



Design & Access Statement

Hafod Copperworks – Laboratory Building
Shared Access Route
Revision 1 – May 2026

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A. DESIGN STATEMENT

1. Purpose

This LBC application is to seek approval of works proposed adjacent to the Grade II Listed Powerhouse and Laboratory Buildings. This information has also been submitted as part of an S73 application to the consented application for a change of use of the former laboratory building from use class B1 / B2 (Business / General Industrial) to class A1, A2 or A3 (Shops, food and drink, financial and professional services or business) that was granted 08.03.2022.

The proposal does not include the renovation of the laboratory, with any future fit-out of the building is to be covered by a new / separate planning and listed building consent application.

The proposal does cover alterations to the existing vehicle access to the site to allow for future servicing of the buildings, as well as waste collection and fire service access.

The proposal includes the re-allocation of car parking spaces within the existing adjacent park and ride car park to provide future parking provision for the proposed future use (Class A1, A2 or A3) of the building. It also includes the provision of 2no accessible car parking spaces adjacent to the building, accessed via the proposed shared access route.

2. The Site

The application relates to land adjacent to the former laboratory building and Power House that both form part of the former Hafod Morfa Copperworks.

The Laboratory building is currently vacant and in process of being refurbished to a shell, for further future fit out. The shell works are being undertaken inline with Planning Application reference 2020/1903/FUL and Listed Building Consent Application reference 2020/1904/LBC. These emergency and repair / refurbishment works to the building shell do not include any internal fit out or proposed use of the space.

This application updates the proposed alterations to the existing access road from the existing park and ride car park entrance.



View of Laboratory Building prior to refurbishment works taking place.

3. Layout

External

- External amendments under this application involve the adjustment to the existing access to the park and ride car park entrance to provide new vehicle access to the laboratory building for future servicing, waste collection and fire service access.

The proposed shared access route works consist of the following alterations –

- New access point located off the junction with the park bus lane and the vehicle access to the car park (We note this junction in subject to change as part of the Sky line development and we have worked closely with the Council to coordinate this access arrangement
 - The proposed works for the shared access route now covered within this application stops adjacent to the gable of the Power House building and the remainder of the access route to the highway that is being adjusted is covered by the councils separate proposed works for this area as part of changes to the Skyline development.
- New surfacing for the shared access route.
- New kerbs to offset the vehicular access area from the adjacent listed structure.
- Re purposing of the current access gates to prevent unauthorised access, with a chain and padlock.
- Reinstatement / making good of surfacing as necessary to the perimeter of the Laboratory access route leading up to the former laboratory, also incorporating the service / turning area in front of the laboratory building.
- New lighting columns located on the south side of the shared access route, opposite the Power House building, to light the shared access route.

- Building mounted lighting on the Laboratory façade, to light the shared access route.
 - 2no. new accessible parking spaces located adjacent to the lab building, accessed via the proposed shared access route.
 - Dry riser main incorporated within the shared access route to service the Laboratory building, due to the 7 tonne weight limit on the access route. Inlet to be located at the bottom of the route and an outlet located within the previously consented step/ramp construction outside the Laboratory main entrance.
- External works also include the re-allocation of existing car parking spaces in the adjacent park and ride car park to provide future parking provision for the proposed future use (Class A1, A2 or A3) of the building. This includes the removal of existing line markings and provision of new line markings to demarcate 20 parking bays (including one accessible parking bay).

Internal

- No internal works are proposed as part of this application. Future fit-out of the building for use class A1, A2 or A3 will be covered by a separate planning and listed building application.



View of entrance to park and ride car park – proposed alterations to accommodate new vehicle access / service route to laboratory

4. Visual Impact

Limited building works are proposed to the laboratory building itself. Shell works are covered by separate approved applications (2020/1903/FUL and 2020/1904/LBC). Any future alteration to the building appearance relating to the use of the building (as class A1, A2 or A3) would be covered by a separate access.

The extent of these works to the building include building mounted lighting, relocation of the bat roost boxes and the inclusion of a dry riser outlet box to the ramp / step construction.

Works to provide a shared access route to the laboratory, will be visible from the existing park and ride access road and car park. These alterations will include the provision of new surfacing to the shared access route. It is considered that the visual impact of the works will be minimal.

5. Existing Trees / Planting Hedgerow

The changes described will not have any effect on the planting and trees around the site.

B. ACCESS STATEMENT

A. Background

The general philosophy and approach to the scheme is one of inclusive design, in support of Swansea council policy.

B. External Areas

Shared Access Route

The revised proposals for the shared access route are proposed to be inclusive and prioritize pedestrian and cyclist activities to the Laboratory, Weighbridge, Porters Lodge and Silver Stack area, while also enabling vehicular access for building users to the accessible parking, for deliveries & servicing to the aforementioned spaces as well as the Penderyn Plant Space.

