

FULL PLANNING APPLICATION

RESOLVEN MARKET, SA11 4HN

PROPOSED EV CHARGING POINTS AND ASSOCIATED SUBSTATION/TRANSFORMER ENCLOSURE

PLANNING, DESIGN AND ACCESS STATEMENT

FEBRUARY 2024



Geraint John Planning

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1.0 INTRODUCTION

This Planning Design & Access Statement has been prepared in support of a planning application, submitted on behalf of Short Bros Homes, in relation to the following development proposal: *"Proposed Erection of 4 No. EV Charging Points & Associated Substation"*

Information Submitted in Support of the Application

- 1.1 This Planning, Design and Access Statement outlines the context within which the application is made and provides a detailed examination of the main planning considerations raised by the proposals, together with reasoned justification in support of the proposed development.
- 1.2 The Design and Access Statement has been combined with the Planning Statement to form one document, considering the context and nature of the development.
- 1.3 A Design and Access Statement should effectively:
 - Communicate the vision and principles of the scheme;
 - Explain how the objectives of environmental sustainability and good design have been applied;
 - Demonstrate that design issues have been considered early in the design process;
 - Demonstrate a commitment to 'inclusive design' – so that the development is accessible to all regardless of age, gender and infirmity.
- 1.4 In line with the relevant guidance, this Planning, Design and Access statement aims to explain the design concepts and principles applied to the development in relating to:
 - Access;
 - Character (including amount, layout, scale, appearance and landscaping);
 - Community Safety;
 - Environmental Sustainability; and
 - Movement to, from and within the development.

Purpose and Structure of this Statement

- 1.5 The statement is structured as follows:
 - **Section 2** provides a description of the characteristics of the site and surrounding area, and details regarding the planning history associated with the site;
 - **Section 3** communicates the proposals and demonstrates the credentials of the proposed design and the design objectives;
 - **Section 4** outlines the relevant planning policy framework in relation to the site and the development;
 - **Section 5** analyses the key planning considerations arising from the proposed development (in light of the planning policy context);
 - **Section 6** sets out our conclusions.
- 1.6 The following documents are submitted in support of the application, and should be read alongside this Planning, Design and Access Statement:
 - Application Forms – Prepared by Geraint John Planning Ltd.;
 - Plans and Drawings – Prepared by Pentan Architects;
 - Proposed Site Plan ref. 3997-1003-P2;
 - Topographical Survey ref. 3997-1002-P1;
 - Civils Drawings– CB3 Consult;

- Vehicle Tracking ref. C2099 SK01;
- Contestable Design Report – Prepared by I.P. Electrical Engineers;
- Electrical plans prepared by I.P. Electrical Engineers;
 - Bare Earth Cable Route;
 - NGED Substation Plan;
 - Electrical Line Diagram;
- Transformer and HV Enclosure Details Prepared by BM Controls;
 - Transformer enclosure elevations;
 - HV Switch room Elevations;
 - EV Charging Point Elevations; and
 - Cable Trench and Switch Room Details.



2.0 SITE AND SURROUNDINGS

The Site

- 2.1 The site comprises a parcel of broadly flat land located within Resolven, Neath. The site is located within the administrative area of Neath Port Talbot Council and the proposed site area measures to approximately 0.8ha.



Aerial view of the Site (Site Location Approximately Shown in red)

- 2.2 The site is currently used as a car park for Resolven Market and associated businesses in the immediate local area. The existing car parking area has over 200 spaces which are utilised by the staff and the visitors to the businesses nearby.

The site lies south of the A465, which runs from Neath, linking to the wider valleys area. To the east of the site is the town of Resolven and to the west is the wider Resolven Business Park.

- 2.3 Please see extracts of the site below:



View of the current site (facing south)



View of the current site (facing west)



View of the current site (facing north)

Access

- 2.4 The site benefits from an existing access point that adjoins a road to the north. This road further adjoins the A465 and the B4434 of which provides access to the wider surroundings of Resolven and Neath.



View of access road adjacent to the site (facing south)



