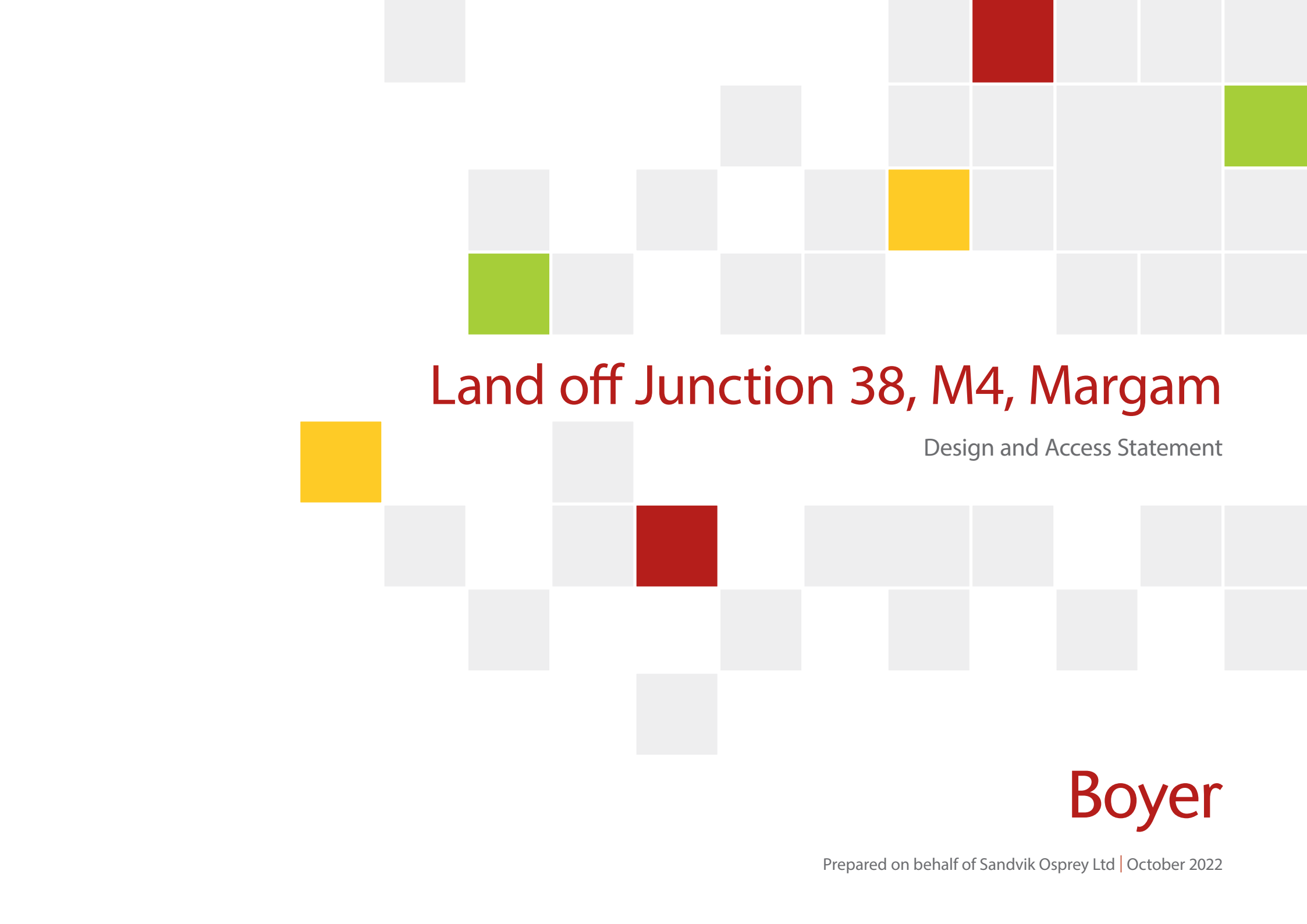




Land off Junction 38, M4, Margam

Design and Access Statement

Boyer

TABLE OF CONTENTS

1.	Introduction	2
2.	Site and Context Analysis	3
3.	Proposed Development	6
4.	Planning Policy Context	15
5.	Design Analysis	19
6.	Conclusion	23

1. INTRODUCTION

- 1.1 This Design and Access Statement (DAS) has been prepared by Boyer, on behalf of Sandvik Osprey Ltd, to accompany and support a full planning application submitted to Neath Port Talbot County Borough Council (NPTCBC) for industrial development at the land off J38 of the M4, Margam.
- 1.2 The proposed development of a metal processing facility will comprise a powder processing plant, with warehouse and store, as well as associated buildings including office, amenity, and laboratory and services buildings.
- 1.3 The purpose of this statement is to address the relevant design and access issues associated with the proposed development. Therefore, the structure of this Statement is as follows:
 - Section 2 will describe the site and its context;
 - Section 3 will provide the rationale and outline of the proposed development;
 - Section 4 will review the relevant planning policy context;
 - Section 5 will consider the design and access principles; and
 - Section 6 will provide the conclusion.

