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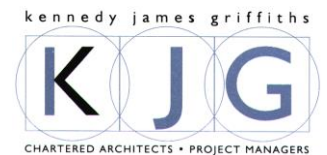
Design & Access Statement

for

Proposed Light Industrial
Development

At

Old Foundry Road,
Pontardawe



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1.0 Vision & Introduction

The proposed project is located on Old Foundry Road, in Pontardawe Industrial Estate.

Bluefield Land Ltd own the site and have previously considered developing the site for residential use. Following Pre Application advice and a subsequent Planning Application it became apparent that due to localised air quality issues a residential scheme was not a viable option. The Planning Application was subsequently withdrawn.

As such they are now proposing a development to provide a series of small commercial/light industrial units.

The site is currently vacant and ready for development. A series of site surveys and investigations have been carried out as part of the previous residential scheme, which have been used to inform the current proposals.

The site is in a sustainable location close to a number of local amenities including Schools, Public Transport, Shops and a Town Centre.

Further details on the existing site and its context is given in the Context Analysis section below.

Planning pre application advice has been obtained and the principle of commercial development has generally been accepted, subject to evidence being provided that the site is no longer suitable for Residential development as per the current allocation in the LDP. This is dealt with in more detail in the Planning Statement that accompanies the Planning Application.

Design Concept Brief

A detailed design Brief has been provided by Bluefield. The main aspirations of the brief are summarised below:

- Provide a series of individually lettable (or saleable) industrial units of approx. 1250-1500ft².
- Provide access for larger vehicles to the site and all units.
- Ensure the site is connected to the Public footpath network to encourage Active Travel,
- Ensure that the site levels accord with the requirements of the previously prepared Flood Consequence Assessment.
- Provide Units that are high quality are flexible in use and can be combined to provide varying sizes.

Application Description

A scheme has been prepared and a Full Planning Application is being submitted. This document has been prepared in support of the application as required by the Town & Country Planning (Development Management Procedure) Order 2009.

This document is set out in accordance with guidance from TAN 12: Design (appendix A1), Design Commission for Wales guidance 'Design and Access Statements in Wales: Why, What and How' and Neath Port Talbot Council's published guidance documents. It describes the Proposal and sets out the design process that has resulted in the proposed development.

The application submitted is a Full Planning Application for the 'the development of light industrial/commercial units (Use Class B2/B8) with associated parking, servicing, hard and soft landscaping and drainage infrastructure'

The nature and scope of the Proposal is clearly set out on the drawings and documents which have been included in the application:

More detailed descriptions of the proposed design and layout are provided in Section 3: Design Analysis, of this document.

Existing Use

The site is currently vacant. It was formerly used as a Foundry but all previous buildings have been demolished.

Details of the site layout are shown on the submitted drawings and the site is described in detail in the next section.

2.0 Site and Context Analysis

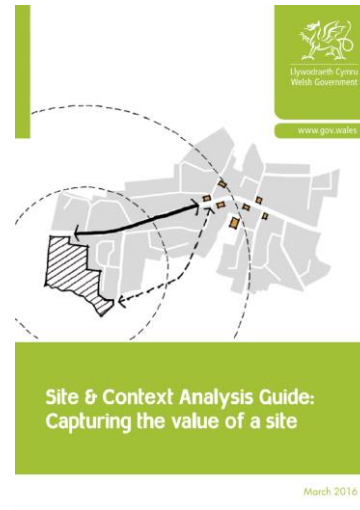
A full understanding of a development site is a crucial part of the design process. To facilitate this understanding a full site and context analysis has been carried out. The analysis as set out below has been based on guidance provided in the Welsh Government publication “*Site & Context Analysis Guide: Capturing the value of a site*”.

This document sets out 4 main headings to guide the Site and Context Analysis:

- Culture & Community
- Landscape
- Movement & Infrastructure
- Built Form

These sections are included below with diagrams and photographs as appropriate to further enhance the site analysis and identify the Strengths, Weaknesses, Opportunities and Threats presented by the site.

To assist in the evaluation of the site a Site Context Analysis drawing (1487:PL 02) has been prepared. This is included in the submission and is reproduced below for reference.



“Design which is inappropriate in its context, or which fails to grasp opportunities to enhance the character, quality and function of an area, should not be accepted, as these have detrimental effects on existing communities.”

TAN 12: Design, Welsh Government, para 2.6

Culture & Community

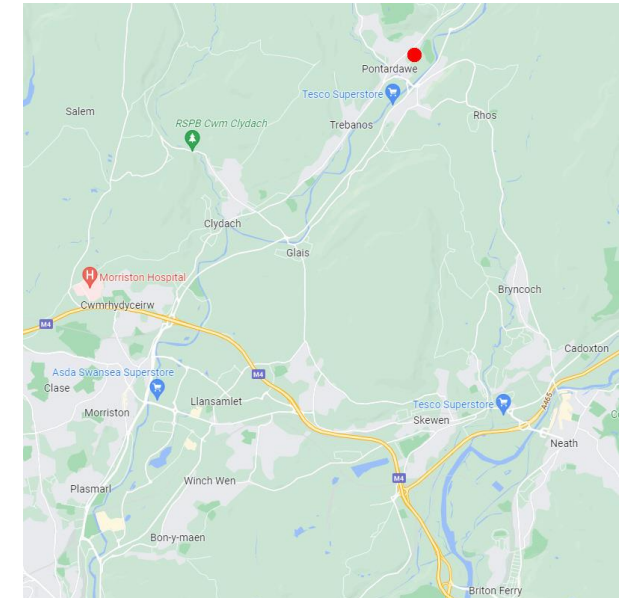
Site Location

The site location is shown on the drawing 1618:PAC:01 and the following aerial photograph and map and lies in Alloy Industrial Estate to the East of Pontardawe Town Centre.

The full site address is:

Old Foundry Road
Alloy Industrial Estate
Pontardawe
Swansea
SA8 4EZ

Above: Location map showing the site, the M4 is to the South
Below: Aerial view of the site (marked in red).



Pontardawe is a Town in the Swansea Valley approx. 5Km to the North of Neath and 12Km to the NE of Swansea.

It is accessible via the A4067, which connects to the M4 approx 6.6Km to the South.

The site itself lies slightly to the East of the Town Centre as such is a sustainable location and is well connected to local amenities.

There are a number of bus stops close to the site which provide access to a range of services.

The site is well located to provide plenty of opportunity for employment within reasonable walking and cycling distance. The easy access to public transport and major road links increases the availability of employment to a regional level with limited detriment to the environment.

The site area is approx. 0.76Ha.

Planning Context

The site is within an existing industrial area but is currently allocated for Housing in the LDP. The Planning Statement that accompanies the application sets out the case for Employment use for the site.

Flooding

The majority of the site is located within a C1 flood zone, and is therefore served by significant infrastructure including flood defences. A small portion of the eastern part of the site is located in Zone B, which comprises areas known to have flooded in the past. The FCA included with the application shows that the risk of flooding is low and the depth of any potential flooding is within the requirements of TAN15.

Noise

The Pre app raised the potential for noise from Industrial Activities on the adjacent Industrial Estate. A Noise survey has been carried out which has demonstrated that any potential noise issues can be mitigated by standard construction methods.

Ecology

The pre app advice also raised the requirement to provide improved bio diversity across the site. These issues have been addressed below in the site analysis.

Surrounding land & Buildings Use

Land use and road hierarchy is shown on the figure opposite and described below:

The land immediately surrounding the site to the NE and SE is generally Employment/Industrial use. There is a small section of residential use on Old Foundry Road immediately to the SW of the site.

The site is bounded to the NW by the Swansea Canal and Public footpath and beyond this is generally residential use.

The Town centre is to the East of the site and includes a range of retail and community facilities.