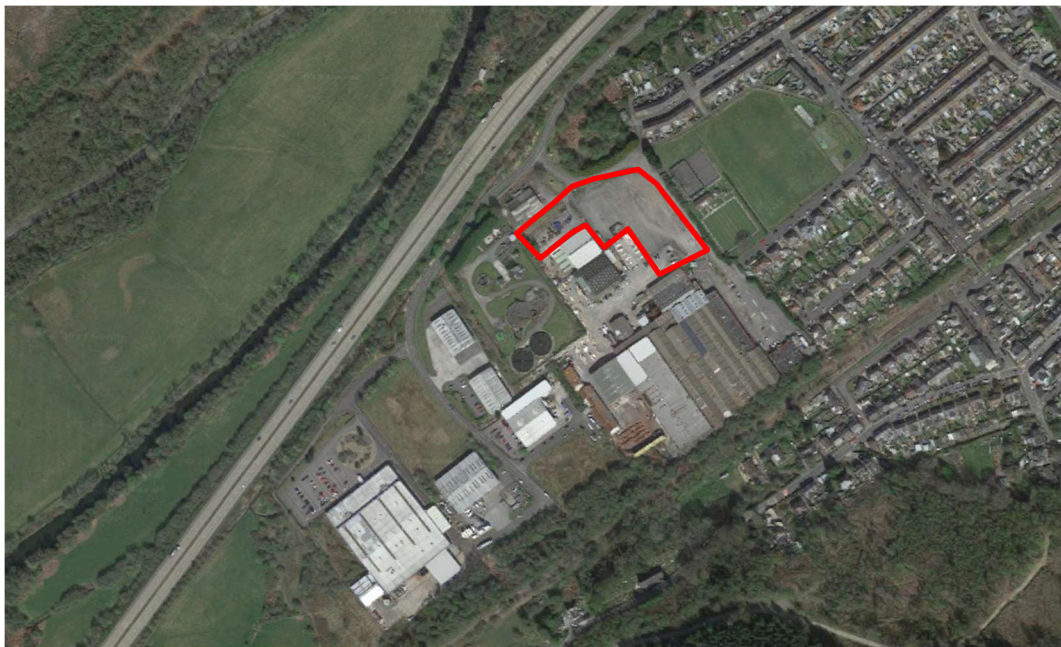
Access to the site.



Access Road connecting to the A465 and the B4434.

Site Surroundings

- 2.5 The site is surrounded by several industrial / commercial uses, as per the below aerial view extract:



Aerial view extract of site in context of surrounds (Site Location Approximately Shown in red)

- 2.6 Some of the businesses in close proximity to the site include:

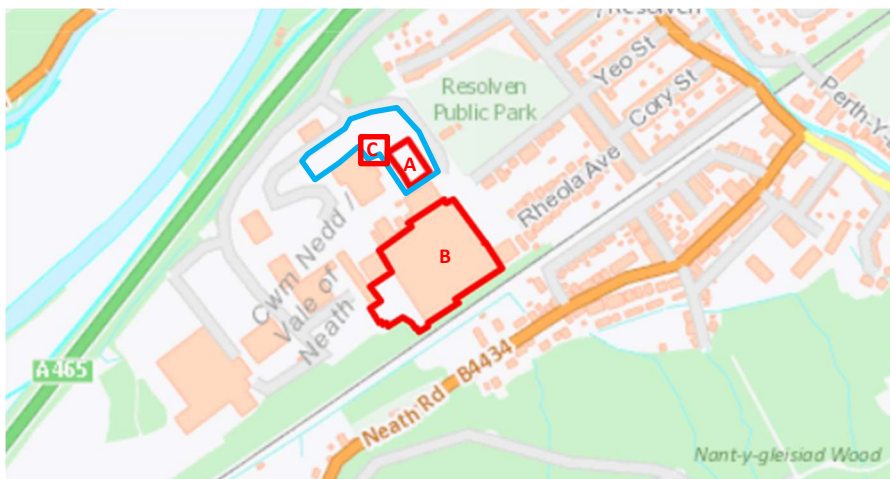
- Powells Automotive;
- Paragon Engineered Timber Ltd;
- Penny's Mini Coaches; and
- Mollart Engineering.

Sustainability

- 2.7 In terms of sustainability, the site is located within close proximity of a range of services and facilities which may be used by those stopping to charge their vehicles. For example, the Ranch Breakfast Bar and Grill, and Resolven Market are located within the immediate vicinity and a wider range of facilities are available within a 10-minute walk in the centre of Resolven. These include takeaways, a supermarket, pharmacy, and hairdressers.
- 2.8 Neath Train Station is located approximately 9km away, a 12-minute drive by car and is served by trains running to Fishguard, Swansea Cardiff, Manchester and London.

Site History

- 2.9 A planning application history search has been undertaken via Neath Port Talbots Council's on-line planning register. Upon review of this data, relevant planning applications are summarised below:



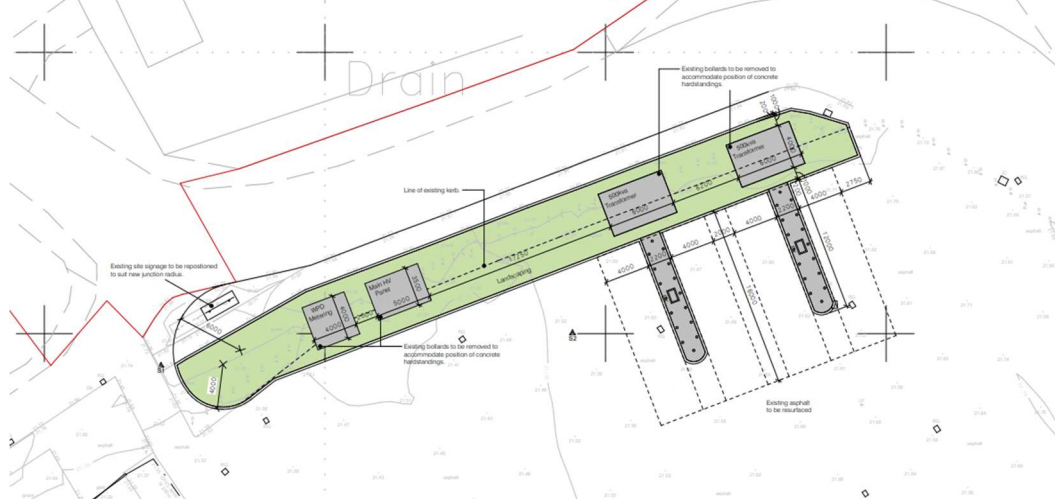
Site Location Approximately Shown in Blue

