

1632:PL1:DAS

Design & Access Statement
(Including GI Statement)

for

Proposed Light Industrial
Development

At

Baldwins Crescent
Swansea

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Cycle Access

The site is located within 200m of National Cycle Network Route 4, which connects Port Talbot in the East to Kidwelly in the NW. This is part of the major London to Fishguard Sustrans route and also gives access to Swansea Town Centre. .

In addition there are dedicated cycle lanes on Fabian Way which give access to Swansea Town centre. Cycling in the immediate vicinity of the site is accommodated on-carriageway.

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1.0 Vision & Introduction

Our Client Motor Park Ltd own a site in Baldwins Crescent, Swansea and wish to develop the site use light industrial use with a series of small units.

The site is currently vacant and ready for development and Pre Application Advice has been provided by Neath Port Talbot CBC, which indicates that the principle of development is acceptable.

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

Design Concept Brief

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

- Provide a series of individually lettable (or saleable) industrial units of approx. 500-600ft².
- 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 layout meets the requirements of the relevant SAB and is a suitable SUDs solution.
- 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.

Initial Pre Application advice was obtained from Neath Port Talbot Council (NPTC) in July 2022 (Ref: Q2022/0055), which confirmed that the proposals were generally in line with planning policy and the principle of development was acceptable.

There were some observations on the originally submitted proposals which have been addressed in the current scheme submitted as set out the Design Analysis section below.

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 as listed below:

Drawing Title	Drawing reference
1632:PL1-01	Location Plan (A3)
1632: PL1-02	Proposed Site Plan (A3)
1632: PL1-03	Proposed GA Plans (A3)
1632: PL1-04	Proposed Elevations (A3)
1632-PL1-DAS	Design and Access Statement
*****	Swept Path analysis
16263_500_r01	Drainage Plan

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. The former use is unknown.

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

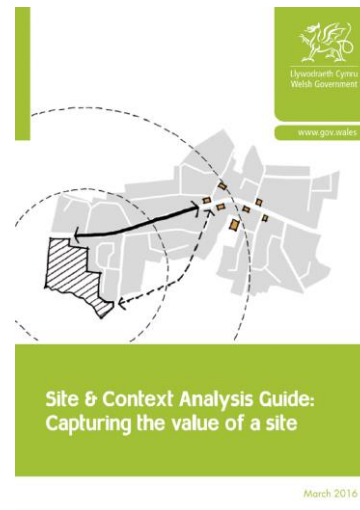
A full understanding of a development site is a crucial part of the design process. To facilitate this understanding a full site and context analysis has been carried out. The analysis as set out below has been based on guidance provided in the Welsh Government publication “*Site & Context Analysis Guide: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

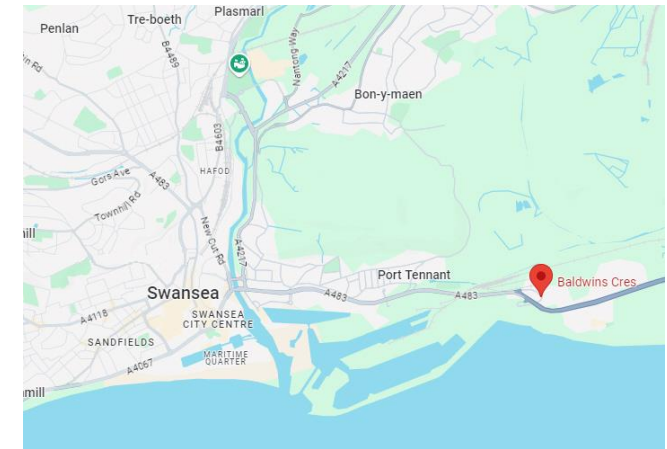
Site Location

The site location is shown on the drawing 1632PL-01 and the following aerial photograph and map and lies in Jersey Marine approx. 4Km to the East of Swansea Town Centre.

The full site address is:

Baldwins Crescent
Crymlyn Burrows
Swansea
SA1 8PT

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



The area is generally commercial in nature and is well connected to the A483 Fabian Way which links Swansea with the M4 to the East.

