

Parc Busnes Porth Cymru

Design & Access Statement



July 2019
(v7)



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Produced by RPS
Park House
Greyfriars Road
Cardiff, CF10 3AF

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Project Team:



Urban Design

Planning

Architecture

Ecology

Landscape and Visual Assessment

Archaeology & Built Heritage

Transport

Drainage

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Introduction

The proposals include the demolition of existing buildings and erection of 44.79ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, biodiversity provision, and ancillary works on land at Port Road, Rhoose.

This Statement has been prepared on behalf of Legal and General (Strategic Land) Ltd to accompany the Outline Application for a Class B1/B2/B8 Business Park on land at Port Road, Rhoose ("the site"), known as Parc Busnes Porth Cymru.

The Statement should be read in conjunction with the application plans and supporting documents.

The proposals include the demolition of existing buildings and erection of 44.79ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, biodiversity provision, and ancillary works. All matters other than access will be reserved for a future 'Reserved Matters' application.

This document intends to inform and demonstrate the design principles behind the proposals, and establish the parameters for development to help inform any future reserved matters applications.



Design Objectives of PPW and TAN 12

Planning Policy Wales (PPW) and Technical Advice Note 12 - Design (October 2017) set out the Welsh Government's objectives for sustainable development and good design. All development schemes submitted in Wales need to demonstrate that they accord with any relevant design objectives.

In promoting the business park as a strategic location within the Vale of Glamorgan and within the Cardiff Airport and St Athan Enterprise Zone, a high quality of design and materials is expected throughout the development.

Design is defined in PPW as:

"the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings."

PPW emphasises that:

"Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and, provides buildings and environments that are convenient and enjoyable to use for everyone."



Vision

Cardiff Airport 2040 Vision

In July 2018 Cardiff Airport unveiled its vision plans to develop the airport as a key gateway to the UK over the next 20 years. The Draft Masterplan document outlines the Airport's aspirations to grow current passenger numbers of 1.5 million per annum to over 3 million and beyond. The proposals include a new terminal building, transport hub and multi storey car park, a new 4 star hotel and improved road and rail access to the airport.



Parc Busnes Porth Cymru Vision

The vision for the site is based upon a long term plan for investment to create a major business destination at Cardiff Airport that will complement the existing and proposed offering of both Cardiff and the Capital Region whilst also benefiting Barry and the rest of the Vale of Glamorgan. Located immediately to the east of the Airport and south of Port Road, this strategic employment site draws benefits from its designation as an Enterprise Zone as well as its proximity to the motorway network. Development of the site will encourage inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region. The development will complement the Welsh Governments Aerospace Business Park at St. Athan. The land has the potential to fulfil the characteristics of a strategic employment site capable of accommodating the next generation of business environment. L&G the single land owner is an entity of international status.

The key environmental characteristics of business parks and strategic sites as per a Winning Wales that can be delivered are set out below:

- **Ideal location** – close to existing markets and a centre of regional importance.
- **Accessibility** – accessibility to major local routes and proximity to national trunk roads with good access to public transport and management companies. Airport – links to well-connected scheduled flights.
- **The Site** – will provide the overall facilities including infrastructure, landscaping and amenities through delivery of a large site (in excess of 100 acres/40 hectares).

- **Master planning and management** – must be master planned with procedures for its enforcement as part of the value equation.
- **Deliverability** – the ability to complete the aspirations of the masterplan as a single entity through a company of international/national status.

The Site

The application site forms part of the wider Cardiff Airport – St. Athan Enterprise Zone where there is potential for significant further growth. The primary vehicular routes to the site via Port Road, Barry and Five Mile Lane, which converge at the Waycock Cross roundabout, as well as the B4265 and Porthkerry Road west of the site.

The site area is 44.79 hectares and the land is predominately in use for agricultural purposes with a mixture of arable production and grazing. Cardiff airport lies adjacent to the west and Porthkerry country park lies adjacent to the south.