The Site and Surroundings Planning History					
Map Label	Application Ref.	Location	Proposal	Decision	Date of Decision
A	P2023/0302	Lockspot Self Storage Rheola Enterprise Park Resolven Neath Port Talbot SA11 4HN	Retrospective change of use from part of car park to storage container site.	Approved	11/10/2023
B	P2023/0310	Biosol Renewables UK Limited Unit 1, Vale Of Neath Business Park Resolven Neath SA11 4HN	Installation of roof-top extraction flues to facilitate internal boiler apparatus.	Approved	13/11/2023
C	P2022/0825	Former TRW Car Park Neath Vale Supplier Park Resolven Neath Neath Port Talbot SA11 4SR	Retrospective permission for retention of cafe and decking area and proposed extension with associated ancillary development.	Approved	11/05/2023

3.0 DEVELOPMENT PROPOSALS & DESIGN OBJECTIVES

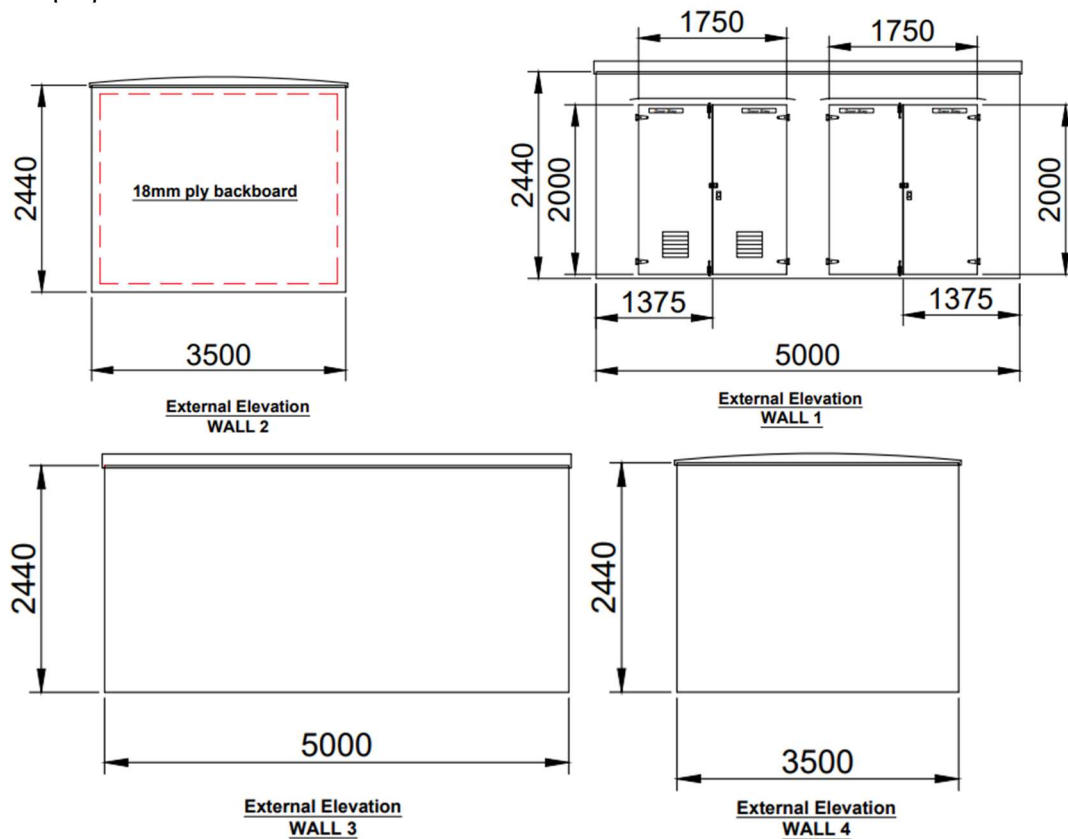
Introduction

- 3.1 This chapter describes the elements which constitute the proposed development. It should be read in conjunction with the submitted application plans, drawings, and other information.
- 3.2 The proposal comprises the construction of 4No. EV charging points and an associated substation/transformer enclosure within the existing car park area of Resolven Market.