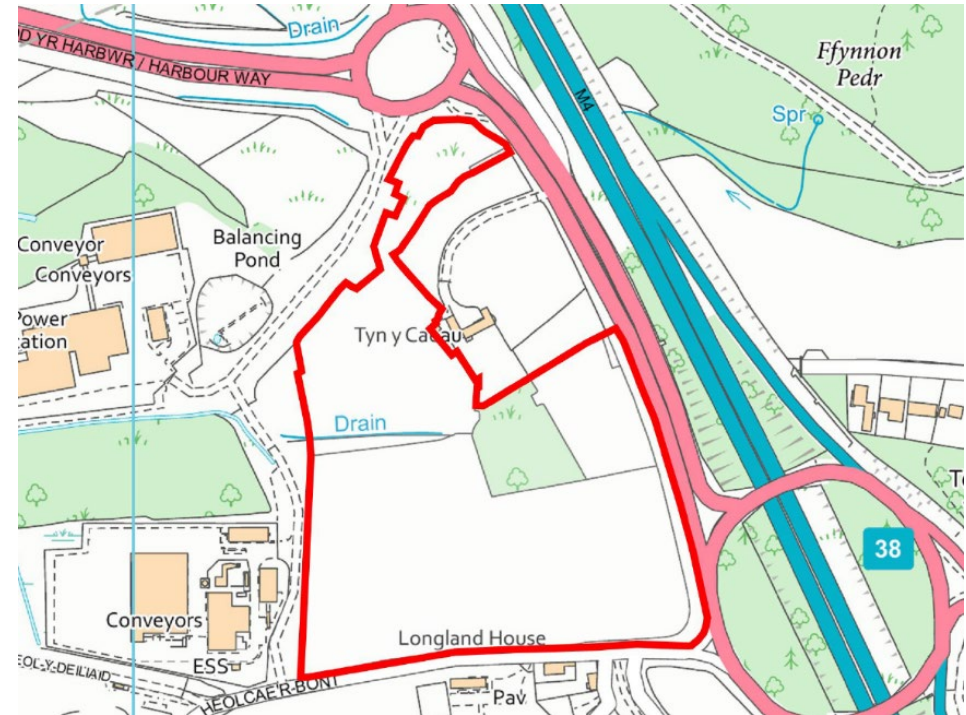


Figure 1 - Site Location Plan

2. SITE AND CONTEXT ANALYSIS

Port Talbot

- 2.1 Port Talbot is a town situated on the east side of Swansea Bay, located in the administration of Neath Port Talbot County Borough Council (NPTCBC).
- 2.2 Port Talbot has been categorised as a primary key settlement within the adopted Local Development Plan (2016), which has been identified as one of the borough's most sustainable settlement.
- 2.3 The WSP and its Western Valleys Strategy identifies eleven key settlements which will have a critical role to play in the success of the city region, three of which lie within Neath Port Talbot: Neath, Port Talbot and Pontardawe / Clydach.
- 2.4 Neath Port Talbot lies within the Swansea Bay Waterfront and Western Valleys area and its vision is: 'A network of independent settlements with Swansea at its heart which pull together effectively as a city region with a modern, competitive, knowledge based economy designed to deliver a high quality of life, a sustainable environment, a vibrant waterfront and excellent national and international connections'.
- 2.5 The key priorities for the region are:
- 2.6
 - Improving accessibility. This includes improved telecommunication links as well as developing transport connections between the key settlements;

- Developing a cutting edge knowledge economy;
- Reducing economic inactivity and developing an integrated skills strategy;
- Implementing the Waterfront Masterplan to maximise opportunities along the stunning coastline; Developing a strong leisure and activity based tourism industry;
- Ensuring that environmental protection and enhancement are fully integrated.



Site Location and Description

- 2.7 The Site comprises of an irregular parcel of land measuring approximately 6Ha located to the west of junction 38 of the M4, Margam, as demonstrated in the Site Location Plan enclosed at **Appendix 1**, and therefore within the administrative boundary of Neath and Port Talbot Council. The Site's current land use is arable farmland that is bound by native hedgerow that wraps around the eastern and southern boundaries that border the A48, Heolcae'r-Bont (Longlands Lane) and the Wales Costal Path (WCP).
- 2.8 The site is accessed via two access points on the northern boundary, which links to the A48 / A4241 roundabout at its northern end.
- 2.9 Beyond this point areas of wet woodland are located with the BOC Plant and the Port Talbot Steel Work located approximately 1.13km away. The currently vacant small holding of Tyn-y-Caeau is located to the immediate north-west and contains an established woodland within its' grounds along the eastern site boundary that is protected by a Tree Preservation Order (Ref. T364). The Grade II Listed Margam Crematorium (Ref. 87732) and Longlands House are found to the south of the site with adjacent playing fields.
- 2.10 In the wider context, Margam Country Park lies eastwards across the other side of Junction 38, M4, with Tata Steel Works to the west. Both Margam and Port Talbot and located to the North West at approximately 0.50km and 3.55km respectively.

- 2.11 Existing access is provided from the Margam Interchange of the M4 via Heolcae'r-Bont (Longlands Lane) to the south, however additional upgraded access is provided by the A4241 Harbour Way Peripheral Distributary Road (PDR) Highway Network Enhancement to the north of the site. An access route follows the western boundary of the site to connect the two roads together that services Margam Green and Western Wood Energy Plants.
- 2.12 The Site is predominantly located outside of the Flood Zone and falls within Development Advice Map Zone A (i.e. considered to be at little or no risk of fluvial or coastal/tidal flooding). Meanwhile parts of the highway and a small catchment to north of the site are identified within Zone B and Zone C2 with the attached Low Flood Risk from rivers, and surface water & small watercourses.
- 2.13 There are no listed buildings within the Site boundary.



Aerial View of Site

- 2.14 The Site is located less than 0.09km from the designated Special Landscape Area (SLA) and Landscape of Historic Interest that contains the Margam Park Historic Park and Garden and Conservation Area within which numerous Grade I and Grade II Listed Buildings and Scheduled Ancient Monuments lie. Scheduled Monuments Mynydd y Castell Camp; Half Moon Camp and Ergyd Isaf Round Barrows fall within 2km of the site.
- 2.15 Moreover, 0.44km south of the site lies a Site of Special Scientific Interest (SSSI) at the Eglwys Nunydd Reservoir with the Margam Moors SSSI to the adjacent south-west.
- 2.16 The Site includes trees that do not benefit from Tree Preservation Orders, and these trees will be retained as part of the Proposed Development. The application is supported by an Arboricultural Impact Assessment, which confirms that these trees will be protected.
- 2.17 An Air Quality Management Area (AQMA) is located to the north of the site and covers the majority of land and properties between the Tata Steel Works and the M4 motorway.
- 2.18 The application land is level to gently sloping at between 10m and 15m above Ordnance Datum (AOD). The slope directs water westward where it drains into a small unnamed watercourse that connects with Upper Mother Ditch. The Welsh government's predictive Agricultural Land Classification (ALC) map indicates the site to be comprised of predominantly grade 3, subgrade 3b, with catchments of grade 2 along the northern boundary line and non-agricultural land sparsely populating the boundary shared with Tyn y Caeau. Reading Agricultural Consultants investigated the ALC identified the site as predominantly subgrade 3a with subgrade 3b located in the north-western corner. Further information can be found within the supporting Agricultural Land Classification (ALC) Survey which accompanies this application.
- 2.19 There are no Public Rights of Ways (PROWs) on or immediately abutting the Site, however the Wales Coastal Path wraps the eastern and southern boundaries that provides a recreational route footpath across the Margam Moors, crossing the main Swansea/Paddington railway and Kenfig River into the Kenfig National Nature Reserve.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development, as described on the submitted planning application form, is as follows:

“Full planning application of the development of a metal processing facility totalling 28,500sq.m of floorspace comprising a powder processing plant (17,377sq.m), warehouse and store (5,428 sq.m) office building (1,442 sq.m), amenity building (776 sq.m), laboratory (200 sq.m), services building (470 sq.m), substation (107 sq.m), phase 2 (2,700 sq.m), CCTV and parking on-site at J38, M4, Margam, Port Talbot”.