View along Port Road towards Cardiff Airport



View towards Severn Estuary from proposed main site access



View towards the site from Porthkerry Road





Port Road

Site
(Parc Busnes Porth Cymru)

Cardiff Airport

Porthkerry Road

Porthkerry
Country Park

-  Land In Ownership of L&G
-  Site Boundary

Planning Context

Planning Policy Background

The application site is allocated under Policies MG9 and MG10 in the Adopted Vale of Glamorgan Local Development Plan (2011 – 2026). The site forms part of a wider allocation under Policy MG9 for 77.4ha of Class B1, B2 and B8 uses and is intended to cater specifically for the needs of the aerospace industry and high-tech manufacturing, encouraging investment from the regional and sub regional market place.

Policy MG10 allocates 77ha of land adjacent to Cardiff Airport and Port Road and 305ha of land at St Athan for the development of 382 hectares of strategic employment land (B1/B2/B8) forming part of the St Athan – Cardiff Airport Enterprise Zone. The Policy states that development of the enterprise zone will be guided by a Masterplan, to be prepared by Welsh Government. The Masterplan is still in draft form, but Policy MG10 makes it clear it must include Class B1, B2 and B8 uses, land for the extension of Porthkerry Country Park, the provision of an energy centre to ensure high sustainability credentials and sustainable transport infrastructure.

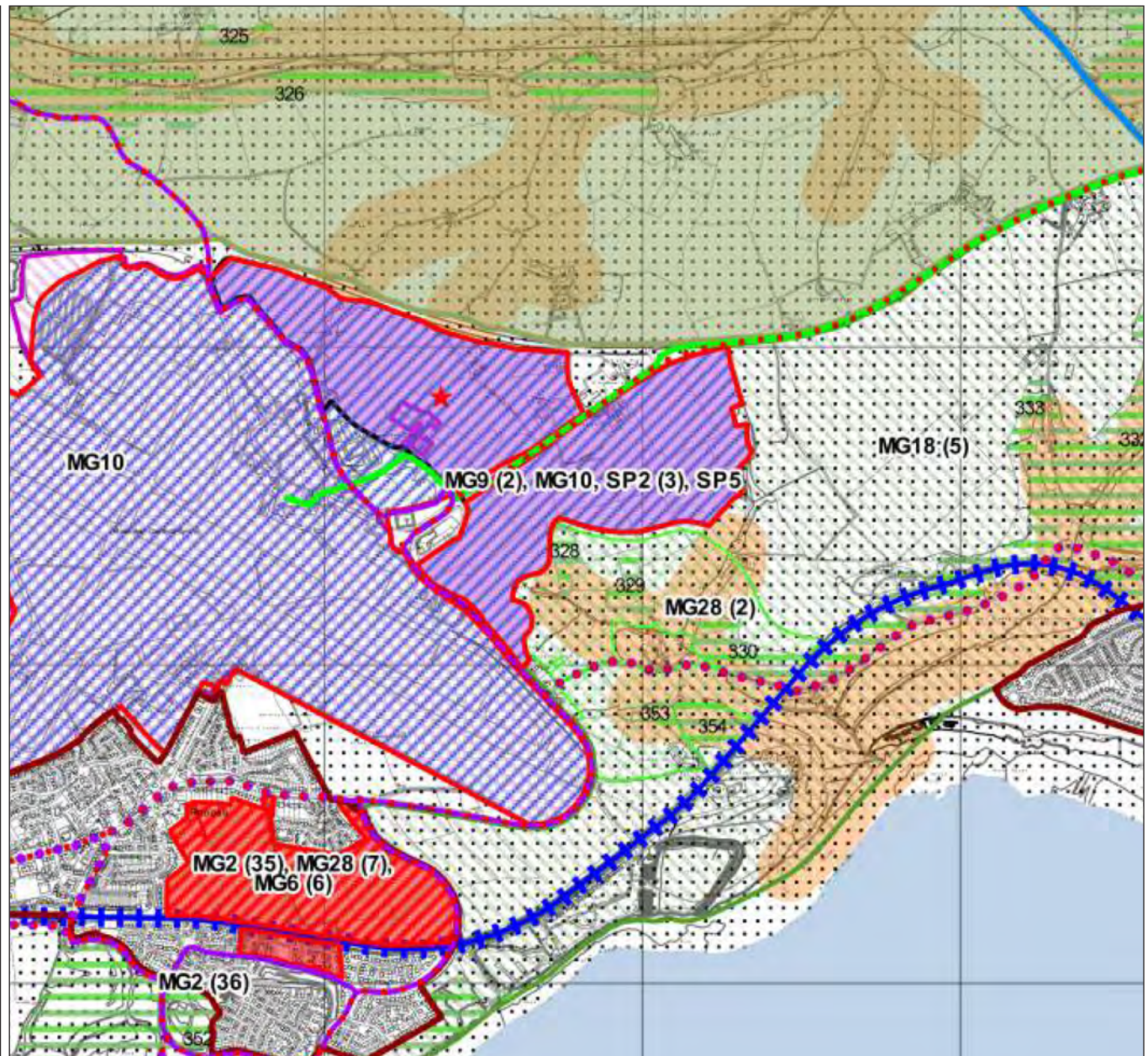
Policy MG10 echoes MG9 in that the site is not allocated to meet market demand for general industrial or office uses, but rather to accommodate business and employment uses catering specifically for the aerospace industry and high-tech manufacturing.