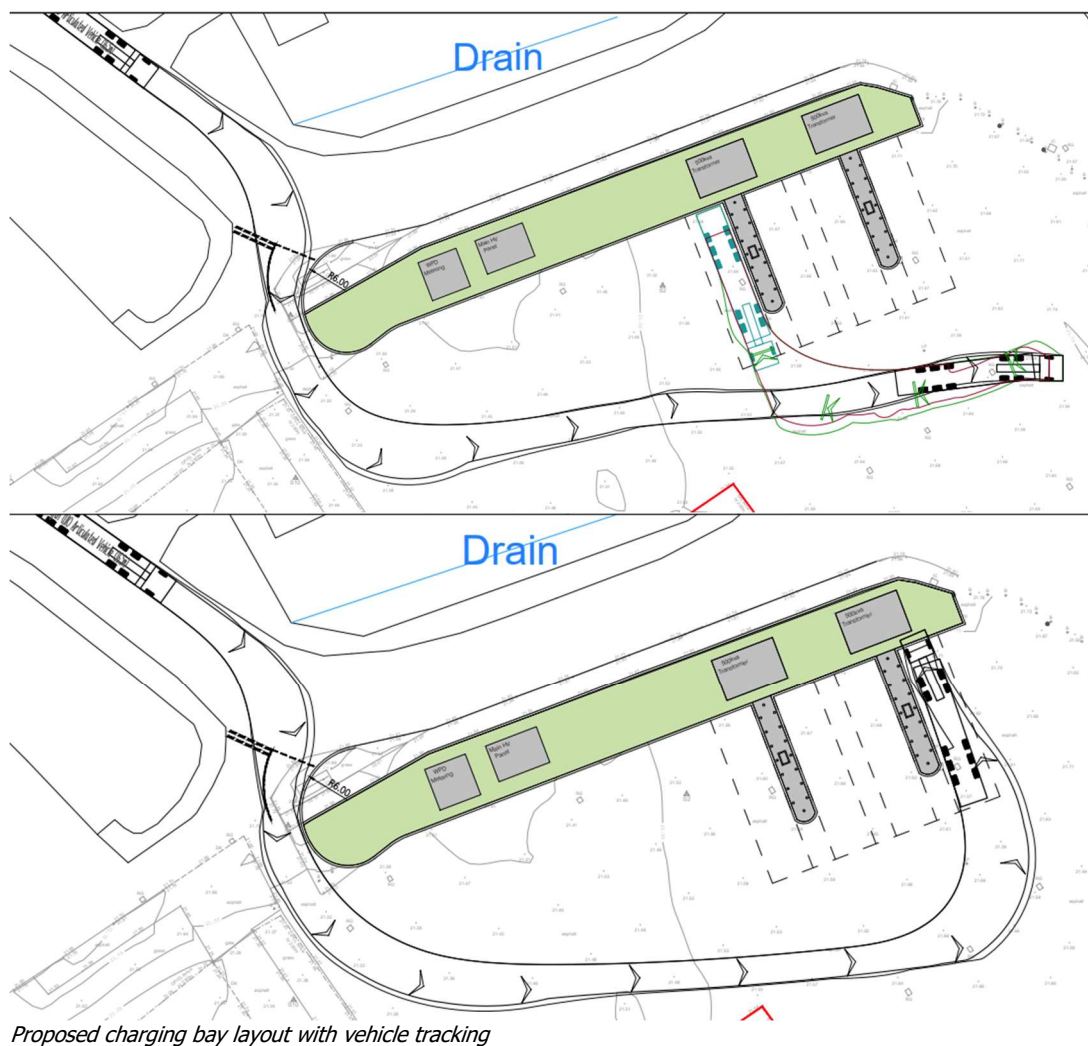
Proposed Site Plan Extract

- 3.3 The proposed elevations are extracted and illustrated below:



Proposed Transformer Elevations

- 3.4 Engineering drawings have also been prepared, demonstrating the proposed layout and vehicle tracking for the proposals to demonstrate accessibility by HGVs.



Design Objectives

- 3.5 Design is defined within Planning Policy Wales (PPW) as:

"The relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings".

- 3.6 TAN 12 highlights that:

"Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and, provides buildings and environments that are convenient and enjoyable to use for everyone".

- 3.7 TAN 12 promotes key objectives of good design under the following headings:

- Character and Context;
- Community Safety;
- Environmental Sustainability; and
- Movement and Access.

3.8 The way in which each key objective has been considered and addressed in the design of the scheme is outlined below.

3.9 Moreover, the guidance set out in Design and Access Statements in Wales (April 2017) has also been considered in preparing this Statement.

Character and Context

Site

3.10 The site itself comprises 0.8 ha of irregularly shaped flat land, capable of development. By way of effective siting, the proposal has been set back from the main highway to allow for the efficient / ease of access, egress and manoeuvring of vehicles utilising the site, given that this will be key to its function.

3.11 The existing layout of the site is also deemed appropriate for development. The proposal seeks to utilise the existing access at the site as it adjoins the highway towards the A465 with adequate visibility splays.

3.12 The site is an existing car park and as such only requires minor modifications in order to accommodate the proposals. In essence, the proposals comprise a minor redevelopment of a small area of the existing car park.