The surrounding land use can generally be described as a mix of commercial/Industrial and Residential, although the immediate context of the site itself is more Industrial in character.

The predominant land and building use in the area is highly compatible with a scheme of small scale Commercial/Industrial units acting as a buffer between the residential and larger industrial uses to the South East.



Neighbourhood Structure

As a mature town there is a well established Neighbourhood structure in Pontardawe. The site is well connected to the Town Centre and there is easy pedestrian access to a range of local facilities via pedestrian connection to Holly Street in the NE corner of the site.

Llangwig Primary School is within 800m walking distance of the site and Cwmtawe Secondary School is within 1200m walking distance. Cwmtawe School is also accessible by a bus service available at the nearby bus stops.

The nearest bus stop can be found within 75m of the site which provides services to Neath at hourly intervals (56) and to Swansea every 20 minutes (X6). Services 213 and 903 are school services (Cwmtawe Comprehensive School & Neath College) and can be found at a bus stop on the A474, just 200m south of the site.

The Town Centre has a range of retail and community facilities including convenience stores, pharmacists, Health facilities and a local library.

As the site is within an existing mixed commercial/residential area, with good access to facilities it is not considered that the proposed development will have any negative effect on the surrounding neighbourhood and can only enhance the area.

Employment use of the site is therefore entirely compatible with the existing neighbourhood structure which is a highly sustainable location with good access to local facilities and public transport.

Consultation & Engagement

Initial consultation has taken place with the Local Planning Authority (see previously) and the currently proposed scheme has responded to the issues raised in the advice received as set out in the Design Appraisal sections to follow.

In addition a formal PAC is being carried out and the responses will inform the design development leading to the full application.

Socio Economic and Market Analysis

The site is ideally located within an existing community and close to a wide range of local facilities.

Although allocated for Housing the site's location immediately adjacent to an existing industrial park makes it an ideal location for further employment opportunities. The planning obstacles in providing suitable residential accommodation on the site is established and employment use would therefore be wholly appropriate.

The potential site value has been assessed along with the anticipated value of completed units and it has been established that a minimum of 15 units are required to make the site viable.

Culture & Community Summary

SWOT	- The site is available and deliverable, - The site is in an existing Industrial Park immediately adjacent to existing commercial and industrial developments , - The location is highly sustainable in transport terms and located close to the Town Centre and a range of local amenities, - There are good pedestrian links to the Town Centre and other parts of the local area, - The existing LDP allocation is for Residential Use and case to change to Employment needs to be made
Design Considerations	- To provide a layout that enables links to the existing cycling and walking infrastructure, - To provide a layout that is sensitive to its surroundings, including the canal to the North.

Landscape

Topography

Along the Old Foundry Road boundary the site is generally level with very little difference in pavement levels at the NE and SW corners. The site itself is slightly raised above the pavement level in the SW corner. The Google streetview extracts below from 2008 shows the relatively flat nature of the site with banks to the rear:



There are currently various historical spoil heaps on the site which are the result of the demolition of the previous buildings on site

The canal and towpath to the NW of the site is approx. 6m above the pavement level on Old Foundry Road. The site generally rises gently from Old Foundry Road towards the NW with a rise of approx. 1m before a steep bank up towards the canal at the rear of the site. This area, which also includes some existing trees is therefore not considered part of the developable area.

From the existing site entrance the site gently rises to the NW across the development plateau, before rising steeply in the NW corner up towards the pedestrian access to Holly Street.

There is a stone wall running parallel to the canal in the northern corner with the ground rising 3-4m behind the wall up to the towpath.

The identified development plateau is therefore generally level in both directions with the site level being in the region of 32.00m AOD.

A full topographical survey drawing (SS-1104 HOLLY STREET - PONTARDAWE) has been included in the application.

The levels of the site have an impact on the design to the extent that they restrict the available area for development, with the steep banks to the rear of the site required to maintain the stability of the canal and towpath.

The development area will need to be raised slightly to meet the requirements of the FCA (see Blue & Green Infrastructure below) which require slab levels to be set at 32.6m AOD, which is approx. 1m above the pavement level on Old Foundry Road.

Other than the implications of the Flood Consequence the site levels on the available development plateau present no significant opportunities or constraints on the design.

Access Points

The vehicular access to the site is from Old Foundry Road and is toward the middle of that boundary (see opposite). The existing access is quite narrow and may require widening to cater for the proposed development. The levels at the entrance will also need consideration as a slope up the agreed site level is required.

Whilst there is currently a secondary vehicular access from Old Foundry Road, this is too narrow to be used for any proposed scheme.

Pedestrian access is also available from Old Foundry Road as there is an adopted pavement running along the full length of the site which is connected to the wider footpath network.

In addition there is a secondary pedestrian access from Holly Street in the NW corner of the site. This connects the site, via flight of steps to the pavement on the eastern side of Holly Street. This pavement also connects, again via a flight of steps, to the canal towpath. These links are shown in the photographs below. Note the images are

from 2008 Streetview as the increased scrub currently on site obscures a reasonable view:



This pedestrian link to Holly street provides easy walking access to the Town Centre and significantly improves the connectivity and sustainability of the site. Connecting to the access point will be a key requirement of any design proposals to ensure compliance with Active Travel requirements.

Boundaries

The site boundaries are shown on the submitted site survey (SS-1104 HOLLY STREET - PONTARDAWE), and can be summarised as:

The South Eastern boundary is formed by a low brick wall running along the rear of the pavement to Old Foundry Road. This provides a reasonable separation between public and private space whilst leaving the site visible and its retention should be considered in any design proposals.

The South Western boundary is formed by a 1.1m high stone wall that separates the site from the adjacent residential property. This wall links to the retaining wall next to the steps down from Holly Street in the NW corner of the site (see images opposite).

The existing dwelling to the SW is quite close to the boundary but does not have any first floor windows in the gable end so overlooking should not be an issue.

The North Eastern boundary is made up of a number of elements. At the southern end it is defined by a high stone retaining wall between the site and the tarmac 'slip road' from Holly Street shown on the photo opposite. Towards the North the site boundary is formed firstly by a stone wall to the side of the canal towpath and then by the top of the embankment next to the towpath.

The North Eastern boundary is defined by a chain link fence.

Generally, the boundaries and immediate neighbours are not a significant restraint on the proposed design.

Blue & Green Infrastructure

Although the site was originally generally hard surfaces, since the demolition of the original buildings the site spoil heaps have become overgrown.

A Preliminary Ecological Appraisal along with a reptile survey have been prepared for the site and are included in the Planning application. In addition a Tree Survey has been carried out and a Tree Constraints Plan prepared, this is also included in the planning application. These are discussed in more detail in the Ecology section below.

Apart from the recent vegetation growth, which is yet to become established, there is little green infrastructure across the majority of the site given it was a operating as a foundry up to 2010.

The majority of the site is generally broken up hardstanding and spoil heaps from the demolition.

However there is a green corridor along part of the North Eastern edge of the site along the bank adjacent to the canal. This area has a number of trees that will need to be retained as set out in the Tree constraints plan and Tree Survey. These trees are

generally on the steep bank to the rear of the site and as such are not a significant constraint on any proposed design. The identified root protection zones will need to be respected in any proposed design.

Whilst there is no blue infrastructure on site, the Swansea Canal runs immediately adjacent to part of the NE boundary of the site. There is no direct connection to the canal and the Ecological appraisal has not identified any fauna pathways to or from the canal.

