



## *Swansea Hydrogen Refuelling Station*

### **Planning, Design & Access Statement**

February 2024

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# Introduction



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# Introduction

Marubeni Europower (the applicant) is seeking full planning permission for the following proposal:

*Development of a Hydrogen Refuelling Facility with hydrogen buffer storage, tube trailer loading, HGV, bus and car refuelling dispensers, DNO substation, hardstanding and demountable/containerised storage and demountable welfare area (container). Together with boundary fences, gates and ancillary infrastructure.*

The proposal has been named as the *Swansea Hydrogen Refuelling Station*.

Formal pre-application written advice under reference Q2024/0287 was received on 13 December 2024, following a pre-application meeting with relevant officers on 4 December 2024.

The scheme has also been screened for Environmental Impact Assessment (EIA) and an EIA Screening Opinion under reference P2024/0762 confirming that the proposal is not EIA development was received from Neath Port Talbot

Council (NPTC) on 13 January 2025. Copies of both are included as Appendices to this statement.

The application is supported by a number of technical reports and rather than repeat the details here, this statement should be read in conjunction with them. This statement pulls through conclusions from them in arriving at a planning balance but does not contain the technical detail.

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# The Research Led Vision

The Gateway site is owned by Swansea University (SU) and the adjacency to the Bay Campus is core to the delivery of the research both embedded in and enabled by this proposal. The land is subject to a covenant from Welsh Government that stipulates that the site should be used for research and development with supporting commercial activity.

*'The expected benefits generated by the project are aligned with the University's key strategic aims for Enterprise, Research, Civic Mission and Sustainability, and there are also significant reputational benefits associated with being a first-mover in this space'.*

The adoption of green hydrogen to decarbonise heavy transport is a necessary solution but still requires impactful research, innovation and demonstration to accelerate adoption and overcome barriers. Green hydrogen adoption in heavy transport is currently hindered by high costs, limited refuelling infrastructure, energy efficiency challenges, supply chain constraints, regulatory uncertainty, competing technology from battery electric, safety concerns and lack of skilled workforce.

The collaborative efforts by multiple government programmes enabling this project, credible industry partners and stakeholders enable this project, seeking solutions to these challenges through

research and innovation.

As a strategic project within SU, Gateway to Zero focuses on the feasibility and scalability of decarbonised sustainable transport. Exploring the technical, economic and societal factors through impact focused research. The project has the support and approval of the University's Senior Leadership Team who recognise the importance and leveraged income potential of the associated research this project enables towards the University's agenda.

Marubeni plan to enter into mutually developed agreements with SU, initially an overarching Collaboration Agreement with the primary objective to ensure the advancement of RD&I with Swansea University.

Once planning consent is approved, both parties will enter a long-term land lease. Marubeni will develop and deliver a green hydrogen refuelling station to support key government funded large scale transportation trials. These trials, for both buses and haulage sector, are strategically important to prove that transport can be decarbonised using green hydrogen for large vehicles and the supplychain providing valuable learnings for scalable and viable commercial rollouts.

## Initial RD&I Strategy for Gateway to Zero

Marubeni and SU are in contract already for fully funded research into the feasibility of Digital Twin applications and the transformative role they play in the design and operation of intelligent systems. This already employs researchers at the Bay Campus in the digital twinning space led by Professor Li, Director of the Zienkiewicz Institute for Modelling, Data and AI. This will lead to further research in commercial applications of digital twin systems applications.

This investment by Marubeni is backed by UK and Welsh Governments and is key to capacity building in infrastructure which enables the realisation of two large scale innovative decarbonisation transport trials.

Firstly, a UK Government (Department for Transport, DfT) funded haulage decarbonisation project aiming to establish the UK's first hydrogen mobility corridor, with fleets in place by 2026.

Secondly, the facility aims to service hydrogen buses. A further example of the heavy transport decarbonisation target market for a facility such as this, is its potential for facilitating and accelerating the pathway to net zero across South Wales when electrification won't work.

This project plays a crucial role in developing and understanding an integrated supply chain to ensure a reliable supply of green hydrogen for trucks and buses, while also accelerating its adoption.



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# Overarching Research Strategy for Gateway to Zero

## **Green Hydrogen Refuelling provides cross disciplinary research opportunities**

Undertaking these green hydrogen heavy transport vehicle trials with their associated integrated supply chains enables a multi disciplinary approach to delivering research in collaboration with SU, creates meaningful contributions to SU's Research Framework outcomes helping promote the University and its research reputation.

The infrastructure, investment and collaboration with industry across supply chains enables Swansea to join national and international research projects previously inaccessible, leveraging additional research income and creating value-added jobs for the region, both at the University and within the supply chain locally including skills and employability opportunities.

The scope of potential research areas that SU and Marubeni have identified covers the following disciplines and aligns to several themes in multiple faculties in SU across 'Advanced materials', 'Fuel Switching', 'Modelling, Data and AI for Climate Action' and 'People and Communities'.

As SU Faculties develop their Interdisciplinary Research Institutes there will likely be further synergies identified. To date the following areas are being investigated:

- a. Digital Twin design and development
- b. Resilience toolkit for net zero living and mobility
- c. Alternative fuels and wider research into adoption of green hydrogen powered vehicles
- d. Energy data collection and visualisation
- e. New product Integration for energy generation and storage
- f. Engagement activities
- g. Social science impact and business case development of the use and adoption of fuel cell vehicles

With global importance, major funding opportunity like UK Research Councils (EPSRC and IUK) and Horizon 2050 are available to leverage investment and jobs into the region, driving innovations and delivering game-changing decarbonization solutions.

# Support from Transport For Wales

Transport for Wales have provided a letter of support to Swansea University recognising the strategic importance this trial project will play, especially the direct learnings and outcomes from associated research and development. TfW are particularly in research on the societal impact of adoption of green hydrogen buses in achieving policy objectives set by Welsh Ministers.

*“It is recognised that hydrogen as a developing technology, can play a major role in our energy mix and contribute to Wales’ commitment to a net zero future. The hydrogen bus pathfinder project is being developed by Welsh Government and Transport for Wales along with key stakeholders, who recognise the importance of low carbon hydrogen development and the part it can play in making a sustainable contribution to decarbonisation of public transport”.*

“This innovative project, due to be trialled in Swansea Bay and Bridgend, will be the catalyst for hydrogen powered buses throughout Wales. The proposed hydrogen supply storage and distribution supply site in Swansea Bay, on the Gateway site, **is a key piece of infrastructure for the project and will enable meaningful research to be undertaken by Swansea University to develop innovation and technical knowledge and skills. The research will enable the testing of the technology and the business model before expanding the project into other areas of Wales”.**



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# The Site



# Site Context



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## Site Context

The Site is located within the administrative area of NPTC approximately 5km east of Swansea City Centre. It lies immediately east of the Ffordd Amazon Distribution Centre, Skewen, Swansea SA1 8QX. The nearest village, Jersey Marine is approximately 0.5km north of the Site.

The Site itself comprises undeveloped land within an allocated 'Employment Area' that forms part of the Fabian Way Innovation Corridor. It is physically bound to the east by the B4290 Ashleigh Terrace and to the west by Ffordd Amazon. An existing self-storage facility (Dainton) lies to the north of the Site and the Swansea University Alternative Fuel Research is being developed to the west.

The Site is well located in relation the strategic highway network. The M4 motorway is within a short distance (1.5km east), providing good access to the major road network. The A483 roundabout lies to the south of the Site with connections west into Swansea and east towards the M4 and A48 at Briton Ferry. Vehicular traffic entering and leaving the Site will primarily route from Ffordd Amazon (before the roundabout north-east of Amazon distribution centre) via the A483. Vehicles leaving the Site via the A483 would have safe access via the roundabout to the aforementioned roads.

Public Rights of Way (PRoW) Route Footpath: 12/271 is located to the west of the Site running along Ffordd Amazon. The highway separates the footpath from the Site. Both Crymlyn Burrows and Cors Crymlyn / Crymlyn Bog Sites of Special Scientific Interest (SSSI) are located approximately 180m to the south of the Site beyond the A483 roundabout and 500m to the northwest, respectively. The Site comprises very poor agricultural land (Grade 5) in the northern portion of the Site and moderate quality agricultural land (Grade 3b) in the southern portion. As such, the Site does not contain best and most versatile land.

The Site is not subject to any flooding restrictions but lies adjacent to areas of Flood Zone 3 according to both the 'Natural Resources Wales (NRW) New Flood Map for Planning' and the NRW Development Advice Map to the south, east and west (separated by Ffordd Amazon and Ashleigh Terrace, respectively). The River Neath flows east-west approximately 350m to the south of the Site where it empties into Baglan Bay.

## Site Context



Area of poor, semi-improved neutral grassland



Area of dense scrub in western part of site

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# The Proposal



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# The Hydrogen Refuelling Station

The Proposed Development comprises the following components:

- Hydrogen Buffer Storage (500 and 900 bar)
- Tube Trailer loading
- HGV, bus and car refuelling dispensers (350 and 700 bar)
- DNO substation
- Hardstanding and demountable/containerised storage and welfare buildings, fire walls and boundary fences and gates.
- Ancillary infrastructure (including chillers, high pressure compressors, air compressors, valve panels, nitrogen cylinders, electrical infrastructure and critical spares storage).

The total quantity of hydrogen to be stored on site will be 1.99 tonnes. The refuelling station is expected to serve a maximum of 38 vehicles per day:

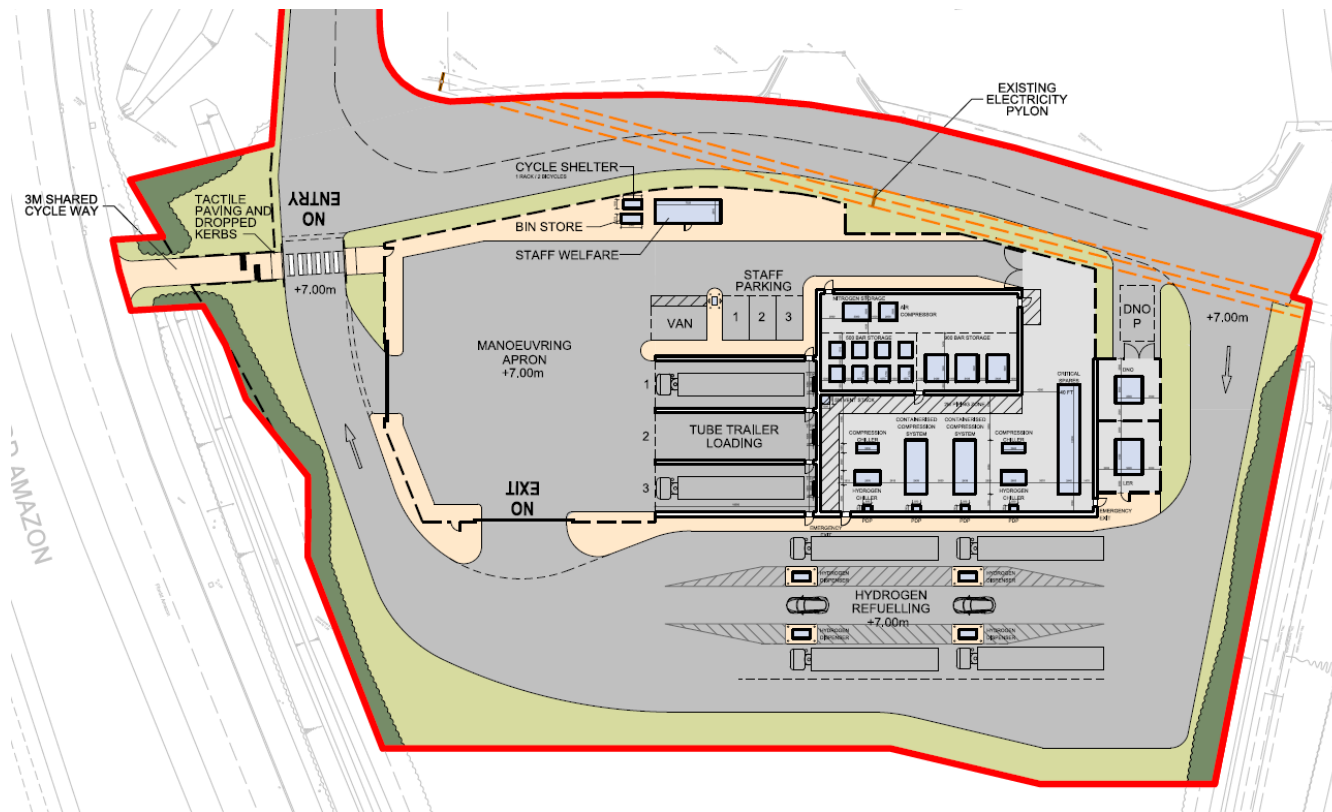
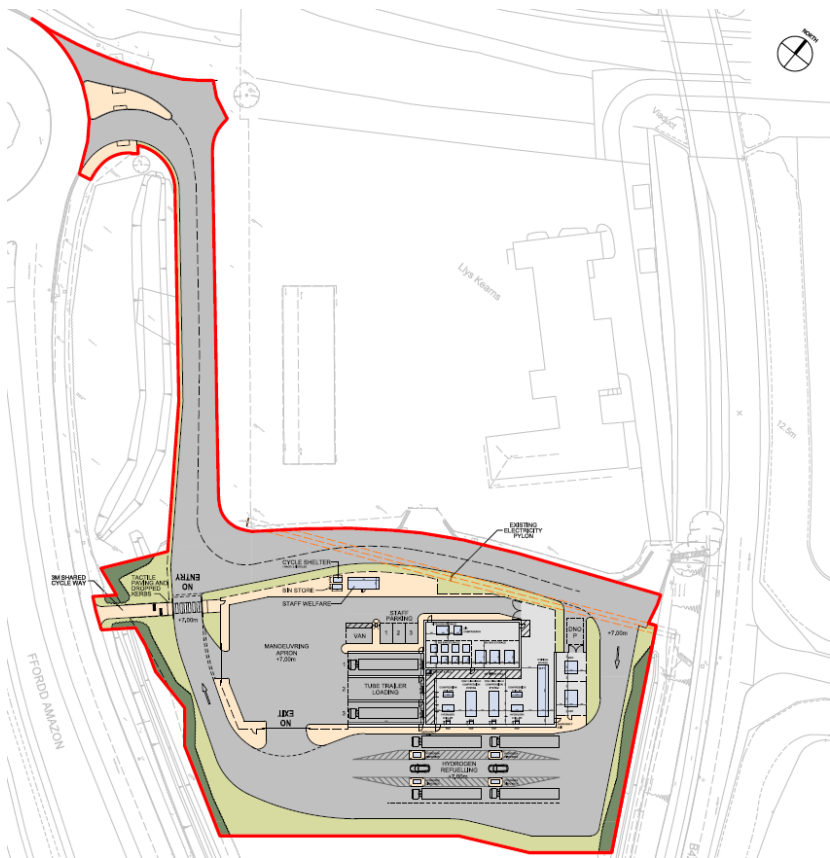
- 25 Hydrogen buses
- 8 Hydrogen trucks
- 5 Hydrogen cars

There will be no permanent buildings located on the Site. Equipment will be secured in containerised units where necessary.