With regard to general design policies, Policy MD2 requires new development proposals to comply with twelve criteria including:

- Achieving a high standard of design (1)
- Having no unacceptable impact on highway safety (6)
- Incorporating sensitive landscaping, including retention and enhancement where appropriate (10)



Key		
Proposal	Policy / Site Reference	
Living		
	Housing Allocation	MG 2
	Housing Allocation with Infrastructure Provision	MG 2
	Strategic Site	MG 3 / MG 10
	Settlement Boundary	MD 5
	Gypsy and Traveller Site	MG 5
	Provision of Education Facilities	MG 6
	Provision of Community Facilities	MG 7
	Provision of Healthcare Facilities	MG 8
Working		
	Employment Allocation	MG 9
	Existing Employment Site	MD 16
	Enterprise Zone	MG 10
	Retail Town District Centre	MG 12
Managing		
	Transport - Walking and Cycling	MG 16 (1-5) / SP 7
	Transport - National Cycle Network Route 88	MG 16 (1) / SP 7
	Transport - Completed National Cycle Network Route 88	MG 16 (1) / SP 7
	Transport - Rail	MG 16 (6) / SP 7
	Transport - Bus	MG 16 (7-12, 20) / SP 7
	Transport - Highways	MG 16 (13-19) / SP 7
	Special Landscape Area	MG 17
	Green Wedge	MG 18
	Sites of Importance for Nature Conservation	MG 21
	Mineral Safeguarding - Limestone 1	SP 9, MG 22
	Mineral Safeguarding - Limestone 2	SP 9, MG 22
	Mineral Safeguarding - Sand & Gravel 1	SP 9, MG 22
	Mineral Safeguarding - Sand & Gravel 2	SP 9, MG 22
	Mineral Safeguarding - Sandstone 2	SP 9, MG 22
	Quarry Buffer	SP 9, MG 23
	Quarry Site	SP 9, MG 23
	Dormant Mineral Site	SP 9, MG 24
	Sand & Gravel Wharf Safeguarding	SP 9 (4)
	Potential Solar Energy Areas	MG 30
	Sites with known flooding constraints / Flood Consequence Assessment	MD 7
Enjoying		
	Glamorgan Heritage Coast	MG 27
	Public Open Space	MG 28
	Tourism and Leisure Facilities	MG 29



Extract from Vale of Glamorgan Local Development Plan Proposals Map



SITE CONTEXT



Site Location

The site is centred on National Grid Reference (NGR) ST 307787 (E), 167506 (N) approximately 1.6km to the northwest of Barry, approximately 1.2km to the north east of Rhoose and approximately 0.7km east of Tredogan. Cardiff airport lies adjacent and immediately to the west. Cardiff is approximately 12 km to the north east of the Application Site.

The site makes up part of the 'Gateway Development Zone' of the 'Cardiff Airport – St Athan' Enterprise Zone and is c.82ha. It is located on a gently sloping site which falls from the north east at 70m AOD to between 50 and 55m on the southern boundary of the site.

