



DESIGN & ACCESS STATEMENT

**Use of Existing Waste Wood Recycling Yard as a
Material Recovery & Recycling Facility (MRF), including the
Construction of Two Portal-Framed Operational Sheds
At Griffiths Waste Management Site,
Bryntywod,
Llangyfelach
Swansea SA5 7LE**

For: Griffiths Waste Management Limited

Our Ref.: 1112.h/RAB

Date: September 2024

1.0 Introduction

- 1.1 Evans Banks Planning is instructed by Griffiths Waste Management Limited to seek full planning permission for the construction of “*Use of Existing Waste Wood Recycling Yard as a Materials Recovery & Recycling Facility (MRF), with the Construction of Two Portal Framed Operational Sheds*” at land part of Griffiths Waste Management Site, Bryntywod, Llangyfelach, Swansea.
- 1.2 This Design and Access Statement forms part of the submission of the application to be considered by the Local Planning Authority and should be considered in tandem with the submitted location and site layout plans, together with elevations and floor plans of the proposed new operational sheds as part of the new development.
- 1.3 This Statement focuses on the overall design concept being promoted under this application, and how it provides a practical and integral extension to the existing waste recycling facilities at these former steelworks site.
- 1.4 The proposed development is considered line with National Guidance provided in Planning Policy Wales Guidance and Technical Advice Note 21: “Waste” (February 2014), together with the policies of the adopted Swansea Local Development Plan. It is firmly considered that the proposals to develop the existing Waste Management facilities with additional facilities, on brownfield land, being a former steelworks, are at a position where there will consequentially be no visual harm to the semi-urban setting, matters of biodiversity and landscape, highway safety nor distant residential occupiers’ amenities in the Bryntywod locality.

2.0 **Site Description**

- 2.1 The application site consists of part of a level former steelworks complex set off the western flank of Bryntywod, being the C Class road extending north off the A48 Penllergaer to Llangyfelach road, and under-passing the M4 motorway, west of Junction 46. The site extends to several acres already devoted to waste recycling and management activities, off a linear private access roadway branching off Bryntywod for a distance of some 100 metres to extensive yards containing modern, portal framed sheds used for recycling purposes.
- 2.2 The western part of the Waste Management enterprise is given over to a large, open yard used to segregate and stockpile waste wood products ready for export from the site to recycling clients throughout the UK and Europe. An existing Multi-Recycling Facility is centred upon two interconnecting sheds set within the eastern part of the former steelworks, which gained planning permission in 2016. It benefits from front and rear surfaced yard space, the rear of which lies south of the units, and to the wooded copse which runs parallel with the River Llan. In fact, the River Llan gently meanders along the entire southern perimeter of the site, having culverted under the Bryntywod carriageway some 200 metres to the east.
- 2.3 The existing waste management facility's northern yard bounds to a further portal framed shed accommodating a heavy vehicle workshop, shed to maintain the Applicant's HGV fleet. Off the northern flank of that shed, lies the private access roadway to the western wood recycling yard. That accessway lies parallel to another copse of deciduous woodland, which parallel with a main railway line. That railway line runs of a linear east to west alignment set in its own cutting, being heavily tree-lined off both flanks. Bryntywod bridges the railway at this point, before being stopped up to prevent general vehicular access to the Parc Felindre Business Park to the north.
- 2.4 The Applicants' existing office headquarters lie off the eastern flank of Bryntywod at this point, known as Beechwood House, and equipped with adjoining surfaced yard. The "Tin Masters" metal printing factory complex lies to the south of the application site entrance, set equi-distant to where the Bryntywod carriageway underpasses the motorway. Open, rough pasture lies directly opposite off the western flank of the road.
- 2.5 The residential enclave of Bryntywod lies off the southern side of the motorway, set close to the junction with the A48. It comprises some 25 residential properties together with a building roofing depot.
- 2.6 Figure 1 below provides an extract from the Ordnance Survey Explorer map with the application site identified by a red arrow. Figure 3 is an extract from a more detailed OS plan, with the site edged in red for ease of identification. Figure 2 provides a Google Earth image from July 2024, which is typical of the current employment setting of the site and immediate surroundings.

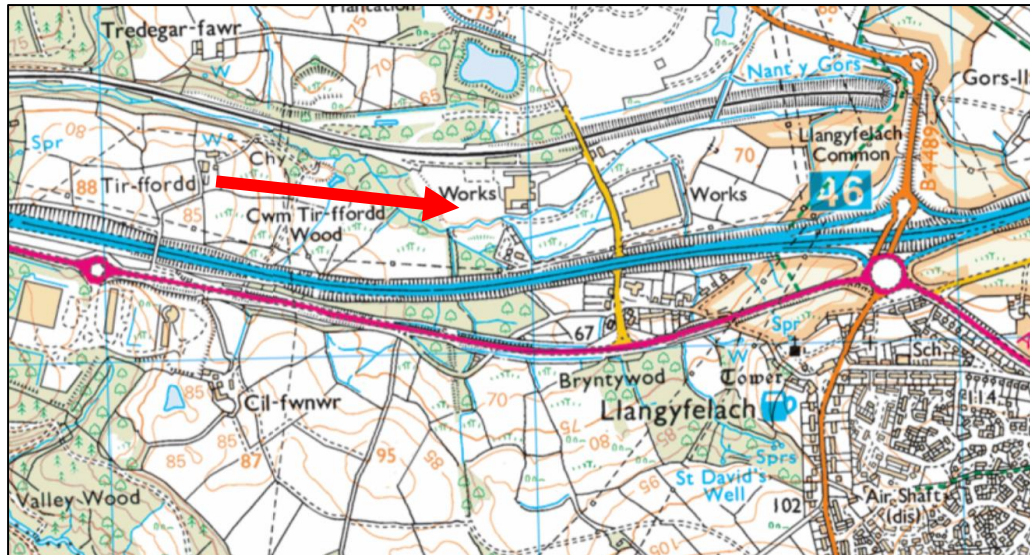


Figure 1 – location of site near Llangyfelach and M4 Motorway



Figure 2 – Google Earth image of the application site locality – July 2024

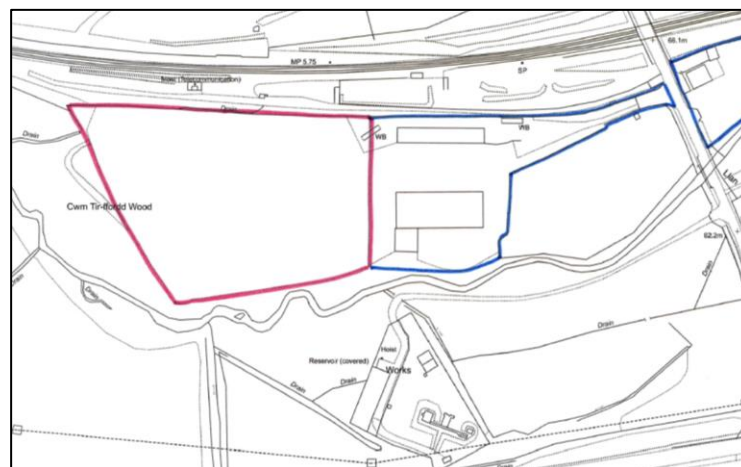


Figure 3 – Location plan of western part of Waste Recycling and Management uses at Bryntywod, with open stockpiles of waste wood

- 2.7 At ground level, the existing waste recycling operation can be viewed in Photographs 1, 2 and 3 below, being centred within the existing portal-framed sheds on the site and immediate yard.