Pedestrian Access

The shared access route seeks to improve access along the previous access route for all users through the use of a delivery management plan incorporating the requirements of all stakeholders. This will prioritize pedestrian & cyclist activity and limit vehicular use to less populated pedestrian/cyclist times for low speed maneuverers.

Further to this the proposals within this application include kerbs to demarcate and restrain vehicles to the south side of the constrained space between existing listed structures. The remaining available space while not a footpath, is proposed as a refuge for pedestrian and cyclist who happen to use this element of the route at the same time as a low speed vehicle.

Vehicle Access

It is noted that vehicle access along the proposed shared access route will be for servicing (and in case of emergency – e.g. ambulance) and for access to the 2no accessible parking bays located adjacent to the building, so will be relatively infrequent and will be carefully managed as part of future operation of the laboratory building. Vehicle access will be controlled by a repurposed set of gate. Deliveries and servicing will be timed and managed as part of a delivery management plan. Vehicles will turn (3 point turn) in a turning head located in front of the former laboratory building, meaning it will not be necessary for vehicles to reverse back down the access route.

The proposed vehicle entrance, service route and turning area in front of the former laboratory building has been designed to accommodate necessary service vehicles. Vehicle tracking has been produced refer to Stantec Drawing ref: 37035-HYD-V1-XX-DR-C-7000 that demonstrates that these vehicles can be accommodated.

The lower access to the highways is being developed separately by the council and incorporates the requirements for suitable sightlines for the new entrance / egress point to be clear and provide sufficient visibility for users exiting the proposed route.

Servicing Strategy

Deliveries and servicing will access the building via the proposed shared access route. Service vehicle access routes will be as indicated on Stantec Vehicle Tracking drawing ref: 37035-HYD-V1-XX-DR-C-7000 - Vehicle Tracking, included with this submission. Vehicles will turn (3 point turn) in a turning head located in front of the former laboratory building, meaning it will not be necessary for vehicles to reverse back down the shared access route.

Refuse collection will be via private collection using a refuse vehicle suitable for the 7.5 tonne weight limit. The vehicle tracking provided demonstrates that a larger vehicle similar to a DB32 can gain suitable access to and egress along the shared access route.

Access for delivery vehicles will be limited to no larger than a 7.5t box van (max.8.010m long). The vehicle tracking provided demonstrates that a 7.5t box van (8.010m long) can gain suitable access to and egress from the building.

Access for servicing will be managed as part of future operation of the laboratory building. All servicing (including private refuse collection and deliveries) will be coordinated with the hours of operation of the adjacent car park, park and ride, Weightbridge, Porters Lodge & Penderyn Distillery & Visitor Centre. Risk assessments will be carried out for deliveries and banksmen will be provided where identified as necessary.

Car Parking

This proposal includes the allocation of a section of the existing car park to provide future parking provision for the future fit-out and operation of the laboratory building. It also includes the provision of accessible car parking adjacent to the Laboratory building. The level of car parking allocation has been developed in accordance with City County of Swansea Parking Standards SPG section G for Use Class A1, A2 or A3. It is considered that the site is located within Parking Zone 3 (Urban - as defined in section 5 of the SPG).

In accordance with this guidance, a restaurant development within zones 2 to 4 should provide 1 commercial vehicle parking space and 1 space per 3 non-resident staff and 1 space per 7m² of dining area.

The area of dining space included in these proposals is circa 110m² (consisting of Upper ground floor and First floor dining areas and including the first floor terrace). It is recommended that DDA parking is 5% of the total parking provision.

All staff will be non-resident and any projected staff numbers at this stage would be an initial estimate and subject to further consultation with potential end users.

Based on the above guidance the potential parking provision has been calculated as follows:

- 22no. Customer parking spaces
- 4no. Staff parking spaces
- TOTAL 26no. (inc. 2 Accessible Spaces) (plus one commercial vehicle space)

Should any future fit-out require additional parking (or should an alternative use to restaurant) be proposed (requiring an alternate calculation in relation to the Parking Standards SPG), an alteration to the allocated parking area (proposed by this application) would be included in any planning submission for the fit-out.

Please refer to the previously submitted file note 387.2011.P10.RT.ta (for further details relating to the calculation of parking provision).

C. Sources of Advice

- BS 8300 Design of Buildings to meet the needs of Disabled People
- Building Regulations Part M
- DOT 2002 Inclusive Mobility – a guide to best practice on access to pedestrian and transport infrastructure.
- www.planning.odpm.gov.uk/padp/index

C. HERITAGE STATEMENT

See separate enclosed Heritage Impact Statement.



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