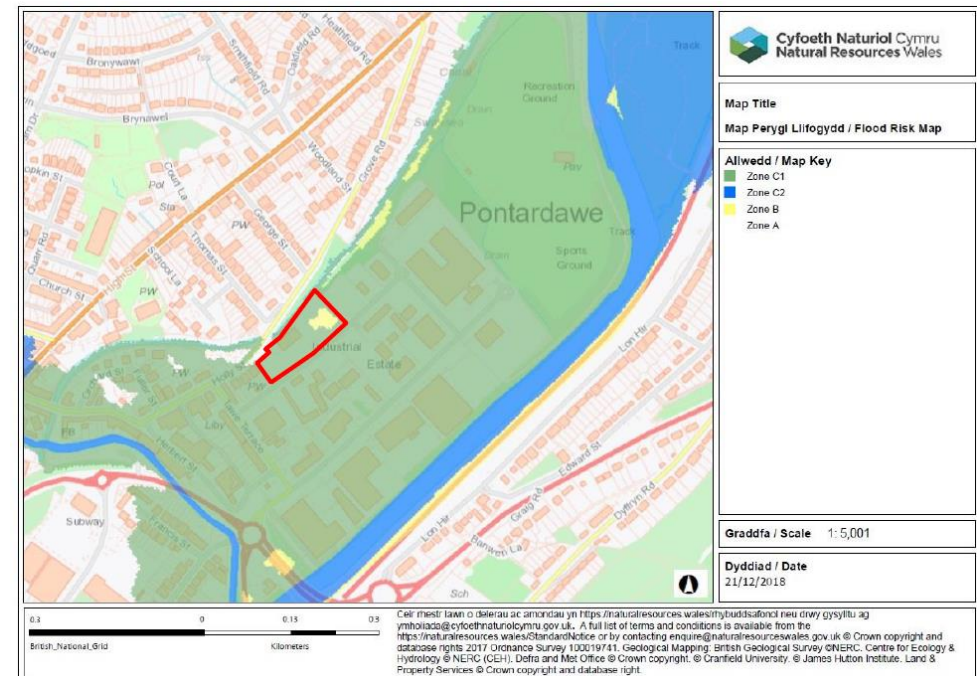
The structure and location of the canal needs to be considered during the design but there are no direct ecological opportunities or constraints related to the canal.

There is a large area of public green space (Pontardawe Recreation Ground) within easy walking distance of the site.

Blue and Green infrastructure do not pose any threats to the site nor present any specific opportunities, either within the site itself or in the wider context of the area.

Flooding:

The site lies in a C1 Flood Zone which is shown in green on the extract from the NRW online Development Advice Map below. As such a detailed Flood Consequence Assessment (FCA) has been carried out to inform the design process and establish the potential risks to any development.



The FCA has been prepared by JBA Consulting to support any planning application. This document (2018s1312_Holly Street FCA v1.0_opt), has been included in the submission.

Whilst the FCA was originally prepared for a residential development on the site, the flood modelling and associated levels are still valid. The original development levels were set to ensure the dwellings would be dry in the relevant events. As TAN15 allows a limited depth of flooding in non vulnerable developments the new slab and car parking levels have been set to ensure these limits are not exceeded.

The FCA concludes that the risk of flooding can be managed within acceptable limits defined in TAN15 by raising the site slightly and that the proposed development is acceptable on the site.

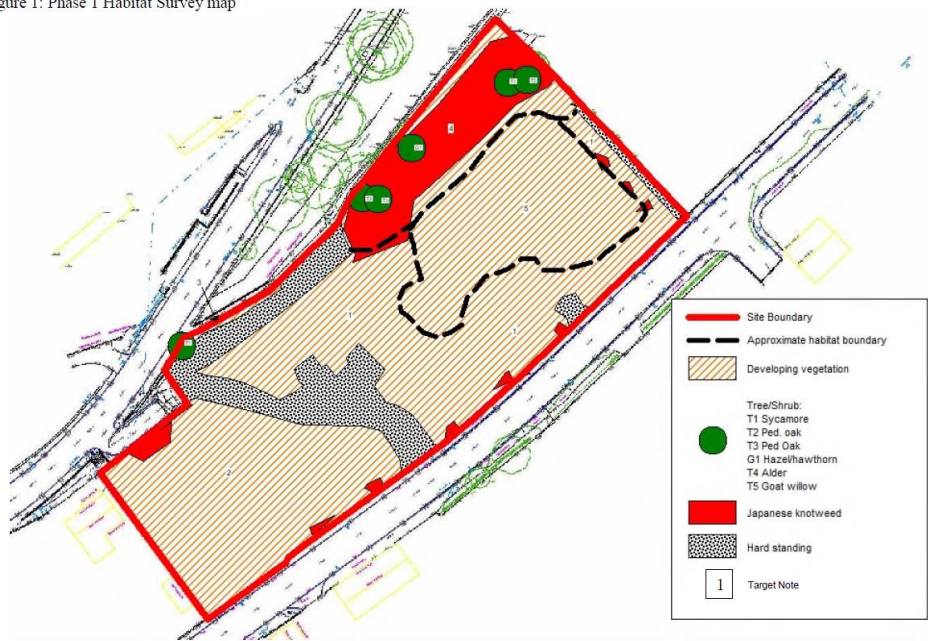
The slight raising of the site has been shown to have no detrimental impact on adjacent properties.

Ecology

A Preliminary Ecology Assessment was carried out in July 2019. The resulting report is included in the planning application.

The report noted that the majority of the site is covered in sparse developing vegetation on rubble from the previous demolition works. No notable species were identified that would be an impediment to any proposed development. An extract from the report identifying the key area is shown below:

Figure 1: Phase 1 Habitat Survey map



The Report does highlight the group of existing mature trees in the NE corner of the site, primarily located on the steep bank to the canal.

These trees have been identified and classified in the submitted Tree Survey and Plan. The implications on any proposed design are set out in the tree report and these will need to be adhered to in the development of any proposals.

The Ecology Report identified a single Oak tree that had the potential for bat roosting, although no direct evidence of bats was found.

Japanese Knotweed was identified, generally in the NE corner, and this will need to be removed as a prelude to any proposed development.

The Report suggested that the site had limited links to surrounding habitats that would be suitable for reptiles. A subsequent reptile survey (submitted) conformed that no reptiles were present on site reinforcing the original assumption that the site was unsuitable for reptiles.

The Reptile survey concluded:

"The Site surveys have shown the Site is unlikely to support reptile species. Although there is limited connectivity along the canal corridor, it is probable that this is too limiting to allow colonisation of the Site which was in use until around 2010.

There appear to be no constraints in relation to reptiles to prevent a proposed development of the Site going ahead."

Given the strength of the evidence and lack of change on site, the existing reports and surveys have been relied on in the development of the proposed design.

The report identified actions and design implications that should be considered in any proposed design to protect any existing features and promote biodiversity. These measures will be included in any proposed development.

There are no particular weaknesses or threats to the proposals from existing ecological features. However, there is an opportunity to enhance the biodiversity of the site.

Landscape Summary	
SWOT	- The site is reasonably level across a large proportion, - The site does not contain any significant biodiversity, - There is easy pedestrian and vehicular access from Old Foundry Road and Holly Street, - There are no significant ecological features or areas of Blue of Green infrastructure that impact significantly on any design proposals, - The opportunity exists to significantly enhance the biodiversity of the site, - There is Japanese Knotweed in the NE corner of the site

	that will need to be removed, - There is a notional risk of flooding as the site is in Flood Zone C1. However, a detailed assessment has concluded that this is not a major risk to a proposed development. - Existing trees on the steep bank to the canal are to be retained and their Root protection zones may impact on any proposed development.
Design Considerations	- The landscaping and topography of the site do not present any significant issues for a proposed design nor do they offer any specific opportunities. - The floor slabs and parking areas will need to set at an appropriate level to minimise the risk and impact of flooding, - Trees on the steep bank are to be retained. However, due to the nature of the bank this is deemed undevelopable area and as such the impact on any design is limited.

Microclimate

General assessment

There are no significant on, or off site, features that would have a significant detrimental effect on the site and any proposed development. The area is currently a mix of residential and commercial/industrial and no issues have been identified by adjacent occupants.