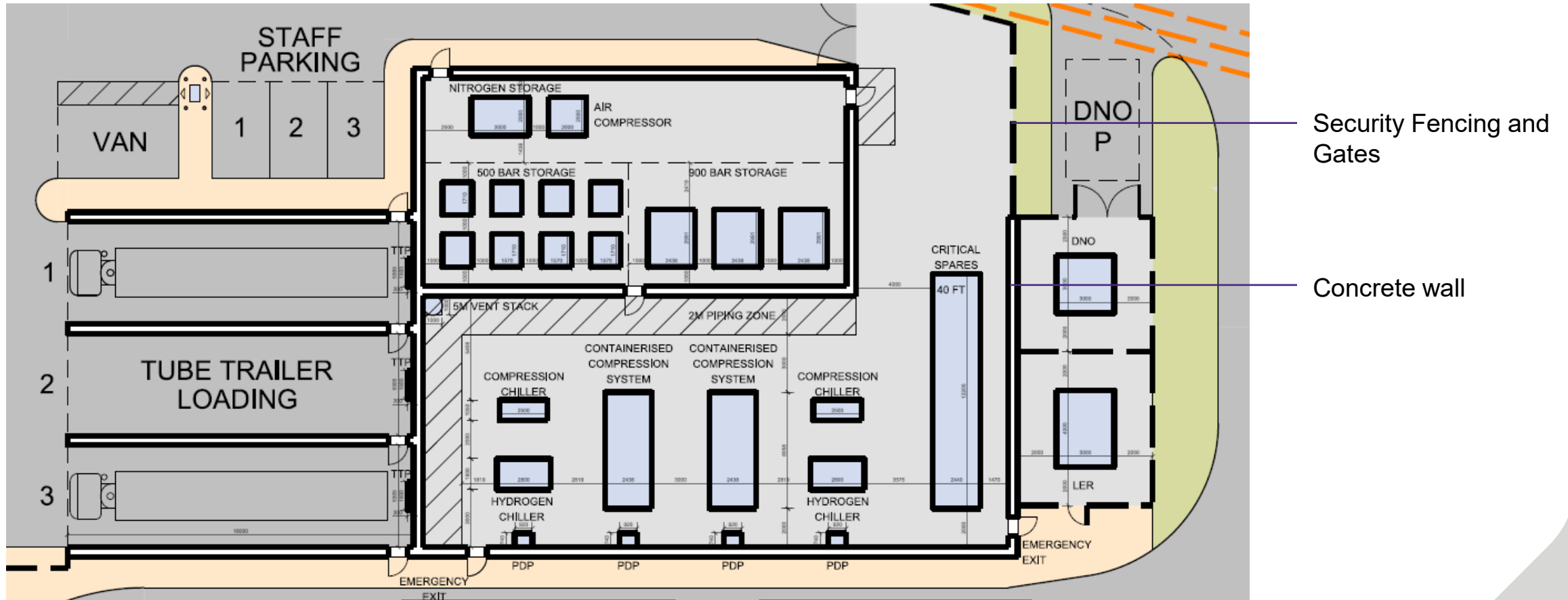
The Proposed Development is for hydrogen gas storage and vehicle re-fuelling only – there is no production of hydrogen gas proposed on-site. It is intended that the facility will be supplied with hydrogen from various sources including (but not limited to) the University of South Wales (USW) Hydrogen Centre in the nearby Baglan Energy Park. It is also anticipated that the HyBont Green Hydrogen production facility proposed at Brynmenyn Industrial Estate, in Bridgend, could also supply the facility.

As the whole Site is to be leased to Marubeni from SU there is scope and plans to consider additional RD&I at the Site which may in the future subject to additional planning applications require a temporary or permanent building. Dainton Storage located in close proximity to Site can provide storage and office facilities and consider the project an opportunity to build relationships with Marubeni. The Site will attract other like-minded industrial collaborators where technology, systems and services can be demonstrated and generating further research ideas and associated funding opportunities. This development is the only site in the UK that will combine active University research with large scale trial innovation in transport.

# Proposed Development Spatial Arrangement



## Zoomed in Scheme Components



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# Design

This statement provides information additional to that contained within the submitted plans and application form, setting out key parameters of the scheme.

The elevational material and standard details enclosed with the submission, provide an indication of appearance and materials.

As the scheme will be delivered under an Engineering Procurement and Construction (EPC) contract, the details on construction materials and the specifics of appearance are yet to be defined.

It is anticipated that the exact specifications of construction and perimeter enclosure materials can be made the subject of conditionality on any planning permission.

## Amount / Scale / Appearance

The proposal for the Site comprises infrastructure and as such, form follows function in terms of appearance.

The Proposed Development consists of no permanent buildings. All process equipment and the staff welfare is expected to be contained within prefabricated containerised units, delivered to Site and founded on reinforced concrete pads.

The scale of the development is as follows:

- Concrete firewall: 3.5m
- Fencing and gates: up to 2.4m
- Hydrogen refuelling dispensers: up to 3m
- Demountable/containerised storage and welfare building: up to 2.9m
- Containerised Compression System: up to 3m (4.4m with vent)
- Compression chiller (2.1m) and hydrogen chiller (3m)
- Nitrogen storage and compressor: up to 2.5m (top of enclosure)
- DNO substation and LER: 3m

The 500 bar storage will be 2.13m to the top of the enclosure. The 900 bar storage will be 1.506m to the top of the enclosure.

Tube-trailers will be used to provide hydrogen to the refuelling station equipment.

## Lighting

The proposed development will utilise column mounted lighting and wall/fence mounted lighting.

# Design - Aerial View



# Materials and colours

## Tanks, Containers and Equipment



PAINTED LIGHT GREY / WHITE OR  
GALVANISED STEEL / STAINLESS STEEL



## Firewall



FAIRFACED CONCRETE

## Security Fencing and Gates – Substation Enclosure



GALVANISED

## Security Fencing and Gates – Main Enclosure



POWDERCOATED DARK GREY



## Access and parking

The proposed layout sets out the primary access to the Site which will be taken from Ffordd Amazon. It is anticipated that during the construction period, vehicles will access and egress the Site utilising the same access that is to be retained for permanent use. It is anticipated that the existing road will be upgraded to an adoptable standard.

During operation, vehicular traffic entering and leaving the Site will primarily route from Ffordd Amazon (before the roundabout north-east of Amazon distribution centre) via the A483. Ffordd Amazon is lightly trafficked by existing trips associated with the operation of the wider industrial site.

A 3m shared cycleway is proposed providing a link to Ffordd Amazon on the Western boundary of the Site.

The proposed layout comprises three parking spaces on the Site which will accommodate on-site staff. Cycle parking will be facilitated on-site.

Access and parking is further explored in the supporting Transport Statement for both construction and operational phases.

The proposals show that the Site can be readily accessed from the highway network.

## Landscape

The proposed layout incorporates a variety of strategic soft landscaping as shown on the Landscape Plan.

Existing vegetation is to be retained where possible on the eastern and western boundaries of the Site with amenity grassland and 16no. trees proposed along the eastern, western and southern boundaries which will provide screening from any future development to the south.

An area of shrub planting is also proposed towards the north of the Site.

Due to the Site constraints, additional off-site landscaping is proposed immediately adjacent to the northeastern boundary of the Site (between the access road and the existing self storage units) including native hedgerow, wildflower planting and native trees.



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# Policy Context



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# National Policy - Future Wales, The National Plan 2040

Future Wales has been prepared in the context of Wales' three-tiered development plan system and positioned as the highest tier of development plan. It is a material consideration in plan making and decision making. The strategy seeks to address key national priorities through the planning system, by providing a framework which will in turn direct strategic and local development planning. Being focussed on solutions to issues and challenges at a national scale, it therefore does not allocate development to specific locations nor does it direct specific land uses.

Instead, Future Wales provides strategic direction for all scales of planning and sets out policies and key issues to be taken forward at the regional scale by Strategic Development Plans and at local authority level by Local Development Plans. Strategic and Local Development Plans are required to be in conformity with Future Wales and must be kept up to date to ensure they and Future Wales work together effectively.

The Plan is separated into five sections, with Sections 1 and 2 providing an introduction and an overview of the key challenges and opportunities facing Wales over the next 20 years. Section 3 sets out the desired outcomes and how the impact of Future Wales will be measured and assessed. Then Section 4 provides a strategic policy framework and, finally, Section 5 sets the Welsh Government's ambitions and policies for nationally important

growth and development in the four regions of Wales.

A number of challenges and opportunities are identified for Wales nationally, challenges including climate change and Covid-19 and opportunities including progress towards a low carbon economy, renewable energy generation and abundance of natural resources. A changing society, the need for good quality housing, prosperity and improved connectivity are also identified as drivers for the next 20 years.

Future Wales' outcomes are overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in PPW12. The aim of the spatial strategy and regional ambitions contained within Future Wales is to achieve these outcomes.

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# National Policy - Future Wales, The National Plan 2040

Future Wales also seeks to support and help deliver the aims of the Economic Action Plan. Future Wales:

- Supports a low carbon economy and the decarbonisation of industry, and the growth of sustainable and renewable energy.
- Supports the sustainable location of economic land uses.
- Supports the growth of innovation, research and development, and better linkages between higher education and private industry.
- Supports the development of advanced manufacturing in each region.
- Recognises the importance of key future sectors such as advanced engineering, renewable technologies, Artificial Intelligence, transport, automation and digital innovation.
- Supports the foundational economy and identifies a regional and sub-regional approach to economic development delivered through Strategic Development Plans and Local Development Plans.

- Supports infrastructure development, including transport, energy, and digital communications.

Future Wales contains two policies (12 and 17) of specific relevance to this project.

- **Policy 12 - Regional Connectivity** seeks to support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles.
- **Policy 17 - Renewable and Low Carbon Energy and Associated Infrastructure** sets out that the Welsh Government strongly supports the principle of developing renewable and low carbon energy from all technologies and at all scales to meet our future energy needs. In determining planning applications for renewable and low carbon energy development, decision-makers must give significant weight to the need to meet Wales' international commitments and our target to generate 70% of consumed electricity by renewable means by 2030 in order to combat the climate emergency.

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# National Policy – Planning Policy Wales (Edition 12)

PPW is centred around the well-being goals set out in the Well-being of Future Generations Act 2015 ('WBFG'). These are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh Language
- A globally responsible Wales.

PPW sets out that the future energy supply mix will depend on a range of established and emerging low carbon technologies, including green hydrogen. This means taking precautionary action to prevent Wales being 'locked in' to further fossil fuel extraction and high carbon development. PPW states that the planning system should facilitate delivery of both this and Welsh, UK and European targets on renewable energy. PPW is clear that Local Authorities should facilitate all forms of renewable and low carbon energy development and should seek cross-department co-operation to achieve this. In doing so, it states that planning authorities should seek to ensure

their area's full potential for renewable and low carbon energy generation is maximised and renewable energy targets are achieved.

Turning to specific PPW policies, **Chapter 5** is the most relevant to this proposal. Chapter 5 states that the provision of sustainable transport infrastructure is essential to tackle the climate emergency, reduce airborne pollution and to improve the social economic, environmental and cultural well-being of Wales. Further, Chapter 5 states that planning authorities should support necessary transport infrastructure improvements, where it can be demonstrated that such measures are consistent with Welsh Government policy.

**Paragraph 5.7.2** acknowledges that overall power demand is expected to increase as a result of growing electrification of transport and heat. PPW highlights that in order to ensure future demand can be met, significant investment will be needed in energy generation, transmission and distribution infrastructure. The system will need to integrate renewable generation with storage and other flexibility services, in order to minimise the need for new generation and grid system reinforcement.

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# National Policy – Planning Policy Wales (Edition 12)

**Paragraph 5.7.7** states:

*“The benefits of renewable and low carbon energy, as part of the overall commitment to tackle the climate emergency and increase energy security, is of paramount importance.” (our emphasis)*”.

In terms of delivery, Paragraph 5.7.7 goes on to state that the planning system should (inter alia):

- Integrate development with the provision of additional electricity grid network infrastructure.
- Optimise energy storage.
- Optimise the location of new developments to allow for efficient use of resources.
- Maximise renewable and low carbon energy generation.

**Paragraph 5.9.19** sets out the key issues in determining applications for renewable and low carbon energy technologies. It states planning authorities should consider:

- The contribution a proposal will make to meeting identified Welsh, UK and European targets.

- The contribution to cutting greenhouse gas emissions.
- The wider environmental, social and economic benefits and opportunities from renewable and low carbon energy development.

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## Local Policy – NPTC Local Development Plan (2011 - 2026)

The Development Plan is the NPTC Local Development Plan adopted in January 2016. The LDP provides the statutory framework for the development and use of land within the plan area up to 2026. A replacement LDP is being prepared, but until such time as that is adopted, the existing Plan remains the basis for development management decision making.

Strategic **Policy SP11** seeks to make provision for new and expanding employment developments by allocating land for employment uses. The following associated topic-based policies are of relevance:

The Site falls within **Policy EC2 – Existing Employment Areas, EC2/1: Fabian way**. As such, development on the Site must accord with **Policy EC3 – Employment Area Uses** which states that 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*

**Policy EC4 – Protection of Existing Employment Uses** seeks to protect against proposals which would result in the loss of existing land in employment use as defined in Policy EC2/EC3.

**Policy CCUC1 – Coastal Corridor University Campus** – Land is allocated on Fabian Way for the development of the Swansea University Science and Innovation Campus, comprising academic university facilities, research and development and student residential accommodation.

**Policy SP1 – Climate Change** outlines measures to be implemented to reduce the causes and consequences of climate change. **Policy SP18 – Renewable and Low Carbon Energy** supports low carbon technology development to contribute towards meeting national renewable energy targets

**Policy SP 3 – Sustainable Communities** ensures the delivery of sustainable, healthy and cohesive communities and the conservation of the countryside. **Policy SP 5 – Development in the Coastal Corridor Strategy Area** promotes sustainable growth and development in the Coastal Corridor Strategy Area to benefit the County Borough as a whole, while protecting and enhancing the area's character and environment.