- 3.2 The purpose of the proposal is to relocate the existing Sandvik Osprey metal processing facilities currently located on a property off Milland Road, Neath to Junction 38, Margam. Sandvik Osprey is the world's largest fine metal powder producer, thereby the proposal seeks to provide greater manufacturing capacity and workforce to meet the unprecedented demand for fine metal powder generated by the growth of metal 3D printing. It is intended that the proposal will fall into use classes B1, B2 and B8, totalling a Gross Floorspace Area of 28,500 sq.m comprised of:

- Powder Processing Plant (17,377 sq.m)
- Warehouse and Store (5,428 sq.m)
- Office (1,442 sq.m)
- Amenity (776 sq.m)
- Laboratory (200 sq.m)
- Services Building (470sq.m)

- Sub Station (107sq.m)
- Phase 2 (2,700 sq.m)

Access / Parking

- 3.3 The site is accessed via two access points on the northern boundary, which links to the A48 / A4241 roundabout at its northern end. The main access junction provides secure access to the amenity and office buildings as well as footways for pedestrians to use. A secondary access is provided on the northern boundary of the site, which will accommodate operational vehicles. This will be a new junction onto the site access road. In addition to this there is a primary pedestrian access from the south onto Heolcae'r Bont.
- 3.4 In terms of parking, 170 spaces have been proposed with provisions for 11 disabled parking bays and 18 electric vehicle-charging units. There is also provision for cycle parking at both amenity and office buildings.

Proposed Buildings

- 3.5 The production building is proposed to be split into a number of areas and have the following functions:
- Powder Atomisation: Melting of metal within a furnace and gas atomisation of molten metal.
 - Powder Processing: Classification of metal powder sizes from atomisation.
 - Raw material handling and allow preparation.
 - CE Alloys: Machining of parts.

- Warehouse and Stores: Storage and dispatch of product.
- Engineering: Maintenance and production support.
- Lab: Metallurgical testing.

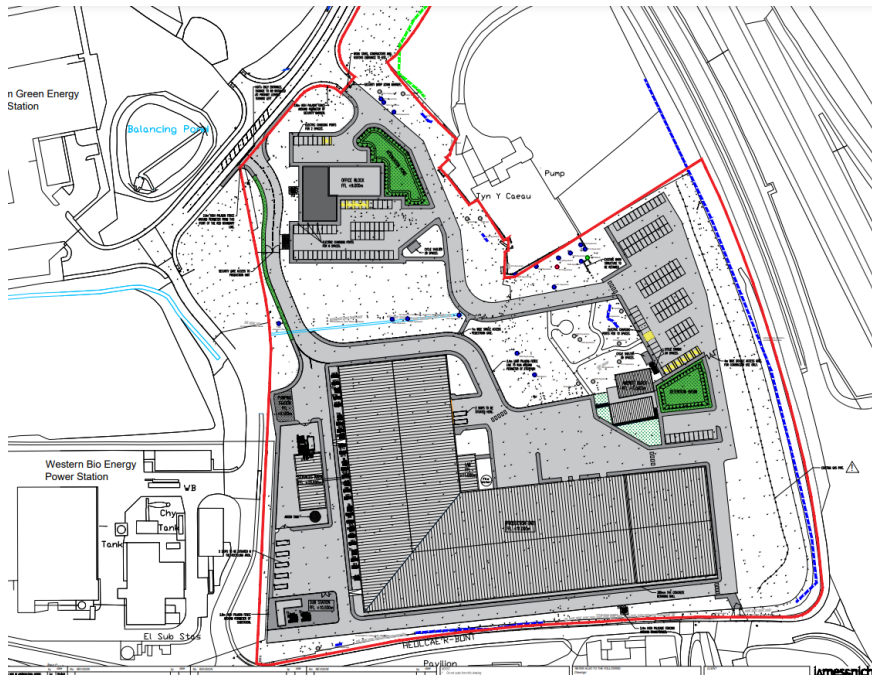


Figure 2 - Site Masterplan

- 3.6 The powder processing plant would be split into three sections, comprised of 1-3 storeys and have a maximum building height of 16.5 metres. Similarly, the warehouse and store element would be one storey and have a building height of 16.5 metres. The lab would have a proposed maximum height of 11 metres and accommodate ½ storeys. The services building would stand one storey tall and measure a maximum length of 13m. There will be no external emissions or effluent.
- 3.7 The Amenity Building will stand two stories tall with a maximum height of 10 metres and encompass a rest area, changing area and washing/showering facility.
- 3.8 The proposed office will operate as a general office for the site, stand two storeys tall with a maximum height of 8.7 metres.
- 3.9 The following substances are to be used on site and storage of hazardous materials:
- Raw Materials: Ni, Co, Cr, Fe, Al, etc. all in solid form.
 - Revert Powders: Stored in sealed drums on pallets (of above metal alloys).
 - Large dump material (solid metal) stored on pallets (of above metal alloys).
 - Refractory Materials: 25Kilo bags on pallets.
 - N and Ar: Pressurised buffer tanks.
 - Lubricants and Oils: Plastic 25L containers stored in self-contained bunded units.

