

The Quays EV Charging

Planning Statement

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1 Executive Summary

Neath Port Talbot Council (NPTC) proposed to increase the number of parking spaces within their existing parking area to the NPTC offices.

The proposals include the provision of a new access road, parking bays, solar canopy, drainage, and EV charging points. The proposals are formed of materials which will complement the existing site.

The proposals are situated on an existing area of grassed public open space, located wholly within the current parking area. New planting is proposed to offset the loss of public open space in the area.

The site is to be drained in a sustainable manner, with surface water produced by the new development infiltrating to ground.

The proposed new parking bays will be accessed from the existing parking access road and will also include two new accesses. One access will be to an additional NPTC parking area and a second access will be for emergency vehicles from a local road.

2 Introduction to the proposed development

2.1 Purpose of this report

- 2.1.1 This Planning Statement relates to proposed additional roadways and parking in the NPTC land, along with a solar canopy and landscaping works.
- 2.1.2 This report provides a description of the application site (the Site) along with the proposed development. The Statement will explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users.

2.2 Structure of the report

- 2.2.1 This report will contain the following sections.
 - An assessment of the existing context of the site
 - An introduction to the proposed development.
 - An overview of the design of the proposed development
 - An overview of access arrangements to the proposed development

2.3 Summary of the site

- 2.3.1 The Quays EV charging site is located off Brunel Way within Neath Part Talbot. The area is located to the south of the existing NPTC building and is adjacent to existing parking areas. The development is approximately 1km West of the M4, with access from Brunel Way to the East.
- 2.3.2 The site boundary consists of the existing council and a small section of grassed area containing 2 bunds, the site is wholly located on made ground. The wider area is a mix of brownfield, open spaces and built-up areas. The topography of the site is generally flat with the exceptions of bunds within the grassed area.
- 2.3.3 The total site area is approximately 0.95 hectares (9500 m²), (which includes 2 sections of council parking, a grassed area and a section of the larger council vehicle parking). The grassed area in which the proposed car parking is to be built on equates to approximately 0.1 hectares in size.

2.4 Summary of the proposed development

- 2.4.1 The proposed development comprises additional parking spaces accessed by a new section of road connecting to the existing road, landscaped areas, a new footway construction, a new solar canopy, and EV charging points.

2.5 Summary of relevant design standards

- 2.5.1 The new roads and associate elements have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) standards for highways as well as the NPTC design standards.
- 2.5.2 SuDS have been designed in accordance with CIRIA C753 – The SuDS Manual and other relevant CIRIA guidance documents, in addition to the NPTC Local Flood Risk Management Strategy.

3 Design

3.1 New road and car parking spaces

- 3.1.1 The proposed layout consists of a new section of one-way road which connects to an existing section of road located within the NPTC office parking area. The new road will connect back to the existing car park road. The new road has been designed to tie into the existing road network and will be formed of similar materials. In addition to the road there will be new road marking, traffic signs and drainage.
- 3.1.2 The new road pavement will be formed of a proprietary Thin Surface Course System underlain by asphalt concrete. The foundation will be type 1 subbase material underlain by capping material. Footways will be formed of asphalt concrete underlain by type 1 subbase. Kerbs will be standard precast concrete kerbs.
- 3.1.3 Additional car parking spaces are also being provided which are accessed by the new section of road. The parking spaces will be formed of concrete block paving setts underlain by sand and asphalt concrete.
- 3.1.4 Two new accesses will be formed onto additional existing roads to the south and west of the proposals. The southern access will be an emergency access. The existing car park road will be extended south to the Service Response Centre access Road, which is accessed from Brunel Way. The western access will be to a further NPTC parking area to the west of the site.
- 3.1.5 Petrol interceptors are not required as there will be a low volume of traffic on the proposed car park access road. Vehicles will also be travelling at very low speeds. Therefore, there will be a low probability of a spillage incident occurring and affecting the local environment.

3.2 Solar canopy

- 3.2.1 A solar canopy structure is proposed to cover the new parking bays, in addition to a number of the existing parking bays. The structure will cover 32 parking bays in total and includes solar panels mounted to a canopy structure. The solar panels are expected to provide 2.5kW of power per parking bay. The canopy will include hidden foundations, a hidden inverter and drainage. Structural standards for the proposed canopy system, including further technical data is provided in Appendix A.
- 3.2.2 The solar canopy posts, side rafters, and sheets are formed of hot galvanised steel. The roof profiles are formed of zinc-magnesium and the PV-mounting system is stainless steel or aluminium.
- 3.2.3 A drawing, providing dimensions of the solar canopy is shown in Figure 1.