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## Local Policy – NPTC Local Development Plan (2011 - 2026)

**Strategic Policy SP4 – Infrastructure** requires developments to make efficient use of existing infrastructure and where required make adequate provision for new infrastructure

Accordingly, **Policy I1 – Infrastructure** states that in addition to infrastructure improvements necessary to make a development acceptable in health, safety and amenity terms, additional works or funding may be required to ensure that, where appropriate, the impact of new development is mitigated.

**SP17 – Minerals** seeks to ensure that a proportionate contribution to meeting national, regional and local demand for a continuous supply of minerals is made while balancing the impact of development on the environment and communities.

The Site falls partially within a Coal Resource Mineral Safeguarding Area (MSA), and predominantly within a Category 1 Sand and Gravel MSA. **Policy M1** concerns Development in MSAs and states that development will only be permitted within an MSA where it can be demonstrated that:

1. *The mineral concerned is no longer of any value or potential value; or*

2. *The mineral can be extracted satisfactorily prior to the development taking place; or*
3. *In the case of temporary development, it can be implemented and the site restored within the timescale that the mineral is likely to be needed; or*
4. *There is an overriding need for the development; or*
5. *The scale and location of the development would have no significant impact on the possible working of the resource.”*

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## Local Policy – NPTC Local Development Plan (2011 - 2026)

**Policy TR2** deals with the **Design and Access of New Development**. The policy states that the following criteria must be satisfied (summarised):

- Development must not compromise safe and efficient use of the highway network or generate unacceptable levels of traffic.
- Appropriate parking and cycling provision must be provided. Access arrangements must allow safe access/egress for all planned vehicles.
- Development should be accessible by various means of transport.
- Transport assessments and Travel plans should be provided where significant traffic generation is expected.

**Policy BE1 – Design** requires development to demonstrate high quality design which fully takes into account the natural, historic and built environment context and contributes to the creation of attractive, sustainable places. The following criteria (summarised) should be satisfied:

1. Existing character of the area should be complemented and enhanced.
2. The site context should be respected in terms of its location

within the local landscape.

3. Appropriate materials and hard/soft landscaping/screening should be used.
4. Development should not have a significant adverse impact on highway safety, amenity or the community.
5. Important local features should be retained and enhanced.
6. ‘Secured by Design’ principles should be considered to create attractive and safe places.
7. Development should play a role in achieving and enhancing an integrated transport and communications network.
8. Resources (including land and energy) should be used as efficiently as possible.
9. Development’s drainage systems should be designed to limit surface water run-off and flood risk and prevent pollution.
10. The layout and design of the development should achieve inclusive design.

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## Local Policy – NPTC Local Development Plan (2011 - 2026)

Policy **SP16 – Environmental Protection** – ensures the protection of air, water, ground quality and the environment.

**Policy EN6 – Important Biodiversity and Geodiversity Sites** seeks to protect Regionally Important Geodiversity Sites (RIGS), Local Nature Reserves (LNRs), Sites of Interest for Nature Conservation (SINCs) and sites supporting Local Biodiversity Action Plan (LBAP) or S42 habitats or species.

Similarly, **Policy EN7 – Important Natural Features** seeks to protect against development proposals that would adversely affect ecologically or visually important natural features such as trees, woodlands, hedgerows, watercourses or ponds.

**Policy EN8 – Pollution and Land Stability** does not permit proposals which would be likely to have an unacceptable adverse effect on health, biodiversity and/or local amenity or would expose people to unacceptable risk due to air, light or noise pollution, contamination, land instability and water.

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## Local Policy – Supplementary Planning Guidance (SPG)

A number of SPGs underpin the LDP and add detail to the policy context. Those of relevance are considered to be:

- Planning Obligations (October 2016)
- Parking Standards (October 2016)
- Biodiversity and Geodiversity (May 2018)
- Open Space & Greenspace (July 2017)
- Renewable and Low Carbon Energy (July 2017)
- Design (July 2017)
- Fabian Way Innovation Corridor (*considered below in further detail*)

### Fabian Way Draft Innovation Corridor Masterplan

The Fabian Way Draft Innovation Corridor Masterplan is a framework that has been produced jointly by the City and County of Swansea (CCS) Council and Neath Port Talbot (NPT) County Borough Council to co-ordinate development in the Fabian Way Corridor area.

The Corridor is one of the key approach routes from the M4 into Swansea City Centre, the heart of the City Region, and the design

principles set out by this Framework seek to enhance its gateway function and maximise accessibility in-line with the Fabian Way Corridor Transport Assessment (TA).

The Site of the Proposed Development is identified to accommodate:

*a landmark [Eastern] 'Gateway Development' to a minimum of 3 storeys for B1 use with ancillary retail to provide potential accommodation for high technology and R&D business to support the development of the Knowledge Economy Cluster that will complement the function of the nearby Bay Campus. This should not include uses that are more appropriate in a city centre location.*

The framework states that the Eastern Gateway forms the outer gateway to Swansea from the M4 and seeks to ensure that development responds positively to this opportunity. New development must be designed to be legible to fast moving traffic as well as slower walking and cycling.

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# Key Considerations



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# Principle of Development

The Site is located within settlement limits, as defined in the LDP, and Policy SC1 states that sustainable new development that is proportionate in scale and form to the role and function of the settlement will be acceptable in principle.

The Site is allocated under Policy EC3 Employment Area Uses; an allocation that tolerates a wider mix of uses, including energy infrastructure, to stimulate growth in the economy. The Site will deliver employment uses, generating 1 FTE job and further contractor requirements.

It is also allocated under Policy CCU1 Coastal Corridor Campus to accommodate R&D uses as part of the Swansea University Science and Innovation Campus. The proposed hydrogen refuelling station will be delivered in collaboration with Swansea University to support key government funded large scale transportation trials by dispensing hydrogen fuel.

Its location within the Fabian Way gateway is critical to its contribution towards the DfT's Zero Emission Heavy goods vehicle and Infrastructure Demonstrator (ZEHID) initiative that seeks to establish the UK's first dedicated hydrogen mobility corridor, setting a new benchmark in sustainable transport by proving the feasibility

and scalability of hydrogen in heavy-duty freight operations. Strategic positioning in proximity to the M4 and close to industrial destinations is fundamental to the success of the initiative. The contribution of the Proposed Development to climate change must be considered to support Policy SP1 and Policy SP18 of the LDP.

Both vehicle refuelling and R&D are generally considered out of centre uses. The Proposed Development will therefore not direct investment and socioeconomic activity away from Swansea City Centre, rather it will deliver investment and innovation at an allocated employment site. It is not intended that the Site will be accessed directly by students at the Bay Campus, instead, it is intended that the Proposed Development will provide a test case a part of the Swansea University led Gateway 2 Zero (G20) Project.

**The Proposed Development is therefore acceptable in land use terms, delivering both employment uses and facilitating the Swansea University led Gateway 2 Zero (G20) Project.**

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# Design Considerations

## Fabian Way Innovation Corridor SPG

The Fabian Way Innovation Corridor SPG specifies a set of design parameters to ensure the contribution of any new development to the Eastern Gateway is realised.

By virtue of its very nature, the Proposed Development does not seek to deliver a landmark building. Instead, through a carefully considered landscaping scheme, it seeks to assimilate into the existing context to avoid sterilising the ability for a landmark building to come forward in the wider Eastern Gateway area.

## The Placemaking Charter and LDP Policies

A suite of technical assessments have been undertaken to inform the design of the Proposed Development in terms of layout and scale, landscaping and access, creating a scheme that delivers its intended benefit whilst respecting the context of the area. The design responds positively to the placemaking charter:

- People and community – the Proposed Development will contribute a public health benefit through reducing reliance on non-renewable fuel sources. The consequent reduction in greenhouse gas emissions will have a positive impact on reducing associated adverse health conditions.
- Location – the Site will deliver a co-located employment and R&D use to contribute towards realising the benefits of the

allocation.

- Movement – the Proposed Development includes an active travel link to enhance connectivity to the wider area.
- Mix of uses – the Proposed Development contributes an innovative and complimentary use compared to traditional employment uses, responsive to the University context.
- Public realm – it is intended that the Site will only be accessed for the sole purpose of refuelling. However, the design incorporates a balance of hard and soft landscaping, demarcation of boundary features and a sensitive lighting design to create a safe and legible space.
- Identity – the proposed Landscape Strategy will assimilate the Proposed Development into the existing area, respecting the surrounding context.

**Accordingly, the design of the Proposed Development accords with Policies BE1, SP3, SP5 of the LDP, the Fabian Way Innovation Corridor SPG and the Placemaking Charter.**

# Access and Transport

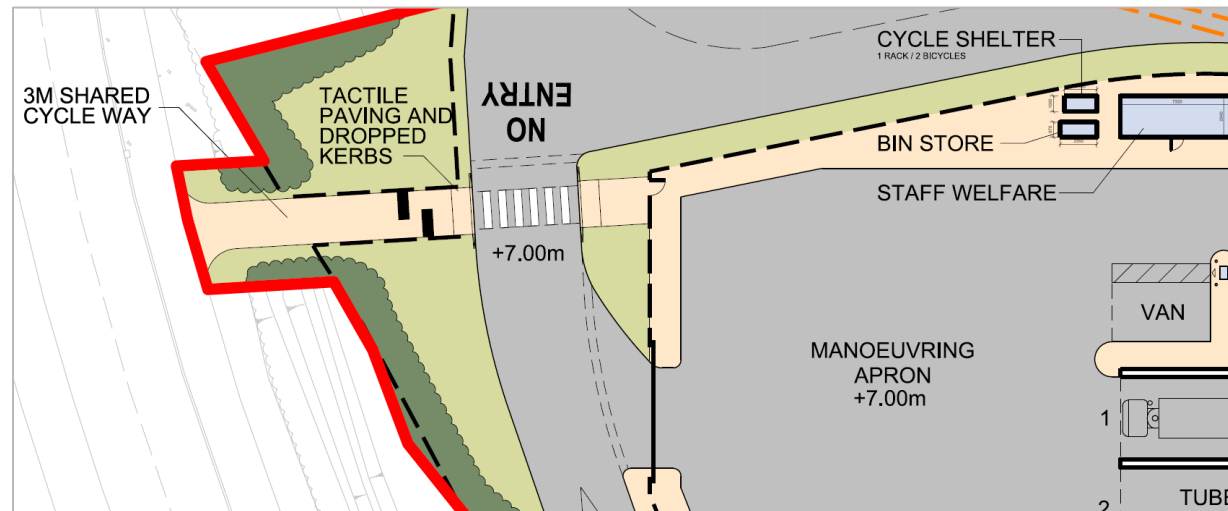
The Proposed Development is a low trip generator, especially during the operational phase. The access road is currently used by HGVs to access a small industrial area. Access to the Site will be promoted from Ffordd Amazon via an existing internal road which serves other industrial units. The Site affords provision of three car parking spaces for staff including an accessible space and cycle parking spaces which is sufficient to meet staffing demand.

Owing to the nature of the proposed use, it is anticipated that the Site will be primarily accessed by vehicle. Notwithstanding, the design of the Proposed Development incorporates a shared

cycleway, facilitating active travel opportunities to the wider area.

A Transport Assessment has been prepared in support of the application and confirms that the design of the Site is suitable to meet the demands of the proposals in transport terms. A Construction Traffic Management Plan also accompanies the application and sets out the relevant necessary measures and control processes to manage the construction process.

**In terms of Policy TR2 of the LDP and the Parking Standards SPG, the Proposed Development achieves an acceptable access and parking solution.**



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# Biodiversity, Landscape and Green Infrastructure

## Landscape and Green Infrastructure

The Proposed Development has been designed with a green infrastructure led approach to ensure that its industrial nature can be assimilated into the existing context to achieve the aims of the Fabian Way Innovation Corridor SPG.

The application is supported by an accompanying Landscape Strategy which incorporates areas of amenity grassland with shrubby boundary features. The proposed landscaping has been carefully designed to respect and enhance the existing landscaping and to enhance connectivity between the Site and the wider area.

The proposed landscape/GI approach strengthens the current GI network connections and provides the opportunity to secure beneficial long-term management, enhancing the retained and proposed GI components.

**Accordingly, the Proposed Development accords with Policies SP6 and EN7 of the LDP.**

## Biodiversity

A Preliminary Ecological Appraisal was prepared for the Site to establish the baseline conditions and is submitted in support of the planning application.

Whilst the design of the Proposed Development is somewhat limited to ensure that operational requirements are met, the

scheme achieves a net benefit to biodiversity. A key consideration in the design of the Proposed Development was its location within the Zone of influence for the Crumlin Bog SAC.

Areas of plantation woodland within the site and a line of trees and north western dense scrub is to be entirely retained. Vegetation clearance (trees and reed grass within the grassland habitat to the north of the site) to avoid nesting bird season and to be undertaken over the winter period. Except for one sapling, all trees and existing ditches within the site are to be retained.

A management strategy will be implemented to ensure the quality of retained grassland habitat to the east stays consistent with that of current survey findings (August 2024).

Site lighting will be designed to minimise artificial light spill and limit impacts nocturnal wildlife.

Mitigation measures will be implemented during the construction phase to minimise risk to Badger and other small mammals.

An adequate protection buffer is to be implemented around the waterbody comprising ditches which falls within the blanket NPT Watercourse SIN.

**Accordingly, the Proposed Development accords with Policies SP6, EN6 and EN7 of the LDP.**

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## Other Key Considerations

### Mineral Safeguarding

The Site is located within an identified Minerals Resource Area. Accordingly, a Mineral Resource Assessment has been prepared. The assessment concludes that when evaluating the findings against Policy MD1: Development in Mineral Safeguarding Areas, the Proposed Development will not result in the unacceptable sterilisation of mineral resources on the Site.

**Therefore, the Proposed Development accords with Policy MD1 in terms of its impact on identified areas of minerals resource.**

### Flood Risk and Drainage

The Site sits entirely within Flood Zone A (Flood Zone 1 according to the new Flood Map for Planning) and therefore is at little or no risk of fluvial or coastal/tidal flooding.

With regards to drainage, a conceptual SuDS Report has been produced which details surface water runoff management measures to prevent the development of the Site from having an adverse impact in terms of flood risk and drainage.

**Accordingly, the Proposed Development will have no adverse impact on flood risk and drainage.**

### Air Quality

The Site lies some 4.5 km from the nearest Air Quality Management Area (Swansea AQMA). The trip generation associated with the construction and operation of the Proposed Development is not anticipated to result in significant effects arising on local air quality. According to the criteria detailed in the Institute of Air Quality Management (IAQM) (UK) Planning Guidance to require the preparation of an Air Quality Assessment (AQA), an AQA is not required.