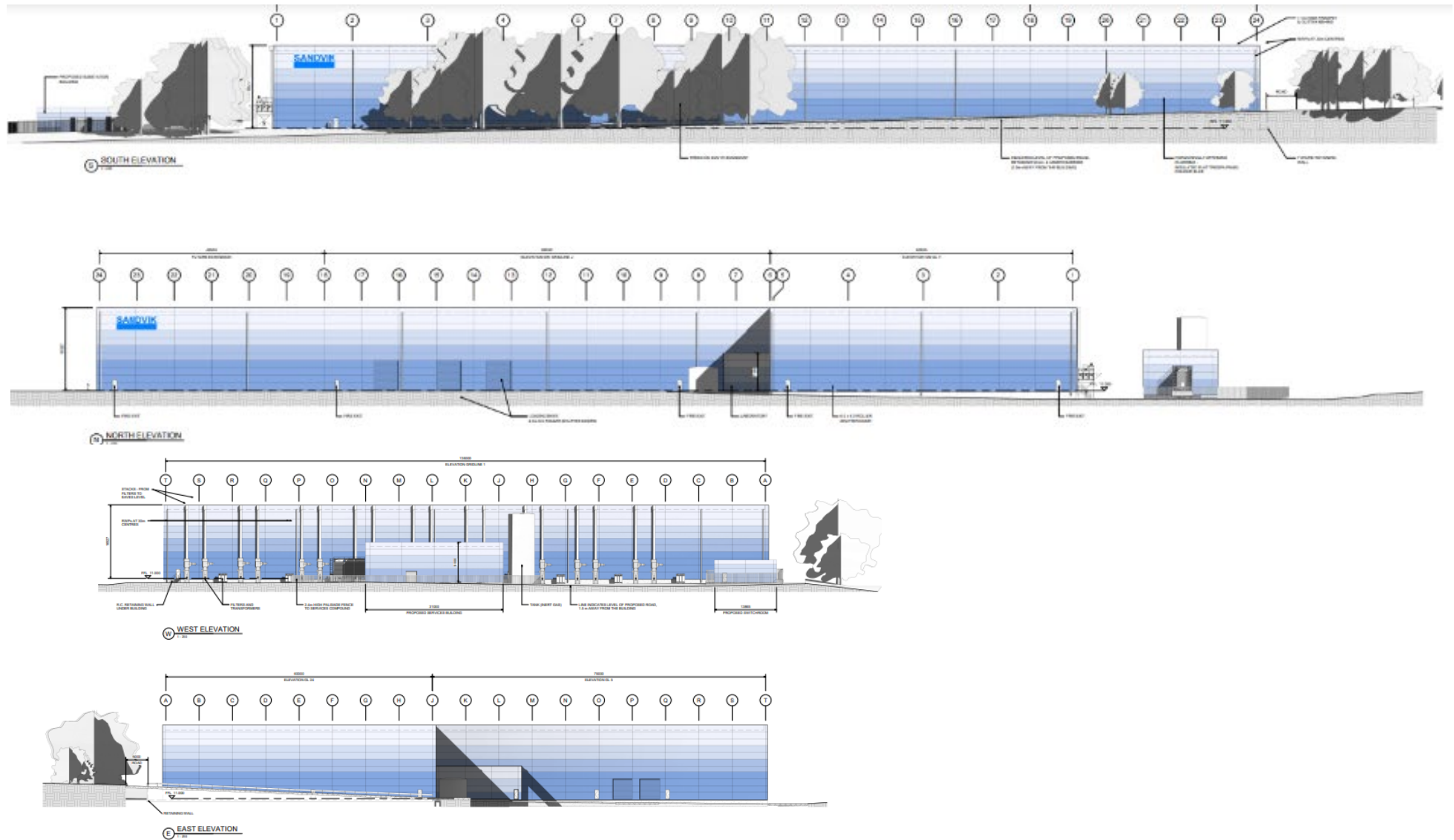
- Smaller substances (paints, glues, resins etc.) used on site are stored in chemical cabinets in stores.

- 3.10 Where the metal powder production process requires a large quantity of inert gas, the relocation to Junction 38 will permit a direct piped gas connection with the adjacent BOC industrial gas production plant. The Argon Tank from the existing Neath site will be relocated to the proposed site and will site appropriately within the dedicated services area. This tank will be re-filled with gas from the adjacent BOC site once-twice a week via truck deliveries.
- 3.11 The proposed development is envisaged to provide a reduction in operating costs and carbon footprint, whilst delivering improvements to safety and air quality of the existing community within Neath Port Talbot.

Production Unit Building

- 3.12 The proposed production unit building will be located in the southern field and will be accessed via the western access, controlled by a 6m wide security gate and security area. The production unit is an 'L' shaped building measuring a total height of 16.5m. The proposed length of building will measure 150m, whilst future expansion will also include a 45m long extension to the eastern side.
- 3.13 In terms of materials, horizontally spanning cladding will be used, particularly an insulated flat trespa panel coloured blue.

- 3.14 A 1.1m high parapet and gutter will also be included on the main building.
- 3.15 Loading bays with 4.5 x 6.0 roller shutter doors will be located to the northern elevation.
- 3.16 Filters and transformers will be located to the western elevation, as well as a retaining wall under the building.
- 3.17 The building will be screened by trees on the southern boundary.

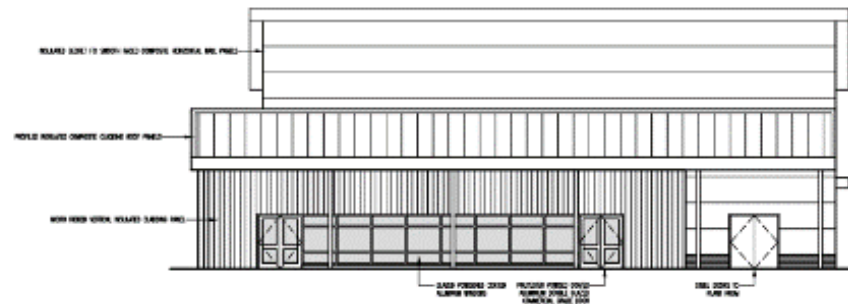


Office Building

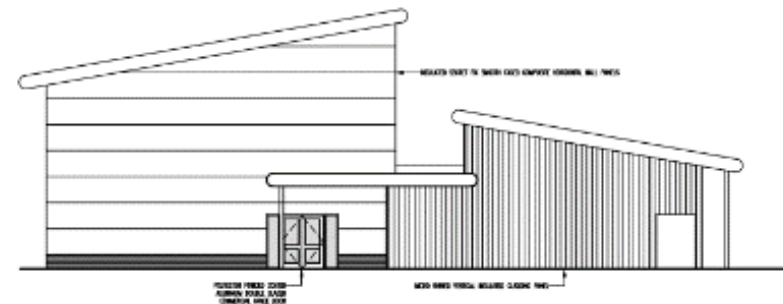
- 3.18 The proposed office block will be located in the northern field to the west of the main access route from the Harbour Way (A4241)/A48 roundabout. The proposed office will benefit from two car parks, a modest car park of 7 spaces to the north and larger car park to the south with a capacity of 55 spaces. Five accessible car parking spaces will be provided. The office block will be part single storey, part two storey with a flat roof design at a maximum height of 8.7m along the northern elevation. Fenestrations and access doors will be provided to all elevations with a stronger lazed element to the principal elevation to the north.
- 3.19 The main material component will comprise micro ribbed horizontal insulated cladding panel with glazed powdered coated aluminium windows, glazed coated aluminium panels and a polyester powdered coated aluminium double glazed commercial grade door.
- 3.20 The main access will be provided to the southern elevation of the two storey component with a secondary entrance proposed to the north. The two storey element will measure 8.70m (H) x 28.98m (W) x 16.57m (D). The single storey element will measure 4.65m (H) x (W) x (D). The office block will provide open plan work stations, single person and shared offices, training and breakout rooms, board rooms, and toilet and shower facilities at the ground floor. At first floor level additional meeting rooms, stores, toilet and shower facilities will be provided with a larger conference room and roof top terrace.

