

- 5.18 A key theme of PPW is creating places that are active and social, this includes sustainable transport provision. The opening paragraphs to this chapter include the following aspiration of PPW:
- “tackling inequalities between communities, delivering services and jobs closer to where people live and acknowledging the importance of inclusive communities and the wider environment for good health and well-being.”*
- 5.19 PPW places importance on locating development so as to minimise the need to travel and increasing accessibility by modes other than the private car.

Productive and Enterprising Places

- 5.20 PPW guides that productive and enterprising places are those which promote economic, social, environmental and cultural well-being by *“providing well-connected employment and sustainable economic development”*. Further, it is indicated that *“increased economic activity across all sectors and at all scales”* will contribute to prosperity of settlements.
- 5.21 PPW further indicates that by *“building on the existing economic strengths of places”* and *“promoting sufficient employment and enterprise opportunities”*, places can become more equal and deliver prosperity for all.
- 5.22 For planning purposes, WG 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 is not constrained by a shortage of land for economic uses. Planning authorities should aim to coordinate development with all forms of infrastructure provision such as transport and utilities, support national, regional, and local economic policies and strategies and promote the re-use of previously developed, vacant and underused land.

- 5.23 WG expects all new development to mitigate the causes of climate change in accordance with the energy hierarchy for planning. Reducing energy demand and increasing energy efficiency, through the location and design of new development, will assist in meeting energy demand with renewable and low carbon sources.

Distinctive and Natural Places

- 5.24 This chapter of PPW covers a range of topics, including cultural heritage matters, natural assets, and environmental quality. The opening statement of the chapter states that:

“Development proposals should be formulated to look to the long-term protection and enhancement of the special characteristics and intrinsic qualities of places...Problems should be prevented from occurring or getting worse. Biodiversity loss should be reversed, pollution reduced, environmental risks addressed and overall resilience of ecosystems improved.”

Technical Advice Notes

- 5.25 The following Technical Advice Notes (TANs) are considered to be of relevance in the consideration of these proposals.
- TAN 12 – Design (2016)
 - TAN 15 – Development and Flood Risk (2004)
 - TAN 18 – Transport (2007)
 - TAN 23 – Economic Development (2014)
- 5.26 TAN 12 relates to Design and was updated in March 2016. It provides advice and information on a number of related areas including the definition of design for planning purposes; design considerations in planning decisions; and local planning authority design policy and advice.
- 5.27 TAN 18, which was published in March 2007, deals with Transport matters, and advocates locating development where there is good access by public transport, walking and cycling, generally advocating development at sustainable sites.
- 5.28 TAN 15 covers Flood Risk and was published in July 2004. The TAN governs on the acceptability of various types of development within the defined flood zones in Wales.
- 5.29 TAN 23 focuses on economic development, which by definition of the Note, includes any form of development that generates wealth, jobs and income.

Well-being of Future Generations Act

- 5.30 The Well-being of Future Generations Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principles, and to 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. Its content is sought to be delivered through the planning system via the intertwining of the Act through PPW.