**Accordingly, the Proposed Development will have no adverse impact on local air quality and complies with Policy SP16 and Policy EN8 of the LDP.**

### Noise

A Noise Impact Assessment has been prepared to consider the potential effect of the Proposed Development upon nearby noise sensitive receptors.

With regards to nearby residential dwellings on Ocean View, the results indicated that noise levels would be -11 dB and -1dB below the Background Sound Level during the daytime and nighttime, respectively. This would therefore indicate a low adverse impact due to the dominance of existing (residual) road traffic noise.

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## Other Key Considerations (Continued)

In respect of Dainton Self Storage offices and the Towers Hotel & Spa, noise from the operational Hydrogen Refuelling Station was assessed based on the internal noise criteria stipulated in BS 8233 and was found to meet the required criterion during the daytime and nighttime.

Finally, the noise impact on Swansea Bay Golf Club was assessed in line with the Guidelines for Noise Impact Assessment (IEMA) by classing the golf course's sensitivity as "High". The increase in noise as a result of the Proposed Development was calculated to be 0.1 dB and it is likely there will be no perceivable change in noise level at the golf course.

**The Proposed Development will therefore have no adverse noise impact and complies with Policy SP16 and Policy EN8 of the LDP.**

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# The Planning Balance

The proposal has been demonstrated to be in line with core principles and policies of the Development Plan. The principle of the proposal is considered acceptable in land use terms - it is considered that the proposed hydrogen refuelling facility meets the criteria set out in Policy EC 3, CCU1 and the Fabian Way Innovation Corridor SPG. It is also important that the proposal is on land allocated for development, thereby assisting in helping with the delivery of the Local Development Plan.

The design of the Proposed Development is such that it accords with all relevant Development Plan Policies, the Placemaking Charter and the SPG. It presents a high-quality design, contributing a sustainable development to bolster the low carbon economy in Neath Port Talbot. Critically, it enables the Swansea University led Gateway 2 Zero (G20) Project, delivering innovation and contributing a complimentary employment use.

The planning application is supported by a full suite of technical assessments which have contributed towards a design that has no significant adverse environmental impact.

The proposal strongly aligns with both national and local policy which supports de-carbonisation of energy and climate change/net zero targets and commitments. It is concluded that on balance, the scheme is acceptable in planning terms and should be granted planning permission.

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# Appendix A

## Pre-application Advice





Date Dyddiad 13th December 2024  
Direct line Rhif ffôn 01639 686727  
Email Ebost c.hall@npt.gov.uk  
Contact Cyswllt Claire Hall  
Your ref Eich cyf  
Our ref Ein cyf Q2024/0287

Damian Barry  
2 Callaghan Square  
Cardiff  
CF10 5AZ

**BY EMAIL ONLY**

Dear Sir/Madam

**Town and Country Planning Act 1990**

**Pre-App. Ref.: Q2024/0287**

**PROPOSAL: Proposed hydrogen refuelling facility, comprising the following core components:**

- Hydrogen Buffer Storage (500 and 900 bar).
- HGV, bus and car refuelling dispensers (350 bar and 700 bar).
- Tube trailer unloading
- Hardstanding and demountable/containerised storage and welfare buildings, fire walls and boundary fences and gates.
- Ancillary infrastructure (Chiller, high pressure compressors, air compressor, valve panel, nitrogen cylinders, electrical power supply and critical spares storage).

**LOCATION: Land To The East Of Amazon Ffordd Amazon Crymlyn Burrows  
Neath Port Talbot SA1 8QX**

I refer to your correspondence received on 15 October 2024 and our subsequent meeting/discussion with your client on 4 December 2024, concerning the above and your request for pre-application advice. Having considered the nature of submission, I respond as follows.

**Local Context and Constraints**

- Public Rights of Way (PROW) 12/27/1
- National Cycle Network (NCN) 4

Amgylchedd ac Adfywio

Ceri Morris Pennaeth Cynllunio a Gwarchod y Cyhoedd

Y Ceiau, Ffordd Brunel, Parc Ynni Baglan, Castell-nedd SA11 2GG

Ffôn 01639 686868

Environment and Regeneration

Ceri Morris Head of Planning and Public Protection

The Quays, Brunel Way, Baglan Energy Park, Neath SA11 2GG

Tel 01639 686868

Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni.

We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.

- SINC Watercourse
- Contaminated land
- Low Risk Coal Area

Please note that this information is based on our current records and is, as far as possible, accurate. Nevertheless, we reserve the right to advise you of any additional constraints that may be identified at the time of your application.

#### Relevant Planning History

From an examination of our records, the application site/ property has the following relevant planning history:

| Ref.       | Description                                                                                                                                                                                           | Decision    | Date       |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------|
| P2019/5148 | THREE/FOUR STOREY OFFICE DEVELOPMENT PLUS SINGLE STOREY ENERGY CENTRE AND ASSOCIATED PARKING, ACCESS AND LANDSCAPING 3 OFFICE BUILDINGS (B1 USE) TO                                                   | Withdrawn   | 26.03.2020 |
| P2012/1074 | CREATE UP TO 20,160SQ.M OF FLOORSPEACE WITH ANCILLARY CAR PARKING AND LANDSCAPING (OUTLINE WITH ALL MATTERS RESERVED) AGREE CONDITION 3 OF PLANNING APPLICATION 07/236 REGARDING A LANDSCAPING SCHEME | Disposed Of | 30.11.2016 |
| P2008/1246 | NEW FIRE ESCAPE DOOR ON EASTERN ELEVATION AGREE CONDITION 21 OF PLANNING APPLICATION 07/236 REGARDING A MONITORING SCHEME FOR                                                                         | Approved    | 14-NOV-08  |
| P2008/0999 |                                                                                                                                                                                                       | Approved    | 29-JAN-09  |
| P2008/0369 |                                                                                                                                                                                                       | Approved    | 02-JUL-08  |

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|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|
| P2008/0261 | COMMON<br>WINTERGREEN<br>AGREE CONDITION<br>2 OF PLANNING<br>APPLICATION<br>07/1558 REGARDING<br>A<br>SCHEME FOR A<br>WET WOODLAND<br>MANAGEMENT PLAN<br>AGREE CONDITION<br>15 OF PLANNING<br>APPLICATION 07/236<br>REGARDING A<br>TEMPORARY<br>ACCESS                                                                                                                                                                                                                                                                                 | Withdrawn | 25-NOV-08 |
| P2008/0260 | FASCIA SIGNS<br>AGREE TO<br>CONDITON 23 OF<br>P/2007/236<br>REGARDING<br>PERMANENT<br>WALLS,<br>GATES, FENCES<br>ETC<br>AGREE CONDITIONS<br>13, 14 AND 16 OF<br>PLANNING<br>APPLICATION 07/236<br>REGARDING CAR<br>PARKING DETAILS<br>AND<br>EGRESS DETAILS<br>FOR DELIVERY<br>AGREE CONDITION<br>3 OF PLANNING<br>APPLICATION 07/236<br>REGARDING A<br>LANDSCAPING<br>SCHEME<br>AGREE CONDITION<br>7 OF PLANNING<br>APPLICATION<br>07/1014 REGARDING<br>A<br>LANDSCAPING<br>SCHEME<br>AGREE CONDITION<br>4 OF PLANNING<br>APPLICATION | Approved  | 02-JUL-08 |
| P2008/0051 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Approved  | 16-JUN-08 |
| P2007/1703 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Approved  | 27-DEC-07 |
| P2007/1564 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Approved  | 18-DEC-07 |
| P2007/1558 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Approved  | 27-DEC-07 |
| P2007/1556 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Approved  | 18-DEC-07 |
| P2007/1477 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Approved  | 28-NOV-07 |

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|------------|------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------|
| P2007/1476 | 07/1014 REGARDING<br>LIGHTING<br>AGREE CONDITION<br>3 OF PLANNING<br>APPLICATION                                                               | Approved | 28-NOV-07 |
| P2007/1475 | 07/1014 REGARDING<br>DRAINAGE<br>AGREE CONDITION<br>2 OF PLANNING<br>APPLICATION                                                               | Approved | 28-NOV-07 |
| P2007/1474 | 07/1014 REGARDING<br>THE<br>SIGNING AND<br>LINING OF THE<br>ROUNDBOUT AND<br>ITS APPROACHES<br>AGREE CONDITION<br>1 OF PLANNING<br>APPLICATION | Approved | 28-NOV-07 |
| P2007/1478 | 07/1014 REGARDING<br>CROSSING DETAILS<br>AGREE CONDITION<br>5 OF PLANNING<br>APPLICATION                                                       | Approved | 28-NOV-07 |
| P2007/1229 | 07/1014 REGARDING<br>BOLLARD<br>POSITIONING<br>AGREE CONDITION<br>2 OF PLANNING<br>APPLICATION 07/236                                          | Approved | 11-OCT-07 |
| P2007/1114 | REGARDING<br>MATERIALS<br>AGREE CONDITION<br>20 OF PLANNING<br>APPLICATION 07/236                                                              | Approved | 15-NOV-07 |
| P2007/1014 | REGARDING<br>SURFACE WATER<br>DRAINAGE<br>CONSTRUCTION OF<br>A ROUNDBOUT<br>AGREE CONDITIONS<br>6, 7 & 8 OF<br>PLANNING<br>APPLICATION 07/236  | Approved | 10-SEP-07 |
| P2007/0781 | REGARDING<br>ROUNDABOUT,<br>CYCLEWAY<br>& FOOTWAY &<br>LOCAL<br>DISTRIBUTOR                                                                    | Approved | 14-JUN-07 |

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|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|
| P2007/0744 | ROAD DETAILS<br>REVISED<br>CONDITION DETAILS<br>FOR<br>CONDITION 4 OF<br>PLANNING<br>APPLICATION 04/378<br>REGARDING THE<br>AREAS OF TREES<br>TO BE RETAINED<br>AGREE CONDITION<br>19 OF PLANNING<br>APPLICATION 04/378<br>REGARDING A<br>TRANSPORT<br>ASSESSMENT<br>AGREE CONDITION<br>22 OF PLANNING<br>APPLICATION<br>P/2007/236 WITH<br>REGARD<br>TO THE<br>ERADICATION OF<br>JAPANESE<br>KNOTWEED<br>ERECTION OF A<br>DISTRIBUTION<br>WAREHOUSE<br>(CLASS B8) WITH<br>ASSOCIATED CAR<br>PARKING,<br>EXTERNAL<br>WORKS AND<br>LANDSCAPING;<br>CONSTRUCTION OF<br>ACCESS ROADS<br>INCLUDING MAIN<br>ACCESS<br>ROUNDBOUT;<br>CONSTRUCTION<br>AND CLOSING UP<br>OF A<br>TEMPORARY<br>ACCESS ROAD FOR<br>CONSTRUCTION<br>TRAFFIC.<br>AGREE CONDITIONS<br>14, 15 & 16 OF<br>PLANNING<br>APPLICATION 04/378 | Approved  | 14-JUN-07 |
| P2007/0654 | AGREE CONDITION<br>22 OF PLANNING<br>APPLICATION<br>P/2007/236 WITH<br>REGARD<br>TO THE<br>ERADICATION OF<br>JAPANESE<br>KNOTWEED<br>ERECTION OF A<br>DISTRIBUTION<br>WAREHOUSE<br>(CLASS B8) WITH<br>ASSOCIATED CAR<br>PARKING,<br>EXTERNAL<br>WORKS AND<br>LANDSCAPING;<br>CONSTRUCTION OF<br>ACCESS ROADS<br>INCLUDING MAIN<br>ACCESS<br>ROUNDBOUT;<br>CONSTRUCTION<br>AND CLOSING UP<br>OF A<br>TEMPORARY<br>ACCESS ROAD FOR<br>CONSTRUCTION<br>TRAFFIC.<br>AGREE CONDITIONS<br>14, 15 & 16 OF<br>PLANNING<br>APPLICATION 04/378                                                                                                                                                                                                                                                                      | Approved  | 30-MAY-07 |
| P2007/0368 | AGREE CONDITION<br>22 OF PLANNING<br>APPLICATION<br>P/2007/236 WITH<br>REGARD<br>TO THE<br>ERADICATION OF<br>JAPANESE<br>KNOTWEED<br>ERECTION OF A<br>DISTRIBUTION<br>WAREHOUSE<br>(CLASS B8) WITH<br>ASSOCIATED CAR<br>PARKING,<br>EXTERNAL<br>WORKS AND<br>LANDSCAPING;<br>CONSTRUCTION OF<br>ACCESS ROADS<br>INCLUDING MAIN<br>ACCESS<br>ROUNDBOUT;<br>CONSTRUCTION<br>AND CLOSING UP<br>OF A<br>TEMPORARY<br>ACCESS ROAD FOR<br>CONSTRUCTION<br>TRAFFIC.<br>AGREE CONDITIONS<br>14, 15 & 16 OF<br>PLANNING<br>APPLICATION 04/378                                                                                                                                                                                                                                                                      | Withdrawn | 26-MAR-07 |
| P2007/0236 | AGREE CONDITION<br>22 OF PLANNING<br>APPLICATION<br>P/2007/236 WITH<br>REGARD<br>TO THE<br>ERADICATION OF<br>JAPANESE<br>KNOTWEED<br>ERECTION OF A<br>DISTRIBUTION<br>WAREHOUSE<br>(CLASS B8) WITH<br>ASSOCIATED CAR<br>PARKING,<br>EXTERNAL<br>WORKS AND<br>LANDSCAPING;<br>CONSTRUCTION OF<br>ACCESS ROADS<br>INCLUDING MAIN<br>ACCESS<br>ROUNDBOUT;<br>CONSTRUCTION<br>AND CLOSING UP<br>OF A<br>TEMPORARY<br>ACCESS ROAD FOR<br>CONSTRUCTION<br>TRAFFIC.<br>AGREE CONDITIONS<br>14, 15 & 16 OF<br>PLANNING<br>APPLICATION 04/378                                                                                                                                                                                                                                                                      | Approved  | 16-MAR-07 |
| P2006/1613 | AGREE CONDITION<br>22 OF PLANNING<br>APPLICATION<br>P/2007/236 WITH<br>REGARD<br>TO THE<br>ERADICATION OF<br>JAPANESE<br>KNOTWEED<br>ERECTION OF A<br>DISTRIBUTION<br>WAREHOUSE<br>(CLASS B8) WITH<br>ASSOCIATED CAR<br>PARKING,<br>EXTERNAL<br>WORKS AND<br>LANDSCAPING;<br>CONSTRUCTION OF<br>ACCESS ROADS<br>INCLUDING MAIN<br>ACCESS<br>ROUNDBOUT;<br>CONSTRUCTION<br>AND CLOSING UP<br>OF A<br>TEMPORARY<br>ACCESS ROAD FOR<br>CONSTRUCTION<br>TRAFFIC.<br>AGREE CONDITIONS<br>14, 15 & 16 OF<br>PLANNING<br>APPLICATION 04/378                                                                                                                                                                                                                                                                      | Approved  | 14-JUN-07 |