There are no significant tall buildings in the vicinity of the site that could create wind tunnels or overly shade the site.

There are no significant trees on or adjacent to the site that would create areas of shade or restrict the layout, other than a group of trees in the NE corner where root protection zones should be respected

The site orientation lends itself to buildings that will have significant South facing roofs, which will enable solar PV to be considered to improve the sustainability of the overall development.

Acoustic Environment

Given the location of the site in an industrial area it was a requirement of the previous (withdrawn) application that a Noise Survey was carried out. This was done and the resulting report (7847, Holly St, Pontardawe RevA) is included in the planning submission.

The Report was based on a previous residential scheme. However, the noise levels recorded to inform the report are still valid. The recorded levels are within acceptable parameters for the proposed development without any specific additional measures.

The buildings should be orientated to ensure the majority of doors and windows are located facing away from the worst noise source. This will need to be a factor in the design.

Should additional mitigation be required an acoustic fence could be provided along the Old Foundry Road boundary, although this is not a preferred solution as it would diminish the visibility of the development.

It is not believed that noise presents a significant risk to the development and the impact on potential layouts can be managed within the design process.

Air Quality

Although adjacent to Old Foundry, the traffic levels are not thought to give concerns over air quality. The site is not in an identified air quality management area (AQMA). However, the pre application advice has highlighted potential air quality issues resulting from surrounding industrial operations.

Whilst this meant that the site was deemed unsuitable for residential use it is understood that a commercial/industrial use for the site may be acceptable.

The Planning Statement accompanying the application deals with this specific potential air quality issue.

There are no other air quality issues that are considered to have a significant impact on the design.

Microclimate Summary

SWOT	- There is a potential for air pollution to be an issue, - Noise pollution from adjacent industrial uses needs to be considered within the design.
Design Considerations	- To ensure that any proposed method of construction can provide suitable internal ambient noise levels, - To ensure that layouts are arranged to enable maximum use of solar PV panels to improve the energy efficiency of the dwellings.

Movement & Infrastructure

Road Hierarchy & Access

The site is in a sustainable location and is located close to many local amenities and facilities as well being well connected to the public transport network.

The site is accessed by vehicles from Old Foundry Road which connects via Tawe Terrace to the A474 and A4067 to the wider area and the M4 to the South which gives easy access to Swansea, Neath, Cardiff and the National road network.

Old Foundry Road has adopted footpaths on both sides, which connect to the wider footpath network in the area including to the Town Centre and local bus services (see below).

The road network in the area is shown on the diagram on page 6 of this document.

In addition there is a connection to the footpath on Holly Street which connects directly to the Town Centre and the amenities available there. This also provides a link to the public footpath (3914) that runs alongside the Swansea Canal (towpath).

Public Transport

There is a bus stop within 280m walking distance of the site entrance on the A474 with a range of additional bus stops within an 800m radius of the site.

The closest stops provide access to services to Neath at hourly intervals (56) and to Swansea every 20 minutes (X6). Services 213 and 903 are school services (Cwmtawe Comprehensive School & Neath College) and can be found at a bus stop on the A474.

The site is therefore well served by Public Transport that provides regular connections to the major towns in the area and connections to rail services in Neath and Swansea.

Cycling Infrastructure

The site is located within 200m of National Cycle Network Route 43, which connects Swansea in the South to Coelbren in the North. This route also connects to other cycle friendly routes in the local area.

Cycling in the vicinity of the site is accommodated on-carriageway.

The site is accessible by cycle.

Utilities & Infrastructure

Given the location on a main road within an existing Industrial Estate it is anticipated that there will be suitable service connections to accommodate the proposed development.

The Dwr Cymru/Welsh Water drawings included in the application show that water and drainage connections are available immediately adjacent to the site. Telecomms connections are available in the adjacent footpaths ensuring that suitable digital connectivity can be provided to the site. BT superfast broadband is readily available.

A Sustainable Drainage scheme is being developed and this will be included in the upcoming Planning application.

Movement & Infrastructure Summary	
SWOT	The location is sustainable in transport terms and located close to a Town Centre and a range of local amenities.
Design Considerations	To ensure a safe pedestrian connection to Holly Road via the existing steps up from the site to improve the connectivity and sustainability of the site.

Built Form

Urban Form

The urban form of the immediate area is very much industrial/commercial in character, with the exception of the small group of residential dwellings to the SW of the site.

The roads are laid out in a typical Industrial Estate fashion adding the industrial character of the area:

The photographs opposite show some of the adjacent and nearby buildings.

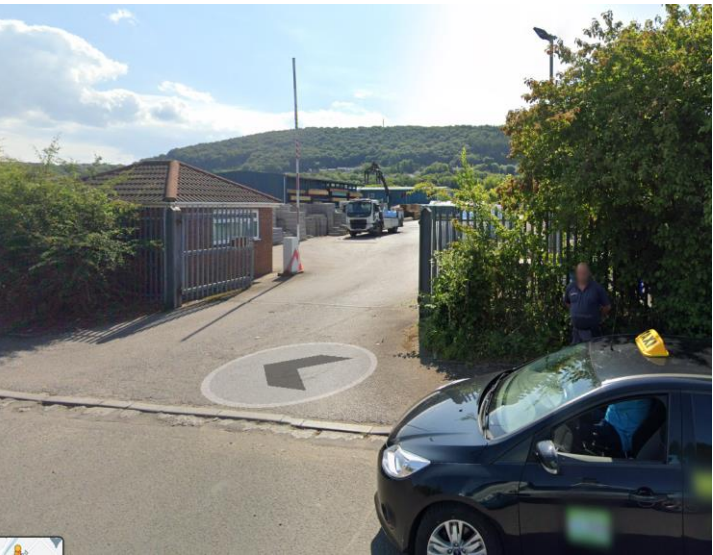


Top left:
The residential dwellings to the SW of the site seen from Old Foundry Road.

Bottom left:
The Building material suppliers opposite the site.

Top Right:
Industrial unit to the NE of the site.

Bottom Right:
Industrial Unit at the end of Old Foundry Road



The urban form of the area does not pose any particular opportunities or threats to the development of the site. There is no clear building form or style, other than generally industrial buildings, which is entirely compatible with the proposed development.

Building Scale, heights and Density

The majority of the buildings in the area and in the immediate vicinity of the site are single storey industrial buildings generally with a ridge height of approx. 6m.

The neighbouring dwellings are 3 storey to Old Foundry Road and are elevated above the road. The ridge heights are over 11m above the pavement level



Built Form Summary	
SWOT	- The urban form is well established and supports industrial/commercial development, - There are no specific threats or weaknesses as a result of the surrounding urban form and density.
Design Considerations	To provide a suitable density of development to meet viability requirements of the Client whilst ensuring that the site is not overdeveloped to the detriment of potential users and existing neighbours.

Strengths, Weaknesses, Opportunities and Threats

Strengths

- The site is available and deliverable,
- The site is in an existing Industrial Estate,
- The location is highly sustainable in transport terms and located close to the Town Centre and a range of local amenities,
- The site is generally flat across the developable area and is accessible directly from the Estate Road,
- There are sufficient statutory service connections readily available in close proximity to the site.

Weaknesses

- The adjacent Industrial uses may generate noise levels that need to be addressed in the design, although the acoustic report identifies that any issue can be easily overcome.

