

New industrial unit
Project: at
Unit 28 Tafanaubach Ind Est, NP22 3AA.

Design & Access Statement
Revision A 28.02.23 - AJ

Introduction /vision

In response to the legislation relating to planning applications and Design and Access Statements (DAS's); and the guidance contained in Appendix 1 of TAN12: Design (2009) and DCFW document "Design and access statements in Wales: Why, What and How", this document has been prepared to provide assistance and to accompany an Full planning application. The proposed planning application currently being considered is for a new shop front and roller shutter doors to new entrances.

The vision for the scheme is for M&J who wish to develop an existing plot on their site for a new Industrial unit. The proposal will be a portal frame structure to match the existing form of the unit on site.

The proposed new industrial unit falls under use class B2 General Industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

Site Analysis & Constraints

The Industrial Estate is located north of Tredegar town centre, on the outskirts of the town. Tredegar has direct transport links to other towns in the area across the A465 and links to the A470, including all the Valley towns, Brecon, Cardiff and Swansea. The site itself is set within an existing complex of industrial units. The site is perfectly flat and bounded within an existing structure. Outside the unit the boundaries are formed by other neighbouring units, fences and car parking areas.

Tafanaubach Industrial Estate is accessed via the A465 that links across the Valleys, towards the west and all the way to the Midlands. The estate is very near the A470 southwards and to the M4 via the A470. A site road is accessed from the main industrial trunk road of the estate, which runs to the south of the site. This access road only serves the units on the site.

As mentioned, the site is within a complex of other industrial/commercial developments and is indicated for employment use in the Local Plan. Trees and vegetation of limited aesthetic quality are present, but not within this site. The topography of the site falls across the site but this is very minimal, levels around the proposed unit doors are approximately 150mm below the internal floor level (as recommended by Building Control documentation), ramped access is provided for entry to all openings.

Context Assessment

The proposals look to harmonize with the industrial nature of a large portal form.

The site at Tafanaubach Industrial Estate benefits from good transport links and proximity to large towns that will benefit from this new facility. The site is with walking distance of the nearest bus stop, which is at the main trunk road, via a footpath.

Involvement/Consultation

Structural Engineers have been consulted in the pre-application for the internal interventions, however, it was viewed that a planning pre-application would have been unnecessary due to the nature of the works.

Policy Context

National Policy:

Future Wales – the national plan 2040.

Future Wales – the national plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with 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 well-being of our communities.

Policy 33 - National Growth Area - Cardiff, Newport and the Valleys

This policy states that The Valleys, alongside Cardiff and Newport should be the main focus for growth and investment in South East Wales. We would consider this project to fall within The Valleys, and therefore recognised within National Growth Area that supports economic growth.

'The Valleys area, covering large parts of Bridgend, Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen, is a priority area for the Welsh Government and should be a priority for the Strategic Development Plan. The area has one of the most distinctive urban settlement patterns in the UK; it has seen significant investment in the A465, benefitted from EU funding programmes and in the future it will be better connected as a result of the South Wales Metro.'

Planning Policy Wales – Edition 12

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

The Welsh Assembly Technical Advice Notes (TAN) outline National Policy that affects the development. Of these the following TAN documents are of most relevance:

Tan 12 - Design

The proposals should conform to this policy in respect to design, form, siting, materials etc. These issues are addressed within this Design and Access Statement.

Tan 23: Economic Development

Planning Policy Wales (PPW) defines economic development broadly so that it can include any form of development that generates wealth, jobs and income.

Local Policy:

It is considered that the BGCBC LDP and policies set out within are relevant to this application. The proposed is affected by the following policy and statements set out in the LDP:

Policy DM1 New Development

Policy DM1 New Development states that development proposals will be permitted provided the following:

1. Sustainable design

- a. Energy efficient design is achieved;*
- b. The proposal makes efficient and effective use of resources by employing sustainable building techniques, incorporating energy and water conservation measures, and wherever possible, the use of renewable energy;*
- c. construction waste and pollution is minimised and the proposal incorporates facilities for the segregation, recovery and recycling of waste;*
- d. recycled or sustainable products and resources are used in construction, where practicable;*
- e. the proposal reduces surface water run off through minimising an increase in impermeable surfaces and using Sustainable drainage systems, where appropriate; and*
- f. the proposal does not result in a net loss of biodiversity and provides where necessary mitigation and/or compensation measures.*