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

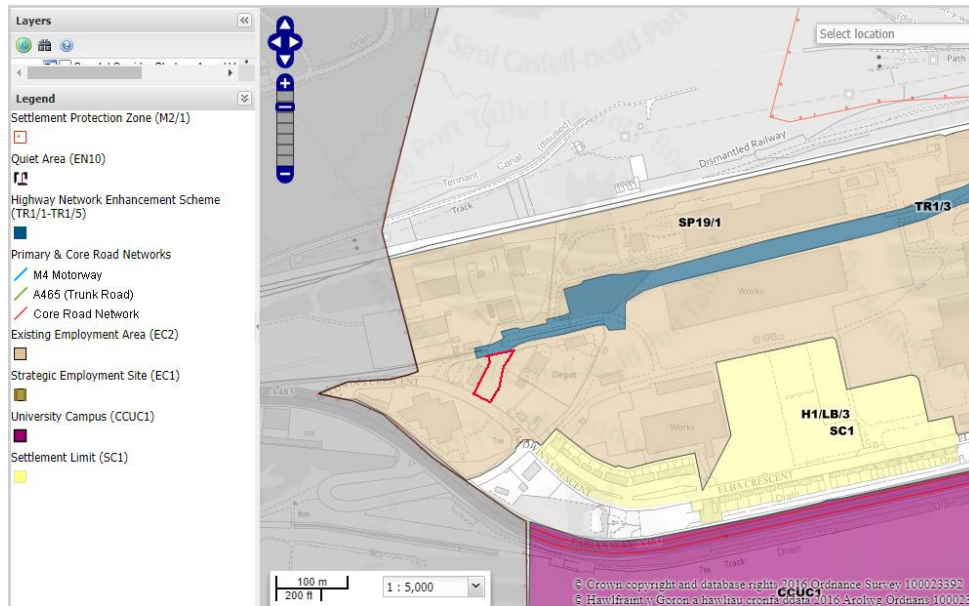
The site is well located to within an existing employment area and is ideally suited for a development of light industrial units, which are currently in great demand.

The site area is approx. 0.19Ha.



Planning Context

Although close to Swansea the site lies within the Neath Port Talbot County Borough Council (NPTC). An extract from the NPTC LDP map is included below and shows the proximity to Swansea Council (grey area on map).



The site lies outside of any settlement limits and within an Existing Employment Area (brown hatch) which is protected under Planning Policy EC2(1) and EC3 as confirmed in the pre application advice received. This designates the site for use classes B1, B2 and B8.

The site is within a Low Risk Coal Mining Area.

It is not anticipated that Planning Policy or Context will be a barrier to the proposed development. The proposals are in line with core Planning Policies as set out in Pre application advice received.

Noise

The site is surrounded on all sides by a combination of roads and existing industrial/commercial premises, which effectively shield the nearest residential areas from any noise generated by the proposed development.

Given the proposed use as light industrial or storage units it is not anticipated that any noise generated would adversely impact the houses, which are over 100m away from the site to the SE.

Given these factors a specific noise report has not been submitted with this application.

Flooding

The site is within Zone A of the TAN15 Development Advice Map (opposite top).

TAN15 (2004), which is the current policy document states in figure 1 that development in Zone A is not required to pass the Justification Test set out in section 6.

As the site is clearly within Zone A (see map above) the justification test is not required to support the development.

On the NRW Flood Map for Planning (opposite bottom) the site is at the edge of Flood Zone 2.

Figure 1 of the delayed replacement TAN15 suggests that Development in Zone 2 should be subject to the justification test (section 10), and acceptability of consequences test (section 11).

The site is within a dedicated Employment Zone and is therefore part of a Strategy supported by the LDP. This meets part 1 of the justification test.