Opportunities

The site provides an opportunity to:

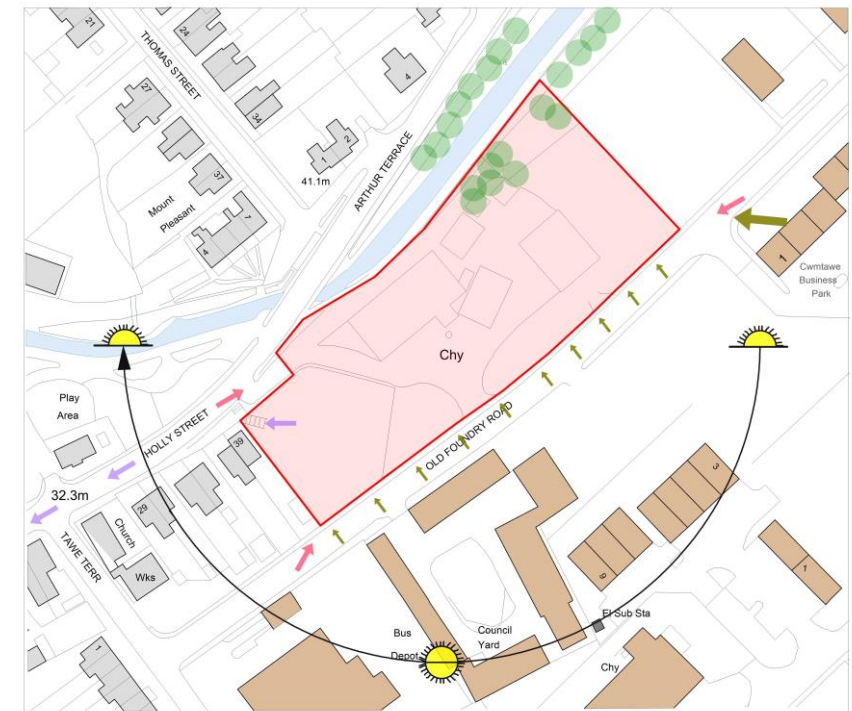
- provide high quality light industrial accommodation in a sustainable location with easy access to the wider region.
- ensure that safe access for all is provided to the proposed building(s).
- provide a development that is sustainable in its construction and ongoing use.
- provide a development that is sensitive to its wider environment and does not adversely affect neighbouring occupiers.
- Improve pedestrian access to the site and the wider area by reinstating the connection to the footpath in Holly Street.

Threats

- The site has a potential risk of future flooding according to the Development Advice map. However, the completed FCA has indicated that the risk can be designed out and mitigated with no loss of amenity or risk to neighbours.

Design Brief:

- The brief agreed with the applicant is to:
- Provide high quality accommodation for potential light industrial occupiers.
- Provide a development that achieves the client's operational and economic brief.
- Provide units that are scalable to maximise the range of potential occupants
- Ensure that safe access for all is provided to the proposed building.
- Provide a development that is sustainable in its construction and ongoing use.
- Provide a development that is sensitive to its wider environment and does not adversely affect neighbouring occupiers.
- Provide a development that makes a significant architectural contribution to the area.
- Ensure that the site is well connected and can contribute to Active Travel in the area.



3.0 Design Analysis

The final design for the Proposal, shown on the submitted plans, has been developed following the detailed appraisal of the site set out above. The evolution of the design, and a description of how it relates to the character and context of its surroundings, is set out below.

The five objectives of good design are a set of principle considerations, as outlined in Technical Advice Note 12, to ensure developments effectively respond to local context so that they assimilate into the locality and are functional for their intended user. The Five Objectives of Good Design are Access, Movement, Character, Environmental Sustainability and Community Safety – each of which will be dealt with separately in turn below. The Welsh Governments “Design and Access Statements in Wales” (June 2017) has been carefully considered in this section.

Design Development/Evaluation

The design of the buildings and the site layout have been arrived at following careful consideration of the Client’s brief, the constraints and opportunities offered by the site analysis and the results of the consultations undertaken.

The relationship between the buildings and the external areas together with the need to ensure that wherever possible a level access is provided has determined the overall site layout.

The following design principles have been established to inform and guide the design process:

- Respond to the context and Character of the site,
- Provide units of an appropriate size that can be merged to form a range of floor areas,
- To provide modern, efficient, well insulated accommodation,
- To provide a quality design that enhances the character of the area,
- To provide a site layout that is safe, secure and improves the environment for all,
- To ensure that the site levels meet the requirements set out in the FCA.

The following sections give more detail on how the proposed design has developed and meet the 5 Objectives of Good Design referred to in TAN 12: Design.

Access

Refer to section 4: Access Statement of this document and the site and building layout sections below.

Movement

Refer to section 4: Access Statement of this document for details of movement to and from the site/building.

Character

Use

The proposal is to provide a series of light industrial units with associated vehicle access doors and external parking to meet a growing demand for start up commercial businesses. The proposed design has sought to maximise the potential of the site without overdeveloping it and is set out on the submitted drawings.

Whilst the likely occupants are not known it is anticipated that they will be small engineering businesses, small builders, workshops etc. The use classes would be B1, B2 & B8.

The site is in a mixed commercial/residential area and pre application advice received has indicated that the proposed use is acceptable in principle subject to successful resolution of some matters raised. These are generally addressed in this section.

The proposed site plan is shown below and is included in the application as drawing 1628:PAC:02.



Amount

The scheme provides for 15 single storey units all with a Gross Internal Floor Area of 129m² set out in three separate blocks as shown.

The total Gross Internal Area of the combined Units is 1,935m² (20,828ft²).

The overall area of the site is 7,635m² (0.76Ha). This gives an overall site density of 20 units per hectare.

In addition each unit has 2 dedicated car parking spaces and larger space for a long wheelbase van in front of the roller shutter vehicle access door.

This gives a total of 45 parking spaces, which equates to a 1 space per 43m². The parking numbers are in accordance with the Parking Standards SPG, which requires 1 van space and 2 car spaces per unit up to 235m².

Each unit will have the facility for an electric charging point to serve both car parking spaces and the van space as they located immediately adjacent to the units, this is

well in excess of the 10% provision required by Policy 12 of Future Wales as it equates to 100% of car and van parking.

Site Layout

The shape and configuration of the site along with the detailed site analysis has informed site layout along with the comments of Planning Officers in pre app consultations.

The main drivers on the site layout are:

- To provide a quality environment for residents,
- To ensure no overlooking to or from adjacent properties,
- To ensure that suitable vehicular access is provided for occupants and delivery and waste vehicles.
- To provide maximum South and South West facing roofs to enable solar PV to be installed,
- To ensure a suitable SUDS drainage scheme can be designed,
- To ensure biodiversity of the site can be improved from the current situation.
- To create a cohesive streetscape on Lliswerry Road that fits within the local character and context.

The site layout has been informed by the requirement to provide a maximum amount of S and SW facing roofs to accommodate Solar PV. There is also a need to create terraces of units to give maximum flexibility in available unit sizes by combining units.

This has been achieved by creating 3 blocks comprising 3, 4 and 8 units around a shared access and circulation route. All blocks have at least one roof pitch facing in a southerly direction to meet the need for maximum solar PV.

Block A is located at the South Western end of the site and is located close to the site boundary. There is a dwelling adjacent to this boundary but this is raised up and will not be unduly affected by the proposed building. The ridge height of the adjacent dwelling is 42.76 AOD, while the ridge height of the proposed Block A is 39.62m, over 3m lower.

Given the orientation of the site there is be no significant overshadowing of the adjacent property and the views from the South facing windows will not be obscured.

Block B runs parallel with the bottom of the bank to the canal and block C faces south west down the site towards block A.

The arrangement of the units creates a sense of enclosure within the site whilst still maintaining an outward looking development that welcomes visitors in. The prime elevations are visible from the street (old Foundry Road) while the rear plainer elevations are mostly obscured by the steep bank and trees to the rear of the site.

The site is accessed off Old Foundry Road by way of an upgraded and widened crossover in the location of the original site access. The radii of the kerbs has been revised to 6m to ensure all vehicles can safely enter and leave the site as shown on the submitted vehicle tracking drawings.