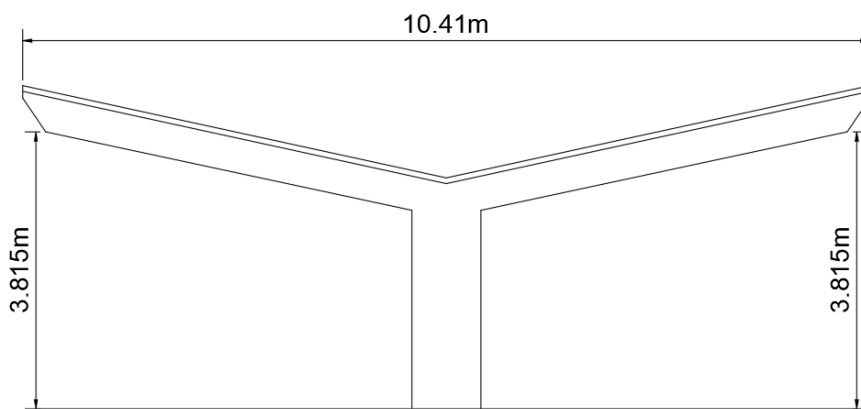


Figure 1: Dimensions of the solar canopy

3.2.4 A 3D visualisation of the solar canopy system is shown in Figure 2.



Figure 2: 3D visualisation of the solar canopy system

3.3 EV Charging Points

3.3.1 A number of new EV charging points are proposed to be installed as part of the development. A new electrical route will be provided to connect into the existing local electricity network. The system will connect to the solar canopy and provide electricity to the new EV car charging points.

3.4 Drainage

3.4.1 Surface water runoff at the proposed additional parking area and access is proposed to be collected through a filter drain system which will direct flow towards an infiltration pond to the southwest of the site. Infiltration is assumed to be a suitable method of surface water discharge for this site as the existing area already discharges via infiltration.

3.4.2 ACO Road Drains are to be used at the emergency access junction to the south, where a connection into the infiltration pond is not feasible due to the site levels. Run off from the junction will discharge to an existing drainage ditch to the southeast, ensuring the maximum discharge rate is less than the maximum allowable figure agreed with Neath Port Talbot Council.

3.4.3 A drainage strategy report is included as part of the planning application which details the drainage strategy for the development.

3.5 Fencing

3.5.1 A new section of 3m high steel mesh fencing is to be providing along with double leaf mesh gates at the new access points to the parking area. The fencing consists of anti-scaling features to provide additional security. A fencing layout is included as part of the planning application which indicates the location of all proposed fencing and gates.

3.6 Landscape

- 3.6.1 In order to provide the new section of road and car parking bays, an existing grass area will be lost. To offset the loss of the grass areas it is proposed to improve existing grass areas by turning them into short flowering lawns and wildflower meadows.
- 3.6.2 A section of existing trees and vegetation is being removed to facilitate the provision of 12 new EV charging spaces in place of existing parking spaces.
- 3.6.3 Short flowering lawns are to be cut every four weeks to allow short-flowering plants to complete a full cycle, providing additional nectar for insects.
- 3.6.4 Wildflower meadows will not be cut inside a flowering season (April – September). edges will be cut throughout the year to maintain appearance.
- 3.6.5 A new infiltration basin will be formed within an existing area of grassland and will be reseeded with a grass seed mix suitable for wet conditions.
- 3.6.6 Gabion baskets are proposed which will utilise locally sourced stone. They will be formed of a breeze block centre with locally sourced stone to the faces which will include plug planting to vegetate.

3.7 Lighting

- 3.7.1 The existing column mounted car park lighting scheme is generally retained unchanged; however, the introduction of a new solar canopy compromises the effect of the existing column mounted lighting as the solar canopy will cast a shadow on the parking/charging area beneath it. Therefore, a new, fully dimmable LED lighting installation shall be provided to the underside of the solar canopy to provide local illumination under the canopy. The proposed lighting scheme shall be designed to achieve the following levels detailed in BS 12464-2 Light and lighting — Lighting of work places Part 2: Outdoor work places, where relevant.

Table 5.6 — Fuel filling stations

Ref. no.	Type of area, task or activity	$\bar{E}_m$ lx	U_o –	R_{GL} –	R_a –	Specific requirements
5.6.1	Vehicle parking and storage areas	5	0,25	50	20	
5.6.2	Entry and exit driveways: dark environment	20	0,40	45	20	
5.6.3	Entry and exit driveways: light environment	50	0,40	45	20	
5.6.4	Air pressure and water checking points and other service areas	150	0,40	45	20	
5.6.5	Meter reading area	150	0,40	45	20	

- 3.7.2 A fully automated lighting control system shall be provided for the proposed canopy lighting scheme comprising of photocell, presence detection, time-switch with auto seasonal adjustments and manual override. The operational hours of the canopy lighting shall be confirmed by NPTC, this element shall be operated via the time-switch. Presence detection is provided in order to activate the local lighting outside of operational hours during darkness if infra-red movement is detected.
- 3.7.3 Emergency lighting shall be provided to the area directly beneath the solar canopy, to illuminate escape routes in the event of the loss of general lighting. The emergency lighting shall be integrated with the general lighting scheme, using self-contained, non-maintained emergency versions of the standard luminaires with integral batteries as necessary to achieve the appropriate levels defined in BS 5266-1:2016 Emergency lighting – Part 1: Code of practice for the emergency lighting of premises, and BS EN 1838:2013 Lighting applications — Emergency lighting.

4 Access

4.1 Access for vehicular traffic

- 4.1.1.1 Access to the new parking area by vehicles will be via the existing NPTC parking areas. Emergency Access will also be provided from the Service Response Centre access road which is accessed from Brunel Way.

4.2 Access for pedestrians

- 4.2.1.1 Pedestrians are expected to access and leave the new parking area through the local footway network situated within the NPTC parking area. A new section of footway is proposed to connect into the local network.

Appendix A

Solar Canopy Technical Data Sheet

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