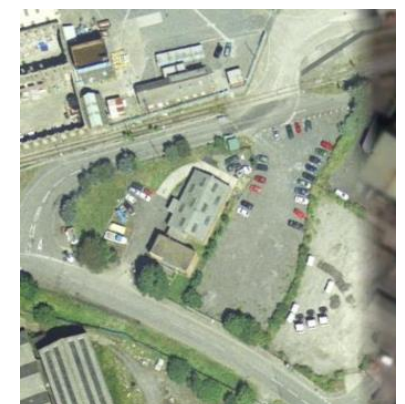
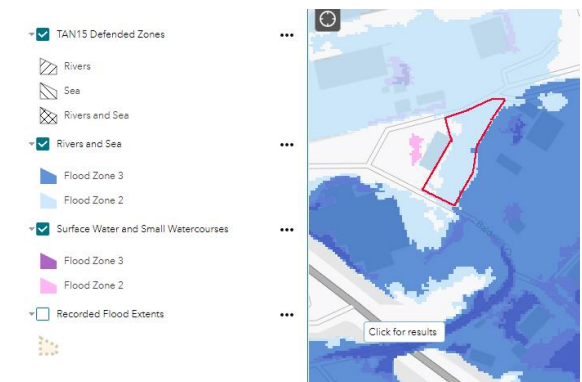
The site is previously developed land as it was a car park for adjacent commercial use. See Photo opposite from 2005. This meets part 2 of the justification test.

The consequences of potential flooding have been considered in accordance with the criteria of Section 11 (see below).

As is within Zone 2 it will be flood free in the 1:200 (Sea) event.

Given that the site is on the outer extremity of Flood Zone 2 and is essentially flat any potential flooding in an extreme event will not exceed 600mm, the limit suggested in Figure 7.

Given that any potential flooding is likely to be of limited depth and the fact that the site is within Zone A of the DAM, no Flood Consequence Assessment is required.



Ecology

The site is previously developed and was formerly a car park with no vegetation and 100% of the surface covered with tarmac.



This surface was removed at some point and the site has had some regrowth of weeds and low level flora. These have been periodically removed over the years and as such the site has low or zero biodiversity.

As such any landscaping and/or biodiversity features included in a proposed development would provide a net gain in Biodiversity. See the relevant section in the Design Analysis chapter of this document for details.

This is in line with the requirements set out in the Pre application advice received in 2022.

Surrounding land & Buildings Use

The land immediately surrounding the site on all sides is generally commercial/industrial in nature as shown on the map opposite in purple. The site is in red.

There is a small section of residential use on Baldwins Crescent approx. 100m to the SE of the site (coloured yellow on the map opposite) but this is screened from the site by adjacent buildings.

The site is within a designated Employment area so the proposed use is entirely compatible with the surroundings.



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.

Socio Economic and Market Analysis

The site is ideally located within an existing Employment area and adjacent to major road and public transport connections.

The proposals are to provide light industrial and/or storage units, which are currently in great demand, in a suitable and well connected site.

The potential site value has been assessed along with the anticipated value of completed units and it has been established that a minimum of 9 units are required to make the site viable.

Culture & Community Summary

SWOT	- The site is available and deliverable, - The site is in an existing designated Employment area immediately adjacent to existing commercial and industrial developments , - The proposal will have no adverse impact on neighbours or nearby residential areas, - There are good transport links to the Town Centre and other parts of the local area,
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

Landscape

Topography

The site is effectively flat in all directions with no change of levels that would impact on any design proposals.

The site does not require raising to accommodate any potential flooding and as such topography presents no impediment to the development of the site for small scale light industrial/storage units.

Access Points

Access to the site is available from Baldwins Crescent to the SW and the NE as can be seen from the previous site maps.

There is an existing crossover on the pavement to the SW. The pavement runs across the entirety of this boundary and provides connection to the wider footpath network.

To the NE there is pavement across part of the site as shown on the photograph opposite:

Access is therefore available from both sides of the site which could facilitate a through road if required.

It would appear that the SW aspect would be the most appropriate as this is potentially the quieter part of Baldwins Crescent with the NE aspect fronting onto the section of road that leads to the Amazon distribution facility.