Built Form

3.13 As detailed above, the built form consists of 4 EV charging units with a small substation to manage the power transfer and storage required. It is proposed to use ABB Terra 360 charging units, details of which are included within this application, including the relevant specifications. These are proposed to be sited in the northern part of the car park as demonstrated in the Site Plan.

3.14 The proposed substation / transformer enclosure is proposed to be sited to the west of the charging points, as demonstrated on the plan extract above. Further details on this including the proposed connection points are provided in the engineering layout drawing which accompanies this submission.

Scale, Amount and Appearance

3.15 The proposed built form comprises a footprint of 81.5m². The proposed height of the substation structure measures 2.5m with the EV charging points approximately 2.3m in height from the base. These will be evenly spaced and positioned appropriately to minimise any possible visual impact.

3.16 The substation/transformer enclosure will also be positioned to reduce its visual impact as much as possible. Given its siting within the existing business park, it is considered this type of development is in keeping with the current use of the site. The units have been well screened from the frontage of any nearby properties on John Street and Vaughan Avenue by mature hedgerow.

Environmental Sustainability

- 3.17 Energy-efficient charging points will be implemented using up to date technology in order to support a wide range of vehicles.
- 3.18 The proposed scheme is sustainable by its very nature – in encouraging and supporting the use of electric vehicles in the area. Furthermore, the power to supply to charging points is intended to be supplied by photovoltaic panels situated on the roof of the Resolven Market and associated buildings within the Resolven Enterprise Park.

Access and Movement

- 3.19 The site benefits from an existing point of access / egress which is to be utilised as part of the proposed development. The existing visibility splays are considered appropriate for the operations of the proposal. Likewise, the site comprises a substantial area to allow for the manoeuvring of large vehicles including articulated lorries – which this proposal seeks to accommodate. In terms of wider movement, the site is in close proximity to pedestrian pavements / footways that provides access to various facilities and amenities within a 10-minute walk of the site. Access to and movement within the site is therefore considered to be appropriate in light of the proposal.

Summary

- 3.20 It is considered that the proposed EV charging points and substation/transformer enclosure have been designed to reflect the needs of the site and local area and appropriately respond to the context of the location.

4.0 PLANNING POLICY CONTEXT

Introduction

- 4.1 A review of the planning policy context associated with the site and proposed development (at the national and local level) is provided within this section of the Statement.

National Planning Policy

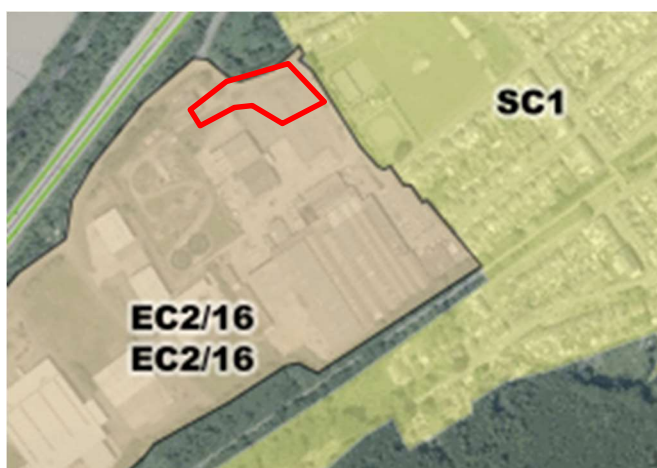
The following policy / guidance documents prepared at the national (Welsh Government) level are of relevance to the determination of this planning application:

- Future Wales: The National Plan 2040 (February 2021);
- Planning Policy Wales (11th Edition, February 2021); and
- Technical Advice Notes (TAN).

- 4.2 Full detail of these National Planning Policies and planning Advice Notes has been appended to this planning application (**Appendix A**).

Local Planning Policy

- 4.3 The current Development Plan for Local Planning Authority comprises the Neath Port Talbot Borough Council Local Development Plan (2011-2026) which was formally adopted by the Council on 27th January 2016.



NPT LDP Proposals Map - (Site Location Approximately Shown in Red)

Neath Port Talbot Relevant Policies Key	
	A465 (Trunk Road)
	Settlement Limit (SC)
	Existing Employment Area (EC2)

- 4.4 Upon review of the above, the site comprises the following designations:

- Within an Existing Employment Area (EC2/16);
- Adjacent to a Settlement Limit (SC1); and
- In proximity to the A465 (Trunk Road).

- 4.5 Taking into account the above proposals map, it is considered that the following LDP policies are of relevance to the determination of the proposal:

Policy	Title	Summary
Policy EC 2	Existing Employment Area	In order to protect the employment function of the County Borough's employment areas, uses on the following sites will be restricted in accordance with Policy EC3.