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|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------|
|            | REGARDING ROAD<br>ROUNDBOUT AND<br>CYCLEWAY DETAILS<br>(REVISED ROAD,<br>ROUNDBOUT &<br>CYCLEWAY DETAILS<br>-<br>RECEIVED 13/6/7)<br>AGREE CONDITIONS<br>8 & 9 OF PLANNING<br>APPLICATION 04/378 |          |           |
| P2006/1612 | REGARDING<br>FOSSOMBRONIA &<br>BRYOPHYTES,<br>LICHEN & FUNGI<br>DETAILS<br>AGREE CONDITIONS<br>6 & 7 OF PLANNING<br>APPLICATION 04/378                                                           | Approved | 14-DEC-06 |
| P2006/1610 | REGARDING HARD<br>AND SOFT<br>LANDSCAPING<br>(REVISED<br>LANDSCAPING<br>SCHEME - 13/1/07)<br>AGREE CONDITION<br>5 OF PLANNING<br>APPLICATION 04/378                                              | Approved | 14-JUN-07 |
| P2006/1609 | REGARDING<br>POLLUTION<br>PREVENTION<br>MEASURES<br>AGREE CONDITION<br>3 OF PLANNING<br>APPLICATION 04/378                                                                                       | Approved | 14-DEC-06 |
| P2006/1608 | REGARDING<br>DRAINAGE DETAILS<br>(REVISED<br>DRAINAGE<br>ARRANGEMENTS<br>RECEIVED 13/6/07)<br>AGREE CONDITION<br>13 OF PLANNING<br>APPLICATION 04/378                                            | Approved | 14-JUN-07 |
| P2006/1251 | REGARDING<br>JAPANESE<br>KNOTWEED<br>(REVISED<br>LOCATION PLAN<br>SHOWING                                                                                                                        | Approved | 01-DEC-06 |

|            |                                                                                                                                                                                                                                                                                                                                                           |           |           |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|
| P2006/1250 | APPROVED<br>ROAD LAYOUT)<br>AGREE CONDITION<br>11 OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>WINTERGREEN<br>MONITORING<br>(REVISED<br>LOCATION PLAN<br>SHOWING<br>APPROVED<br>ROAD LAYOUT)<br>AGREE CONDITION 10<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>WINTERGREEN<br>(REVISED LOCATION<br>PLAN SHOWING<br>APPROVED ROAD<br>LAYOUT) | Approved  | 14-DEC-06 |
| P2006/1249 | AGREE CONDITION 9<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>WINTERGREEN<br>(REVISED LOCATION<br>PLAN SHOWING<br>APPROVED ROAD<br>LAYOUT)                                                                                                                                                                                                       | Approved  | 14-DEC-06 |
| P2006/1248 | AGREE CONDITION 8<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>BRYOPHYTES,<br>LICHENS AND FUNGI                                                                                                                                                                                                                                                   | Withdrawn | 24-OCT-06 |
| P2006/1247 | AGREE CONDITION 7<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>FOSSOMBRONIA<br>TRANSLOCATION                                                                                                                                                                                                                                                      | Withdrawn | 24-OCT-06 |
| P2006/1246 | AGREE CONDITION 6<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING A<br>LANDSCAPE<br>MANAGEMENT PLAN                                                                                                                                                                                                                                                     | Withdrawn | 24-OCT-06 |
| P2006/1245 | AGREE CONDITION 4<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>LANDSCAPING                                                                                                                                                                                                                                                                        | Withdrawn | 24-OCT-06 |
| P2006/1244 | AGREE CONDITION 4<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING TREE<br>PRESERVATION                                                                                                                                                                                                                                                                  | Approved  | 19-JAN-07 |

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|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|
| P2006/1243 | (REVISED LOCATION<br>PLAN SHOWING<br>APPROVED ROAD<br>LAYOUT)<br>AGREE CONDITION 19<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING A<br>TRANSPORT<br>ASSESSMENT | Withdrawn | 24-OCT-06 |
| P2006/1241 | AGREE CONDITION 16<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>ROUNABOUT<br>DETAILS                                                                       | Withdrawn | 24-OCT-06 |
| P2006/1240 | AGREE CONDITION 15<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>CYCLEWAY AND<br>FOOTWAY                                                                    | Withdrawn | 24-OCT-06 |
| P2006/1239 | AGREE CONDITION 14<br>OF PLANNING<br>APPLICATION 04/378<br>REGARDING<br>HIGHWAY AND<br>DRAINAGE DETAILS<br>HIGHWAY ACCESS<br>INCLUDING<br>FOOTWAYS,                | Withdrawn | 24-OCT-06 |
| P2004/0378 | DRAINAGE AND<br>SERVICES<br>FOR VISTEON<br>INDUSTRIAL PARK<br>PLUS                                                                                                 | Approved  | 09-JUN-05 |

#### Relevant Planning Policies

#### National Planning Policy:

**The Well-being of Future Generations Act (Wales) 2015** places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

**The Active Travel (Wales) Act 2013** makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or shops and services.

**The Environment (Wales) Act 2016** places a duty on the Council to maintain and enhance biodiversity, promote the resilience of ecosystems and increase their ability to adapt to events such as the impacts of climate change.

[\*\*Future Wales: The National Plan 2040\*\*](#) is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

**Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking**

*‘The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure.’*

**Policy 9 – Resilient Ecological Networks and Green Infrastructure**

*‘In all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.’*

**Policy 11 – National Connectivity**

*‘Planning authorities must ensure that, where appropriate, new development contributes towards the improvement and development of the National Cycle Network and key links to and from it.’*

**Policy 12 – Regional Connectivity**

*‘Support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles.’*

**Policy 13 – Supporting Digital Communications**

*‘New developments should include the provision of Gigabit capable broadband infrastructure from the outset.’*

**Policy 17 – Renewable and Low Carbon Energy and Associated Infrastructure**

*‘The Welsh Government strongly supports the principle of developing renewable and low carbon energy from all technologies and at all scales to meet our future energy needs.’*

[\*\*Planning Policy Wales \(Edition 12, February 2024\)\*\*](#)

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places

PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

The following is of particular relevance in the assessment of this planning application:

*5.3.1 The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.*

*5.3.2 Planning authorities should support necessary transport infrastructure improvements, where it can be demonstrated that such measures are consistent with Welsh Government policy to encourage and increase use of sustainable transport and reduce reliance on the private car for daily journeys. Transport infrastructure should not generate significant demand for additional car movements or contribute to urban sprawl or neighbourhood severance. The planning and design of transport infrastructure must consider the needs of users of active and sustainable transport before that of the private car, taking into account the sustainable transport hierarchy.*

*5.3.4 Great care must be taken to minimise the adverse impacts of new or improved transport infrastructure on the natural, historic and built environment and on local communities, including on public health resulting from community severance and airborne pollution. Green infrastructure measures to mitigate negative effects and enhance environmental quality and connectivity should be considered at an early stage. Routes should make the best use of existing landforms and other landscape features to reduce noise and visual effects, subject to safety and other environmental considerations. Where no other alternative routes or options are practicable, transport infrastructure schemes should provide mitigation measures to minimise the negative impacts and enhance the positive ones caused by their construction and operation, including reducing exposure to airborne pollution.*

*5.7.1 The Welsh Government's highest priority is to reduce [energy] demand wherever possible and affordable. Low carbon electricity must become the main source of energy in Wales. Renewable electricity will be used to provide both heating and transport in addition to power. The future energy supply mix will depend on a range of established and emerging low carbon technologies, including biomethane and green hydrogen.*

*5.7.2 Overall power demand is expected to increase as a result of growing electrification of transport and heat. In order to ensure future demand can be met, significant investment will be needed in energy generation, transmission and distribution infrastructure. The system will need to integrate renewable generation with storage and other flexibility services, in order to minimise the need for new generation and grid system reinforcement. Collectively we will need to concentrate*

*on reducing emissions from fossil fuel sources, whilst driving further renewable generation which delivers value to Wales.*

*5.7.3 These priorities contribute to reducing carbon emissions, as part of our approach to decarbonisation, whilst enhancing the economic, social, environmental and cultural well-being of the people and communities of Wales, in order to achieve a better quality of life for our own and future generations. This means taking precautionary action to prevent Wales being 'locked in' to further fossil fuel extraction and high carbon development. The planning system should facilitate delivery of both this and Welsh, UK and European targets on renewable energy.*

*5.7.6 The planning system should secure an appropriate mix of energy provision, which maximises benefits to our economy and communities whilst minimising potential environmental and social impacts. This forms part of the Welsh Government's aim to secure the strongest economic development policies, to underpin growth and prosperity in Wales, recognising the importance of decarbonisation and the sustainable use of natural resources, both as an economic driver and a commitment to sustainable development.*

*5.7.7 The benefits of renewable and low carbon energy, as part of the overall commitment to tackle the climate emergency and increase energy security, is of paramount importance.*

*5.7.12 Energy storage has an important part to play in managing the transition to a low carbon economy. The growth in energy generation from renewable sources requires the management of the resultant intermittency in supply, and energy storage can help balance supply and demand. Proposals for new storage facilities should be supported wherever possible.*

*6.7.6 In proposing new development, planning authorities and developers must, therefore:*

- address any implication arising as a result of its association with, or location within, air quality management areas, noise action planning priority areas or areas where there are sensitive receptors*
- not create areas of poor air quality or inappropriate soundscape; and*
- seek to incorporate measures which reduce overall exposure to air and noise pollution and create appropriate soundscapes.*

*6.7.7 To assist decision making it will be important that the most appropriate level of information is provided and it may be necessary for a technical air quality and noise assessment to be undertaken by a suitably qualified and competent person on behalf of the developer.*

*6.7.8 Good design, for example setting back buildings from roads to avoid canyon effects and using best practice in terms of acoustic design to ensure the appropriate and intended acoustic environment of completed developments should be incorporated at an early consideration in the design and planning process. Other mitigation measures must be capable of being effectively implemented for their intended purpose, and could include those related to:*

- traffic management and road safety;*
- ensuring progress towards a shift to low or zero emissions means of road transport, such as electrical charging points;*
- supporting low or zero emissions public transport;*
- providing active travel infrastructure; and*
- incorporating green infrastructure, where it can improve air quality by removing air pollution and aiding its dispersal, reduce real or perceived noise levels by absorbing and scattering noise and*

*introducing natural sounds to soften man-made noise, provide areas of relative tranquillity, and reduce exposure by putting a buffer between sources of pollution and receptors.*

**Planning Policy Wales** is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- Technical Advice Note 5: Nature Conservation and Planning (2009)
- Technical Advice Note 11: Noise (1997 and emerging 2024 revisions thereto)
- Technical Advice Note 12: Design (2016)
- Technical Advice Note 18: Transport (2007)
- Technical Advice Note 23: Economic Development (2014)

#### Local Planning Policy:

In addition to the above, any application would be considered against the Policies within the **Adopted Neath Port Talbot Local Development Plan**, details of which are available on the Council's web site by visiting [www.npt.gov.uk/ldp](http://www.npt.gov.uk/ldp). The relevant policies would include:

#### *Strategic Policies*

- Policy SP1 Climate Change
- Policy SP2 Health
- Policy SP3 Sustainable Communities
- Policy SP4 Infrastructure
- Policy SP5 Development in the Coastal Corridor Strategy Area
- Policy SP10 Open Space
- Policy SP11 Employment Growth
- Policy SP16 Environmental protection
- Policy SP18 Renewable and Low Carbon Energy
- Policy SP20 Transport Network
- Policy SP21 Built Environment and Historic Heritage

#### *Topic based Policies*

- Policy SC1 Settlement limits
- Policy I1 Infrastructure
- Policy CCUC1 Coastal Corridor University Campus
- Policy OS1 Open Space Provision
- Policy EC2/1 Existing employment areas – Fabian Way
- Policy EC3 Employment area uses.
- Policy EC4 Protection of Existing Employment Uses
- Policy EN6 Important Biodiversity and Geodiversity Sites
- Policy EN7 Important Natural Features
- Policy EN8 Pollution and land stability
- Policy TR2 Design and Access of New Development
- Policy TO4/1 Walking and Cycling Routes – Wales Coast Path
- Policy RE2 Renewable & Low Carbon Energy in New Development

- Policy BE1 Design

#### *Supplementary Planning Guidance:*

The following SPG is of relevance to this application: -

- Planning Obligations (October 2016)
- Parking Standards (October 2016)
- Biodiversity and Geodiversity (May 2018)
- Open Space & Greenspace (July 2017)
- Renewable and Low Carbon Energy (July 2017)
- Pollution (October 2016)
- Design (July 2017)
- Fabian Way Innovation Corridor SPG (draft)

All of the above SPG can be viewed on the [Council's website](#).

**The Placemaking Charter**, of which Neath Port Talbot Council are a signatory sets out the following principles:

#### **People and community**

The local community are involved in the development of proposals. The needs, aspirations, health and well-being of all people are considered at the outset. Proposals are shaped to help to meet these needs as well as create, integrate, protect and/or enhance a sense of community and promote equality.

#### **Location**

Places grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected. The location of housing, employment and leisure and other facilities are planned to help reduce the need to travel.

#### **Movement**

Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated.

#### **Mix of uses**

Places have a range of purposes which provide opportunities for community development, local business growth and access jobs, services and facilities via walking, cycling or public transport. Development density and a mix of uses and tenures helps to support a diverse community and vibrant public realm.

#### **Public realm**

Streets and public spaces are well defined, welcoming, safe and inclusive with a distinct identity. They are designed to be robust and adaptable with landscape, green infrastructure and sustainable drainage well integrated. They are well connected to existing places and promote opportunities for social interaction and a range of activities for all people.

#### **Identity**

The positive, distinctive qualities of existing places are valued and respected. The unique features and opportunities of a location including heritage, culture, language, built and natural physical attributes are identified and responded to.

The proposed development will need to address all of the above placemaking principles and the objectives for good design. How your proposals address all of these principles will be required as part of any Planning statement/ design and access statement submitted with your application. Your application will be assessed against these principles as they are key to ensuring that development positively contributes towards building sustainable places that support active and healthy lives.