The site comprises irregular shaped arable and pasture fields bounded by predominantly low hedgerows with occasional hedgerow trees. There are blocks of small woodland and small wooded valleys of Whitelands Brook and Bullhouse Brook to the south running down to Porthkerry Country Park.

The infrastructure of Cardiff Airport dominates the landscape and lies immediately to the west of the Application Site. A hotel is located at the junction of Porthkerry road on the western boundary of the Application Site and Port Road which forms the northern boundary. There are no high voltage overhead power lines on the site.

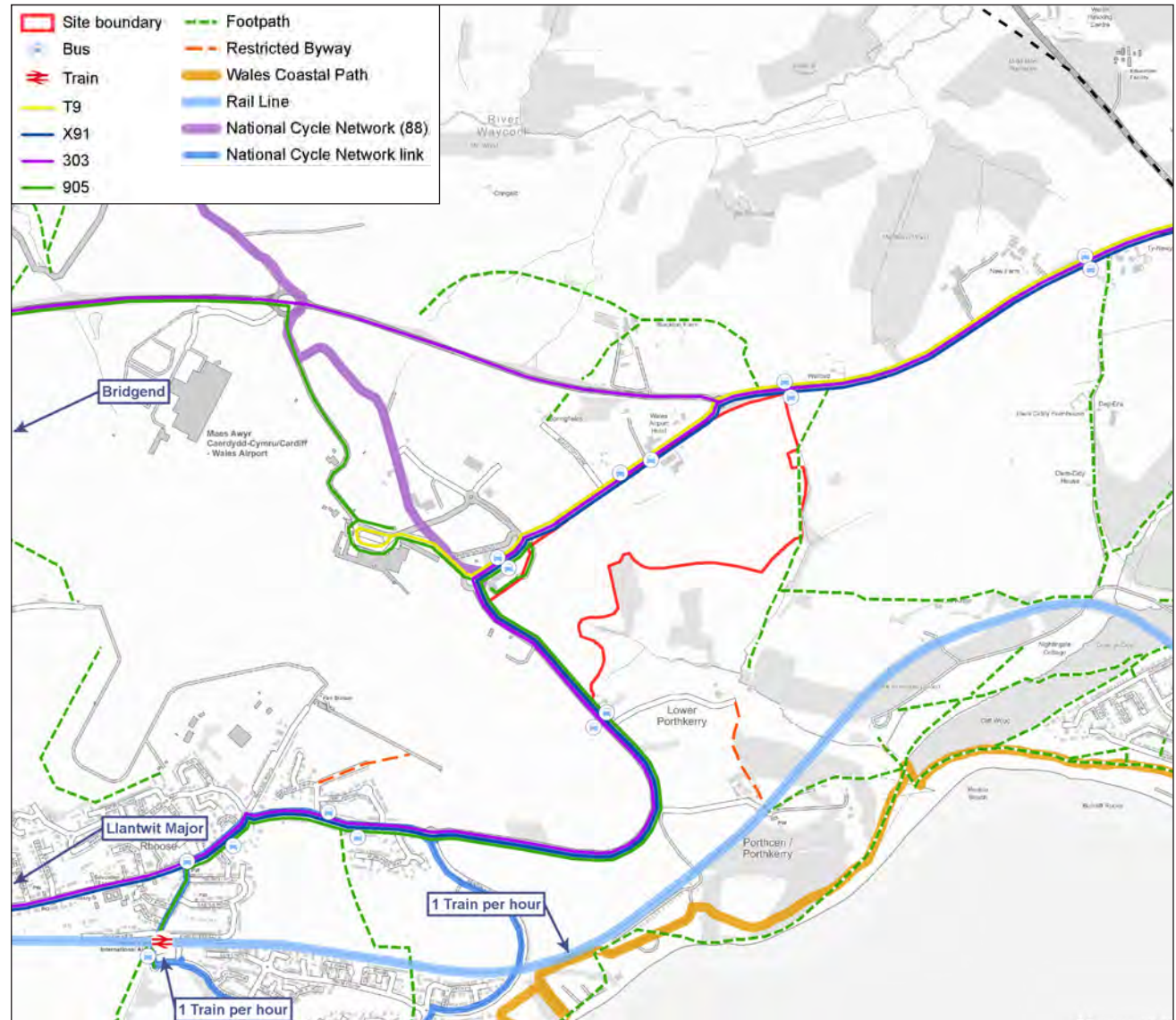


View towards the site adjacent to the Holiday Inn Express

Movement Network

The local movement network is illustrated in the figure adjacent. The local highway network comprises Port Road which routes from the north of the site to the south-west of the site along the entirety of the western site boundary. The road is an urban clearway, restricting vehicles from stopping for one and three-quarter miles, has a 50mph speed limit and is street-lit. The road has three roundabout junctions, one simple priority junction and several private accesses. The simple priority junction serves Blackton Lane, which provides access to a small number of dwellings. A roundabout junction with three arms connects Port Road and the A4226, at the north-eastern end of the road. A second roundabout junction is located approximately 170 metres from the south-western end of the road. This junction has four arms which provides access to CIA and Holiday Inn Express. A third roundabout junction is located at the south-western end of Port Road. This junction has three arms which serve Port Road, Porthkerry Road and an Unnamed Road serving Raven Express Logistics.

Porthkerry Road routes from the south-west of the site. The road begins at the roundabout junction of Port Road / Porthkerry Road / Unnamed Road (serving Raven Express Logistics) and meanders south-west towards Rhoose. The road is street-lit and subject to a 50mph speed limit. There are four simple priority junctions on this road; two of these junctions serve unnamed roads, one serving a few dwellings and the other