The Highways Officer had requested larger radii in the Pre application advice but detailed modelling has shown that the 6m radii are suitable and reduce the impact on the existing access location.

The widened entrance and the new radii ensure that the required 2m x 40m visibility splay can be provided. Whilst the visibility splay is less than requested in the Pre App advice it is based on the evidence from the Traffic Speed Survey that was carried out for the previous residential application (withdrawn) which is also included in this application.

New tactile paving has been included on the existing pavement to ensure the access is safe for pedestrians. 2m wide adoptable standard footpaths have been included which provide safe access for pedestrians into and out of the site to increase connectivity.

These footpaths link to 1.3m wide internal footpaths within the site which provide access to the blocks at either end of the site where dedicated pedestrian routes across the parking/service areas provide further links to the units. The SW safe route provides a link to a modified connection to the existing access from Holly Street, which provides a shorter pedestrian link to the Town Centre. This also provides a link, via the footpath on Holly Street, to the canal towpath.

These safe walking routes will be clearly marked on the surface finish to improve safety for pedestrians. This makes the service areas a shared space for pedestrians and vehicles which is in accordance with the principles of Manual for Streets and helps ensure that on site vehicular speeds are reduced.

At 34.3m AOD the existing access point is higher than the general site levels in this area (32.6m, see below). To accommodate this difference a new set of shallow steps has been provided beyond a low retaining wall. A bike rail has been included on the new steps to encourage the use of cycle access from Holly Street. The existing gate will be retained but will remain unlocked to allow continuous access.

The existing brick wall that provides the current site boundary will be retained and altered to suit the new entrance configuration as shown on the drawings. This wall will return into the site and enable the pavements and access road to gently rise to the site level required by the FCA.

The FCA prepared for the original residential scheme set a minimum floor level of 32.9m AOD to ensure that the proposed houses were dry in the relevant event. As TAN15 allows an element of flooding in non vulnerable development (commercial and industrial) this level can be reduced to 32.6m AOD. This will limit any flooding in the relevant event to 300mm, which is below the acceptable limit of 600mm in TAN15 (A1.15).

As the car park should also meet the requirements of TAN15, the general site level has been set at 32.6m AOD. Level thresholds can therefore be provided to all of the units to improve accessibility.

To prevent undue water ingress into the units due to this level threshold a continuous ACO type drainage channel has been included along the relevant perimeters of the blocks. This crosses the vehicle entrance doors and the personal doors.

The change of level from the existing road/pavement is approx. 1m. Over the 13m distance of the entrance road means that the gradient is 1:13, which is acceptable for both vehicles and pedestrians.

The requirement for a ramped entrance to meet the FCA provides an ideal opportunity to include large areas of landscaping along the site frontage as shown on the drawings. This fulfils a number of important functions:

- It provides a visual and physical buffer between the development and the road/pavement,
- It accommodates the change in level from the road to the required site level,
- It provides a location for large SUDs detention areas to retain water on site in heavy rain before discharging to the positive drainage system at greenfield run off rates,
- It provides an opportunity to significantly enhance the biodiversity of the site by including a range of new plant species within the periphery and the slightly lowered detention basins.
- It provides a large area for occupant amenity space as required by Policy OC1 and identified in the pre application advice.

Details of these areas are included in the SAB Application and on the drainage drawings included in this application. The plant species have been identified and will be agreed by the SAB in conjunction with the Council's Landscape Officer.

Within the site the road layout has been designed to allow safe and easy vehicular access to all of the units. It also accommodates delivery and refuse vehicles.

There is sufficient space on site for large vehicles to enter and leave in forward gear, as shown on the submitted vehicle tracking drawings. Refuse vehicles can easily drive, or reverse, close to the 3 dedicated external bin stores that have been provided.

A bin store has been provided next to each of the three blocks. These bin stores have level access and have been sized to accommodate an appropriate number of bins for general waste and recycling. There is no published guidance on the actual bin requirement but, based on experience of similar schemes it is felt that the stores are appropriately sized.

Cycle storage is provided in two locations on site to accommodate both short and long stay in accordance with the Parking Standards SPG. Whilst it is anticipated that any long stay cycles would be stored by cycle owners within their unit, an appropriate number of external storage locations have been provided.

The total number of cycles required by the Parking Standards SPG is 1 space per 500m² short stay and 1 space per 1,000m² long stay.

Taking the overall GIA this would equate to 6 cycles in total. However, given that there are 15 units cycle storage has been provided to ensure at least 1 per unit.

The cycle stores will be covered, lockable and lit and consist of Sheffield type hoops fixed to the ground at 800mm centres. Each hoop can accommodate 2 cycles so the 8 hoops provided can accommodate 28 cycles. Each store location is overlooked by at least one terrace of units to improve security.

One of the cycle stores is located immediately adjacent to the access from Holly Street, which includes bike rails on the steps. This may help encourage use of cycles as a means of travel to work in accordance with national and local planning policy and as set out in the Travel Plan.

Parking is provided in accordance with the Parking Standards SPG. This requires 2 car spaces and one van space per unit up to 235m². This has been provided with 2 car parking spaces with a central walkway in front of each unit. A van parking space has been provided in front of the roller door to each unit.

The car park spaces are each 2.6m x 4.8m and the path between is min 900mm. This will ensure that at least one space per unit is suitable for use as a disabled parking space, which is in excess of the requirements of the Parking SPG, which only requires 10% of car parking spaces to be disabled (3 spaces).

The van parking spaces are 6.5m x 3m, which can accommodate a reasonable sized van. The space can be lengthened if the roller doors are opened.

Provision for an electric charging point will be provided to each unit. This will enable a car parked in either, or both car spaces to be charged along with a van if required. This effectively provides 100% coverage for electric charging, which is way in excess of the 10% required by Future Wales.

All parking spaces are easily accessible and all site roads are a minimum of 8.2m wide to enable comfortable on site manoeuvring and vehicles to easily pass. These wide roads also assist in the on site manoeuvring of large vehicles including refuse wagons.

The pre application advice suggested that 5.5m² of amenity space per site occupant is required on site. Detailed information on potential occupancy is not published but based on Table C.1 Building Regulation Part B (Fire) an allowance of 1 person per 30m² seems reasonable. This would equate to 4.3 (5) persons per unit or 75 total site occupants.

This would result in an overall requirement of 412.5m² of accessible amenity space. This can be accommodated on site as the drainage swales are shallow and planted with hardy plants and could be used as informal amenity space. The SUDs area to the North of the entrance is over 600m² including the surrounding amenity grass areas. In addition there is more than 450m² of amenity grass areas on the site around the units. The area to the NE of Block C is over 150m² and the area behind Block C is over

120m². There is also the area of the bank, which although not ideal could be used for sitting out.

In addition it should be noted that Pontardawe Recreation Ground, which provides a large area of publicly accessible green space is located a short walk (500m) from the site. This includes access to National Cycle Route 43, which passes through the industrial estate.

The site layout has been carefully considered to ensure there are no issues of overlooking either to, or from, the site and the proposals will have no adverse impact on neighbouring properties.

The development area is located on a relatively flat plateau. Behind this and sloping towards the canal to the NE is a steeply sloping bank. This is left in place to minimise any impact on the existing trees in the area (see Tree Survey) and the stability of the canal, which is approx. 5m above the general site level.

This area will be replanted once the Japanese Knotweed has been removed. The planting will be a diverse mix of species to further enhance the biodiversity of the site.

The existing trees will be maintained in accordance with the Tree Survey, with the exception of a small group in the Northern corner of the site. These have been identified in the Tree Survey and additional new trees will be planted to compensate for their loss.

The overall effect of the replanting of the banks, the provision of the SUDs/Raingarden features and the addition of specific bird and bat boxes to the elevations of the units will significantly increase the overall Biodiversity of the site.