2. Amenity

- a. the development would be compatible with other uses in the locality;*

- b. there would be no unacceptable adverse visual impact on townscape or landscape;*
- c. there would be no unacceptable impact upon the amenities of neighbouring occupiers;*
- d. in the case of residential development including extensions and sub-division of dwellings, dwellings must be of appropriate size to provide satisfactory levels of amenity;*
- e. there would be no adverse impact upon the water environment or an unacceptable risk to the quality of controlled waters (including groundwater and surface water);*
- f. the proposal contributes to improving water quality wherever practicable;*
- g. the proposal does not result in airborne emissions which have an unacceptable effect on the health, amenity or natural environment of the surrounding area, taking into account cumulative effects of other proposed or existing sources of air pollution in the vicinity.*
- h. there would be no unacceptable risk of harm to health and/or local amenity from unacceptably high levels of noise, vibration, odour or light pollution;*
- i. the land is made stable and capable of supporting the development without risk of damage to buildings on the site or adjoining land; and*
- j. Practicable and effective measures are taken to treat, contain or control any contamination.*

3. Accessibility

- a. the proposal has regard for the safe, effective and efficient use of the transportation network;*
- b. the proposal ensures that developments are designed to an appropriate standard that prioritises the interests of pedestrians, cyclists and public transport before that of the private car;*
- c. the proposal secures appropriate provision for people with special access and mobility requirements;*
- d. Parking, appropriate servicing and operational space has been provided; and*
- e. where a transport assessment and travel Plan is required by national planning policy, they must demonstrate that there will be no adverse impact on trip generation and travel demand.*

Relevant strategic policies within the above Design Management Policy for this proposal are as follows:

SP1 - Northern Strategy area – Sustainable growth and regeneration

SP6 – Ensuring Accessibility

SP7 – Climate Change

SP10 – Protection and Enhancement of the Natural Environment

The site is within a complex of industrial units, but is located near large housing estates, which are all within walking distance. minimizing the need to travel and in ensuring sufficient incentives to

travel by means other than the car. Plus, it has the added benefit of reusing an empty unit in an existing built-up area.

DM2 Design and Placemaking

Policy DM2 Design and Placemaking states that development proposals will be permitted provided the following:

- a. they are appropriate to the local context in terms of type, form, scale and mix;*
- b. they are of good design which reinforces local character and distinctiveness of the area or they positively contribute to the area's transformation and raise density, where appropriate;*
- c. the development has regard to 'Secured by design' principles;*
- d. in the case of extensions to buildings, they reflect, complement or enhance the form, siting, materials, architectural details and character of the original building, its curtilage and the wider area;*
- e. in the case of proposals for new and replacement shopfronts and signage, they make a positive contribution to the street scene. roller shutters should be sensitively designed and integrated into the overall design of the shopfront;*
- f. in the case of the public realm and key locations such as town centres, major routes and junctions, the character and quality of the built form is to a high standard of design and, where appropriate, includes public art; and*
- g. Landscaping and planting, where appropriate, achieves a suitable visual setting for the scheme and integrates it into the wider context*

Relevant strategic policies within the above Design Management Policy for this proposal are as follows:

SP1 - Northern Strategy area – Sustainable growth and regeneration

SP6 - Ensuring Accessibility

SP7 – Climate Change

SP10 – Protection and Enhancement of the Natural Environment

The proposal for a new industrial unit is appropriate to the local context and is of the same architectural typology as its immediate surroundings.

DM3 Infrastructure Provision

Policy DM3 Infrastructure Provision states that development proposals will be permitted provided the following:

Proposals for new development will be expected to meet the infrastructure needs that it generates, including the improvement or provision of infrastructure, services and community facilities. where on-site provision cannot be achieved, off-site provision or a financial contribution

will be expected. arrangements for the provision of infrastructure will be secured by the use of planning conditions attached to a planning permission or planning obligations in legal agreements or via the community infrastructure Levy. the council will seek to ensure that, subject to viability, the impact of new development is mitigated to ensure that it contributes to the regeneration of local communities in Blaenau Gwent.