Amenity Building

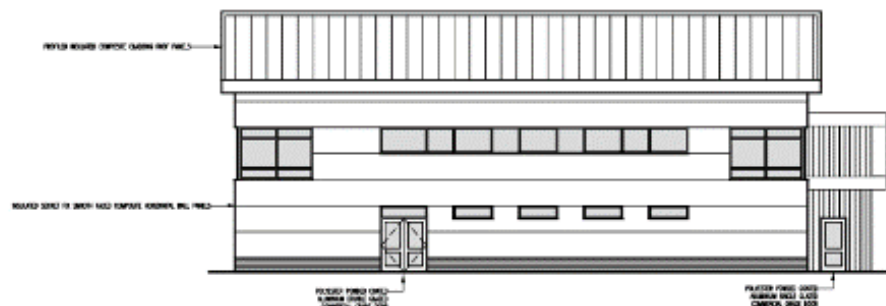
- 3.21 The amenity building is proposed for the east of the site, north of the main factory building and to the south of the large eastern car park. The one storey building would be comprised of a main amenity building with pitched roof extension to the north that would accommodate the canteen. The main entrance will be located on the eastern elevation and provide access to training rooms, changing rooms, locker storage, an office and medical room, and shower and toilet facilities.
- 3.22 The proposed building would measure 10m (H) x 22.00m (W) x 18.71m (D) totalling 776 sq.m. The pitched roof of the canteen would have an eaves height of 3.20m and maximum height of 5.07m. The canteen element would have a stepped profile from the main component and result in a maximum width of 24.50m and provide a maximum total depth of 25.18m.
- 3.23 The main component will be constructed from micro ribbed vertical insulated cladding panel with profiled insulated composite cladding roof panels and insulated secret fix smooth composite horizontal wall panels. The building will include glazed powdered coated aluminium windows, with polyester powdered coated aluminium double glazed commercial grade doors. Steel doors will be used for access to the plant room.



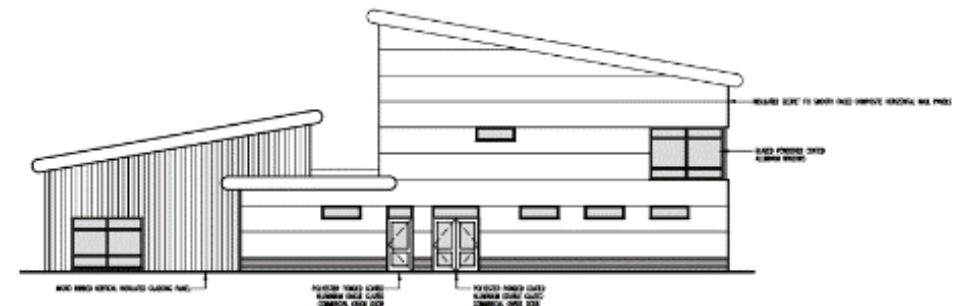
PROPOSED NORTH ELEVATION
SCALE 1:100 @ A1



PROPOSED EAST ELEVATION
SCALE 1:100 @ A1



PROPOSED SOUTH ELEVATION
SCALE 1:100 @ A1



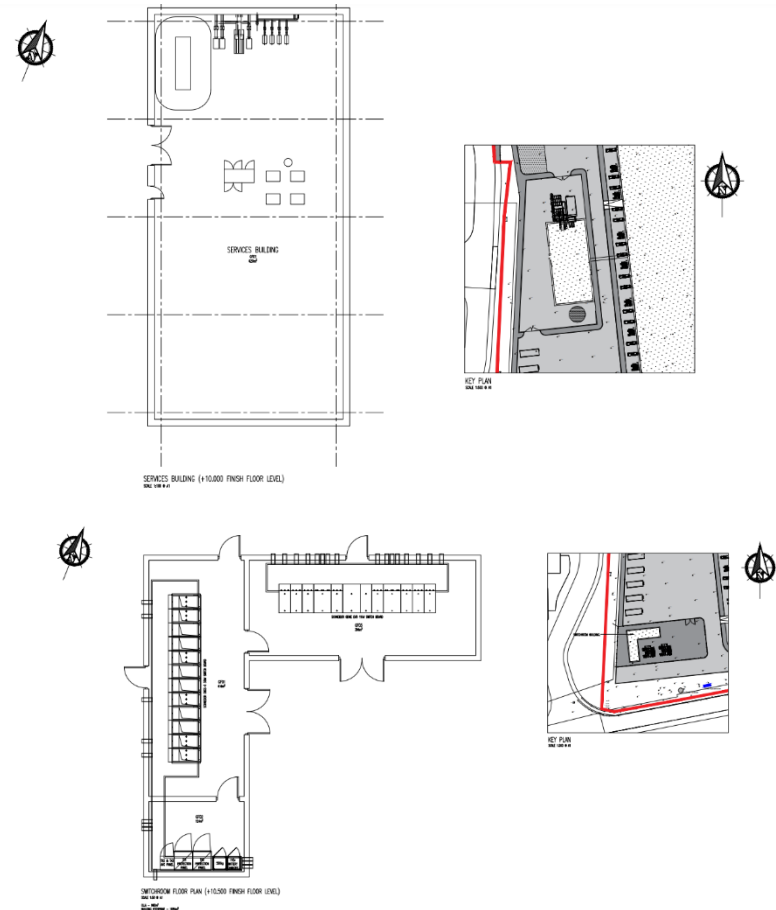
PROPOSED WEST ELEVATION
SCALE 1:100 @ A1

Gatehouse / Security Area

- 3.24 A gatehouse / security area is proposed to be located at the western access point. This area will be maintained by a security personnel, be ancillary to the site and will include a security barrier for additional surveillance.