Boundaries

The site boundaries can be characterised as:

SW boundary is effectively the back of footpath to Baldwin’s Crecent. There is currently a palisade fence on this boundary, but that could be altered or removed to facilitate any proposed development.

See photograph opposite:

The NW boundary if formed by a palisade fence to the adjacent commercial property, see photo above.

The NE boundary is formed by the back the pavement. This boundary is currently relatively unsecured although there are a series of metal bollards and a temporary Heras fence. See photo above.

The SE boundary is similar to the opposite NW boundary and consists of a palisade fence to the adjacent commercial property.



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

Blue & Green Infrastructure

The site has no significant green or blue infrastructure nor is connected to any areas of blue or green infrastructure in the immediate vicinity.

The site is surrounded by roads and/or adjacent commercial/industrial premises and has no ecological connectivity.

The nearest green infrastructure is over 200m to the SE and there is no blue infrastructure within 500m of the site. The nearest being the Bristol Channel to the South and Swansea Docks to the SW.

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.

Ecology

The site has no significant ecology and can be classed as low or no ecological value. As stated in the previous section any ecological or landscape features included within a proposed development will result in a net gain in Biodiversity. There are no trees on the site and no structures that could support wildlife.

See Design Analysis for further details and a net gain for biodiversity or Green Infrastructure (GI) statement.

Given the lack of any ecological features or structures with potential to host bats or other fauna, no Ecological Assessment has been carried out to support the application.

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 level in all directions, • The site does not contain any significant biodiversity, • There is easy pedestrian and vehicular access from Baldwins Crescent, • 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,
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.

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 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.

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

Acoustic Environment

Given the nature of the proposals and the location of the site in an industrial area it is not anticipated that noise, either to or from the site, will be a material consideration.

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

The site is not in a recognised Air Quality management Area, nor is there any anecdotal evidence that air quality is currently an issue at the site.

The area is generally commercial in nature with no major industrial or polluting operations within the immediate vicinity.

The small size, and probable use, of the proposed development will not generate any adverse impact on air quality.

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

Microclimate Summary	
SWOT	• There is are no Microclimate issues that would impact on any proposed 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

Although not a particularly sustainable location the site is in a designated Employment zone and is well connected to road and public transport network.

The site is accessed from Baldwins Crescent from 2 sides. Baldwins Crescent connects directly to the Eastbound A483, Fabian Way approx. 200m to the West of the site.

There is also a connection to the West bound carriageway of the A483 available by passing under the A483 and joining it to the South of the site.

There is a direct connection to Ffordd Amazon which provides a connection to both carriageways of Fabian Way approx. 2.1Km to the East.

The roads in the vicinity of the site have pavements generally on both sides that give access to public transport options as described below.

Public Transport

There are bus stops immediately adjacent to the site that give access to the 84 service between Swansea Town Centre and Port Talbot. Both destinations provide easy access to the wider regional and national public transport system, including the Main London to Swansea rail line.

There are also bus stops on Fabian Way, outside the new university campus and within 600m that give access to a range of services and locations including Neath, Bridgend, Port Talbot, Swansea, Cardiff, Bristol, London, Gatwick and others.

These are accessible via the residential section of Baldwins Crescent as shown on the photograph opposite.



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 4, which connects Port Talbot in the East to Kidwelly in the NW. This is part of the major London to Fishguard Sustrans route and also gives access to Swansea Town Centre.

In addition there are dedicated cycle lanes on Fabian Way which give access to Swansea Town centre.

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

The site is well served by cycling infrastructure and 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.

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 reasonably close to a Town Centre with a range of Public Transport options. - The site is well served by pedestrian and cycling infrastructure.
Design Considerations	To ensure a safe pedestrian connection to the local footpath network.

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:
Adjacent building to the East, viewed from the North. Development site is in the foreground.

Bottom left:
Adjacent building to the West.

Top Right:
Site opposite to the South West.



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.



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 sustainable in transport terms and located reasonably 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

- No discernible weaknesses.

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

- There are no obvious threats to the proposed development, which is entirely in line with current planning policy, both locally and nationally.