Policy EC 3	Employment Area Uses	Within allocated and existing employment areas, unless otherwise specified and where appropriate, uses will be restricted as follows: • Uses within classes B1, B2 and B8; • Ancillary facilities or services which support and complement the wider role and function of the primary employment use; • Commercial services unrelated to class B. Developments will be required to demonstrate that proposals do not cause any adverse impacts on the overall function of the employment area and neighbouring commercial and residential properties, the proposal can be sustainably justified in this location and is appropriate in scale and form to the role and function of the employment area.
Policy SP 18	Renewable and Low Carbon Energy	Policy SP 18 advocates for contributions to meeting national renewable energy targets and energy efficiency targets will be made while balancing the impact of development on the environment and communities. This will be achieved by: 1. Encouraging where appropriate, all forms of renewable energy and low carbon technology development; 2. Encouraging energy conservation and efficiency measures in all new major development proposals; 3. Ensuring that development will not have an unacceptable impact on the environment and amenity of local residents.
Policy SP 20	Transport Network	The transport system and infrastructure will be developed in a safe, efficient and sustainable manner through the following measures: • Promoting Park and share schemes along key highway routes; • Requiring appropriate parking provision.
Policy TR 2	Design and Access of New Development	Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied: 1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation; 2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use; 3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes; 4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

Supplementary Planning Guidance

- 4.6 Neath Port Talbot Council has prepared and adopted Supplementary Planning Guidance (SPG) which provides additional policy advice to be read in conjunction with the LDP.
- 4.7 The following SPGs are considered relevant to the determination of the proposal:
- Parking Standards (October 2016);
 - Pollution (October 2016) and;
 - Renewable & Low Carbon Energy (July 2017).

Replacement Local Development Plan (RLDP) 2021-2036

- 4.8 Neath Port Talbot Council is preparing a Replacement Local Development Plan. It is anticipated that this Plan will be adopted in 2025 and will run until 2036.

- 4.9 The Deposit Plan represents the first full draft of an emerging LDP which the LPA are currently preparing. There is therefore no policy/constraints map to consider as part of this at this stage.



5.0 MATERIAL CONSIDERATIONS

5.1 Having regard to the above, the key planning considerations arising from the proposed development are considered to be as follows:

- The Principle of the Proposed Development;
- Highways, Access and Parking;
- Design;
- Flooding; and
- Other considerations.

5.2 These issues are discussed in further detail below.

The Principle of the Proposed Development

5.3 The principle of development in this location is considered acceptable on the basis that the site is situated within an existing employment area just outside of the settlement boundary of Resolven and is therefore located within an inherently sustainable location. This is supported and endorsed by Planning Policy Wales, Future Wales and Policy EC2 of the Neath Port Talbot Borough Council's LDP (2011-2026).

5.4 Under the current Local Development Plan, the site falls within the Vale of Neath Supplier Park Existing Employment Area (EC2/16). Under this designation, the site is allocated for Employment uses. This is limited to the following uses:

- Classes B1, B2, & B8;
- Ancillary facilities or services which support and complement the wider role and function of the primary employment use; and
- Commercial services unrelated to class B.

5.5 The Vale of Neath Supplier Park is an extensive area of brownfield industrial land which lies south-west of the village of Resolven and provides an opportunity for mixed employment uses development in a sustainable and accessible location. The development approach of EC2 is evidenced via the below Upper Neath Valley Strategic Growth Area Allocations table and supporting text, which allocates the site specifically for employment use:



Reference	Allocation	Site Area (ha)	Estimated No. of Units
Housing			
H1/23	Park Avenue, Glynneath	13.2	150
H1/LB/27	Heol Y Glyn, Glynneath	2.7	81
H1/LB/28	Welfare Hall, Glynneath	0.8	17
H1/LB/29	Ynys Y Nos Avenue, Glynneath	0.5	16
Reference	Allocation	Total Size (ha)	Vacant Land (ha)
Employment			
EC2/16	Vale of Neath Supplier Park, Neath Valley	14.2	1.2
EC2/17	Glynneath Village Workshops, Glynneath	0.4	0

Upper Neath Valley Strategic Growth Area Allocations Table

- 5.6 The Upper Neath Valley Strategic Growth Area is described in Neath Port Talbot's adopted LDP as follows:

'Glynneath is the key settlement in the upper Neath Valley and has good links to the upper Dulais Valley and the Brecon Beacons National Park as well as to Neath and the Coastal Corridor Strategy Area via the A465 (T) Dual Carriageway. Significant growth in the Glynneath Area / Upper Neath Valley will therefore benefit the wider area and enhance the sustainability and attractiveness of both Glynneath and Resolven. The area is well placed to benefit from tourism developments especially those associated with the 'Waterfall Country' and the Brecon Beacons National Park.'

- 5.7 Furthermore, the LDP review report outlines that Strategic Policy 11 (Employment Growth) *'aims to promote a sustainable economy through a number of measures including the allocation of sites for economic development, safeguarding existing employment sites and providing a more flexible approach to development in the valley areas'*.
- 5.8 Given this, it is considered that the principle of development is acceptable, as the premise of installing EV charging points will help to safeguard the existing employment site by encouraging and facilitating more sustainable travel to the area.
- 5.9 A review of the adopted LDP has also established that the nineteen Existing Employment Areas (EEAs) safeguard a number of jobs within significant areas of brownfield land by restricting them to specific uses to protect the employment function of the sites. The EEAs will make a significant contribution to delivering the LDP strategy, will promote and help sustain economic growth, meet the objectives of the Plan and are fundamental to the delivery of the Authority's employment growth proposals.