Services and Substation Buildings

- 3.25 The proposed services building would measure 9.15m (H) x 15.00m (W) x 31.00m (D) and be located along the western boundary to the south of the proposed vehicle access route. The services building would be constructed from the same material used for the production unit, that being horizontally spanning cladding and will feature a flat roof. Access doors will be located on the eastern elevation with a roller shutter door loading bay located on the western elevation. The building would be surrounded by a 2.40m high palisade material fence with access gates to the north and south of the services compound. The compound would cover an area of approximately 1,358 sqm.
- 3.26 An argon tank will sit within the compound area, measuring 16.5m in height with a 3m diameter. The tank itself has no moving parts but will supply a number of pumps that were in the original plan, although lorries will have to service / refill the tank from the adjacent BOC site.
- 3.27 The proposed substation would be located 37.00m to the south of the services compound and measure 9.15m (H) x 35.09m (W) x 13.47m (D).



Green Infrastructure and Landscaping

- 3.28 A Green Infrastructure Plan has been produced by Soltys Brewster, which sets out the proposed Green Infrastructure strategy for the site.
- 3.29 The overall scheme retains and enhances the existing green infrastructure corridor that stretches across the site and previously separated the northern and southern fields and joins up with the eastern boundary shared with Tyn Y Caeau. The proposed planting scheme would strengthen this corridor with native hedge mix to gap up existing hedgerow and plant trees at key corridor intersections, as shown in the amenity open space to the north of the canteen. Additional native hedge mix is proposed along the staff access road into the site, the northern boundary of the main building car park shared with Tyn Y Caeau, and the southern boundary of the site along Longlands Lane to gap up the existing hedgerow. Where appropriate coppice management will be implemented along the green infrastructure corridor.
- 3.30 Existing marshy grassland and semi-improved neutral grassland to the north of the site is to be retained and managed with existing Japanese knotweed stands to be treated along the boundary of Tyn Y Caeau. The northern road access will be sufficiently treated with considerable tree planting along the shared road frontage with a more spaced-out configuration at the site entrance and northern car park.
- 3.31 To enable the road and car park construction across the site a collection of trees are to be removed in the northern field, and to the south of Tyn Y Caeau as shown on the green infrastructure and strategic landscape plan. All trees that are to be removed have been individually assessed and fall within Category C or B. Amendments to the site layout have ensured the retention of a significant cluster of trees located on the southern boundary with Tyn Y Caeau where a category A Beech tree is located.
- 3.32 It is proposed that the eastern boundary will be strengthened with a native woodland mix and semi-mature trees to create buffer from the immediate A48 and Margam Interchange, and adjacent M4. To the west of this a wet grassland mix is proposed on land adjacent to the amenity block. Landscaping will especially be focused on the proposed open amenity space to the north of the amenity block and canteen.
- 3.33 Owing to the secondary access road to the north west of the site boundary the G2 hawthorn hedgerow is proposed to be partially removed, however this will be mitigated through the additional planting throughout the wider site. To this end, the GI corridors of the site will be retained and enhance where possible.
- 3.34 This requirement will be satisfied through a high-quality landscaping and planting scheme that will provide attractive areas to sit and rest for the enjoyment of site's employees.

4. PLANNING POLICY CONTEXT

Introduction

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.2 The statutory development plan for this proposal consists of:

Neath and Port Talbot Local Development Plan

4.3 The Site lies within the designated Strategic Employment Site Policy EC1/2+ (Land off J38, M4, Margam) of the Neath & Port Talbot LDP with the attached use classes of B1, B2 and B8 permitted. Supporting text at paragraphs 5.2.13 -5.2.16 note that the strategic employment allocation at J38 has excellent transport links, lying to the south of the proposed Harbour Way PDR Network Enhancement, adjacent to the A48 and M4, and near to numerous existing employment and industrial operations. Furthermore, at paragraph 5.3.112 of Policy W1 the LDP identifies the preferred site as appropriate for the provision of new in-building waste treatment facilities.

4.4 Policy SP 11 Employment Growth sets out the criteria for the assessment for new and expanding employment developments whereby:

- 96 Ha of land for employment and business purposes will be allocated for development within the Plan period in the Costal Corridor Strategy Area to meet economic development and employment needs;
- Additional employment provision will be made within the Strategic Regeneration Areas as part of mixed use, sustainable development in these locations;
- Existing employment areas will be safeguarded for employment uses;
- Premises in existing appropriate and lawful employment use will be safeguarded for employment purposes;
- Employment uses will be encouraged in principle within settlement limits;

4.5 SP11 recognises the sites' location within the Costal Corridor as an area of highest market demand with easy access to the strategic road and freight networks.

4.6 Policy TR2 provides guidance on the design and access of new development. This policy advises that the development should not compromise the safe, effective and efficient use of the highway network and does not have an impact on highway safety. The policy also provides guidance on appropriate levels of parking and cycling facilities along with advice that the development must be accessible by a range of travel means.

4.7 Policy SP21 Built Environment and Historic Heritage details how the built environment and historic heritage can be conserved and enhanced through a number of measures, including high quality design standards in all development proposals.

4.8 Policy BE1 Design details that all development proposals will be expected to demonstrate high quality design which fully takes into account the natural historic and built environmental context and contributes to the creation of attractive, sustainable places.

Planning Policy Wales (PPW 11)

4.9 Welsh Government planning policy is contained within Planning Policy Wales Edition 11 (PPW), which was published in February 2021.

4.10 This has been prepared in the context of the Well-being of Future Generations Act (2015), which places a duty on public bodies to carry out sustainable development. It requires an improvement in the delivery of all four aspects of well-being: social, economic, environmental and cultural.

4.11 Chapter 5 of PPW addresses the productive and enterprising placemaking and well-being that is provided through well-connected employment and sustainable economic development that create and renew hubs of economic activity around sustainable transport nodes which capitalise on their location and the opportunities which this presents.