Local Development Plan

- 5.31 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. The development plan for the site comprises the Neath Port Talbot Council Local Development Plan (2011-2026).
- 5.32 The site is within the settlement boundary as defined by the Neath Port Talbot Council Local Development Plan. This site is not subject to any designations. It can therefore be classed as 'white land', whereby the principle of development on this site is acceptable, subject to material planning considerations.
- 5.33 Policies with a prefix of SP (strategic policies) are overarching policies relating to development in the county borough. Policy SP1 relates to climate change, and states that an emphasis will be on sustainable growth which benefits Neath Port Talbot as a whole. It outlines that this will be achieved by, inter alia:
- *The efficiency and sustainability of the County Borough's settlements will be enhanced through developing more cohesive and efficient settlements and settlement patterns, and consequently more sustainable travel patterns; and*
 - *Dependence on the private car and the need to travel in general will be reduced through promoting alternative means of transport and more efficient use of existing facilities, co-location and joint use of facilities."*
- 5.34 Strategic Policies (SP) for the area provide a basis for the determination of planning applications. Policy SP2 (Health) states that the development of sustainable, safe and confident communities require the co-location of jobs and facilities. The provision of new employment opportunities will also be promoted to reduce unemployment and economic inactivity rates.
- 5.35 Policy SP5 is relevant for any sites within the Coastal Corridor Strategy Area. Amongst other broad issues, this policy cites the coastal corridor as the area to safeguard existing employment uses and sites for employment purposes.
- 5.36 SP11 (Employment Growth) aims to support new and expanding employment developments through encouraging employment uses within settlement limits, in principle. 96 hectares of land has been allocated for employment and business purposes between Employment growth will play an important role in supporting the local economy
- 5.37 Policy SP18 covers the Authority's approach to Renewable and Low Carbon Energy, whereby it is encouraged where possible in new developments. SP19 (Waste Management) includes amongst its aim the need to ensure that new development provides for the sustainable management of waste.
- 5.38 SP20 (Transport Network) requires development proposals to be designed to provide safe and



efficient access and promote sustainable transport. Developments also require appropriate parking provision. SP20 links to SP2 in that new development proposals should be accessible by a variety of means, not just private car in the interest of creating sustainable communities. Walking, cycling and public transport play an important role in reducing the number of shorter journeys taken by car and contribute towards the Plan's aim to provide a sustainable more integrated transport network.

- 5.39 Policy SC1 relates to settlement limits and 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.
- 5.40 The Settlement Hierarchy at table 3.1 of the LDP has identified communities that have sufficient capacity to accommodate new development within designated boundaries. Port Talbot is one of three settlements that lie at the top of the hierarchy as it is a regionally important settlement providing the widest and most diverse range of functions. Further, Port Talbot is located on the strategic road network, and is fully accessible by a range of transport options.
- 5.41 Policy I1 relates to Infrastructure Requirements and states that provision for various resources and amenities must be considered. This includes community and public transport.
- 5.42 Policy EC3, Employment Area Uses, requires developments to demonstrate that proposals do not cause any adverse impacts on the overall function of the employment area and neighbouring commercial and residential properties. It also requires proposals to be sustainably justified in the location and appropriate in scale and form to the role and function of the employment area.
- 5.43 Policy OS1, Open Space Provision, requires that provision is made for open space where a local deficit is identified.
- 5.44 Policy RE2 relates to Renewable and Low Carbon Energy in New Development and encourages on-site zero / low carbon technology.
- 5.45 Policy EN6 covers Important Biodiversity and Geodiversity Sites, including Sites of Interest for Nature Conservation (SINC). Proposals should preserve and, where possible, enhance the natural heritage importance of the site. Developments will be permitted where they cannot reasonably be located elsewhere, and the benefits of the development outweigh the natural heritage importance of the site. This links to Policy EN7 which seeks to protect Important Natural Features.
- 5.46 Policy EN8 relates to Pollution and Land Stability and requires that new proposals must adequately consider, and address where necessary, any impacts arising from pollution resulting from new development.
- 5.47 Policy W3, Waste Management in New Development, seeks to ensure that provision is made for design, layout, storage and management of the waste in new developments, both during construction phase and occupation. Early consideration of the waste management needs for any proposal is essential to ensure planning for waste is considered at the outset.
- 5.48 Policy TR2 covers Design and Access of New Development. It legislates how access must be accounted for in new development. This includes ensuring that new development does not



compromise safety, effectiveness and efficiency of the highway network; that cycle and car parking provision is delivered at an appropriate level; and that sustainable travel options are provided where possible.

- 5.49 Policy BE1, Design, emphasises the importance that a new development achieves and creates attractive and safe places. It sets out a series of criteria that are sought to be achieved on new development proposals. This includes considerations of character, context, materials, highway safety, local features, security, transport connectivity, use of resources, drainage and layout.
- 5.50 A summary of the pertinent LDP policies is provided below, listed in the order they appear in the LDP.