Photo 1 – existing waste recycling operation and part of northern yard



Photo 2 – view of internal pre-sorted waste awaiting processing



Photo 3 – view from access roadway to existing waste recycling sheds with evergreen tree screen to flank of roadway

- 2.8 From an aerial perspective, Photos 4, 5 and 6 below illustrate the setting of site in the context of the afore-mentioned vegetation perimeters to both the railway corridor and River Llan.



Photo 4 – Aerial view of site waste wood storage and existing waste sorting sheds alongside



Photo 5 – overhead view of existing recycling operations in place with empty skip storage within rear yard



Photo 6 – inter-relationship of general waste recycling and external waste wood storage

3.0 Relevant Planning History

- 3.1 The Application site was the subject of Application 2007/1250 for the “*Retention of use of land as timber recycling centre including processing of wood, wooden materials, associated plant and machinery and previously tipped inert material together with onsite storage of wood chip material, construction of building for the dry storage of recycled wood waste and the creation of a 1m high clay bund around southern, western and northern boundaries of the site.*”

Planning permission was granted on 11th December 2007.

- 3.2 Application 2017/0325/S73 is the current extant permission on site, which sought to retain development without compliance with several conditions, but which already

forming part of licencing controls governed by NRW as part their licencing of the site. The 2017 application sought the *“Retention of use of land as timber recycling centre including processing of wood, wooden materials, associated plant and machinery and previously tipped inert material together with onsite storage of wood chip material, construction of building for the dry storage of recycled wood waste and the creation of a 1m high clay bund around southern, western and northern boundaries of the site without complying with conditions 2, 3, 5, 9, 10, 11, 14 and 16 of planning permission 2007/1250 granted 11th December 2007.”*

That variation of condition submission was approved on 19th April 2017.

- 3.3 The neighbouring Materials Waste Recycling operation was granted planning permission under Application 2016/1522 for the *“Demolition of existing waste management facility buildings and construction of replacement buildings and associated infrastructure.”* Planning permission was granted on 21st September 2016.
- 3.4 Condition No. 2 of that permission required a Site Investigation Scheme to be submitted for approval prior to the commencement of any works. That scheme was submitted under Discharge of Condition application 2017/0880 and was subsequently approved on 17th May 2017.
- 3.5 The Applicants soon after demolished the former portal framed recycling buildings and re-constructed new portal framed sheds in their place, in accordance with the above permission. That waste recycling use has continued uninterrupted to the present day.

4.0 Application Proposals

- 4.1 The proposals seek planning permission to construct two adjoining portal framed sheds over the existing waste wood recycling yard to form additional waste materials recovery and recycling facility. The existing facility to the immediate east is itself housed within adjoining portal framed sheds, which encompass a total floorspace of 1,500 square metres. The existing operations are illustrated in Figure 4 below being the existing site layout plan, whilst Figure 5 provides an indication of the type of processes currently being undertaken therein.