### **Analysis of Proposal**

A development of this scale and type will need to address all of the forgoing placemaking principles, as set out within Future Wales and Planning Policy Wales, and the objectives for good design as set out in both these documents. How your proposals address the principles will be required as part of any Planning Statement submitted in support of your application. Your application will be assessed against these principles as they are key to ensuring that development positively contributes towards building sustainable places that support active and healthy lives.

The following plans/documents have been provided with this pre-application enquiry:

- Preliminary Ecological Appraisal (January 2023)
- Ecology Addendum Note (August 2024)
- Drawing no. 1442 SK026 Rev.B - Site Layout
- Drawing no. 1463 PL001 Rev.A – Location Plan
- Drawing no. 1463 PL010 Rev. A – Existing Site Plan

No elevation details of the proposed storage/equipment/ancillary infrastructure have been provided for comment.

### **Principle of Development**

The site is located within settlement limits, as defined in the LDP, and Policy SC1 states that sustainable new development that is proportionate in scale and form to the role and function of the settlement will be acceptable in principle, subject to compliance with all other requirements and policies.

The site is allocated under Policy EC2 Existing Employment Areas which states that; In order to protect the employment function of the County Borough's employment areas, uses will be restricted in accordance with Policy EC3 to:

- 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.

In order to stimulate growth in the economy a wider mix of uses will be permitted on allocated sites and existing employment areas where they will have no adverse impact on the overall function of the estate and neighbouring commercial and residential properties. The types of ancillary facilities that may be appropriate could include energy infrastructure, waste recovery and transfer proposals not contained within the traditional B use classes. Such uses will be favourably considered where the proposals would support the overall function of the employment area and would not cause any adverse impact on the area for employment purposes or cause unacceptable harm to the amenity of neighbouring residential properties.

The site itself has also been identified within draft Supplementary Planning Guidance - Fabian Way Innovation Corridor as a gateway site requiring a landmark building. Whilst the SPG has not yet been adopted, it has been the subject of a Public Consultation exercise and remains a material consideration when looking at development proposals on this site. The Masterplan Framework establishes the site as a landmark 'Gateway Development' to the City of Swansea from the M4 and the entrance to the innovation corridor. The SPG specifies a minimum of 3 storeys for B1 use with ancillary retail to provide potential accommodation for high technology and R&D business to support the development of the Knowledge Economy Cluster that will complement the function of the nearby Bay Campus. However, this should not include uses that are more appropriate in a city centre location. This area is identified within the draft SPG as forming part of the 'Eastern Gateway' which is effectively the outer gateway to Swansea from the M4 and development must respond positively to this opportunity. New development must be designed to be legible to fast moving traffic as well as slower walking and cycling.

In this regard, developing the application site in isolation from the wider land parcel needs to be done carefully and should not sterilise development of the larger land parcel to the south. How this will be safeguarded should be set out in any formal submission. The current context for the site is that existing and proposed landscaping on the larger land parcel to the south can help to mitigate potential adverse visual impact from the proposed buildings/equipment (details of which have not been provided), however the long-term aspiration for a landmark building on this land parcel should not be compromised as a consequence and how this 'masterplan' vision can be delivered with the proposed development must be explained and set out within any formal submission.

It is understood from the meeting discussion that Swansea University intend to use the site/development as a combined R&D and commercial activity for alternative fuel which will provide a valuable insight into the efficiencies of alternative fuels (such as hydrogen) and feedback from the local consumer base including local authorities and public transport operators. Consideration may need to be given to controls to enable the remaining areas of the site to be brought forward for development by Swansea University and to comply with terms of any land transfer from Welsh Government and delivery of the 'Gateway Development' as set out in the draft SPG. Details of how this can be achieved should be included in any formal planning application. The neighbouring local planning authority, the City & County of Swansea, have co-produced the draft SPG with Neath Port-Talbot Council and would be consulted for their views at a formal planning application stage.

As the site is specifically allocated for employment uses, the justification for the development of the site as a whole incorporating employment uses within the R&D are essential. The Authority would wish to see robust information to support any hybrid application, ideally a full application for all aspects. However, if this is in part outline, details sufficient to justify the provision of these supporting uses and the overall benefit of the R&D elements in combination with the proposed service station should be provided.

If part outline, parameters of development will be necessary, and this should be supported by its linkages to the University and knowledge economy aspirations of the region. This outline element of the proposal should be given sufficient attention to ensure that it is robust in its justification, as the whole scheme will be considered against the relevant policies.

It is considered important that the proposals are adequately supported by a statement/assessment to set out the reasons why this location is intrinsically necessary for the University to locate such a facility in order to support operations on the Bay Campus. The statement would set out the reasons why the development would not divert investment and socioeconomic activity away from Swansea City Centre or undermine its regeneration, and demonstrate how the proposed development will be physically linked to the Bay Campus in terms of accessibility by sustainable transport means for necessary movement between the development and the Campus in day to day operations.

LDP Policy CCUC1 provides the planning policy framework for Swansea University Bay Campus and the supporting text to the policy states:

*‘4.0.29 Applications for ancillary services and facilities will be assessed on the merits of the proposal to ensure schemes are appropriate in scale and to the function of the campus. Such facilities may include small scale retail, commercial services and additional R&D facilities.’* Accordingly any formal submission would also have to satisfy the above requirements for the principle of the proposed use to be accepted.

### **Design/Visual Amenity**

The Fabian Way Innovation Corridor SPG specifies the following design parameters:

#### ***Plot Definition***

5.4.7. All developments within the Eastern Gateway area should have active frontages sited to define the street edges and public realm areas. This should help screen/ break down the monolithic side (east) elevation of the Amazon warehouse.

5.4.8. Buildings should incorporate pedestrian entrances off Fabian Way and a high degree of fenestration on the street frontages. Corner buildings should have two public elevations.

5.4.9. Forecourts and secure areas with boundary fencing to public edges are not acceptable forms of development in this gateway area.

5.4.10. Where sites are proposed to be developed on a phased basis possibly by different developers, there should be a coherent building line to provide continuity of frontages/ street edges.

#### ***Scale***

5.4.11. To help create a sense of approach into Swansea, this gateway area should have a general urban scale of 3-4 storeys.

5.4.12. Tall buildings are not considered acceptable outside the two areas being developed by the Universities. Single storey buildings will not be acceptable.

#### *Sense of Place*

5.4.13. The image of this key approach needs to be changed, so further car sales, drive through restaurants and similar buildings are not considered appropriate.

5.4.14. The two plots to the north of the Amazon roundabout are especially important to make a strong architectural statement of quality as a gateway (see for example the Ellipse Building at the SA1 'gateway' junction).

5.4.15. Large scale elevations must be broken down and extensive areas of sheet cladding will not be acceptable.

5.4.16. Large expanses of render are not considered appropriate given the problems with weathering in other developments and the importance of this Corridor.

#### *Public Realm*

5.4.17. The development of the land alongside Fabian Way will allow the implementation of an enhanced planted frontage with a pedestrian and cycle route set back from the carriageway.

5.4.18. Future highway works should be guided by a streetscape manual to ensure continuity of street furniture, street lighting and median treatments.

The submitted proposals do not conform to the vision for a landmark building/gateway development as set out in the Fabian Way Innovation Corridor SPG. However, the existing site context (which includes a large container storage company to the north and a HGV parking area on the opposite side of the main access spur) does allow for the development to assimilate without detriment to the amenity of the area SUBJECT TO appropriate landscaping on the additional land parcels to the south and west and it not sterilising the ability for a landmark building to be erected on the large land parcel to the south.

In this regard, the relationship to the adjacent undeveloped sites will be an important design consideration as will the physical and functional relationship of the site to the adjacent PROW, NCN and Ffordd Amazon. Further explanation is required as to how the proposed developments on each parcel of land would relate to each other in visual and land-use terms.

The current layout is considered to be quite 'insular' and doesn't feel integrated with the wider highway network or sustainable travel infrastructure. Boundary treatment is not specified and will also require careful design consideration.

We would wish to understand how any future development would impact on these key frontages, and ensure that the site works together in design terms as a whole entity.

The green infrastructure, ecological enhancements and innovation in design and materials will be essential to justify this proposal on a site defined as a landmark site in terms of visual impact and character. Signage will also need to be carefully considered.

Developments with a total floorspace of 1,000 sqm or more are required to submit an Energy Assessment to determine the feasibility of incorporating such a scheme, and where viable, would be required to implement the scheme. Further information can be found within the Renewable & Low Carbon Energy SPG.

Policy OS1 requires commercial developments over 1,000sqm to provide on-site outdoor amenity space for the health and wellbeing of employees (5.5sqm per employee). Strategic Policy SP10 and the adopted Open Space and Greenspace SPG give additional information needed to calculate the level of outdoor amenity space.

Advantage should also be taken of the existing SINC that crosses the site and proposed SuDS landscaping features in this regard.

### **Highways and Drainage**

The following documents are applicable to this submission:-

- Neath Port Talbot County Borough Council - Parking Standards (Oct 2016).
- Neath Port Talbot Highway Technical Design Guide for Residential, Commercial & Industrial Developments.
- Planning Policy Wales Technical Advice Note 18: Transport
- Schedule 3 of the Flood and Water Management Act (FWMA) 2010 requires surface water drainage for new developments to comply with Mandatory National Standards for Sustainable Drainage (SuDS). Reference to the Non-Statutory Ministerial National Standards and the CIRIA 753: The SuDS Manual is recommended.
- Welsh Government's Active Travel Guidance

Given the site's proximity to a PROW and NCR, the development proposals should seek to maximise walking and cycling accessibility by delivering the provision of appropriate on and/or off-site infrastructure. Secure cycle parking spaces must be provided as part of the development and suitable pedestrian/cyclist connectivity with the adjacent national footpath/cycle routes secured as part of the design/layout, in accordance with Active Travel (Wales) 2013 requirements.

Developer contributions may be sought, in accordance with the Fabian Way Innovation Corridor SPG, towards a package of highway improvement and/or active travel measures to provide adequate connectivity to the wider Bay Campus and to minimise the risk of a detrimental impact on the main Fabian Way arterial route into Swansea City Centre. In relation to off-site improvements required to address Active Travel, reference should be made to paragraphs 5.3.6 – 5.3.8 of the Planning Obligations SPG.

There is no highway objection in principle to development at this location, however the following highway concerns have been identified by the Council's Highways & Drainage Officer and will need to be satisfied with any subsequent planning application:

1. A full Transport Impact Assessment is required which shall include a scoping opinion between the Council Highways and the applicant to agree on which areas of highway are to be assessed and surveyed as part of the TIA.

2. The width of the highway from the roundabout to the proposed site entrance shall be widened to provide a minimum carriageway width of 7.3m.
3. The section of highway from the roundabout to the site is currently an unadopted highway, should you wish, there is the scope to dedicate this as an adopted highway subject to compliance with NPTCBC Technical Design Guide and the appropriate legal agreement being entered into. Further technical detail and highway construction specifications can be obtained from the Council's website: <https://www.npt.gov.uk/parking-roads-and-travel/highway-development-control/highway-technical-design-guide/>
4. A CAD drawing with the autotracking shall be provided to demonstrate that HGV's can safely traverse this carriageway without crossing over the centreline at any point – this is of particular concern as there is a 90 degree bend present on the estate road leading to the site.
5. Visibility splays on the junction as you leave the proposed application and internal to the site must be provided in accordance with Manual for Streets and annotated on any subsequent drawings – any permanent features located within the splay area must be maintained to a maximum height of 600mm
6. It is noted that 3 staff car parking spaces have been provided, however further details on how this quantity has been established will need to be clarified within the Transport Assessment.
7. The internal arrangement of the site would result in delivery/service vehicles being unable to access to service yard should all HGV/Bus Hydrogen pumps be in use, there is concern of potential stacking of vehicles inside the site may spill out onto the estate road, to mitigate this a Delivery Management plan will be required.
8. SAB approval will be required. To commence work is a breach of SAB approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby legal action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018. Guidance and applications can be found on <https://www.npt.gov.uk/sab>
9. Should any springs or ground water seepage be encountered the on site works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme.
10. There must be no interference, alteration or diversion of any ditch, watercourse, stream or culvert crossing or bordering the site, without prior consultation and agreement with the Authority.
11. Unless otherwise agreed in writing by the Local Planning Authority, foul water and surface water discharges shall be drained separately from the site.

12.No surface water or Land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.

13.Adequate provision shall be made for the drainage of the site, to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely effected by the development during the life time of construction.

### **Biodiversity**

As identified above, Policies EN6 and EN7 of the Local Development Plan will be of relevance insofar as there is a need to ensure any impacts on biodiversity/natural features are appropriately assessed and, where applicable, mitigated.

Planning Policy Wales (PPW) 12 sets out that; The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well being outcomes.

A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. The green infrastructure statement will be an effective way of demonstrating positive multi functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step wise approach (Paragraph 6.4.15 of PPW 12) has been applied.

Where the adverse effect on biodiversity and ecosystem resilience clearly outweighs other material considerations, **the development should be refused.**

The main policy requirements within PPW 12 can be summarised as follows:

**Green Infrastructure:** Stronger emphasis on taking a proactive approach to green infrastructure covering cross boundary considerations, identifying key outputs of green infrastructure assessments, the submission of proportionate green infrastructure statements with planning applications and signposting Building with Nature standards.

**Net Benefit for Biodiversity and the Step-wise Approach:** Further clarity is provided on securing net benefit for biodiversity through the application of the step-wise approach, including the acknowledgement of off-site compensation measures as a last resort, and, the need to consider enhancement and long-term management at each step. The use of the green infrastructure statement as a means of demonstrating the stepwise approach is made explicit.

**Protection for Sites of Special Scientific Interest:** Strengthened approach to the protection of SSSIs, with increased clarity on the position for site management and exemptions for minor development necessary to maintain a 'living landscape'. Other development is considered unacceptable as a matter of principle.

**Trees and Woodlands:** Closer alignment with the stepwise approach, along with promoting new planting as part of development based on securing the right tree in the right place. At a minimum any tree felled must be replaced at a ratio of at least 3 trees of a similar type and size planted for every 1 lost.

The Council's Ecologist has advised that, to inform a full planning application, the information provided in the Ecology Addendum Note should be used to draw up suitable mitigation/compensation/enhancement to ensure a net benefit for biodiversity. How this will be achieved should be clearly outlined in a submitted Green Infrastructure Statement which demonstrates compliance with the Step-wise Approach.