Relevant strategic policies within the above Design Management Policy for this proposal are as follows:

SP1 - Northern Strategy area – Sustainable growth and regeneration

SP8 – Sustainable Economic Growth

Highway design and parking provision

The unit enjoys the existing parking facilities that the previous unit had. With clearly defined parking bays to the east of the site. The proposed unit has a vast volume of cubic area and is needed for expansion, there's scope to incorporated space vertically. The disabled access has been provided for people to access the unit from the car park and as mentioned, the levels are pretty flat from the bus stop to the unit. A disabled WC has been proposed so that employees and members of the public are provided for.

SP10 Protection and enhancement of the natural environment

Blaenau Gwent's unique, natural environment and designated landscape will be protected, and, where appropriate, enhanced. this will be achieved through:

- a. Protecting, enhancing and managing cwm Merddog woodlands/coed ty'n y gelli and brynmawr Sections and Mynydd Llangynidr Site of Special Scientific Interest (SSSI);*
- b. ensuring that development does not have a significant effect on the neighbouring Usk Bat Site, cwm clydach woodlands, aberbargoed grasslands, Sugar Loaf woodlands or the river usk Special area of conservation (Sac);*
- c. Ensuring that the locally identified Site of importance for nature conservation (Sinc) and Local biodiversity action Plan (LbaP) species are protected and enhanced;*
- d. Protecting those attributes and features which make a significant contribution to the character, quality and amenity of the landscape;*
- e. Maintaining and enhancing the green infrastructure including creating a network of local wildlife sites and wildlife corridors, links and stepping stones;*
- f. ensuring development seeks to produce a net gain in nature conservation by designing in wildlife, and ensuring any avoidable impacts are appropriately mitigated for; and*
- g. ensuring development proposals do not have an unacceptable adverse impact upon the water environment and contribute to improving water quality where practicable.*

In compliance with the Environment (Wales) Act 2016, PPW 12 and LDP 12 (outlined above) the proposal demonstrates ecological mitigation and enhancement. The proposal will include bat and bird boxes as ecological enhancement.

The site has been cleared and stoned. The proposal therefore results in no loss of greenery. It is deemed that there is no need for an ecological appraisal.

Response to Objectives of Good Design

Approach

The design has evolved from our original design since consultation with the client. We will however, examine different aspects of the scheme and address the objectives of good design, as set out in section 4 of TAN 12: Design.

Accessibility – Access Statement

This statement has been made in accordance with the following documents:

- Welsh Assembly Government Technical Advice Note (TAN) 18 – Transport
- South Wales Parking Guidelines 1993 (Addendum 2001)
- Part M of the Building Regulations – Access to and use of Buildings

Highways:

Tafanaubach Industrial Estate is accessed from main slip road on the A465 that runs across the valleys and connects to the A470, M4 and north to Brecon.

The Industrial Estate is largely occupied and the main infrastructure is complete. The proposal advocates vehicle access from an existing road that joins the main trunk road which services Tafanaubach Industrial Estate.

Pedestrian Access:

Access by foot is via existing footpaths on either side of the estate road. These footpaths link to others and to the surrounding communities.

Public Transport:

The nearest bus stop is located around 200m from the proposed unit and is located on main industrial truck road to the south of the site.

Emergency Access:

The proposed highways solution allows access for emergency vehicles to all parts of the developed site.

Car Parking:

Car Parking conforms to the acceptable standards for this Development and is already in place.

Inclusive Access:

Inclusive access is provided to all parts of the development. Site levels have been considered and allow for acceptable gradients to all parts of the developed site. Gradients from the pedestrian footpath to door thresholds are considered acceptable and conform to Part M of the Building Regulations, together with BS8300. The building will be accessible for pedestrian via a new ramped access to the front door. The ramp will be constructed to a maximum of 1:12. Entrance thresholds will be level and WC facilities provided at entrance level in interventions/staff area. The site layout shows that there is ample movement into and around the site, with cars being able drive in and out of the site in a forward gear. All internal lighting is

designed to comply with Building Regulation, Health and Safety and DDA recommendations. Light switches, sockets etc. are to be located between 450mm and 1050mm above finished floor level to permit easy access by wheelchair users. The level of servicing required by the buildings is relatively small and no dedicated service vehicle bays or parking areas are provided

Character

This application is a direct development of the consented scheme on the Industrial, while the large roller shutter doors are a direct copy of what is there currently.

