



# DESIGN AND ACCESS STATEMENT

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**STARBURST UK LTD**

MATRIX PARK



# DESIGN AND ACCESS STATEMENT

**On behalf of:** Starburst UK Ltd

**In respect of:** Matrix Park

**Date:** May 2024

**Reference:** 5145CA

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## 1.0 Introduction

- 1.1 This Design and Access Statement has been prepared by DPP on behalf of Starburst UK Ltd, to support a full planning application for the erection of Class B1(c)/B2/B8 units together with associated parking, drainage and landscape provision on land adjacent to Swansea Enterprise Park, Matrix Park, SA6 8RE.
- 1.2 This Statement has been written in accordance with Technical Advice Note 12 Appendix A1 “Guidance on the Design and Access Statement” (March 2016) and guidance provided by the document “Design and Access Statements in Wales” (April 2017) prepared by the Design Commission for Wales.

## 2.0 Site Location and Context

- 2.1 The application site comprises a parcel of undeveloped, brownfield land associated with Matrix Park. The wider uses surrounding the site are predominantly commercial or industrial in nature.
- 2.2 Trees border the site to the north, east and west, with a larger area of woodland to the north. The river Tawe runs alongside the western border of the site, whilst to the south-east of the site are some wildlife ponds.
- 2.3 The site is also surrounded by a mixture of commercial/industrial uses, including Matrix and Matrix One, and other office buildings located to the south of the site. Industrial terraces are located to the east, north and west of the site. This development proposal is of similar scale, nature and design to these surrounding compatible uses.
- 2.4 In wider context the site is located at Matrix Park, approximately 2.6 miles north of Swansea city centre.
- 2.5 In terms of vehicular access, the proposed development will be accessed via a private internal estate road which will be taken directly off the existing site entrance off Siemens Way/ Nantong Way to the south. No alterations to the adopted highway are proposed.

## 3.0 The Application Proposal

- 3.1 This application seeks full planning permission for the proposed erection of Class B1(c)/B2/B8 units together with associated parking, drainage and landscape provision on land adjacent to Swansea Enterprise Park, Matrix Park, SA6 8RE.
- 3.2 The gross external area of the buildings are 7,557sqm.
- 3.3 The proposed development comprises 43 units accommodated in 4 terraces building which have the potential to be subdivided into several units, subject to operator demand. Such flexibility will assist in the marketing and letting of the unit(s).
- 3.4 Roller shutter loading doors will be installed along each of the units whilst all bays will have a single door front and rear access. The design and proportions of the proposed development will complement that of the surrounding industrial properties.
- 3.5 For Unit A, roller shutter doors will be installed along the south east elevations along each of the 9 units. Each unit will have a door to the front, with 9 doors and bin stores will be provided to the rear of the unit at the western elevation.
- 3.6 Unit B comprises 12 units that will front Unit A and will also all have roller shutter doors installed along the site's western elevation. Bin stores and rear access will be provided along the eastern elevation.
- 3.7 Unit C forms the largest of the terraces and comprises 15 subdivided units. This unit runs parallel to Unit B and shares the rear access area, although it has its own bin facilities. Again, each of the sub-divided units will have their own roller shutter doors installed the eastern elevation.
- 3.8 Unit D is the smallest terrace, located to the south of Unit C and comprises 7 sub-divided units, each fitted with roller shutter doors.
- 3.9 141 parking spaces will be provided, across the site, including 46 spaces for light commercial vehicles located at the front of each of the units. As part of the total parking offer, the development will deliver 5 disabled spaces and 10 electric vehicle charging bays on site. The proposal also includes cycle and motorcycle parking facilities.

## 4.0 Access Considerations

### Pedestrian Access

- 4.1 Pedestrian access to the application site is to be gained via new footways proposed as part of the creation of the new site access. These created footways will connect to existing footpaths which are found to the south associated with Matrix and Matrix One.
- 4.2 Furthermore, external surfaces at the site are not subject to any significant changes in level, thereby ensuring ease of access and mobility within the site for all users.

### Cycle parking

- 4.3 The site will facilitate opportunities to cycle to the site by providing 3 separate covered cycle stores throughout the site, providing parking for up to 24 cycles.
- 4.4 These cycle stores adjacent to the site access point and to the north of Unit B.