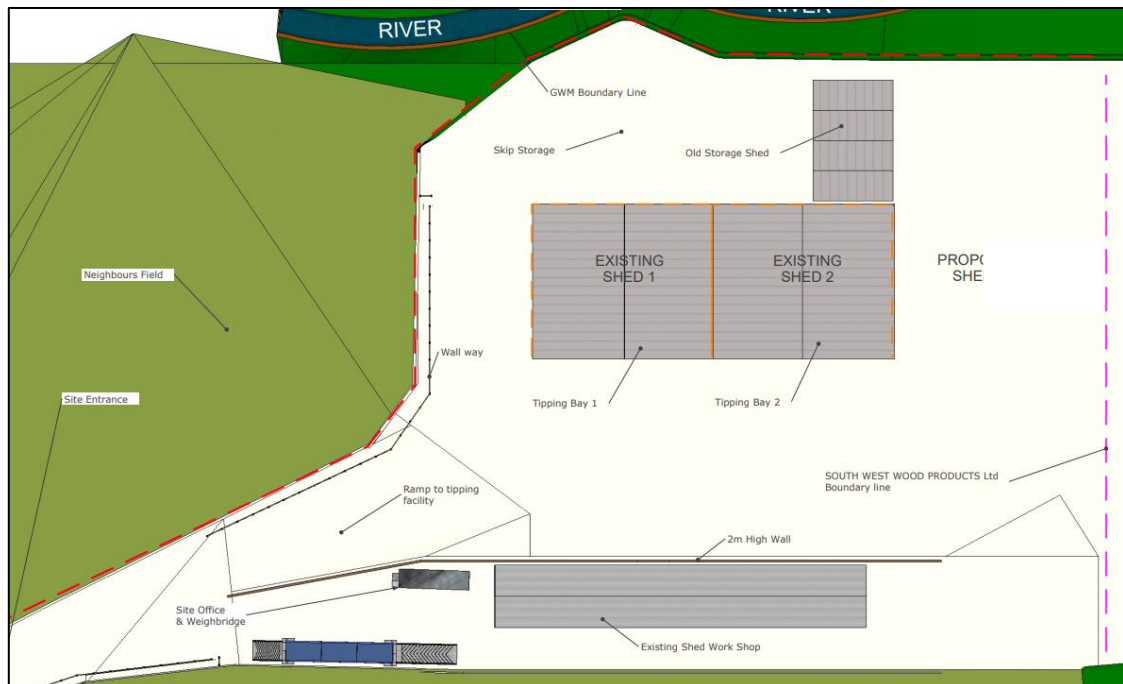


Figure 4 – existing eastern yard waste recycling facility at Bryntywod

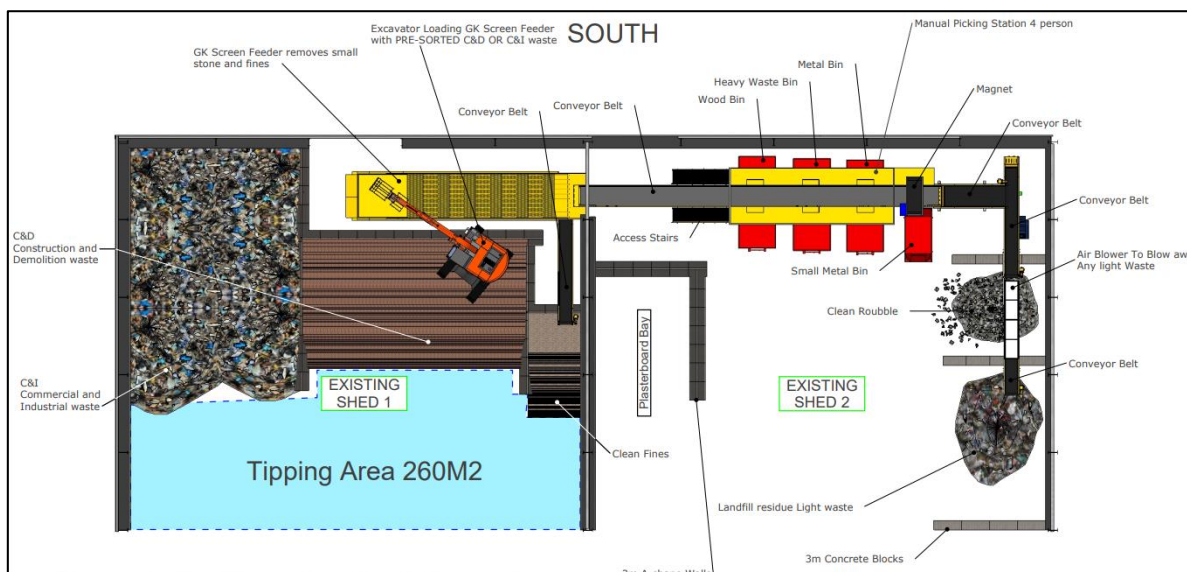


Figure 5 – existing operational layout plan

- 4.2 The proposed sheds will be sited centrally within the eastern yard, which will accordingly require significant quantities of waste wood stockpiles to be completely removed from the site.

Imported received waste will be tipped into the eastern new shed and sorted by excavator with grab attachment to remove large items such as for example, metal, wood, carboard, plasterboard and UPVC products for recycling. Smaller items are stored in the storage bay ready for processing.

The sorted material is loaded onto a waste screen (GK-Feeder) which vibrates allowing smaller material less than 40mm in scale to fall through holes and conveyed to a stockpile and later sent to landfill for restoration purposes.

Larger material is conveyed to a picking station within the new Western Shed, where four operatives manually hand pick wood, heavy waste, with non-ferrous metal being removed with an over-band-magnet. Ferrous metal, bricks and hardcore are left on the conveyor and are allowed to fall into a storage bay, passing an air-knife which results in light waste being blown into a chamber. That waste is subsequently conveyed into a further waste storage bay and later sent to an Energy from Waste Plant (Efw) for recovery.

- 4.3 The proposals seek to construct both new sheds being a portal frame design to match the existing buildings upon the eastern half the recycling operations at Bryntywod. They will complement the existing sheds in scale, form and external appearance. The proposed shed would extend to lengths of 54 and 55 metres respectively, and be staggered in conjunction with depths of 25 metres and 36 metres respectively. The layout of both sheds in the context of the existing materials sheds is shown in Figure 6 below, being set with one projecting north. The new floorspace would add a further 3380 square metres of floorspace to enable increased mechanisation and a higher import of waste streams into the whole Recycling Facility.
- 4.4 The enhanced mechanised process is illustrated in Figure 7, which illustrate for mechanised apparatus that will be installed externally tight against the new sheds rear elevation. The rear yard set between southern elevation and the existing trees about the river corridor will remain used for external storage, but with the creation of concrete bays / silos in part of that yard to store finished aggregate product, extracted during the recycling process.

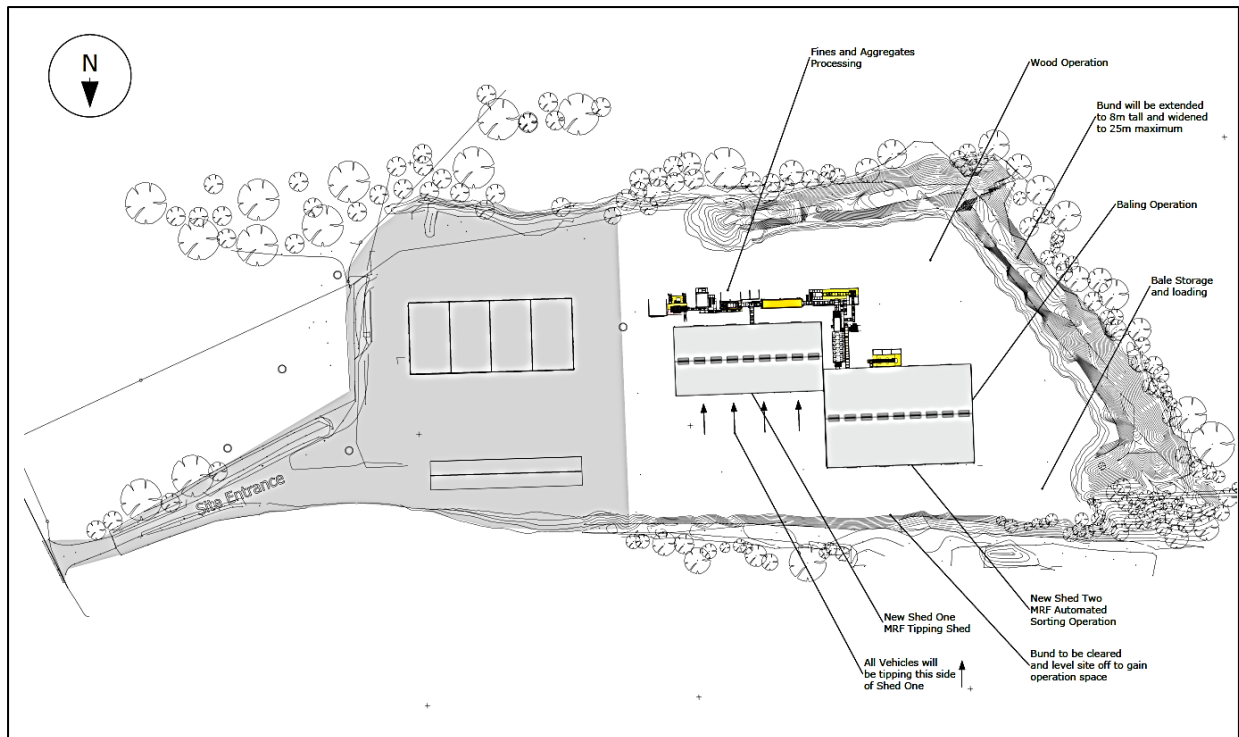


Figure 6 – proposed site layout plan set alongside existing waste sheds near site access

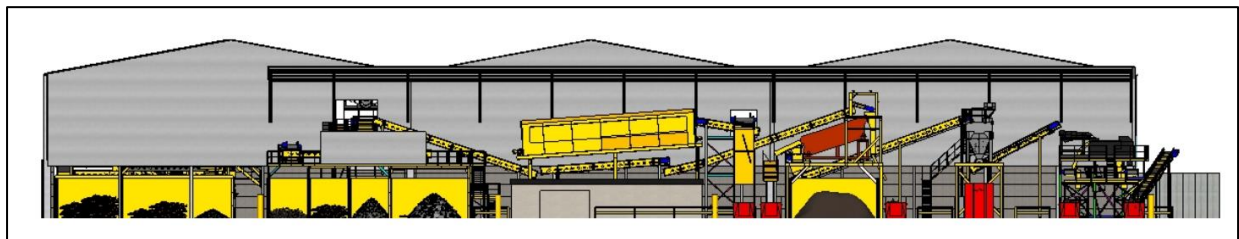


Figure 7 – proposed view across rear / southern elevation of mechanised processes

- 4.5 The proposal will **enhance operational capacity, achieve a wider variety of recyclable materials, and increase the number of recyclables from waste streams.** The two existing sheds, identified as shed one (eastern) and shed two (western), will be used for tipping and pre-sorting waste. This will increase number of vehicles able to tip simultaneously and improve traffic flow on the site. The proposed sheds will house the new state-of-the-art recycling plant. The proposed new recycling plant is innovative embracing the very latest technology including Artificial Intelligence (AI), the latest technological dynamic waste screens and automated technologies including “Nihot” and “Impact-Air wind-technology.”