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 if required 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, storage units 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 1632PL:02.



Amount

The scheme provides for 9 single storey units all with a Gross Internal Floor Area of (approx.) 54m² set out in a single terrace as shown.

The total Gross Internal Area of the combined Units is 501m² (5,392ft²).

The overall area of the site is 1,866m² (0.76Ha). This gives an overall site density of 48 units per hectare.

Each unit has a dedicated car, or van parking space with a further 6 spaces shared between the units.

This gives a total of 15 parking spaces, which equates to a 1 space per 33m². The parking numbers are in accordance with the Parking Standards SPG, which requires 1 van space and 1 car spaces per unit up to 100m². The car park spaces are each 2.6m x 4.8m and the van spaces are 6m x 2.6m.

Should additional parking spaces be required they can be provided in the hammerhead subject to a tracking exercise to show that refuse vehicles can turn on site.

Electric charging points will be included for all spaces, 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.

The site layout is effectively governed by the long rectangular shape of the site and the desire to have a single point of access to improve site security.

The building has been aligned with the straight western boundary as this makes the most efficient use of space on site.

The site is accessed off Baldwins Crescent from the South, where there is an existing, although unused, crossover.

Suitable tactile paving will be installed on the pavement if required as part of any agreements to widen the existing access.

The existing pavement will be extended into the site to connect to an apron in front of the building to enable safe pedestrian and cycle access to all units.

However, it is intended that the access road will be a 'shared' space for both pedestrians and vehicles in line with the principles of Manual for Streets.

The site road provides access to the 8 van spaces and 7 car parking spaces and is wider in front of the vans to improve manoeuvring and safety.

A hammerhead, which is 19m long, is included at the northern end of the site to enable larger vehicles, including refuse wagons, to turn on site so they can enter and leave in forward gear.

The size is as requested by the Highways Officer in the pre application advice received.

A series of raingardens and swale areas are proposed as part of the SUDs drainage scheme, which will be submitted for formal SAB approval. A full drainage strategy is shown on the submitted engineering drawing 16263_500_r01.

The drainage areas will be landscaped to improve biodiversity, as required as part of the SUDs strategy.

Additional landscaping will be provided at the southern end of the site, including 2 new structural landscaping trees to further enhance the gain in biodiversity.

It is intended that as the units are small waste will be stored with the individual units and placed outside for collection on the appropriate days. As such no specific external bin store has been provided

Cycle storage is provided 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 2 cycles in total. However, given that there are 9 units cycle storage has been provided to ensure at least 1 per unit.

The cycle parking will consist of a Sheffield Hoop outside every other unit that can accommodate 2 cycles as shown on the drawings

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

Previous advice has 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 1.8 (2) persons per unit or 18 total site occupants.

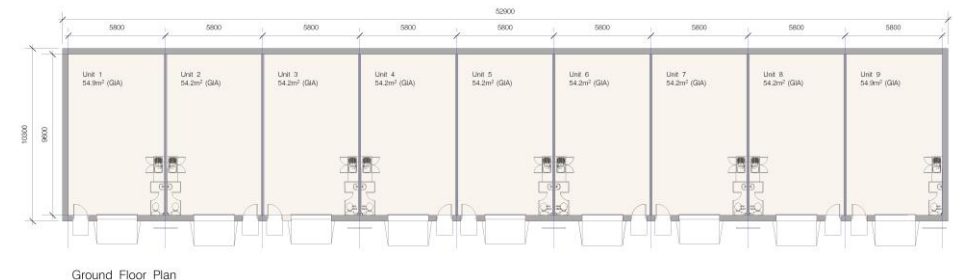
This would result in an overall requirement of 99m² of accessible amenity space. This can be accommodated on site as the drainage swales are shallow and plated with hardy plants and could be used as informal amenity space. The SUDs area to the North of the road is over 200m² including the surrounding amenity grass areas.

In addition it should be noted that there is a large area of publicly accessible green space located a short walk (160m) to the SE of the site.

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.