Upon review of the LDP, and a planning history search (as demonstrated above), there have been a few recent efforts to expand/improve the existing employment offer on site. The proposals will complement this use by providing additional functionality whilst attracting further visitors to the site. They also fit in with the surrounding land use as an industrial area, therefore creating a proposal that's use will not be detrimental to its surroundings, as opposed to other use such as residential.

- 5.10 In addition, the LDP review report considers electric vehicle charging to be a 'key element' of the future/replacement plan as identified by the National Development Framework (NDF). For example, it was stated that *'Transport infrastructure should connect people to key sites and services and futureproof network with electric vehicle infrastructure.'*

- 5.11 In light of the above, it is considered that the proposals are in compliance with the policies set out in Planning Policy Wales and Future Wales.

Local Planning Policy

- 5.12 As highlighted previously, there are a number of adopted LDP policies which the site must be assessed against in terms of establishing the acceptability of the proposed development. These have been assessed in turn as follows:

Policy EC 2 'Existing Employment Areas' and Policy EC 3 'Employment Area Uses'

- 5.13 Policy EC aims to protect employment within the county borough by restricting uses on particular site to those listed under Policy EC3. The proposal lies within the Vale of Neath Supplier Park, which is a brownfield site, designated for mixed use, employment focused development. The proposed development would make further use of and improve the car park, therefore by association, enhancing the offering of the employment site.

- 5.14 It is considered that the proposals will comply with Policies EC2 and EC3.

Policy SP18 Renewable and Low Carbon Energy

- 5.15 In accordance with Policy SP18, the proposed development will assist in meeting national renewable energy targets by providing additional facilities to support electric vehicles within and passing through the area, with a low-carbon development.

- 5.16 This is also supported by the fact that the energy required for the proposals will be provided by PV panels on the roof of Resolven Market and associated buildings within the enterprise park.

Policy SP20 'Transport Network'

- 5.17 This policy promotes sustainable means of transport in NPT. The development complies with criterion 7 which requires and the promotion of sustainable transport and criterion 8 which require[s] appropriate parking provision. Due to the nature of the proposed EV charging units it is considered that they promote sustainable transport and provide appropriate parking provision which can accommodate a range of vehicles.

Policy SP11 'Employment Growth'

- 5.18 This policy promotes employment for a sustainable economy. The below criteria is relevant to the proposal:

- Criterion 3 *'Existing employment areas will be safeguarded for employment uses'*

- 5.19 As the development is located within the Existing Employment Area EC2/16 'Vale of Neath Supplier Park' it is considered to support this criterion by way of safeguarding employment. For example, the proposed units will need to be monitored and maintained by staff which will assist in safeguarding the jobs of maintenance staff employed by the applicant.

- 5.20 The proposed development will directly result in additional trade by bringing further visitors to the enterprise park. This will help support the existing business and by association, encourage economic growth in the area.

Policy TR2 – Design and Access of New Development

- 5.21 As mentioned previously, the proposed development is well screened from residential receptors and is set back from the main highway. This combined with its sensitive design significantly reduces any potential for visual impacts. Furthermore, the site benefits from existing access points which are deemed appropriate to support the proposals.

Summary

- 5.22 The prevailing national and local policies seek to ensure that local employment and sustainable practices are supported. Accordingly, the proposed development embraces each of these fundamental principles.
- 5.23 The proposed development seeks the construction of EV charging points with an associated substation/transformer enclosure, to be supplied by PV panels. As noted, the site is located in adjacent to existing employment uses and will be seen in this context, thereby integrating with its surroundings and reducing any effect in respect of visual impact.
- 5.24 The principle of the development therefore complies with the strategic aims of SP 11 Employment Growth, SP 18 Renewable and Low Carbon Energy, and SP 20 Transport Network.

Highways, Access, and Parking

- 5.25 Policy TR 2 of the LDP requires that all development has appropriate and safe access and does not give rise to parking or highway concerns, for instance by promoting pedestrian, cycle and public transport access. Furthermore, necessary, and appropriate transport infrastructure, including access and parking, are available to support the development. Due to the surrounding industrial uses near to the site, the A465 and adjoining unnamed access road already proves to be a sufficient highway for HGVs. The access Road's current width allows access for artic vehicles to drop equipment off at the site.
- 5.26 Staff and visitor access will be provided by the same main access point with vehicles using the car park facilities at the front of the site. All vehicular movements on site will be with a low-speed restriction. The on-site parking facilities will be in line with Policy TR2 – where the proposal shall comply with the parking standards set out in the Parking Standards SPG.
- 5.27 In terms of public transport, Neath train station is located approximately 9km south west of the site (12 minute car drive) which allow for journeys to and from Cardiff and Carmarthen. The closest bus stops to the site are at John Street and Resolven Post Office, providing services to Neath and Swansea. These stops are approximately a 7-minute walk from the site.
- 5.28 In light of the scheme, the proposals are considered to be entirely acceptable from a highway's perspective.