You are also required to submit a tree survey in accordance with British Standards BS5837:2012 '*Trees in relation to design, demolition and construction - Recommendations*'. There are a number of trees on the boundary of the application site that will require protection and additional tree planting will likely be required to mitigate visual impact of the proposed plant/equipment.

### **Other Considerations**

Due to the history of the site, being former industrial land, there is possibility of made ground being encountered at the site. An assessment of the risk(s) from contamination, air and noise pollution will be required as part of any planning application in order to comply with Policy EN8. A desk study contamination report will be required as a minimum to assess the potential pollutant linkages associated with this development.

Separate consent under the Hazardous Substances Act and/or Regulations may be required and you are advised to contact the Health & Safety Executive for further advice in this regard.

Natural Resources Wales also offers pre-application advice, details of which can be found at the end of this letter.

### ***Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) Screening***

A formal application may need to be screened in accordance with the requirements of Schedule 3 of the Environmental Impact Assessment Regulations. You are encouraged to provide as much information as possible to assist the screening process and/or formally apply for a screening opinion prior to submission of any planning application for the development. A screening opinion will determine whether the scale and nature of the potential impacts associated with the development, both alone and in combination with other developments within the area, are of a type that will require the carrying out of an Environmental Impact Assessment or the subsequent submission of an Environmental Statement in support of the application.

The proposed application site is also located in close proximity to Crymlyn Bog, which is designated as a Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI) and Ramsar site. The site is also a short distance from Crymlyn Burrows SSSI. As such the application may also need to be screened in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017. You are encouraged to provide as much information as possible to assist the screening process to inform whether or not an Appropriate Assessment of the likely significant effects of the development, both alone and in combination with other developments within the area, will be required.

## *Sustainable Drainage – Statutory Requirements w.e.f January 2019*

Please note that all new developments of more than 1 house or where the construction area is of 100m<sup>2</sup> or more will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in [Schedule 3 of the Flood & Water Management Act 2010](#).

These systems must be approved by the Council's Engineering Service acting in its SuDS Approving Body (SAB) role **before construction work begins**. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

If you have not done so already, and your development would not fall into any of the relevant exceptions<sup>1</sup>, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDS design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. **There is an additional charge of £250 for this service.** This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission. Further details are available at [www.npt.gov.uk/planning](http://www.npt.gov.uk/planning).

### *Major Developments*

Please be aware that as a 'major' development there is now a statutory requirement (introduced by s17 of the Planning (Wales) Act 2015) for the applicant / developer to consult the community and relevant statutory consultees in advance of formal submission of an application.

Please note that a major application cannot be validated until such consultation is undertaken and a Pre-Application Consultation (PAC) Report submitted with the application.

Best practice guidance for developers on Pre-application Community Consultation can be found on the [Welsh Government website](#).

### Section 106 Planning Obligations

The Council's approved [Planning Obligations Supplementary Planning Guidance](#) (SPG) provides the local policy basis for seeking planning obligations through Section 106 Agreements in Neath Port Talbot. The Council's approved SPG is also available to view/ download at [www.npt.gov.uk/planning](http://www.npt.gov.uk/planning).

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<sup>1</sup> Exceptions and exemptions, in summary, relate to:-

- Existing sites and developments with planning permission granted or deemed to be granted (whether or not subject to any conditions as to a reserved matter) or for which a valid application has been received but not determined by 7 January 2019. However, SAB approval will still be required if the planning permission was granted subject to a condition as to a reserved matter and an application for approval of the reserved matter is not made before 7 January 2020.

Following consideration of the proposed development and potential impacts and needs arising from the development, I would advise that the Council may seek planning obligations covering the following: -

- Highways/Active Travel
- Biodiversity
- Landmark R&D development on adjacent land parcel(s)

### **Social Value- For Large Major Developments (EIA apps, employers, large housing etc)**

Neath Port Talbot Council is committed to promoting Sustainable Development through our policies, strategies and services. In Wales, the importance of social value is recognised through the Well-being of Future Generations (Wales) Act 2015 which requires public bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities and each other, and work to prevent issues such as poverty, health inequalities and climate change. Social Value can be defined as the positive impact on local people & communities, the local economy, and the environment that we create.

These can be through:

- **Social benefits that deliver positive outcomes for individuals and/or communities**
- **Economic benefits that strengthen a workforce, industry, sector and/or the economy**
- **Environmental benefits that result in protection or enhancement of the environment, e.g. carbon reduction or nature protection.**
- **Cultural benefits i.e. culture, heritage and Welsh Language by encouraging people to participate in the Arts, sports and recreation**

The Council believes that through this approach we can achieve both a return on investment on a whole life basis and generate benefits for the local economy and environment.

For advice and guidance on delivering social value on your project contact:

Email: [business@npt.gov.uk](mailto:business@npt.gov.uk) or tel: 01639 686835

### *Viability*

Where a developer/applicant indicates that they may be unable to provide the full affordable housing requirement or other planning obligations on viability grounds, they will need to submit a detailed financial assessment of the proposed development using the Council's Development Viability Model (DVM). For more information, please visit our [Viability Assessments for Planning Applications](https://www.npt.gov.uk/media/16366/section-106-obligations-viability-assessment-procedure-note-and-guidance-note.pdf) page and/or read the Council's Viability Assessment Procedure Note: <https://www.npt.gov.uk/media/16366/section-106-obligations-viability-assessment-procedure-note-and-guidance-note.pdf>.

Before submitting an application, and as part of any further pre-application discussions (which may require further charges), the Planning Officer will discuss the Council's expectations, and offer you the opportunity for a completed viability assessment to be submitted and reviewed prior to the planning application (subject to payment of the relevant charges outlined on the Council's website at <https://www.npt.gov.uk/30472>). Alternatively this can be at application stage, though we would always recommend initiating discussions at pre-application stage.

### Required Supporting Documentation

We would encourage you to submit your application electronically via [www.gov.wales/planningapplications](http://www.gov.wales/planningapplications).

Having regard to the nature of your proposal, it is considered at this stage that in addition to the submission of standard mandatory supporting documentation such as application forms, plans and fee, any application for the above development should also be accompanied by the following additional documentation: -

- Pre-Application Consultation (PAC) Report ('Major' development)
- Design and Access Statement (see TAN 12 Design, Appendix 1)
- Phase 1 Habitat Survey (and any identified follow-up surveys)
- Green Infrastructure Statement
- Details of biodiversity enhancements (incorporated within your GI Statement)
- Tree Survey in accordance with BS5837:2012
- Noise Assessment
- Air Quality Assessment
- Phase 1 Contaminated Land Desk-top Assessment
- Transport/Active Travel Assessment
- Site survey identifying existing ground levels, plus details of proposed levels including sections / cross-sections

If any subsequent application fails to include the information above, there is a chance it may not be registered and, in any event, it is likely that an application will either be refused or will not be able to be progressed until its satisfactory submission.

It is also this Authority's practice to recommend to applicants that detailed information is submitted at application stage to ensure that, in the event of planning permission being granted, that 'pre-commencement' conditions (which require approval of details prior to work starting on site) can be minimised. You are therefore encouraged to ensure that your initial submissions incorporate as much information as possible (for example materials, boundary treatment, ecology mitigation, Construction Management Plan, Travel Plan etc.), and address all matters raised in the advice given above.

Detailed guidance on the use of the national standard application form for planning permission and other associated consent regimes; and the information which must accompany a planning application so that the local planning authority can determine the validity of the application, can be found as follows: -

**"Guidance on the use of the standard application form ('1app') and validation of applications":**  
<https://gov.wales/sites/default/files/publications/2019-03/section-7-annex-planning-applications-lists-of-validation-requirements.pdf>

**The Town and Country Planning (Development Management Procedure)(Wales) Order 2012:** [http://www.legislation.gov.uk/wsi/2012/801/contents/made/original\\_order](http://www.legislation.gov.uk/wsi/2012/801/contents/made/original_order).  
(Note subsequent Amendment Orders: [2014](#) ; [2015](#) ; [2016](#) ; and [2017](#)).

#### How we will deal with your planning application

As part of its emphasis on 'Delivering Quality Development Quickly', the Planning department prides itself on the service it offers our customers. Once your application has been received, this

will include an allocated case officer making contact with you or your appointed agent within the first week and arranging a visit, following which we will contact you by phone or email to advise of any discrepancies with your application. We will also work with you to address any outstanding concerns, including any amendments required to make your proposal acceptable.

Once we are happy with the validity of your application, we will formally consult neighbours and relevant consultees. Provided there are no significant matters of concern resulting from such consultations, we will then seek to determine your application as swiftly as possible after the expiry of the statutory publicity period, and aim to do so within the 8 week statutory period.

While Officers will endeavour to ensure you are aware of the progress of your application, we would encourage you to contact the case officer should you wish to discuss any matter further.

#### Development Team Approach – Building Control

The Development Management and Building Control teams work closely to assist developers in improving the quality of their development and ensuring compliance with all appropriate conditions and Regulations. In particular, Building Control provide a competitive and highly professional service and seek to actively engage with developers at the earliest stage of their project. You are therefore encouraged to contact the Building Control team on 01639 686820 or by emailing [building.control@npt.gov.uk](mailto:building.control@npt.gov.uk) to enter into early negotiations and understand the benefits of the Council's Development Team approach.

#### Requests for Further Advice

Following receipt of this initial advice, should you wish to discuss your scheme prior to formal submission, please contact the case officer on the direct number or email address given above. Further charges may apply.

Yours faithfully

**Claire Hall**

**If you require this information in larger print, or in an alternative format, please contact the above named officer.**

## **Seeking Pre-Application Advice from External Consultees**

### **Natural Resources Wales (NRW)**

Natural Resources Wales has a key role in the planning system and you may wish to hold pre-application consultation with them, utilising their pre-application service, so that environmental considerations are identified and addressed at the earliest opportunity. More information about Natural Resources Wales's pre-application service, including what advice can be sought for free, and what advice is subject to a fee can be found at:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=en>

### **Dŵr Cymru Welsh Water (DCWW)**

Welsh Water has a key role to play in the development and planning process as the services provided are at the forefront of public health and protection of the environment. Welsh Water encourages all developers to engage with them as early as possible in order to address any issues that may arise during the planning/construction process. Please also be advised that for any major development applications you will need to consult Welsh Water as a 'Specialist Consultee' by submission of the relevant information as set out in Schedule 1C, Article 2D of the Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.

Upon receipt of a pre-application enquiry, Welsh Water will provide a written response advising whether the local network(s) can support the proposal, whether off-site water mains and/or sewers will need to be provided, and whether there are any apparatus located within the land you wish to develop and the requirements for these apparatus. This service is provided for a fee of £71+ VAT (**please refer to DCWW schedule of charges**) and can be submitted by post or by completing the online enquiry form at <http://www.dwrcymru.com/en/Developer-Services>. Further information can be obtained from the dedicated team of planning officers at Welsh Water on 0800 917 2652

### **Coal Authority**

In line with many other statutory consultees, the Coal Authority no longer provides responses to pre-application enquiries without a charge. The Coal Authority therefore requests LPAs to direct applicants that are seeking pre-application advice regarding coal mining legacy issues because their site falls within the Development High Risk Area to them, so they may provide a quotation for providing advice.

Should only a small part of your site fall within the High Risk area, we would especially encourage you to engage with the Coal Authority, since they may advise in certain situations that a Coal Mining Risk Assessment is not required.

Further advice may be found at: <https://www.gov.uk/government/organisations/the-coal-authority>

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# **Appendix B**

## EIA Screening Opinion



**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL  
CYNGOR BWRDEISTREF SIROL CASTELL-NEDD PORT TALBOT**

**TOWN AND COUNTRY PLANNING ACT 1990  
THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT  
ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 1999**

**SCREENING OPINION – ENVIRONMENTAL STATEMENT NOT  
REQUIRED**

**Name and address of the applicant**

Emily Avery  
RPS Group  
2 Callaghan Square  
Cardiff  
CF10 5AZ

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**DATE REGISTERED:** 26 November 2024

**APPLICATION NO:** P2024/0762

**LOCATION:** Land East Of Amazon, Ffordd Amazon, Crymlyn Burrows,  
Neath Port Talbot, SA1 8QX

**PROPOSAL:** Request for Screening opinion under Regulation 6 of the Town  
and Country Planning (Environment Impact Assessment)  
(Wales) Regulations 2017 for a proposed hydrogen refuelling  
station

THE NEATH PORT TALBOT COUNTY BOROUGH COUNCIL AS THE LOCAL PLANNING  
AUTHORITY IN PURSUANCE OF ITS POWER UNDER THE ABOVE MENTIONED ACT  
AND REGULATION HEREBY ADOPTS THE FOLLOWING SCREENING OPINION THAT  
THE DEVELOPMENT IS NOT AN E.I.A. DEVELOPMENT AND THAT THE APPLICATION  
NEED NOT BE ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT. THE  
REASONS FOR THIS OPINION ARE SET OUT IN THE ATTACHED REPORT.