Figure 6: PPW Themes Collectively Contribute to Placemaking



4.12 Paragraph 3.3 of the PPW outlines that *‘good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use as well as its construction, operation, management, and its relationship with the surrounding area.’*

- 4.13 Paragraph 3.4 states how *'meeting the objectives of good design should be the aim of all those involved in the development proposals, at all scales. These objectives can be categorised into five key aspects of good design (see Figure 8 below).'*

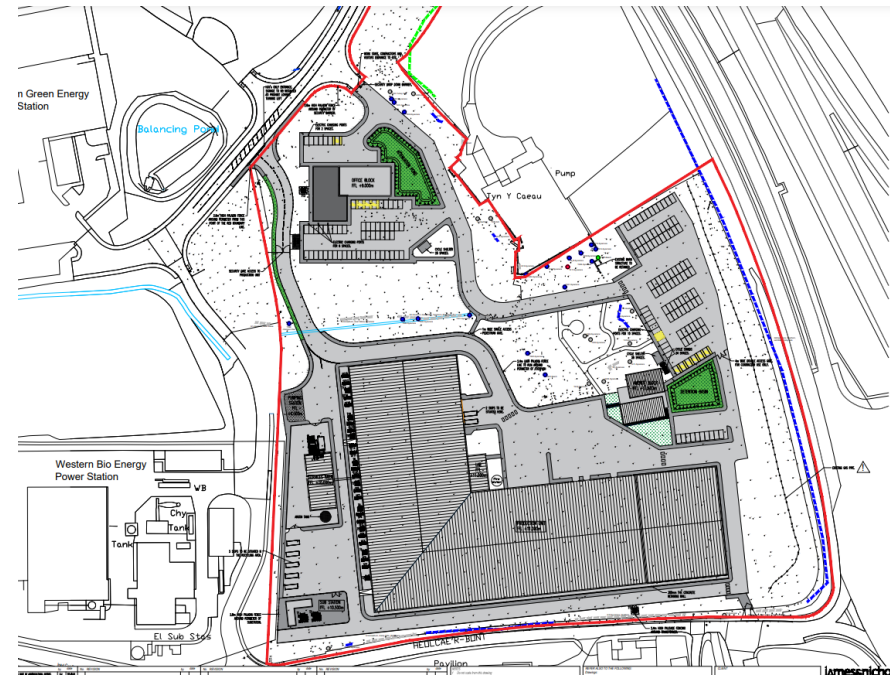
Figure 8: Objectives of Good Design



5. DESIGN ANALYSIS

Design Evolution

- 5.1 The design team has worked together with the wider professional team to develop the concept design. A number of surveys were undertaken including a Topographical survey, Tree survey, Ecological assessment, Drainage survey and ground conditions assessment. The surveys formed the basis for the initial site analysis and enabled an understanding of the baseline constraints and opportunities at the site.
- 5.2 Initial concept schemes were then developed to explore access arrangements and layout positioning. The design process has evolved over time with collaborative input from the consultant team. Of key importance to the design evolution has been the high-quality approach which also does not impact on the surrounding landscape.
- 5.3 The Pre-app response from officers has also been fundamental in the evolution of the scheme. Following the pre-application comments the scheme was updated to include the following:
 - Reduction of car parking from 300 car parking space to 170 car parking spaces;
 - Re-orientation of the office building to move to the north of the site;
 - Introduction of footways to improve placemaking and sense of place;
- 5.4 Further detail is provided in the accompanying site plans.



Design and Access

5.5 In accordance with Welsh government guidance set out in TAN 12: Design and the Design Commission for Wales guidance on Design and Access Statements, these matters are discussed under the following key headings:

- Character (including considerations of placemaking, amount and density, streets, spaces and public realm uses and tenure, scale, layout, heritage and detail design);
- Access;
- Movement;
- Environmental sustainability; and
- Community safety.

Character – Placemaking

- 5.6 In designing the scheme, particular reference has been made to the Welsh Government's placemaking agenda put forward in PPW11.
- 5.7 A key aspect of placemaking is the relationship of the natural and built environment. As an edge of town location, the site has excellent connectivity to the surrounding settlement and its facilities.
- 5.8 In terms of the site, achieving placemaking aspirations will involve integrating with the surrounding built and natural environment as best as possible.

Character – Amount and Density

- 5.9 The proposed development includes the relocation of the existing Sandvik Osprey metal processing facilities to Junction 38, Margam. The proposals will fall into Use Classes B1, B2 and B8.
- 5.10 The site extends to 6ha and so the proposed density has been considered wholly appropriate whilst making the most effective and efficient use of land.

Character – Streets

- 5.11 The main site access is obtained directly from the existing spur onto the site access road. This would continue into the site and connect to the four main car parking areas. There is also a right turn lane provided into the access, although all vehicle movements would be to and from the north. A secondary access is provided on the western boundary of the site which will accommodate operational vehicles.

Character – Spaces and Public Realm

- 5.12 In terms of public realm, the scheme includes landscaping throughout the proposals. The existing mature trees at the site will be maintained where possible, whilst those which are of low quality and are proposed to be removed will be replaced elsewhere in the scheme. An informal area of open space has been provided adjacent to the amenity building. A circuit of footpaths cross through this open space area to create a green environment.

Character – Uses and Tenure

- 5.13 The proposed use of the development is B1, B2 and B8 use, however opportunities are provided for relaxation, social engagement, being active and enjoying nature.
- 5.14 A high quality development of this nature will contribute positively to the area's image and development objectives.

Character – Scale

- 5.15 The total development area equates to a total of approximately 4.86ha (3.05ha undeveloped), totalling a Gross Floorspace Area of 28,500 sq.m comprised of:
- Powder Processing Plant (17,377 sq.m)
 - Warehouse and Store (5,428 sq.m)
 - Office (1,442 sq.m)
 - Amenity (776 sq.m)
 - Laboratory (200 sq.m)
 - Services Building (470sq.m)
 - Sub Station (107sq.m)

Character – Layout

- 5.16 The layout of the site reflects an efficient use of the land. The office building is located to the north of the site, adjacent to the first car park, for design and placemaking reasons. This intentional positioning helps to create a sense of place and identity, whilst also adding to the increased sense of security and protection.
- 5.17 There are two car parking areas to the north and east, with a logical road network connecting the two.

Character – Heritage

- 5.18 Following archaeological survey work it was found that an archaeological remains of a barn structure was to be retained on site owing to its heritage importance which is shown within the masterplan. No listed buildings or scheduled ancient monuments are located on site.

Character – Detail Design

- 5.19 An architectural assessment of the surrounding uses was undertaken as well as the materials used on similar developments. From this research, horizontally spanning cladding with insulated flat trespa panel coloured grey, with blue vertical strips every 1/4th row has been proposed for the main processing building.