### Vehicular Access

- 4.5 In terms of vehicular access, the proposed Units will be accessed via a private internal estate road which will be taken directly off the existing site entrance off Siemens Way/ Nantong Way to the south. From here, there is good highways connectivity across Swansea, including to key highways routes such as the A4607 and A48.

### Public Transport Infrastructure

- 4.6 The Siemens Way stops provide access to the First Bus service 34. Approximately 250m further east from the Siemens Way stops (totalling an approximate 750m walk from the site), the Atlantic Close stops along Phoenix Way also provide access to the First Bus service 31. The Plasmarl bus stops along Neath Road to the west of the site (via the footpath and footbridge across the River Tawe) can also be accessed in an approximate 750m walk from the site. These stops provide access to the First Bus services 4/4A and X6.
- 4.7 The bus service available in the location of the site offer access to regular services routing through the wider Swansea area.

## 5.0 Design Developments

### Character

- 5.1 The design and proportion of the proposed building will complement the surrounding industrial units, reflecting the character of the area. Furthermore, the choice and colour of proposed material is also considered to be in keeping with the appearance of the industrial estate.
- 5.2 Due to their limited size and regular configuration, the proposed units are ideally suited to the requirements of small-scale storage, distribution and manufacturing operators.
- 5.3 Traditional cladding in grey together with roller-shutter doors and rainwater goods represent key features of the proposal. Four sub-units are to be provided with roller shutter doors whilst all bays will have a single door front and rear access. Blue trims/frames are proposed on the buildings elevations.

### Access for All

- 5.4 The layout of and access into both the site and specifically the units, will be inclusive for all. This is further supported by the provision of specifically allocated accessible disabled parking bays.



## 6.0 Community Safety

- 6.1 The application site is located within a secure and established industrial estate. The pedestrian footways throughout the estate are of good quality and are well lit. The proposal will have no adverse impact upon the safety of the local population.
- 6.2 The surrounding area is characterised by primarily industrial uses and therefore it can be assumed that there will be activity in the local area throughout most of the day.

## 7.0 Environmental Sustainability

- 7.1 The proposal will enable the beneficial use of under-utilised brownfield land allocated for industrial/commercial development in the adopted Local Development Plan. Development at this site would help to minimise land-take, reduce urban sprawl and promote a more sustainable pattern of development.
- 7.2 In terms of the sustainability of the building, identical buildings to the proposed typically achieved a rating of Very Good or Excellent Breeam scores. Whilst Breeam is no longer a policy requirement in Wales, we would anticipate the proposed development achieving a Very Good or Excellent Breeam score.
- 7.3 The proposal will also provide acceptable levels of natural light fall with the building design incorporating 10% translucent roof panels. A strip of these translucent roof panels will be provided in each bay on both pitches of the roof. These are extremely effective and, as a consequence, artificial lighting is not typically required during the daytime. Solar panels are not to be incorporated within the scheme so as to ensure the warranty and integrity of the roof and for viability reasons.
- 7.4 With regards to the WC facilities, each supply incorporates a pressure reduction valve, which is set depending on the water pressure on site. All toilets have a dual action flush mechanism.

## 8.0 Response to Planning Policy

- 8.1 In preparing the planning application submission, relevant national and local planning policies have been duly taken into account, including Planning Policy Wales, Technical Advice Notes 12 (Design), and 23 (Economic Development), together with the Swansea City Council Adopted Local Development Plan (adopted February 2019). As such, the application proposal has had regard to, and is compliant with, Policies PS4 and RC10 of the adopted Swansea Local Plan.
- 8.2 Furthermore, this further proposed investment and development contributes to the LDP's aim to reduce social exclusion by safeguarding accessible employment opportunities.

## 9.0 Conclusion

- 9.1 The proposed use is in keeping with the character of the general location and, importantly, relates to land that is designated in the Swansea Local Development Plan for employment uses, such as the Classes B1(c)/B2/B8 use currently proposed. The proposal will have no detrimental impact upon the amenity of neighbouring properties.
- 9.2 The layout and design of the development ensures ease of access for all, regardless of age, physical ability, social class or gender. The layout also responds positively to the topography of the site in order to allow for the best building design to achieve 43 units with ancillary parking.
- 9.3 The proposed design, proportions and materials will complement neighbouring properties both adjacent to the site and within the locality. The application proposal is demonstrably in keeping with the character of the area.
- 9.4 In accessibility terms, the proposal is accessible by private and public transport and active travel modes. It is therefore considered to be in a sustainable location.



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