serving a leisure park, church and farm. One of the other junctions serves Murlande Way and the other serves Rhoose Way; both roads serve residential areas. Porthkerry Road also has two roundabouts along its course. The first roundabout has three arms, serving Porthkerry Road and Pentir Y De. The second roundabout is located at the end of Porthkerry Road and serves Porthkerry Road, Rhoose Road and Readers Way. Rhoose Road routes into



Settlements and Built Form

the centre of Rhoose and Readers Way provides access to a residential area.

Footways are provided on the southern section of Port Road, south of the Holiday Inn Express roundabout access, and provide access to the Holiday Inn Express bus stops. These footways connect to the shared use cycleway on the northern side of Porthkerry Road which provides a continuous link into Rhoose. There are public footpaths which connect the site to Barry as well as the Wales Coastal path, to the south of the site. Public Right of Way (PRoW) footpath P4 17/1 provides access from the A4226 to Porthkerry Country Park and routes partially within the site, close to the eastern boundary. National Cycle Network (NCN) route 88 can be accessed on Porthkerry Road and used to route to Barry and Llantwit Major, together with Ewenny, just to the south of Bridgend. There is also a local cycle link to the NCR from Rhoose which connects the site to the Rhoose (CIA) Railway Station.

The nearest settlements to the site are:

- Barry (approximately 1.6km to the east);
- Rhoose (approximately 1.2km to the south west);
- Tredogan (approximately 0.7km to the north west);
- Cardiff Airport complex (adjacent to the west).

Distances are taken from the centre of the site to the closest edge of the settlement.

There are a small number of individual farm complexes and private residences within the surrounding area. These include:

- Model Farm (within the site located off port Road);
- Blackton Farm (approximately 0.8km from the northern boundary of the site);
- Welford (immediately north of Port Road on the northern boundary of the site);
- Cwm-cidy Farm (0.95km to the east of the site);
- Hotel at Lower Porthkerry (approximately 0.35km from the southern boundary of the site)