Flooding

- 5.29 As stated previously, the site is designated within the Upper Neath Valley Strategic Growth Area. Whilst this is not generally stated to be at risk of flooding, the NRW flood map for planning shows that the site lies within an area of low-moderate risk of flooding from rivers due to its proximity to the river Neath.





NRW Flood Risk from Rivers Map (Site Location Approximately Shown in red)



NRW Flood Risk from Surface Water and Small Water Courses Map (Site Location Approximately Shown in red)

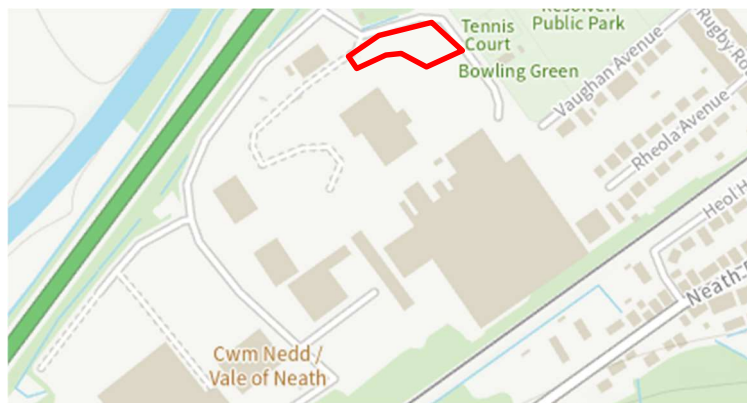
Key			
	High		High
	Medium		Medium
	Low		Low

- 5.30 The site is also partially at risk of flooding from surface water and small watercourses, as demonstrated by the above map extract.
- 5.31 Further to this, the development is categorised in the TAN 15 guidance as being in the less vulnerable development category, where TAN 15 recognises that under certain circumstances, such as industrial development, there is an allowance for flexibility to enable the risks of floods. In accordance with TAN 15, less vulnerable development includes 'General industrial, employment, commercial and retail development; transport and utilities infrastructure; and car parks. Accordingly, the proposed development is classified as less vulnerable development.
- 5.32 Overall, given that the proposals are a 'less vulnerable' form of development, it is not considered that flood risk is a significant constraint to the development.

Other Considerations

- Trees – there are no trees on the site so no trees would be cleared/affected.
- Archaeology – it is assumed that archaeology would not be a material consideration as the site is not an area with high archaeological value.
- Ecology – it is thought that there are limited/no habitats on the site so ecology would not be a material consideration.
- Coal mining risk – the site does not lie within an area considered to be at high risk for development.
- Noise – due to the site being situated within an industrial area, noise impacts are not thought to negatively impact the surrounding site.

Historic Environment



Historic Wales Map (Site approx. in red)

Key	
●	National Monuments Record of Wales
●	Historic Environment Records

- 5.33 As shown in Historic Wales map above, there are no heritage assets located within the site boundary of the proposed development or around the site which would be affected by the development.

Coal Mining



Coal Authority Interactive Map Extract

Key	
	Mine Entry
	Development High Risk Area
	Coal Outcrop
	Coal Mining Reporting Area

- 5.34 As demonstrated in the Coal Authority map extract above, whilst the site lies within the coal mining reporting area, it is not within an area of high risk to development. Given this, coal mining is not considered to be a constraint to development.

ProW

- 5.35 A review of Neath Port Talbot's Public Rights of Way (ProW) map confirms that there are no ProWs that run directly through or adjacent to the site boundary of the proposed development. As such, the proposal will not impede upon any footways in any event.



NPT ProW Map Extract

6.0 SUMMARY AND CONCLUSIONS

- 6.1 The proposed development seeks permission for *"the provision of 4 No. EV charging points and associated substation/transformer enclosure."*
- 6.2 It is considered that there are several material considerations in support of the application, which include the following:
- The site has been identified as falling within Upper Neath Valley Strategic Growth Area which is for mixed use development and is allocated as an Existing Employment Area (EC2/16). The site is brownfield land, which is currently part of the car park for the Vale of Neath Supplier Park, therefore the principle of the development is considered appropriate;
 - The proposed development will bring about significant economic benefits to the local and wider region, by way of safeguarding employment, in turn complying with Policy SP11 (Employment Growth);
 - The proposed development will coincide with the surrounding industrial land uses;
 - The facility will assist to facilitate sustainable travel activity within the locality;
 - The proposal would not have any impacts upon the amenity of adjacent occupiers including lighting, noise, odour and highway safety;
 - The proposal will not have any adverse impact upon existing trees and ecology near to the site; and
 - The principle of the development complies with the strategic aims of the LDP, as well as PPW11 and Future Wales.
- 6.3 Having regard to the above material considerations, it is considered that the proposed development represents an appropriate and a wholly policy compliant scheme, which makes good use of this existing brownfield site in a strategic Regeneration site.
- 6.4 Accordingly, it is therefore considered that the proposed development is acceptable, and we would respectfully request that the application be approved.