Policy	Relating to
Strategic Policies	
SP1	Climate Change
SP2	Health
SP3	Sustainable Communities
SP4	Infrastructure
SP5	Development in the Coastal Corridor Strategy Area
SP10	Open Space
SP11	Employment Growth
SP15	Biodiversity and Geodiversity
SP16	Environmental Protection
SP18	Renewable and Low Carbon Energy
SP19	Waste Management
SP20	Transport Network
SP21	Built Environment and Historic Heritage
Topic Based Policies	
SC1	Settlement Limits
I1	Infrastructure Requirements
EC3	Employment Area Uses
OS1	Open Space Provision
EN6	Important Biodiversity and Geodiversity Sites



EN7	Important Natural Features
EN8	Pollution and Land Stability
RE2	Renewable and Low Carbon Energy in New Development
W3	Waste Management in New Development
TR2	Design and Access of New Development
BE1	Design
TO4	Walking and Cycling Routes

Supplementary Planning Guidance (SPG)

5.51 In addition to the above policies, the following SPG are also considered to be relevant to this application:

- Open Space and Greenspace (July 2017);
- Planning Obligations (October 2016);
- Design (July 2017);
- Car Parking Standards (October 2016);
- Pollution (October 2016); and
- Renewable and Low Carbon Energy (July 2017).



6 Appraisal

Overview

6.1 This section of the Planning Statement aims to identify the main issues relevant to the determination of the application and assess the scheme against the pertinent considerations.

- The **principle** of the development of this site in land use policy terms.
- The **design** of the proposed development including its impact on local character.
- The **highways** impact of the proposed development.
- The **ecological** implications of the proposed development.
- **Flooding** impact of the development in terms of impact upon the development itself, as well as third parties.
- Other material considerations, including **drainage, arboriculture, landscape, heritage, archaeology** and **air quality**.

Principle of the development

- 6.2 The site is located in a sustainable location in Baglan and is identified as 'white land' within the settlement boundary of Port Talbot, whereby the principle of development on this site is acceptable, subject to material planning considerations. The site is vacant and neighbours Baglan Industrial Park, which offers appropriate, high-quality infrastructure and supports numerous businesses and other related B1, B2 and B8 businesses in a safe and accessible industrial environment. Facilitating the growth of the industrial estate provides wide economic benefits both locally and nationally.
- 6.3 Policies of the LDP are complied with, not least due to the location of the site within the settlement boundary. Policy SP1 promotes development which increase accessibility, promote active travel and encourage a shift to more sustainable modes of transport for people. This has been achieved due to the site location. Dependence on the private car will be reduced due to the proximity of the site to the bus and railway station, and by providing a safe bicycle storage. Together these promote alternative means of transport.
- 6.4 Policy SP1 also promotes a '*more efficient use of existing facilities, co-location and joint use of facilities*' which is provided by the site by being adjacent Baglan Industrial Park. Delivering employment development within Baglan also adheres to policy SP2 regarding health as the development will be well-connected and adequately resourced to provide health benefits
- 6.5 Compliance with Future Wales is demonstrated through the provision of an industrial unit that will bring employment to the area. The location of the site in relation to Port Talbot supports the focus of connected, inclusive and healthy places objectives in regard to ensuring that settlements are well located in relation to employment and services. Further, the development itself is located adjoining the Baglan Industrial Park, and provision of a new employment site here will further encourage more associated uses. The agglomeration of such uses, both industrial and professional, will provide benefits to the existing employment sites.



- 6.6 The Swansea Bay area, identified within Future Wales, encompasses much of Port Talbot and is thus considered a priority area for WG. Within such areas, it is revealed that traditional and new economic sectors can be supported by existing and new employment areas. In regard to this proposal, provision of new glass processing unit will support the economy of the County Borough through bringing employment opportunities to the area.
- 6.7 Compliance with PPW is demonstrated, which advocates siting new development within existing urban areas. Further, an underutilised site is being made use of in order to provide an employment use in a sustainable location. It also advocates development of sites in close proximity to modes of sustainable transport. Furthermore, a key planning principle of PPW is enabling development which contributes to long-term economic well-being.
- 6.8 Accordingly, as evidenced by the support the applicant has received from the Local Authority during pre-application discussions, the principle of the development is firmly established.