At the start of the plant is an M&J 4000 Shredder that sizes material to 350mm in scale, this allows the plant to have an annual throughput of circa 200,000 tonnes of waste material including waste from construction and demolition sites, together from commercial and industrial sites.

“Nihot Air Technologies” provides high-efficient systems to “Separate Waste By Air” into three fractions: heavy, mid-heavy and light fraction. This piece of equipment is crucial in this process for several reasons. Firstly, for ‘stream management’ into three manageable streams, and secondly due to their physical properties, can determine which subsequent processes are required.

AI is provided by three Optical Sorters that use “Sharpe Eye” Near Infrared Red (NIR) using Flying Beam Spectrometer Sensor technology to extract recyclable materials such as for example: plastics, fibre, wood, and many other recyclable materials. **Traditional manual labour sorting can produce approximately 50 picks per minute, each in contrast to the proposed optical sorter which can produce about 2,000 picks per minute.**

- 4.6 The use of AI in recycling plants make it possible to maximise the recycle from waste streams, increase throughput whilst ensuring consistency and quality standards are met. For example, applications include sorting thermoplastics into: PET, PP, PVC, LDPE, LLDPE, HDPE, trays, bottles, injection or blow moulding qualities, PET bottles vs PET trays. It is impossible for the human eye to identify many of these plastics. “Siebtechnik Tema” provide “Elliptical-motion screening” providing the very latest screening technology combining linear and circular motion screening, enabling space saving and high material throughput, the benefits amongst other things, altering the throw angle essential for transport speed and by adaption of parameters such as vibration amplitude and speed. The net benefits provide precise, careful screening and high separating accuracy during classification.

“Impact Air Technology” provide “Specialist Extraction Solutions” for sub 60mm material streams utilising density separation by power of air in an upwards travelling air stream to separate light weight material particles from heavier particles. The application of Air-Classification is ideally suited to low moisture, free flowing consistently sized material particles such as separation of paper, plastic, from heavier stone, glass, or metal.

The design and layout of the new recycling plant allows modification to add additional equipment to the system as the market or legislative changes dictate, that other waste types must be separated and recycled allowing the company to adapt to new perceived challenges.

- 4.7 From an external appearance, the proposed sheds facility will appear no different to that of an industrial complex on an active working yard. Figures 8A & B below illustrates that the shed will rise to a roof eaves height of 12.0 metres, with modest, pitched roof covering, extending the ridge height to 15.0 metres to match the existing sheds. The sheds will be constructed of concrete sleepers as a lower wall surround to 5.0 metres height, with grey coloured profiled cladding to the upper walls and roof covering.