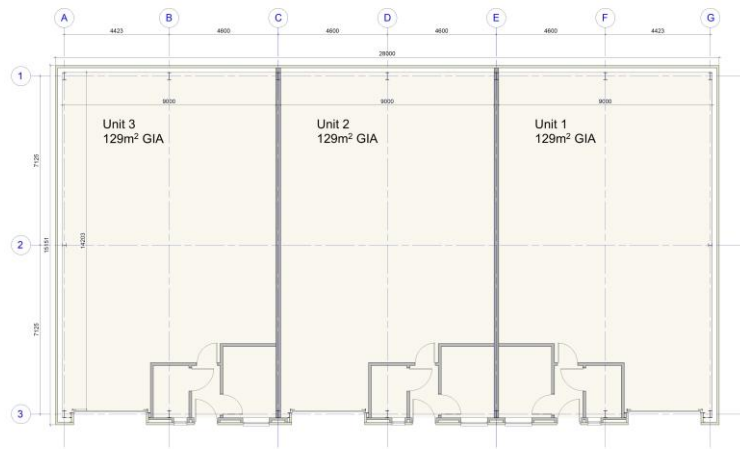
As stated above there will be a mixture of bat and bird nesting boxes located at high level on the rear (north facing) elevations of Blocks B and C. These are close to the areas of trees and provide some connectivity to the canal landscaping.

Towards the southern end of the site a low retaining wall is required at the bottom of the bank to enable the required site level to be achieved. This wall, which will be no higher than 1.3m at the southern most end and lower at the northern end. Given the limited extent of retention and the distance from the top of the bank these works will have no impact on the stability of the canal.

The drainage strategy for the site is set out in the SAB application documents which have been included with the application. A SAB application has been submitted and it is anticipated that an approval will be secured prior to the completion of the planning process.

Unit Layouts

Detailed layouts are shown on the submitted floor plans 1618:PAC:03 and the extract below shows Block A:



Block A Plan

Each unit is identical and is 129m² (GIA). The buildings are steel frame with composite insulated cladding externally as shown on the elevations below.

Each unit has a 3m wide x 4.5m high sectional overhead door to provide vehicle access along with a single glazed personnel door.

Provision is made internally for a disabled Wc and a single small office. However, should tenants or potential owners require a different internal layout this can be accommodated.

Scale

The scheme represents an efficient use of land and the development, as proposed, is designed to be proportionate to the scale of existing developments in the surrounding area.

The density of units on the site is similar to adjacent developments. The buildings are single storey industrial units with generous service space externally along with large areas of new landscaping related to the SUDS drainage design.

The units are approx. 5900mm (above FFL) to the eaves and 7021mm to the ridge, which is similar to a typical 2 storey house.

The scale of development is appropriate for the site given its location within an existing industrial estate.

Appearance

The appearance of the building is shown on the submitted elevations and the images included below:



The materials selected have been carefully chosen to be sustainable and long lasting with minimum maintenance whilst still providing a visually significant appearance.

The materials also reflect the materials generally used in the area. Although, as set out in the site analysis, there are a variety of building types and styles along Old Foundry Road and the Industrial estate generally, the main material is metal cladding.

The buildings have a blue/grey engineering brick at low level with Pure Grey (RAL 000 55 00) Kingspan KS100 composite insulated panels at higher level.

The profile of the proposed cladding panels as shown on the image above (note the colour is a light grey not the dark grey on the image).

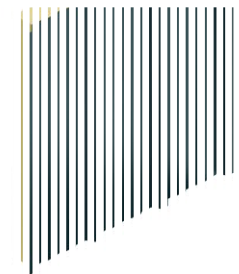
The doors and windows are powder coated aluminium (colour RAL7016 Anthracite) and the roller door is Merlin Grey (RAL 180 40 05).

Flashings, gutters and downpipes are Anthracite to match the doors and windows.

Landscaping/Ecology

To meet with the requirements of the relevant Local and National Planning Policies and the Biodiversity aspects of SUDS drainage areas have been allocated for enhanced biodiversity within the site.

These areas will provide a location for planting of appropriate plant species.



The total area of landscaping in the proposed scheme is greater than the existing situation and the areas will be planted with a more diverse planning mix to increase the net gain in Biodiversity.

All proposed planting will be hardy and low maintenance and suitable for use in a rain garden environment.

Once the SUDs layout has been agreed as part of the SAB application a detailed planting schedule and landscaping specification will be prepared and included with the planning application.

The areas will act as a swale and/or rain garden and will be incorporated into the overall SUDS drainage strategy.

A number of new trees are proposed to compensate for the removal of 2 existing trees in the NE corner of the site as set out in the Tree Report.

Drainage

The drainage strategy is explained in the submitted SUDS documentation. Pre application (SUDs) advice has been obtained and the principles of the proposed system have been agreed.

Biodiversity

The need to address biodiversity and geodiversity during the design process as set out in the relevant SPG is recognised. During the design the impact of the proposals has been assessed to ensure that there are no adverse impacts on local biodiversity and that the proposed development will provide a net gain in terms of biodiversity.

As set out in the site analysis section the existing has limited landscaping. There are areas that have become overgrown but these do not include any significant flora or fauna.

At this stage it is therefore assumed that the site has no current biodiversity and that the development will not result in any loss of biodiversity.

In order to achieve a net gain in Biodiversity the proposed scheme has included areas of landscaping associated with the Sustainable Drainage solution which will increase the flora on the site and potentially encourage insects and birds to the site.

In addition, the buildings themselves will incorporate bat and bird boxes within their façades to encourage new species to the site.

The design process has adopted the step-by-step approach to assessing biodiversity and the combination of the landscaped areas and the bat/bird boxes will provide a net gain in terms of biodiversity in accordance with the relevant planning policies and SPGs.

Bat boxes will be installed at high level on the South and/or West facing elevations of each of the blocks as shown on the site plan. The 3 no. boxes will be Beaumaris Bat Boxes as per the image below (left).

3 No. Woodstone Estella House Sparrow nest boxes (image below right) will be installed on the rear (North) elevation of Block C. This is close to the existing mature trees on the site.



Community Safety

TAN 12 suggests that community safety can be achieved via design solutions that can aid crime prevention. These include providing natural surveillance, improving safety by reducing conflicts in uses, and promoting a sense of ownership and responsibility.

The proposed scheme has been designed to meet Secured by Design standards.

The development has been designed to protect property and ensure the community's and individual's safety by allowing for natural surveillance of all parts of the site. The nature of the proposed development will ensure activity on site throughout the day which is a natural deterrent to crime and anti-social behaviour.

The design ensures that there are no hidden areas that could promote antisocial behaviour and all car parking spaces are located directly in front of the relevant units to ensure natural visual security.

There are no adjacent properties adversely affected by the proposed development.

Air Quality

Air quality in the area has been raised as an issue in previous applications. This matter is dealt with in the Planning Statement that accompanies the application.

Environmental Sustainability

As identified within Technical Advice Note 12, Developers are required to achieve efficient use of and protection of natural resources, to enhance biodiversity and to design for change.

The site is situated in an inherently sustainable location by virtue of its position within Pontardawe and its close proximity to public transport routes and local facilities (as

described in the following Access Statement), thus minimising the use of the personal car.

The site will be developed to accord or exceed with the latest Building Regulations standards. The overall sustainability principles of the development therefore are considered to be high.

The Proposal has been designed with its impact on the environment a key factor. The sustainability of the buildings in construction and use has been considered.

Materials

The proposed materials for the Proposal have been sourced with sustainability in mind. The walls, floors and internal finishes all achieve an A or A+ rating in the Green Guide to Specification (published by BRE).

Wherever possible, recycled aggregates will be used in the construction of the floor slab make up and sub base.