Design of the development

- 6.9 In terms of design, the proposed development adopts a layout which considers the immediate site constraints together with the wider landscape to deliver a design which is cohesive with uses in the immediate vicinity.
- 6.10 The scale of the proposed development is appropriate in that the scheme has been designed to reflect neighbouring uses. Via a combination of siting, scale and context, there are no significant amenity concerns arising.
- 6.11 The movement of people, goods and vehicles have been carefully considered within the physical and regulatory context of this site to maximise the potential of the processing facility. Flexibility has also been a principal consideration for design decisions and the use of the site as currently proposed in this scheme.
- 6.12 The two mass forms of the building, comprising of the processing and administration areas, are differentiated by the use of contrasting colours and textures applied to orthogonally organised façade design. The processing unit comprises steel frame cladding with composite 1m wide panel cladding and a small brickwork plinth, reflecting the industrial nature of the vicinity. Planar glazing to the administrative quarters showcase the material processed on site. The contrast between the glass panelled front of the building and the steel cladding of the building envelope enhances the architectural narrative and the sense of arrival on entering the site from the eastern entrance.
- 6.13 A minimal palette of materials has been chosen for the building, which, in combination with the architectural articulation, will have differing appearances in the changing light conditions prevalent in this location and natural landscape setting. The glass- and steel-clad building envelope varies in pattern and texture.
- 6.14 In respect of renewable energy, there is an intention to provide photovoltaic roof panels, and a battery in order to store generated energy. Further details will be clear upon development of the detailed design
- 6.15 The site arrangement has been defined by the existing site constraints. The northeast/eastern



part of the site is dedicated to car parking, including accessible parking close to the building entrance and electric vehicle charging bays. The peripheries of the parking area will be utilised for biodiverse landscaping and sustainable drainage. Incorporating landscaping along the site frontages aids in many ways, including landscape character, biodiversity, and positive environmental impacts. Additionally, the sustainable location, access to public transport, and strong walking and cycle links, all play into the WG placemaking agenda. This demonstrates that the proposed development would be a suitably designed and appropriate addition to the streetscape in this location.

Highways

- 6.16 The accompanying Transport Assessment prepared by Apex Transport Planning considers the impact of the development of 25,545m² of industrial development on the wider highway network in the vicinity of the site. The report reviews the existing conditions and likely transport impact associated with the development. It concludes that the development will not have a significant impact on the transport network and can be accommodated in terms of safety and capacity.
- 6.17 The site is well connected to existing walking and cycling routes. Bus stops are also located within walking distance, and these provide a good frequency of service to residential areas, suitable for commuting journeys. The surrounding area has a good level of sustainable travel, as would be expected in an area with existing employment uses and walking, cycling and public transport journeys are already accommodated on the network.
- 6.18 Vehicle access and visibility have been assessed as acceptable. 180 car parking spaces are provided in accordance with Parking Standards Supplementary Planning Guidance (SPG), where non-operational uses in Zone 4 is required to provide no greater than one space per 120sqm.
- 6.19 The site provides secure and covered cycle shelters that can accommodate 154 cycles near the building entrance. This is in line with the SPG which states for industrial use that a minimum of one stand per 500sqm for long stay parking and one stand per 1000sqm for short stay parking should be provided.
- 6.20 Operational assessments have been undertaken on the key junctions on the local highway network. The assessments are robust and have been undertaken in a 2023, 2028 and 2033 future year considering unfettered traffic growth (which may not occur). The assessments demonstrated that the development would not have a material impact on the capacity at any junction and no mitigation is required to accommodate the proposals.