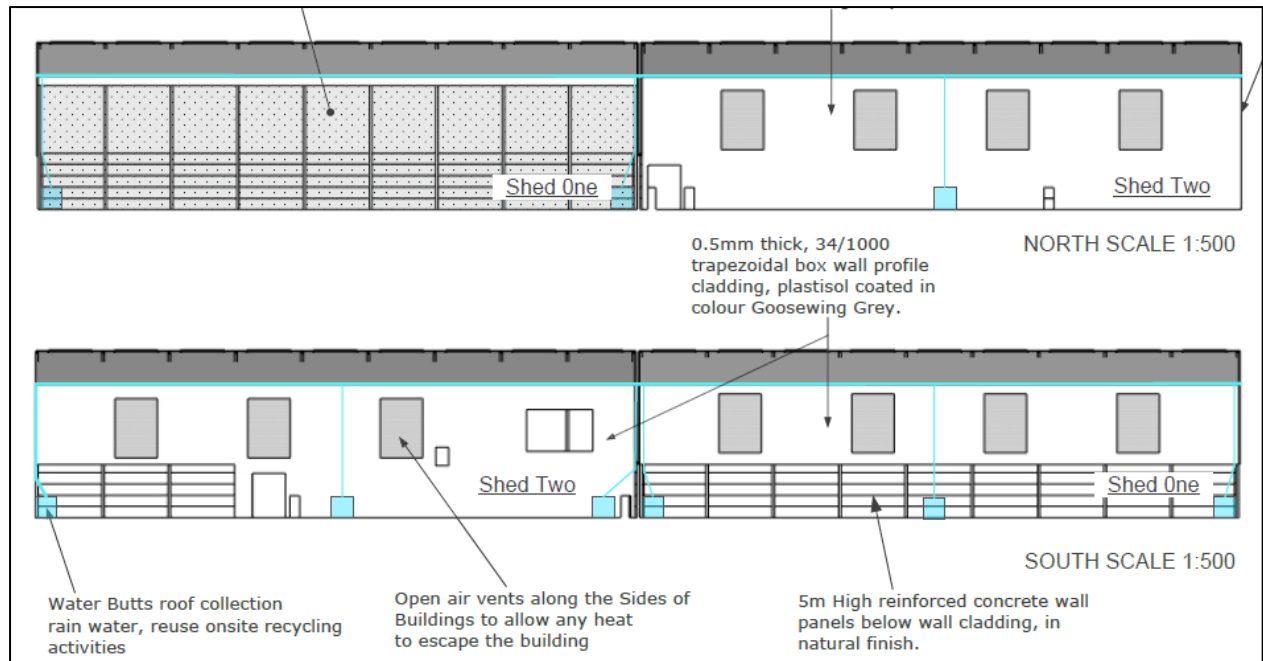


Figure 8A – proposed northern and southern elevations across both joining sheds

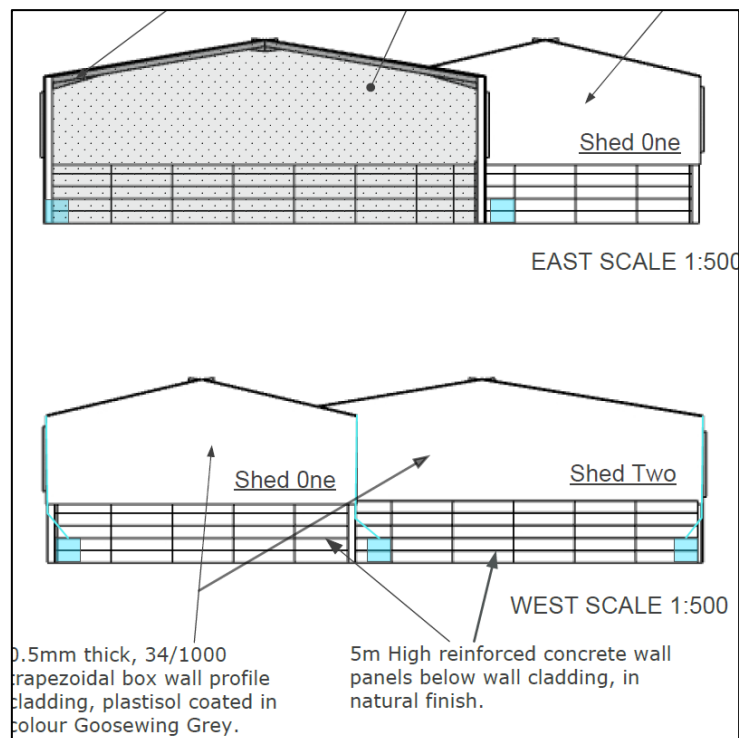


Figure 8B – proposed side elevations with open east elevation facing reception yard

5.0 Planning Policy Context

5.1 National Planning Policy

5.1.1 Planning Policy Wales (Edition 12) (February 2024) carries a significant focus on Placemaking principles and indicates that development should be seen in the context of any special characteristics inherent in a locality. Paragraph 3.9 indicates that *“The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.”*

5.1.2 Technical Advice Note 21 “Waste” indicates at paragraph 1.21 that *“in order to reach the goal of zero waste, there is a difficult balance to be struck between making sure we have sufficient capacity to deal with our waste arisings in the short term (to avoid environmental impacts) in a way which does not impede the achievement of longer-term goals post 2024/25. In order to achieve an increase in the quantity of waste material being diverted from landfill to preferred management methods, early delivery of mixed municipal waste treatment infrastructure is essential.”*

5.1.3 The existing waste management facility at Bryntywod already meets TAN21’s aims of *“to ensure that the right facilities are located in the right place to meet environmental, economic and social needs.”* (paragraph 2.1).

This is echoed by **Planning Policy Wales at paragraph 5.13.1**, which also goes on to state that waste management facilities should seek to be:

- *minimising adverse environmental impacts and avoiding risks to human health;*
- *protecting areas of designated landscape and nature conservation from inappropriate development; and,*
- *protecting the amenity of residents, of other land uses and users affected by existing or proposed waste management facilities*

5.1.4 Paragraph 5.13.10 indicates that *“Planning authorities must support the provision and suitable location of a wide ranging and diverse waste infrastructure which includes facilities for the recovery of mixed municipal waste....”*

5.2 Local Planning Policy

5.2.1 The development plan in form for the purposes of Section 38(6) of the Planning & Compensation Act 2004 is the Swansea Local Development Plan, which was adopted in February 2019.

5.2.2 Policy PS2 “Place Making & Place Management” is relevant, and states that:

“Development should enhance the quality of places and spaces and respond positively to aspects of local context and character that contribute towards a sense of place.

The design, layout and orientation of proposed buildings, and the spaces between them, should provide for an attractive, legible, healthy, accessible and safe environment.

All proposals should ensure that no significant adverse impacts would be caused to people's amenity.

Depending on the nature, scale and siting of the proposal, development should also:

- i. Have regard to important elements of local heritage, culture, landscape, townscape, views and vistas;*
- ii. Ensure neighbourhoods benefit from an appropriate diversity of land uses, community facilities and mix of densities that in combination are capable of sustaining vibrancy;*
- iii. Create or enhance opportunities for Active Travel and greater use of public transport;*
- iv. Integrate effectively with the County's network of multifunctional open spaces and enhance the County's Green Infrastructure network;*
- v. Enhance public realm quality, incorporating public art where appropriate;*
- vi. Provide for a hierarchy of interconnected streets and spaces;*
- vii. Ensure active frontages onto streets and spaces to provide natural surveillance and character;*
- viii. Provide an accessible environment for all;*
- ix. Provide appropriate parking and circulation areas for cars, cycles, motor bikes and service vehicles;*
- x. Deliver new, and/or enhance existing, connections to essential social infrastructure and community facilities;*
- xi. Maximise opportunities for sustainable construction, resource efficiency and contributions towards increased renewable or low carbon energy generation;*
- xii. Avoid the loss of land and/or premises that should be retained for its existing use or as an area of open space;*
- xiii. Avoid unacceptable juxtaposition and/or conflict between residential and non-residential uses;*
- xiv. Ensure no significant adverse impact on natural heritage and built heritage assets;*
- xv. Ensure resilience is not undermined and does not result in significant risk to human health, well-being or quality of life;*
- xvi. Ensure that commercial proposals, including change of use proposals: a. incorporate active frontages and shopfront designs that make a positive contribution to the streetscene, b. provide appropriate enclosure, c. relate well to the character of the host building, d. do not compromise the ability to deliver priority regeneration schemes. and*
- xvii. Have regard to the implications for infrastructure and services.*

5.2.3 The locality is **not** afforded any protective status such as a Conservation Area. Neither are any nearby buildings designated as Listed Buildings, with **no other buildings** at Bryntywod regarded as of architectural or historic interest. Llangyfelach does not lie in any Special Landscape Area as contained within the LDP.

- 5.2.4 The site does nevertheless **lie within defined settlement limits** as contained within the Proposals Map of the LDP, and accordingly for this reason, the site is adjudged to be at a sustainable location for planning policy purposes. Figure 10 below provides an extract of the Llangyfelach Inset Map as it relates to Bryntywod.

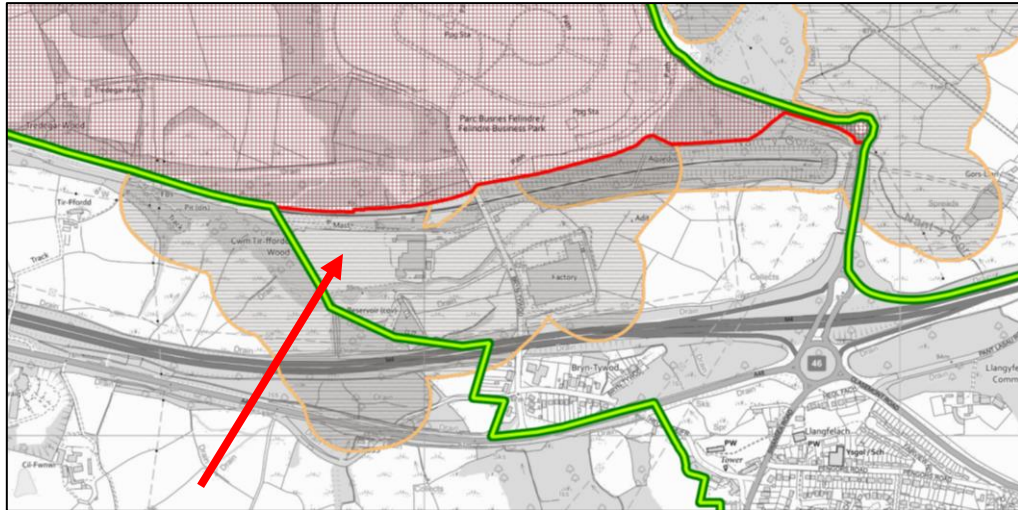


Figure 10 – extract from LDP Proposals Map for northern Llangyfelach with site highlighted