- 5.20 The office and amenity building materials will comprise micro ribbed horizontal insulated cladding panel with glazed powdered coated aluminium windows / bifolding doors.

Access

- 5.21 The main access will be obtained from the site access road via an extension to the existing spur. A secondary access is provided on the western boundary of the site which will accommodate operational vehicles. Pedestrian access into the site would be via either access point and via continuous footways that are provided within the site.

Movement

- 5.22 Safe pedestrian access will be provided via the main entrance to the north. Policy compliant parking has also been provided which requires a maximum of 204 spaces, whilst the development proposes 170 spaces, 11 of those being disabled.
- 5.23 Public transport options within walking distance of the site include bus stops to the north which connect to nearby settlements. Cycle parking has also been included within the plans and so every effort has been made to encourage cycling as a sustainable and active mode of travel.
- 5.24 The submitted planning and transport statements provide more detail in respect of access and movement and refer to LDP policies and other policy / guidance where appropriate.

Environmental Sustainability

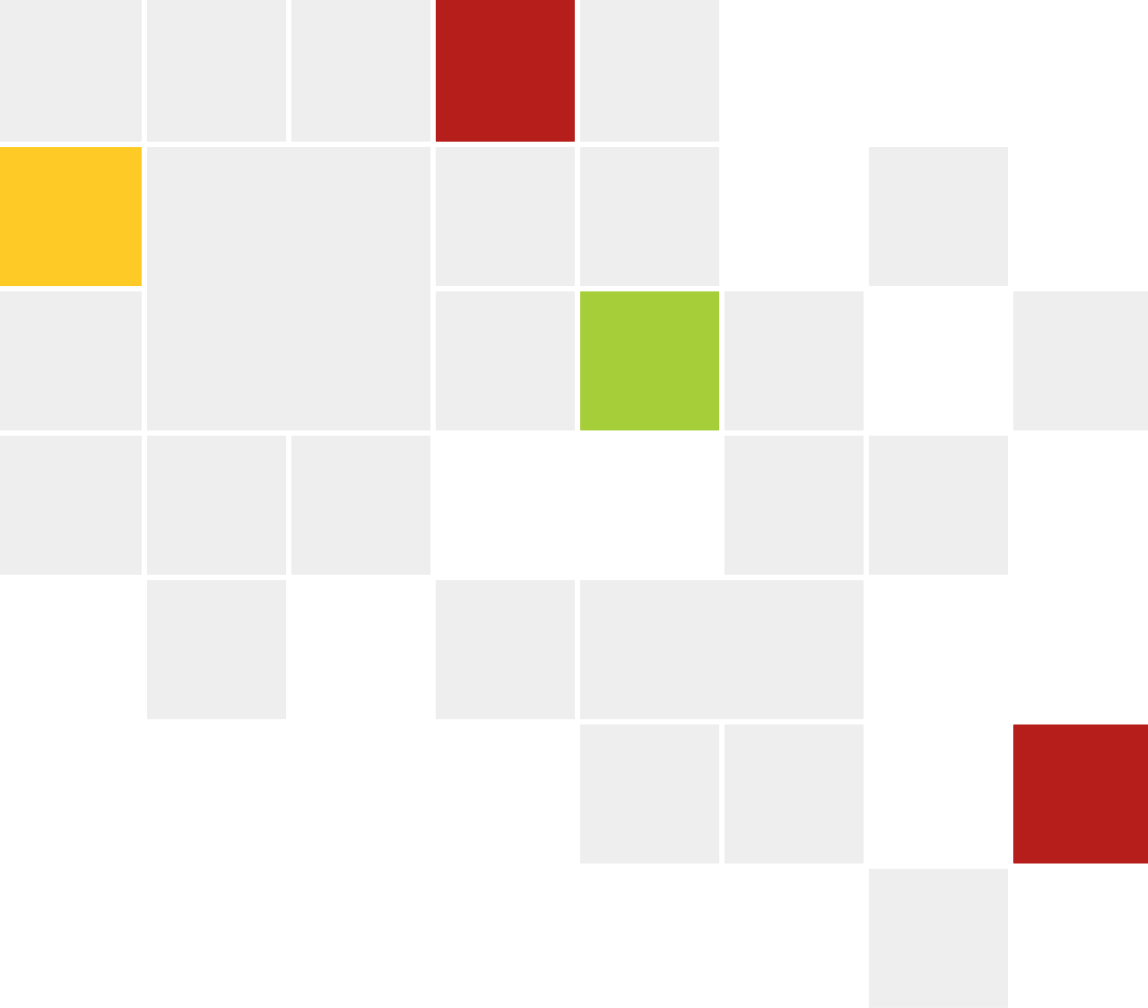
- 5.25 The site's environmental constraints have been fully assessed and accounted for through the design of the scheme.
- 5.26 An Environmental Statement has been submitted alongside this application which assesses the environmental impact of the development.
- 5.27 A comprehensive approach to green infrastructure, biodiversity enhancement and sustainable drainage has been designed into the development.
- 5.28 Hard and soft landscaping, comprising fencing and planting, will be utilised to provide appropriate buffering for areas of open space and protected trees. The submitted ecological assessment provides a series of construction and design mitigation measures which are incorporated into the scheme.

Community Safety

- 5.29 Secured by Design principles have been fully considered and integrated into the proposed development. The layout and arrangement of the buildings and parking areas ensures maximum natural surveillance to the benefit of community and site safety. A gatehouse will be provided at the western access along with a barrier entrance to maximise security.
- 5.30 Low level lighting and CCTV will be implemented throughout the site as shown on the CCTV Masterplan provided.

6. CONCLUSION

- 6.1 This Design and Access Statement supports an application for a proposed metal processing facility at Land off J38, Margam. The proposed development comprises a metal processing facility, operational buildings with administration buildings including HR and support buildings, CCTV and car parking.
- 6.2 This statement has addressed the relevant design and access matters of this development and provides a detailed account of how the proposals accord with national and planning design policy.
- 6.3 A variety of materials are proposed throughout the development to add visual interest and to minimise impact on the surrounding landscape.
- 6.4 In summary, it is therefore considered that the proposed development would lead to the creation of a high-quality commercial development, which would add to the similar adjacent uses.



Boyer

Park House, Greyfriars Road, Cardiff, CF10 3AF | 02920 736 747 | cardiff@boyerplanning.co.uk | boyerplanning.co.uk