Ecology

- 6.21 The site is designated as a Site of Importance for Nature Conservation (SINC) with the main interest being the post-industrial habitat. The proposed design has sought to contain the development to the north-eastern portion of the site to minimise the impact on the SINC and continue the industrial form along Baglan Way, and away from nearest residential receptors. Land take associated with built development will encompass approximately 4.5ha of marshy and semi-improved grassland, ephemeral/short perennial vegetation, scattered scrub and tall ruderal vegetation. This is in addition to the temporary loss/degradation of additional habitat approximately 1.5ha along the north-eastern and northern boundary of the site to accommodate



sustainable drainage features and a bund along the southern boundary.

- 6.22 To mitigate against the loss of the SINC, the intention is to bring the retained areas of on-site SINC into regular long-term management, comprising 6ha of the site. Provision of structural landscaping, a mix of native and non-native trees and shrubs are proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation, as well as strengthening of screening and protection of visual amenity. A substantial 720sqm green roof is proposed to the office element of the proposals, which will incorporate new habitat features including bare ground, wildflowers and tussocky grassland of value to birds and invertebrates which will mitigate for loss of the SINC and provide biodiversity benefits for the lifetime of the development. The inclusion of rain gardens within the fabric of built development will provide additional opportunities for new planting and habitat creation.
- 6.23 Plantation woodland bounding the site provides a linear feature for bats commuting across the wider landscape, whilst habitats on site are of value for a bat assemblage more generally. Surveys indicated bat activity is dominated by relatively low levels of common pipistrelle and soprano pipistrelle bats.
- 6.24 Invertebrate surveys identified 211 species, 31 of which were deemed to be of conservation interest. No notable populations of breeding birds were found given the relatively small size of the site and prevalence of tall tree lines and buildings immediately adjacent which would deter many ground nesting species. The presence of badger, dormouse, otter, and great crested newt were also surveyed but no evidence of their presence was found.
- 6.25 Further detail is available in the accompanying ecological appraisal report prepared by EDP, which concludes that, subject to implementation of proposed mitigation measures, the scheme is capable of compliance with relevant planning policy for the conservation of the natural environment at all levels.

Flooding

- 6.26 The TAN 15 Development Advice Maps demonstrate that the site is in Flood Zone C1, which signifies areas served by significant infrastructure, including flood defences. Accompanying this submission is a Flood Consequences Assessment prepared by JBA Consulting (March 2022). It finds that the site has existing levels ranging from 6.68m Above Ordnance Datum (AOD) to 5.2m AOD approximately and concludes that the site is not at significant risk from any source of flooding, and does not give rise to any unacceptable levels of risk in line with TAN 15.

Other material considerations

- 6.27 **Drainage** – The proposed drainage strategy utilises sustainable drainage (SuDS) wherever possible across the development site to manage surface water as close to the surface as possible. A series of assets are proposed to store surface water from footpaths, loading bays and car parks, and discharge it at greenfield runoff rates to the Baglan Brook located to the east of the development site. It is proposed to utilise rainwater harvesting, treating rainwater as a valuable natural resource, to manage surface water generated from the roof of the proposed industrial unit.
- 6.28 The incorporation of SuDS assets across the site will provide the required storage volumes via an



active attenuated rainwater harvesting system, permeable paving located within the designated car parking areas, a series of rain gardens, as well as a sequence of detention basins which will be connected via swales along the north-eastern boundary of the site.