Unit Layouts

Detailed layouts are shown on the submitted floor plans 1632PL-03 and the extract below:



Each unit is basically identical and is 54.2m² (GIA). The end units are slightly wider. The buildings are steel frame with composite insulated cladding externally as shown on the elevations below.

Each unit has a 2.4m wide x 2.75m 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. 5000mm (above FFL) to the eaves and 5900mm 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

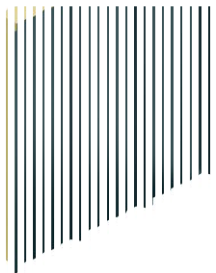
The appearance of the building is shown on the submitted elevations and the images included below:



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 Orange or yellow to stand out.

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.

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.

GI Statement (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 vegetated 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.

A bat box will be installed at high level on the West facing elevation as shown on the site plan. The box will be Beaumaris Bat Box as per the image below (left).

1 No. Woodstone Estella House Sparrow nest box (image below right) will be installed on the rear elevation.



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 development site has no existing landscaping.

At this stage it is therefore assumed that the site has limited 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, bat and bird boxes will be installed on the building as set out above and shown on the site plan 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 as set out below.

Step by step approach:

STEPS	Response
STEP A: Identify & Enhance	A basic Ecological Appraisal has been carried out which has determined that there are no existing habitats or biodiversity on the site. There are no existing areas that would require protection, or enhancement, during any proposed works.
STEP B: Avoid	The proposed development sits almost entirely on existing previously developed land. There are no existing habitats to avoid.
STEP C: Respond & Design	A number of new trees will be planted on the boundary and areas of enhanced biodiversity will be included in the drainage strategy for the site. This will include additional plant species to increase biodiversity.
STEP D: Mitigate	The proposals do not cause any damage to existing identified habitats or species.
STEP E: Compensate	As no habitat is being lost and some new being created there is no requirement for compensation or contributions to nearby existing sites.
STEP F: Enhance	Enhancement is being provided by the net gain in trees and the introduction of biodiversity within the rain gardens and the inclusion of bat and bird nesting boxes on the building.
STEP G: Manage & Monitor	A comprehensive landscape and Biodiversity Management Plan will be developed with the site owner to ensure that all existing and enhanced features will be suitable maintained on an ongoing basis.

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.

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 and the site analysis 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 within 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. This stone layer will be 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.

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.

The site is accessed from Baldwins Crescent which has pavements which connect to the wider footpath network and a number of local bus stops and other facilities..

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

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.

The site is located within 200m of National Cycle Network Route 4, which connects Port Talbot in the East to Kidwelly in the NW. This is part of the major London to Fishguard Sustrans route and also gives access to Swansea Town Centre.

In addition there are dedicated cycle lanes on Fabian Way which give access to Swansea Town centre. Cycling in the immediate vicinity of the site is accommodated on-carriageway.

Cycle Storage

Cycle storage for the development in accordance with the Sustainable Travel SPG, is located immediately outside each unit.

The drawing shows that there are a total of 10 Secure cycle spaces shown for the development, exceeding the requirements of the SPG.

Vehicle Access

The site is accessed from Baldwins Crescent which connects directly to the Eastbound A483, Fabian Way approx. 200m to the West of the site.

There is also a connection to the West bound carriageway of the A483 available by passing under the A483 and joining it to the South of the site. This gives direct access to Swansea City Centre to the West and the M4 to the East. The M4 gives access to the wider region.

There is a direct connection to Ffordd Amazon which provides a connection to both carriageways of Fabian Way approx. 2.1Km to the East.

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 are bus stops immediately adjacent to the site that give access to the 84 service between Swansea Town Centre and Port Talbot. Both destinations provide easy access to the wider regional and national public transport system, including the Main London to Swansea rail line.

There are also bus stops on Fabian Way, outside the new university campus and within 600m that give access to a range of services and locations including Neath, Bridgend, Port Talbot, Swansea, Cardiff, Bristol, London, Gatwick and others.

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 9 high quality light industrial units on a site in East Swansea. 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 designated as an Employment Zone.
- 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.