5.2.4 **Policy RP 8: Sustainable Waste Management**

The most applicable and overriding LDP Policy is Policy RP8, which allows for new and expanded waste management facilities, indicating that:

“Proposals In order to manage waste within the County in a sustainable manner, the development of in-building sustainable waste management facilities involving the transfer, treatment, re-use, recycling, in-vessel composting or energy recovery from waste, will be permitted within Preferred Areas or areas having the benefit of lawful Class B2 use, provided that there are no significant adverse effects in relation to:

- i. *Adjoining land uses;*
- ii. *Amenity of neighbouring land uses or individual properties, including the effects of traffic movement and the generation of noise, dust, fumes, vibration and odour;*
- iii. *The highway network;*
- iv. *Visual impact;*
- v. *Natural heritage, cultural and historic environment;*
- vi. *The type, quality and source of waste;*
- vii. *Controlled waters, including water quantity and quality;*
- viii. *Air quality; and*
- ix. *Public health and well-being.*

Development of sustainable waste management facilities in appropriate rural locations, including composting and anaerobic digestion, will be supported subject to the above criteria.

Proposals should conform to the principles of the waste hierarchy and have regard to the nearest appropriate installation concept and self-sufficiency principles where necessary. Preferred Areas for the development of in-building waste management facilities are identified on the Proposals Map.”

5.2.5 Established Waste Management Site

The site at Bryntywod already has the benefit of planning permission to **operate a waste wood recycling facility**, and thus falls under this LDP Policy for consideration of extension facilities.

In relation to criteria i), the proposals seek to utilise and largely replace a waste wood recycling yard, fully retaining the existing bunded perimeter with rough pasture beyond to the west. To the north, beyond the railway line lies the Parc Felindre Strategic Site, being a fully equipped employment park. However, as noted from the aerial photography below, a significant green buffer zone lies between that high quality business park and the existing Bryntywod recycling facilities.



Photo 7 – aerial illustration of extent of woodland between site and Parc Felindre, through which the freight railway cutting runs

5.2.6 Proximity to Residential Properties

In terms of consideration of the effects upon residential properties under criterion ii), the Griffiths Waste Management Facility, and this application site known as the South Western Wood recycling yard, together with “Tin Masters” lie distinct from residential properties at Bryntywod, separated by the M4 motorway which is set at an elevated position, overpassing Bryntywod.

That **section of motorway presents a high noise source**, which in effect contributes to **high background noise levels for Bryntywod residents**. The site at Griffiths Waste Management lies some 330 metres due north-west of the nearest residential property at Bryntywod, being a distance interrupted by the elevated section of the motorway as shown in Figure 11 below.

The application site was part of the former JR Steelworks and thus subject to heavy industry, with industrial processes operating throughout the working day, and in that historic case into evening hours. Employment continues at the site in the form of waste management, and with traffic generation equivalent to that associated with a steelworks.

Bryntywod residents therefore already are in a location experiencing interaction with employment uses, but as the aerial image overleaf illustrates, is maintained at a safe buffering distance. Any noise effects associated with activities at the waste management site are incomprehensible against the high background noise levels associated with motorway traffic.

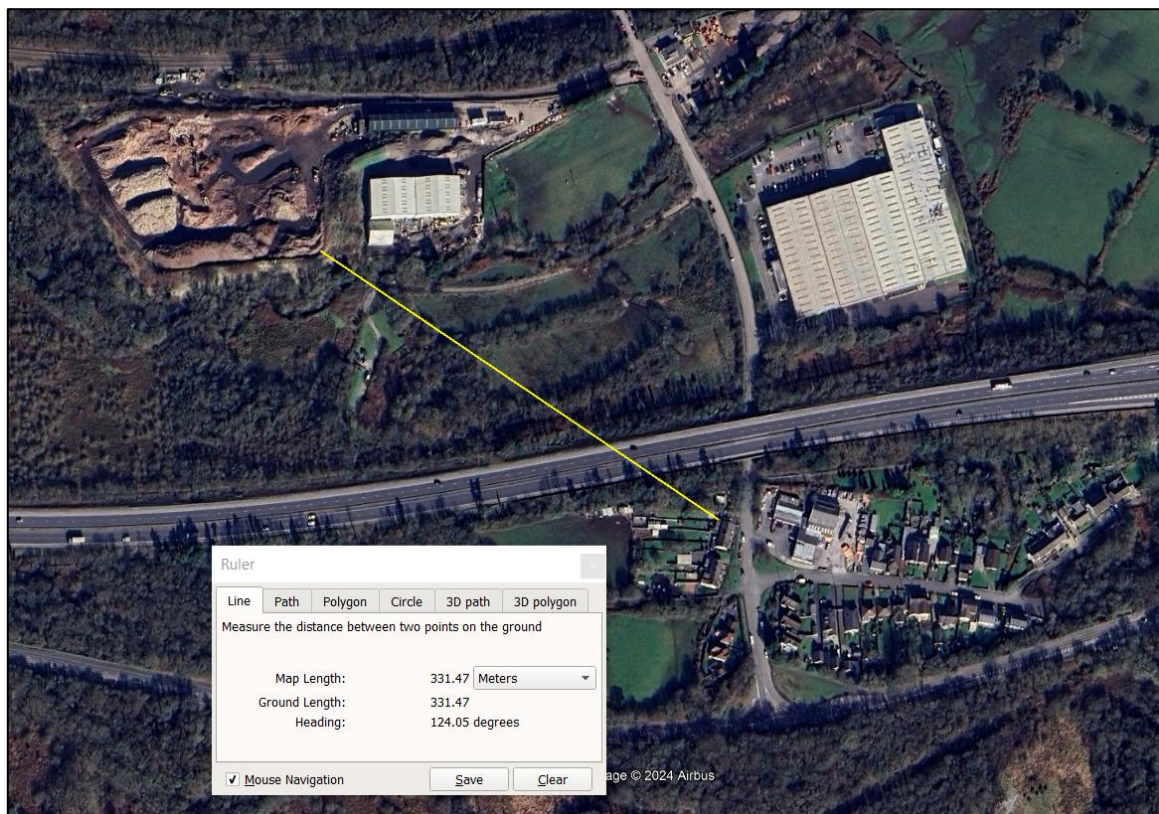


Figure 11 – 330 metres distance of Application Site to nearest residential properties

5.2.7 Traffic Generation

Policy RP8 and LDP Highways Policy T1 require all development proposals to be sited off highway networks and in doing so not pose any potential risks to highway safety. The Griffiths Waste Management site lies off Bryntywod which is a no-through road, terminating only some 300 metres north of the site access, to prevent motorists

entering the Parc Felindre Business Park. Accordingly, it is only subject to local traffic associated with the residents and business located on this section of C Class highway.