- 6.29 **Arboriculture** – There are no category A trees on site, and the development has sought to retain as many category B trees as possible. In order to facilitate development on site, it is proposed to remove trees adjacent to the access, which is provided in natural clearings on the site boundary to minimise tree removal. Tree removal is also required to accommodate SuDS on site. Of the eight existing category B trees/groups/hedgerows on site, two are lost to accommodate the proposals, two will be affected and four remain unaffected. 10 of the 14 category C trees/groups/hedgerows are lost due to the proposals, three are affected and one remains unaffected.
- 6.30 A number of new trees are proposed to be planted on site, at a ratio of two trees for each one lost. Overall, the landscaping proposals will seek to enhance the quality and nature of soft landscaping on the site.
- 6.31 **Landscape** – The scheme proposes new development on previously undeveloped land, as such, there will be some moderated effect upon visual receptors within the landscape. The Landscape and Visual Impact Assessment Report indicates that given the principle of commercial/industrial development upon the site, subsequent effects ought to be acceptable by the LPA. Summarily, it is believed that proposals would be in keeping with the existing landscape and would not cause adverse effect on surrounding context.
- 6.32 **Archaeology and heritage** – The Archaeological and Heritage Assessment, prepared by EDP, notes that the site does not contain any World Heritage sites, scheduled monuments, registered historic parks and gardens or listed buildings, where there would be a presumption in favour of their physical preservation *in situ* and against development.
- 6.33 Potential impacts upon the settings of designated historic assets in the 1km study area have been considered. This assessment concludes that no designated assets or non-designated assets will have their settings affected by the proposed development.
- 6.34 **Air quality** – The air quality impacts associated with the proposed development have been assessed in a report by Air Quality Consultants, which accompanies this application. The assessment was based on measurements made during 2019, and pre-pandemic activity and emissions forecasts, to ensure a worst-case assessment so as not to underestimate impacts of reduced pollutants during the pandemic.
- 6.35 The development will generate additional traffic on the local road network, but the assessment has demonstrated that pollutant concentrations will be well below the objectives at all existing receptors in 2022, with or without the proposed development, and that the emissions from the additional traffic generated by the proposed development, will have a negligible impact on air quality conditions at all existing receptors along the local road network. The overall operational air quality effects of the proposed development are judged to be ‘not significant’.
- 6.36 Taking into account these conclusions, it is judged that the proposed development is consistent with PPW, being appropriate for its location in terms of its effects on the local air quality



environment. It also will not affect compliance with statutory air quality limit values or national objectives. The proposed development is also consistent with Policy SP16 of the LDP, as it will not significantly increase pollution levels.



7 Conclusion

- 7.1 This Planning Statement is produced in support of proposals for a glass processing unit and associated uses, including landscaping, access, car and cycle parking, storage, sustainable drainage and other works on land at Baglan Way, Port Talbot.
- 7.2 The principle of development is established by the location of the site within the settlement boundary in an industrial area. Further, the development will contribute to long-term economic goals, supporting key principles of both local and national policy in this regard.
- 7.3 The aim of the LDP to deliver a competitive, modern and sustainable economy is mirrored within aims of Welsh Government. The proposal evidently seeks to support the function of Baglan Industrial Park whilst also facilitating its growth and expansion by introducing a new processing factory. In this respect, the proposal seeks to innovate and strengthen the local economy.
- 7.4 The design facets proposed are befitting of the site location and proposes a vernacular that complements existing materials in the site area. The wider site will benefit from sensitive and functional landscaped spaces.
- 7.5 The accompanying ecological reports identify suitable mitigation to ensure that the SINC designation is acceptably managed. This is supported by the location of the site within the settlement boundary and adjacent to established industrial units, which indicates the site lends itself to employment development of this scale.
- 7.6 There are no technical constraints identified in respect of flooding, drainage, highways, noise, air quality, heritage or archaeology; and impact upon landscaping and trees is demonstrably acceptable; with the application supported by a various supporting technical documentation. None of the supporting documents has identified any harm arising from the proposals to these matters and suitable mitigation has been provided where necessary.
- 7.7 Wellbeing goals of the Well-being of Future Generations Act (WFGA) are adhered to through this application in that there would be no significant or unacceptable impacts upon the achievement of wellbeing objectives as a result of the application being approved and development being carried out. PPW brings the objectives of the Act into clearer focus in a planning context, thus through compliance with PPW, adherence to the WFGA is demonstrated.
- 7.8 In conclusion, the proposal offers an excellent employment opportunity, delivered in a sustainable location, which will promote the local economy and encourage a shift to more sustainable modes of transport whilst aiding in meeting the economic requirements of Neath Port Talbot CBC. The site accords with sustainable development principles through its location within the settlement boundary and its redundant nature. The development is a compatible addition to the vicinity and there are no known technical constraints to the development of this site. On this basis, it is respectfully recommended that Neath Port Talbot County Borough Council put this application forward for approval.