Energy Efficiency

The proposal will seek to contribute to energy efficiency and carbon reduction by being net zero carbon in operation. This will be achieved by:

- The use of Solar PV panels on the roofs with potential for battery back up to make best use of electricity generated,
- Achieving U values in excess of Building Regulations to improve the energy efficiency of the dwellings and they will be constructed to ensure minimum air leakage to further improve efficiency.
- Ensuring that the design and construction achieves air permeability rates below the minimum required for Building Regulation compliance,
- The specification of the glazing includes low e glass to reduce heat loss in winter and solar controlled glass to reduce heat gain in summer,
- The use of energy efficient lighting throughout the development,
- The use of recycled aggregates wherever possible including the use of existing spoil heaps on the site to raise the ground level where required.

Transport

The Access Statement in Section 4.0 confirms that the location is well served by public transport and this will have an impact on the sustainability of the development as a whole.

Waste

Dedicated bin stores are provided in convenient locations close to each block and easily accessible by waste collection vehicles.

Waste Minimisation Strategy

It is key that we ensure finite resources are used responsibly by minimising waste, maximising recycling opportunities and by promoting the use of materials with less environmental impact.

Waste minimisation will be considered in all stages of the development, from demolition through to construction. Some of the measures at all stages have been listed below.

- Use of materials that could be re-cycled in the future including masonry, brick and aluminium,
- Standard components and opening sizes used where possible to minimise off-cuts and wastage.
- High quality robust materials used to minimise need for future replacement and future waste,
- Promote responsibly sourced, low embodied energy and local sourced components where possible to minimize environmental impact and wasted energy use in manufacture and transport,
- Investigate using materials with a higher recycled content, such as aggregates, bricks, blocks, mortar etc.
- On site minimization of site waste and promote recycling on site during construction,
- Promote recycling ethos for building users by providing large, well located, bin store areas with easy access for residents and collection services.

Drainage

A detailed Drainage Strategy and design has been commissioned and will be submitted as an application to the local SAB in conjunction with the Full Planning application.

The paved areas will have a permeable surface to enable water to infiltrate to the carefully installed sub base. If the ground is permeable the water will be allowed to soak away from the stone layer by natural infiltration and be treated by the process.

If the ground is not permeable this stone layer will be increased in depth and wrapped to provide appropriate attenuation volumes and the water will be positively drained to the main surface water sewer at an agreed run off rate via a suitable hydrobrake.

The roof drainage will be piped from the roof to ground where it will be transferred to the rain garden/biodiversity area. At this location it will either permeate into the ground (if permeability allows) or, after filtering through the rain garden be piped separately back to the main sewer in Lliswerry Road at an appropriate run off rate. The rain garden substrate will be designed to accommodate the appropriate volume of water to enable suitable run off rates to be achieved.

4.0 Access Statement

This section explains how the proposed access arrangements make reasonable provision for all users have equal and convenient access into the site from its boundaries, within the site itself and also within the building.

The following legislation and guidance have been referred to during the design process and have influenced the design in terms of access:

- The Disability Discrimination Act 1995
- Building Regulations Part M (Access to and Use of Buildings)
- BS8300:2001 (Design of Buildings and their approaches to meet the needs of disabled people)

A summary of the site's accessibility in terms of public transport links, walking and cycling connections and access to local facilities is included below.

Movement to and from the Site

The Proposal is designed to be accessible to all. The site is accessible by car, cycle, walking and is close to public transport connections providing a range of transport options for potential residents. The site is also close to local amenities reducing reliance on the car and the number of trips generated by the proposed development, all in accordance with Policies of the Local Plan.

A detailed Travel Statement has been prepared to support the application and sets out in more detail the sustainability of the site and specific travel routes and public transport access.

The following sections summarise the current situation and any measures proposed as part of the proposal to reduce dependence on the private car.

Pedestrian Access

The site is in a sustainable location and is located close to many local amenities and facilities as well being well connected to the public transport network.

Old Foundry Road and Holly Street have pavements on both sides that connect to the wider pavement networks and provide access to local amenities on Herbet Street (Town Centre).

The restored connection to Holly Street significantly reduces the walking distance to the Town Centre which will encourage additional walking trips by site users.

The Chartered Institute of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' indicate that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km, and 2km is the preferred maximum.

The guidelines also indicate that walking trips for other purposes have a desirable walking distance of 400m, acceptable distance of 800m and the preferred maximum of 1.2km.

CHIT Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

There is a Primary School within desirable walking distances. There is a Town Centre within the acceptable (commuting/school) walking distance and many other facilities within the preferred maximum walking distances including a number of bus stops.

There are two supermarkets within 600m walking distance and a number of convenience stores located close to the site.

Given the reasonably good pedestrian links there are no additional proposals necessary to increase accessibility for pedestrians other than the ongoing promotion of walking as an environmentally friendly and healthy alternative to the private car.

Cycle Access

The site is readily accessible by cycle and cycle storage is provided as part of the design in accordance with the Parking SPG.

There are existing Active Travel routes, including dedicated cycle route (National Route 43) on the unnamed estate Road to the South (approx. 150m).

Cycle Storage

Cycle storage for the development in accordance with the Sustainable Travel SPG, is located in a secure lockable external cycle stores as shown on the drawings and described above.

The drawing shows that there are a total of 16 Secure cycle spaces shown for the development, exceeding the requirements of the SPG. The cycle stores are 6.2m x 2.6m to ensure that cycles can be safely manoeuvred into the stands.

Vehicle Access

The site is accessed by vehicles from Old Foundry Road which connects via Tawe Terrace to the A474 and A4067 to the wider area and the M4 to the South which gives easy access to Swansea, Neath, Cardiff and the National road network.

The existing entrance to the site is to be widened to improve accessibility and visibility for both vehicles and pedestrians.

The site is well served for vehicle access with all local roads being suitable for both car and commercial vehicle access.

The site includes an appropriate number of parking spaces in accordance with the Parking Standards SPG (see below) and electric charging points will be provided for in excess of the 10% of spaces required by the Future Wales.

Public Transport Access

There is a bus stop within 280m walking distance of the site entrance on the A474 with a range of additional bus stops within an 800m radius of the site.

The closest stops provide access to services to Neath at hourly intervals (56) and to Swansea every 20 minutes (X6). Services 213 and 903 are school services (Cwmtawe Comprehensive School & Neath College) and can be found at a bus stop on the A474.

The site is therefore well served by Public Transport that provides regular connections to the major towns in the area and connections to rail services in Neath and Swansea.

All of these public transport facilities are well within recognised walking distances as set out in national guidance documents such as the CHIT 'Providing for Journeys on foot' referred to above.

Movement within the site and buildings

The development is generally accessible to all. The buildings will be designed to fully comply with the requirements of Part M of the Building Regulations.

The internal layouts of all of the dwellings have been designed to ensure access for all. All have been designed to meet the Requirements of Part M of the Building Regulations and Lifetime Homes.

A level approach is provided to all dwellings with an appropriate low rise threshold included to enable disabled access.

All internal doors will be appropriately sized to accommodate disabled users and will be finished to ensure they are visible to those with partial sight.

5.0 Summary and Conclusions

The current proposal is for the development of 15 high quality light industrial units on a site in Alloy Industrial Estate Pontardawe. The project meets the following requirements:

- The proposal is for a high-quality development to address an identified need for small light industrial space in the area.
- The site is in an accessible and sustainable location with easy access to many local facilities and public transport options.
- The proposal has minimal impact on adjacent occupiers and has no impact on their amenity.
- The units will be sustainable in its construction and operation.
- The proposal is in line with all policies identified in National Planning Guidance, the adopted Local Plan and Supplementary Planning Guidance.

For these reasons it is felt that this is an appropriate development that will meet with the approval of the Planning Officers.