Design Development

The scheme has developed a long way from the original scheme, however, many of these changes were internal as access to side and front has always been considered in its place due to layout and constraints.

Appearance

The roller shutter is a direct copy of what is currently on site and is typical of warehouses.

The scheme has followed a traditional approach to materials allowing the proposals to harmonise with the overall feel of the existing industrial/commercial development.

Community Safety

The development will not be to the detriment of community safety, the scheme does not have to comply with 'Secured by Design Principles' (SBD), however, measures have been taken place in the design to ensure that it does. The concept of Secured by Design is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. Secured by Design aims to achieve a good overall standard of security for buildings and for the private and public spaces around them.

Lighting

There is existing external lighting on site. All external lighting (except for safety and security lighting) will be automatically switched off between 2300hrs and 0700hrs. This will be achieved by a timer for all external lighting set to the appropriate hours. Safety or security lighting will be used between 2300hrs and 0700hrs, this part of the lighting system will comply with the lower levels of lighting recommended during these hours in Table 1 of the ILE's Guidance notes, the security lights will be controlled by automatic switching to reduce the lighting levels at 2300 or earlier. No illuminated advertisements are proposed.

Environmental Sustainability

In terms of energy efficiency, the development is designed to Part L2a of the Building Control Document and the required SAP calculations. The location is sustainable in itself being close to regional bus routes that link to train and coach routes, which interconnect regionally to a national network.

Sustainable Materials

Material specification will be limited to products that achieve at least a D rating in the Green Guide to product specification unless this is absolutely impossible to achieve and is not related to a core element of the build. All timber products will be responsibly sourced. Where possible materials will be sourced locally.

Water

The best practices in limiting water usage will be enforced through design and specification. Dual flush WC's, efficient showers and flow reducing taps will be specified to achieve this aspiration.

Waste Management

During construction waste will be managed accordingly. The process will be set out in an appropriate waste management plan provided by the main contractor. The completed development will endeavour to separate waste and recyclables in line with the Council's collection strategy. Waste from visitors will be collected in clearly marked bins for this purpose.

Movement

Delivery vehicles can access the site in the same way as private cars and taxis. The Delivery vehicles are able to exit in a forward direction towards. There is sufficient space at the site for the safe movement, parking and turning movements of these vehicles. All these roads are made up to surface course in smooth tarmac. The pavements are two meters wide, sloping and finished in smooth tarmac along the new Access Road.

The area in and around the vicinity of the development is largely unaffected by the proposals. Transport and pedestrian links are maintained. Pedestrian access is maintained around the development while level access to all areas of the site is available to all visitors and building users. A reasonable amount of car parking is available to visitors and participants with disabled car parking located at the most convenient points of access.

References:

CABE (2006) Design and Access Statements – How to write, read and use them, London
www.cabe.org.uk/AssetLibrary/8073.pdf

Blaenau Gwent CBC Local Development Plan

Department for Communities and Local Government (DCLG) – News Release
2006/0024 www.communities.gov.uk/index.asp?id=1002882&PressNoticeID=2170

DCLG (2006) Circular 01/2006: Guidance on Changes to the Development Control System,
London www.communities.gov.uk/index.asp?id=1500620

Future Wales – The National Plan 2040

Home Office/Office of the Deputy Prime Minister (ODPM) (2003) Safer Places- the Planning
System and Crime Prevention
www.communities.gov.uk/pub/724/SaferplacetheplanningsystemandcrimepreventionPDF3168Kb_id1144724.pdf

ODPM (2005) Planning Policy Statement 1: Delivering Sustainable Development, London
www.communities.gov.uk/index.asp?id=1143804

Planning Policy Wales – Edition 12

The Town and Country Planning (GPDO) (Amendment) (Wales) Order 2009, No1024: Design
and Access Statements: Wales

The Town and Country Planning (GPDO) (Amendment) (Wales) Order 2008, No2336: General
Development Procedure

TAN 12: Design (2009) – Appendix 1: Guidance on the design and access statement

TAN 22: Planning for Sustainable Buildings – DRAFT (2009)