The road was nevertheless constructed to provide access to the British Steel Tinplate Works at Felindre, which was demolished in the 1980s, and thus is designed to cater for heavy goods traffic. It expands to a carriageway width of 7.5 metres and benefits from footways to both flanks. Photo 8 below illustrates its typical linear form, offering excellent forward visibility to all road users.

Given the no-through nature of the highway, all exiting vehicles from the waste management site turn right and proceed in a southerly direction to the junction with the A48 road. Visibility at that existing waste management site is excellent offering horizontal visibility well in excess of 200 metres.

The proposals to extend the facility will accordingly utilise the same access point, and it is not considered that the existing access poses any detriment to additional vehicle flows associated with an increase in HGV movements.



Photo 8 – view looking south along Bryntywod, and wide expanse of carriageway with footways and excellent forward visibility

5.2.8 Proximity to River Llan

The existing waste management site at Bryntywod lies adjacent to “controlled waters” being the River Llan. The Environmental Impact Assessment (EIA) Regulations indicate that any development involving the treatment of waste, which falls within 100 metres of such controlled waters, falls under Schedule 2 of the Regulations, and accordingly must be screened. A Screening Opinion needs to be made to establish if any likely environmental effects listed under Schedule 3 are posed by the proposed development, and accordingly if an Environmental Statement is required to accompany that planning application.

We note that the 2016 application to redevelop the existing sheds and yard for waste management was formally screened and it was concluded that the development did not fall under the qualifying criteria under Schedule 3, and thus an Environmental Statement was not required.

The waste management site operates under an Environmental Permit issued by Natural Resources Wales which permits the disposition, treatment and processing of up to 75,000 tonnes per annum of waste. The Applicants are subject to regular monitoring and inspection by NRW Officers under the provisions and conditions of the Permit.

The continued good management procedures and practices deployed at the site, approved under NRW inspection, are considered a good testament and evidence that such activities so close to the River Llan are being undertaken and performed without any risks to the water environment, and especially water quality and the associated ecological well-being of that main river. Appropriate pollution prevention measures and mitigation are in place to ensure that any potential incidents are prevented, and waste is appropriately managed.

6.0 DEVELOPMENT PROPOSALS

6.1 DESIGN CONCEPT

The Applicants' proposals have been formulated to utilise the existing waste wood yard space and man-made bund area around the entire deposition yard. The retain operational area will continue and is accessed via the existing internal roadway to the existing in-building waste processing.

The proposals are also geared to ensuring that the proposals appear as a logical and practical expansion of the existing shed buildings, into the waste wood recycling yard which will be reformed to cater for different waste streams. The proposals will utilise the front and rear yard space in the same manner, without any incursion towards the River Llan corridor and continuous line of mature trees. The root systems of those perimeter specimens are unaffected by the proposals.

6.2 LAYOUT

- 6.2.1 Statement Photos 4 to 7 above illustrated that the site is considerable enveloped by adjoining woodland about the adjacent river and railway, which even in winter months, will be such to naturally screen views of the extended waste management facility from wider vantage points. The site is contained, being several hundred metres off a no-through road, and is thus not readily identifiable in the prevailing landscape.
- 6.2.2 The site is located at a position not readily used by the general public as evidenced by the Public Rights of Way Map, part reproduced at Figure 13 below. One bridleway lies off the opposite flank of Bryntywod, but **noticeably north** of the railway line. Accordingly, the set-up and layout of the site at Bryntywod will not have any direct influence over the movement of the public.

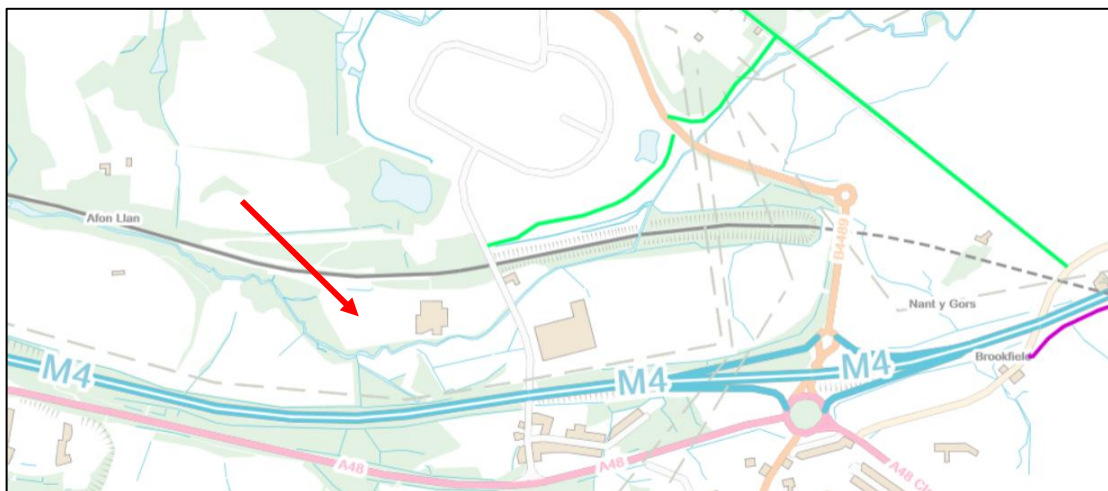


Figure 13 – extract of Rights of Way Map

- 6.2.3 LDP Policy PS2 does indicate that development proposals should promote qualities to be “*attractive, legible, healthy, accessible and safe environment.*” The proposals in this case are practical, using the existing internal fabric and access routes within the site, with full retention of the established mature boundaries. In the context of the precise setting, the MRF extension proposals will not be seen as adverse or incongruous to the local setting. The local setting is one of enveloping woodland shielding the structure from adjacent farmland, and accordingly it should be concluded that the design of the proposed structures should not be seen as unsympathetic to the local setting, as there are comparables close by in which to harmonise within that setting.

6.3 SCALE

- 6.3.1 The scale of the proposed MRF operational sheds are designed to complement the existing sheds to its western side, and compacted yard space. Roof eaves and ridge levels will complement the existing as shown in Figure 4 below. Both proposed sheds will be centrally positioned within the current waste wood yard, but complement the rear building line of the adjacent MRF sheds, and thus not encroach any nearer to the rear yard and southern site boundary with the River Llan.
- 6.3.2 For these reasons, the proposals do not conflict with the aims and provisions of LDP Policy PS2, which seeks all development proposals to complement the setting and form of existing buildings upon an established site.