REASONS:-

Signed:



**Ceri Morris – Head of Planning & Public Protection**

**Date: 14 January 2025**

|                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                           |                                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Application No.:                                                                                                                                                                                                                        | <b>P2024/0762</b>                                                                                                                                                                                                                                                         |                                                                                                                    |
| Site Location:                                                                                                                                                                                                                          | <b>Land east of Amazon UK, Ffordd Amazon, Fabian Way, Crymlyn Burrows</b>                                                                                                                                                                                                 |                                                                                                                    |
| Description:                                                                                                                                                                                                                            | <b>Request for Screening opinion under Regulation 6 of the Town and Country Planning (Environment Impact Assessment) (Wales) Regulations 2017 for a proposed hydrogen storage and vehicle refuelling station</b>                                                          |                                                                                                                    |
| Date of submission:                                                                                                                                                                                                                     | <b>26.11.24 (EOT agreed)</b>                                                                                                                                                                                                                                              |                                                                                                                    |
| Relevant Regulation:                                                                                                                                                                                                                    | <del>— 1999 Regs submitted between 1999 and the 29 Feb 2016</del><br><del>— 2016 Regs submitted on or between 1 March 2016 and 15 May 2017.</del><br>- 2017 Regs. Submitted on or after 16 May 2017.                                                                      |                                                                                                                    |
| <b>Schedule 1.</b>                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                           |                                                                                                                    |
| Is the project Schedule 1 Development?                                                                                                                                                                                                  | <del>Yes, if so which description of development? EIA is Required.</del>                                                                                                                                                                                                  | <b>NO</b>                                                                                                          |
| Does the project change or extend development described in schedule 1?                                                                                                                                                                  | <del>If yes, would the project may have significant adverse effects on the environment? If so describe:</del>                                                                                                                                                             | <b>NO</b>                                                                                                          |
| <b>Schedule 2.</b>                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                           |                                                                                                                    |
| Is the project listed as a description of development under column 1 of Schedule 2?                                                                                                                                                     | <b>NOT DIRECTLY, but the proposed development could be likened to:</b><br><b>3 Energy Industry</b><br><b>(c) Surface storage of natural gas; and/or</b><br><b>6 Chemical Industry</b><br><b>(c) Storage facilities for petroleum, petrochemical and chemical products</b> | <del>If no proceed.</del>                                                                                          |
| Are the applicable thresholds/criteria in column 2 exceeded/met?                                                                                                                                                                        | <b>NO</b>                                                                                                                                                                                                                                                                 | <del>If no, proceed.</del>                                                                                         |
| Does the project change or extend development described in column 1 of schedule 2?                                                                                                                                                      | <del>If yes, would the project may have significant adverse effects on the environment? If so describe:</del>                                                                                                                                                             | <b>NO</b>                                                                                                          |
| Is the Project located wholly or partly within a 'Sensitive area'?<br>Sensitive Areas are:<br>- SSSI.<br>- National Park.<br>- World Heritage Site.<br>- A scheduled Ancient Monument.<br>- ANOB.<br>- A European Site – SAC, CSAC etc. | <del>If Yes, screening opinion required.</del>                                                                                                                                                                                                                            | <b>NO (but potential transboundary impact on Crymlyn Bog Ramsar Site, SSSI, SAC and NNR – located within 200m)</b> |
| Have the Welsh Ministers issued a screening Direction?                                                                                                                                                                                  | <del>If Yes, is the direction that the development is EIA Development? If yes, has an EIA been submitted with the application? If direction is that the project is not EIA then no screening required.</del>                                                              | <b>NO</b>                                                                                                          |
| Has an ES been submitted?                                                                                                                                                                                                               | <del>If Yes proceed to validation.</del>                                                                                                                                                                                                                                  | <b>NO</b>                                                                                                          |

## Detailed EIA Screening Assessment.

In answering the following questions due regard must be given to the impact of the development taking into account:-

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or approved development;
- (h) the possibility of effectively reducing the impact.

| Questions to be considered.                                                                                                                                                                                                                                                                                                                                                                                                                                  | Yes, No, Unknown – provide description.                                                                                                                                                                                            | For Yes/Unknown are effects likely to be significant? |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| <b>Criterion 1. Character of Development</b>                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                    |                                                       |
| <b>Question 1a Size and Design of Development.</b>                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                    |                                                       |
| Will the design, Construction, Operation or decommission of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies etc.)?                                                                                                                                                                                                                                                               | Yes, however the proposed engineering works would be localised in nature and not be likely to result in significant effects in EIA terms.                                                                                          | Significant effects unlikely.                         |
| <b>Question 1b Cumulation with Other Existing Development and/or Approved Development.</b>                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                    |                                                       |
| Are there any other factors which should be considered such as: <ul style="list-style-type: none"> <li>Consequential development which could lead to Environment effects?</li> <li>The Potential for cumulative impacts with other existing approved development or planning activities in the locality?</li> <li>Any plans for future land uses on or around the location which could be affected by the project?</li> <li>Transfrontier impact?</li> </ul> | Yes. There is potential for some cumulative in-combination effects with other existing or proposed developments, however, given the relatively localised scale, it is considered that significant cumulative effects are unlikely. | Significant effects unlikely.                         |
| <b>Question 1c Use of Natural Resources, in particular land, soil, water and biodiversity;</b>                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                    |                                                       |
| Will construction or operation of the project use natural resources, in particular land, soil, water and biodiversity etc.                                                                                                                                                                                                                                                                                                                                   | Yes, the proposal would require a degree of greenfield land take, however, given the relatively small scale of the                                                                                                                 | Significant effects unlikely.                         |

| Questions to be considered.                                                                                                                                                                                                      | Yes, No, Unknown – provide description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | For Yes/Unknown are effects likely to be significant? |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| which are non-renewable or in short supply?                                                                                                                                                                                      | project, it is considered that significant effects on natural resources are unlikely.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                       |
| <b>Question 1d. Production of Waste</b>                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                       |
| Will the project produce solid wastes during construction or operation or decommissioning?                                                                                                                                       | Yes, some waste would be produced however, given the scale and nature of the proposed development it is considered that significant effects are unlikely in terms of waste generation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Significant effects unlikely.                         |
| <b>Question 1e. Pollution and Nuisances.</b>                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                       |
| Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health? | <p>Yes, it will be necessary to ensure appropriate safety measures are in place as per the Control of Major Accident Hazards Regulations 2015:</p> <ul style="list-style-type: none"> <li>- If the development/site is classified as a lower tier COMAH site under the Control of Major Accident Hazards Regulations 2015, it will need to have a major accident prevention policy (MAPP) in place.</li> <li>- If the development/site is classified as an upper tier COMAH site under the Control of Major Accident Hazards Regulations 2015, it will need to have a major accident prevention policy (MAPP) in place, as well as prepare a safety report; an internal emergency plan; and it will need to work with Neath Port Talbot Council's Civil Protection &amp; Preparedness Team to prepare an external emergency plan.</li> </ul> | Significant effects unlikely.                         |
| Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?                                                                                                                        | Yes, noise and vibration is likely during both the construction and operational phases and further assessments of impact would be required as part of the planning application. Given                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Significant effects unlikely.                         |

| Questions to be considered.                           | Yes, No, Unknown – provide description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | For Yes/Unknown are effects likely to be significant? |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
|                                                       | <p>the proposed 24/7 hours operation of the development, the 900bar pressure compressors, dispensers and pumps, venting and safety systems, refrigeration and cooling units, vehicle movements, and alarm or safety systems will require specialist acoustic design and assessment.</p> <p>Particular attention will also need be given to proposed piling activities and a CEMP provided to include robust mitigation measures and specify limited hours of operation. The methodology for piling will need to be informed by ground investigation findings and prioritises techniques with the least noise and vibration impact, as follows (from least to most impactful):</p> <ol style="list-style-type: none"> <li>1. Bored Piling</li> <li>2. Press-in Piling</li> <li>3. Helical Piling</li> <li>4. Vibratory Piling</li> <li>5. Drop Hammer Piling and Impact Piling (to be used only where absolutely necessary).</li> </ol> <p>However, given the location of the site and the nature and type of surrounding land uses, it is considered that any effects in terms of noise and vibration would be localised and unlikely to be of a magnitude that would be so significant, such that they would warrant EIA.</p> |                                                       |
| Will the project release pollutants or any hazardous, | Yes. There are a number of designated areas within close                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Significant effects unlikely.                         |

| Questions to be considered.                                                                                                                                                                                                    | Yes, No, Unknown – provide description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | For Yes/Unknown are effects likely to be significant? |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| toxic or noxious substances to air, or lead to risks of contamination of land or water (including surface waters, groundwater, coastal waters or the sea)?                                                                     | <p>proximity, including the highly designated Crymlyn Bog. There is a risk of contaminants on the site which could infiltrate surrounding water networks. NRW were consulted on this EIA screening request but have declined to provide any comments at this stage.</p> <p>Adequate provision will need to be made to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely affected by the development. It is considered the changes would be localised in nature and not be likely to result in significant effects in EIA terms, subject to further hydrological information and mitigation.</p> |                                                       |
| <b>Question 1f Risk of accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge.</b>                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                       |
| Will there be any risk of accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge during construction or operation of the project? | Yes, given the nature of the development there is a risk of accident during all phases of the development. As a minimum, a major accident prevention policy (MAPP) will need to accompany the planning application. This, together with HSE advice and NRW permitting regimes provides sufficient mitigation to risk such that a full EIA would not be required.                                                                                                                                                                                                                                                                       | Significant effects unlikely.                         |
| <b>Question 1g Risks to human health (for example due to water contamination or air pollution)?</b>                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                       |
| Are there risks to human health for example due to water contamination or air pollution?                                                                                                                                       | Some small risk in terms of health and safety but given the scale and nature of the works this is unlikely to be significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Significant effects unlikely.                         |
| <b>Criterion 2 Location of development.</b>                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                       |
| <b>Question 2a Existing and approved land use.</b>                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                       |
| Will the project result in social changes for example, in                                                                                                                                                                      | No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | N/A                                                   |

| Questions to be considered.                                                                                                                                                                                                          | Yes, No, Unknown – provide description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | For Yes/Unknown are effects likely to be significant? |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| demography, traditional lifestyles employment?                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                       |
| Are there any routes or facilities or approved facilities on or around the location, which are used by the public for access to recreation or other facilities, which could be affected by the project?                              | Yes, there are registered Public Rights of Way in the vicinity of the application site however it is not anticipated that these will be affected as they do not cross the application site itself and are not required to be stopped up or re-routed in order to facilitate the development.                                                                                                                                                                                                                                                                               | Significant effects unlikely.                         |
| Are there any transport routes or approved routes which are susceptible to congestion or which cause environmental problems, which could be affected by the project?                                                                 | Yes, the site is close to junction 42 of the M4 but it is understood that no components will require abnormal indivisible load (AIL) deliveries to site. A full Transport Impact Assessment will be submitted with the planning application which is considered sufficient to assess the impact on local and regional distribution networks. The development/site is on route to NPT's MREC centre at Crymlyn Burrows and offers the potential to assist in delivery of strategic plans to decarbonise fleet operations which will in turn reduce environmental emissions. | Significant effects unlikely.                         |
| Is the project located in a previously undeveloped area where there will be loss of greenfield land?                                                                                                                                 | No. Whilst the site is currently undeveloped it was previously marshland and rough ground which subsequent reclamation, landscaping and construction activities has changed over time.                                                                                                                                                                                                                                                                                                                                                                                     | N/A                                                   |
| Are there any areas on or around the location occupied by land uses or approved land uses which could be affected by the project, particularly sensitive land uses e.g. hospitals, schools, places of worship, community facilities? | No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | N/A                                                   |
| <b>Question 2b Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources (including soil, land, water and biodiversity) in the area and its underground;</b>                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                       |
| Are there any areas on or                                                                                                                                                                                                            | Yes. There are a number of                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Significant effects unlikely.                         |

| Questions to be considered.                                                                                                                                                                                                                      | Yes, No, Unknown – provide description.                                                                                                                                                                                                                                                                                                                                                        | For Yes/Unknown are effects likely to be significant? |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, soil, land, water and biodiversity, which could be affected by the project? | designated areas within close proximity, including the highly designated Crymlyn Bog. Whilst there would be physical change to the site itself, as well as surrounding hydrology and ecology, it is considered the change would be localised in nature and not be likely to result in significant effects in EIA terms, subject to further hydrological and ecological surveys and mitigation. |                                                       |
| <b>Question 2c Absorption Capacity of the Natural Environment</b>                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                |                                                       |
| Are there any other areas on or around the location which are important or sensitive for reasons of their ecology, or are used by protected, important or sensitive species of fauna or floras which could be affected by the project?           | No.                                                                                                                                                                                                                                                                                                                                                                                            | N/A                                                   |
| Are there any inland, coastal, marine, river mouths, riparian area or underground waters on or around the location which could be affected by the project?                                                                                       | No.                                                                                                                                                                                                                                                                                                                                                                                            | N/A                                                   |
| Are there any areas or feature of high landscape or scenic value on or around the location which could be affected by the project?                                                                                                               | No.                                                                                                                                                                                                                                                                                                                                                                                            | N/A                                                   |
| Is the project in a location where it is likely to be highly visible to many people?                                                                                                                                                             | Yes, the site is located adjacent to a main distributor road (Fabian Way) which connects Swansea East with the M4 strategic motorway network. However there is intervening land and vegetation which acts as a screen to the development site.                                                                                                                                                 | Significant effects unlikely.                         |
| Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?                                                                                                                   | No.                                                                                                                                                                                                                                                                                                                                                                                            | N/A                                                   |
| Are there any areas, landscapes, sites or features of                                                                                                                                                                                            | Yes, there designated historic assets within 2km of the                                                                                                                                                                                                                                                                                                                                        | Significant effects unlikely.                         |

| Questions to be considered.                                                                                                                                                                                                                                                                       | Yes, No, Unknown – provide description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | For Yes/Unknown are effects likely to be significant? |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| historic, archaeological or cultural importance or significance on or around the location which could be affected by the project?                                                                                                                                                                 | <p>proposed development. However in most cases intervening topography, buildings and vegetation block all views between them. Where views are possible than the development will be seen along with the buildings of the existing Kearns storage facility.</p> <p>Information in the Historic Environment Record (HER) indicates that there were two Second World War HAA Batteries located in the immediate area, but both have been removed during modern construction works. A study of historic maps shows that in the 19th century, part of the land was sea, marshland and rough ground. The subsequent reclamation, landscaping and disturbance from construction activities is likely to have adversely affect any potential remains. Overall, the archaeological impact of the proposed development is unlikely to be significant.</p> |                                                       |
| Are there any areas on or around the location which area already subject to pollution or environmental damage e.g. where existing legal environmental quality standards are exceeded, which could be affected by the project? Or in which it is considered there is such a failure? Such as AQMA? | No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                   |
| Is the project located susceptible to subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions, which could cause the project to present environmental problems?                                                                                                       | No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                   |

#### Statement Of Reasons

The proposed development to construct a new hydrogen storage and vehicle refuelling station, will inevitably result in a number of effects, most notably in terms of the physical change to the site itself, landscape and visual impact and particularly the effects on transport and ecology. However, whilst these will likely be important considerations for the decision maker and will be subject to further assessment, the type of development proposed, coupled with the context of the site and the localised nature of the impacts, are such that significant environmental effects are unlikely. It is therefore concluded that EIA is not required in this instance.

In coming to this decision the Authority has had due regard to all information submitted by the developers; the available results of other environmental assessments as well as the criteria set out within schedule 3. The Authority's main reasons for coming to this decision are set out within the above table. In conclusion, the Authority is of the opinion that the proposed development, either alone or in combination, are unlikely to have a significant adverse effect on the environment. This is on the understanding that the above identified effects could be avoided or prevented as specified within the table. As such, the likely effects of the development are unlikely to be significant enough to warrant EIA development.

### AUTHORISATION

|                       |            |                                                                                     |
|-----------------------|------------|-------------------------------------------------------------------------------------|
| <b>Case Officer :</b> | Name:      | CLAIRE HALL                                                                         |
|                       | Signature: |  |
|                       | Date:      | 13.01.2025                                                                          |
| <b>Authorised by:</b> | Name:      | Helen Bowen                                                                         |
|                       | Signature: |  |
|                       | Date:      | 13/1/25                                                                             |