6.4 APPEARANCE

- 6.4.1 The proposed extension will be constructed in matching reinforced concrete walling to a height off ground of 5.0 metres. Profiled steel cladding will be applied to the upper walls and roof to provide a continuous appearance to that in existence at the site. The far western side gable will be open to allow easy access by excavator vehicles to remove recycled produce, whilst Shed One will display an open northern elevation to allow pre-sorted waste to be imported into the building, having been delivered by HGV via the same internal driveway and circulation route as the existing adjacent facility. Figure 14 provides an illustration of the elevations of the new operational sheds.

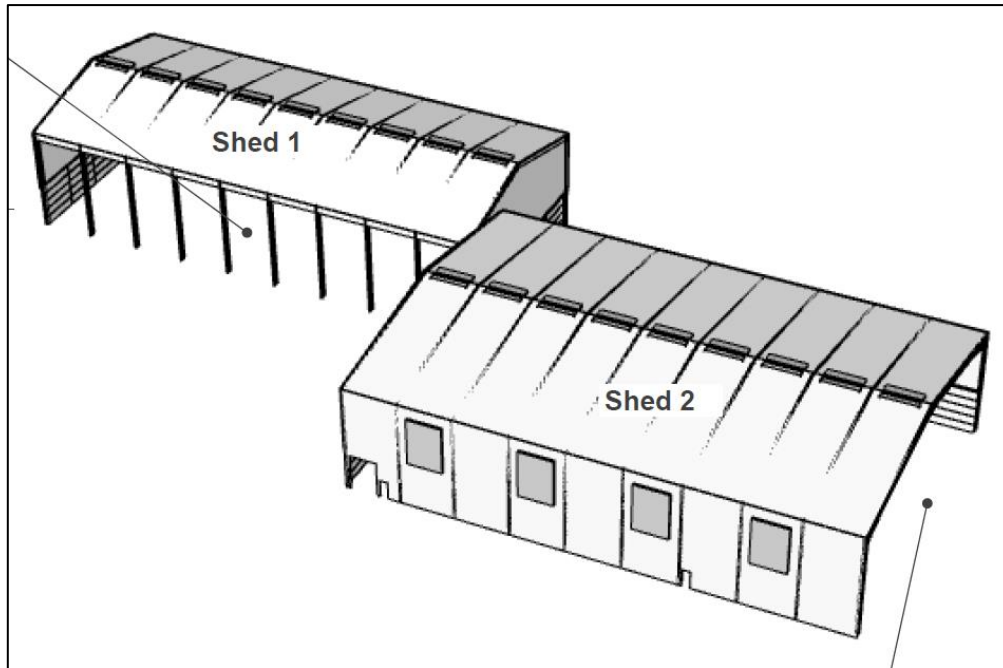


Figure 14 – proposed elevations of new MRF sheds with matching external finishing materials

6.5 LANDSCAPE DESIGN

6.5.1 The waste management site at Bryntywod benefits from extensive natural landscaping to all perimeters. The existing initial section of access roadway off the public highway is afforded with high leylandii trees which act to wholly screen any views from the south, and public highway of the activities of HGVs manauvering into and out of the waste management site. Photo 9 below illustrates the effectiveness of those specimens and also the high roadside hedgerows and vegetation about the River Llan.



Photo 9 – view from site entrance of high leylandii trees screening the eastern extremity of the site



Photo 10 – view from eastbound carriageway of M4 at bridge crossing of Bryntywod

- 6.5.2 Photo 10 above also illustrates the the site is largely indistinguishable from the elevated section of motorway to the south. Even in winter months, the extent of motorway landscaping prevents wider views towards the waste management site.

7.0 COMMUNITY SAFETY

- 7.1 The proposals will continue to operate as a secure installation, preventing the general public from access on health and safety grounds.
- 7.2 The complete lack of interaction with neighbouring land users created by the physical barriers of the River Llan and railway cutting will remain intact, following the introduction of an extended facility. The proposals illustrate for enhanced boundary fencing to the east with the neighbouring rough grazing paddock to ensure livestock and that neighbouring tenant are segregated from the waste management site.

8.0 ENVIRONMENTAL SUSTAINABILITY

- 8.1 The proposals include for ecological enhancements as part of the extension proposals. Bat roosting and bird nesting boxes will be introduced upon surrounding trees and elevations of the extended sheds to promote biodiversity gain.
- 8.2 The tree specimens at the edge of the wooded copse of the River Llan will continue to be fully retained, acting not only as a natural screen but wind break for the site, preventing dust and loose debris from being blown about the site.

- 8.3 The proposals will allow for employees and visitors to continue to access the site by means of transport other than the private motor car.
Accessing the site by foot or cycle will still be available, following the completion of the extended facility as is the availability to travel to the site by public bus. The site lies within minutes' walk of public bus stops at Bryntywod with Service 46 to Swansea and Gowerton Rail Station respectively.
- 8.4 Newly completed cycle path connections are now available along the A48, linking to National Cycle Route 4 at Gowerton and NCN 43 at Morriston.

9.0 MOVEMENT

- 9.1 The proposals will allow for uses, be that employees, delivery operatives or general visitors to freely access all available parts of the development, with each phase of the site being fully incorporated into the internal mechanics of the site. The development proposed has been designed to illustrate for change, whilst ensuring that all movement outside and within the buildings are free from obstruction or hindrance.
- 9.2 The submitted proposals illustrate for a safe and effective vehicular access off the Bryntywod highway. This stretch of C road has satisfactory forward alignment, offering appropriate forward visibility to all motorists. The internal estate road layout will also provide employees and visitors with a complete segregated footway, allowing for safe vehicle passage and complete pedestrian segregation.

10.0 ACCESSIBILITY

- 10.1 The Applicants will continue to make every effort to ensure that any future workers of lesser or reduced mobility have full access to the extended facilities to undertake their duties.

11.0 CONCLUSION

- 11.1 The proposals seek to develop additional waste recycling facilities at Griffiths Waste Management at Bryntywod. The proposals will make use of the existing waste wood recycling yard space to the western side of the existing yard operations. The new MRF facility will be formed a complementary shed space of 3380 square metres to shelter the latest innovative equipment to be introduced at the site.
- 11.2 The internal processes are shown to be wholly contained “in-building”, and thus what limited views there are of the facility will see nothing more than two interconnecting shed buildings on an established brownfield site, located several hundred metres off a no-through road.
- 11.3 The proposals will not lead to any incursion into the adjacent River Llan, with pollution prevention measures continuing to be rigorously maintained to ensure no risk to the aquatic or ecological sensitivities of that watercourse. In any event, the tree specimens off the southern boundary will be fully retained for their continued landscape and amenity value.
- 11.4 The proposals will continue to utilise an existing vehicular access which is capable of accommodating increased HGV flows. The Bryntywod carriageway is sufficiently wide and well equipped to cope with multiple HGV movements, allowing pedestrian segregation at all times.
- 11.5 The proposals meet the criteria of all identified Local Development Plan policies, and accordingly seek to provide an extended Waste Recycling facility assisting to increase the demand on society to recycle and reuse waste in line with guidance provided in PPW and TAN21.