SITE ANALYSIS

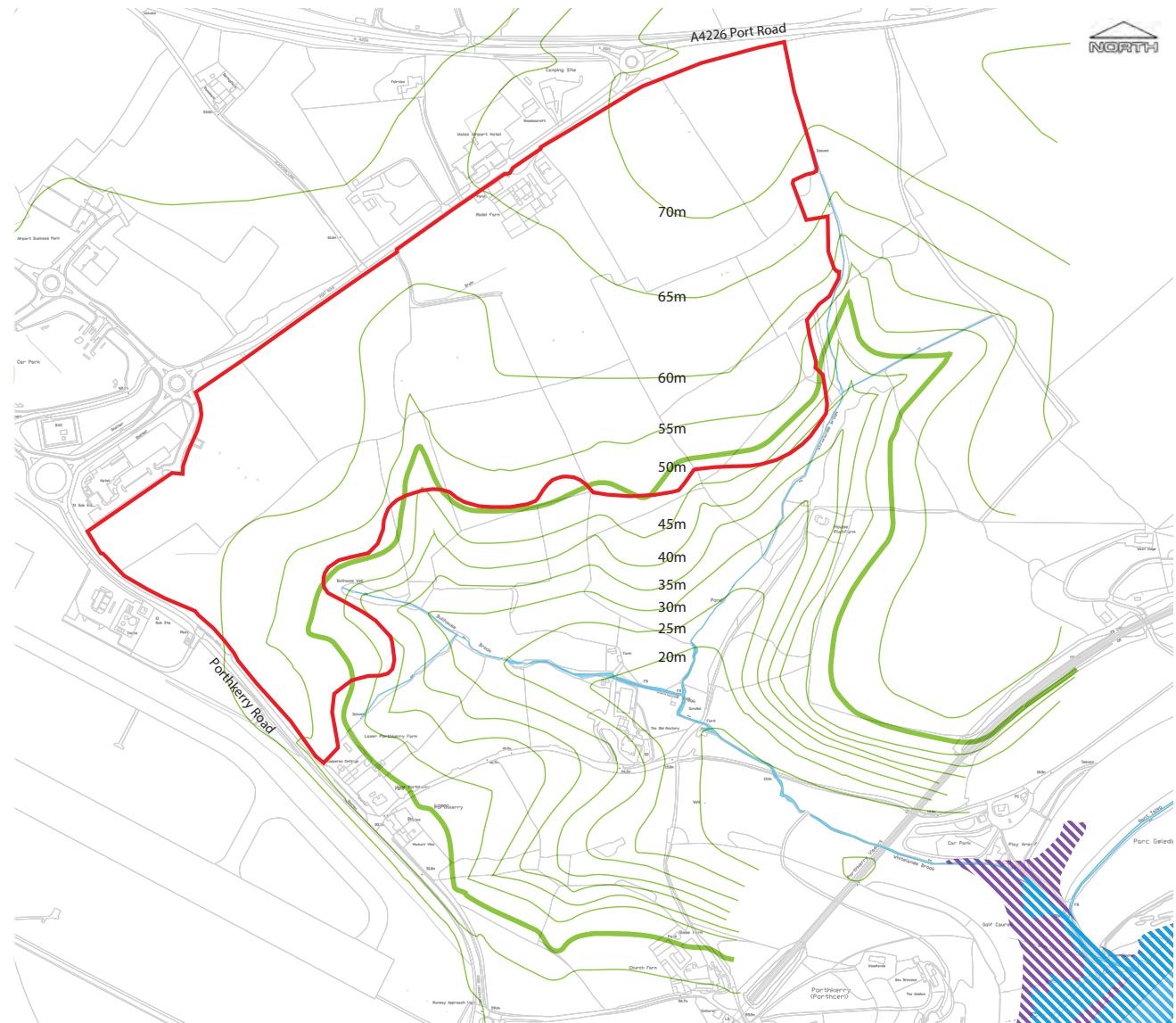


Topography and Flood Risk

The site is located on gently sloping land 70 to 50m AoD which faces south towards the coast which is less than 1.2km away at its closest point. The surrounding landscape can be described as rolling lowland with wooded lowland valleys to the south. The east to west valley associated with the River Waycock approximately 0.9km to the north. However, the land generally rises travelling north of the site to approximately 90m AoD near Whitton Rosser Farm. To the north-east the land in the open lowland valley is generally lower lying than the site.

The site is drained by a number of minor water courses including the Whitelands Brook and the Bullhouse Brook. There are also a number of springs, and a well, located within the site boundary. These minor watercourses follow the topography of the site to converge and flow towards the southeast of the study area, and eventually discharge beneath a railway viaduct, located off the south-east corner of the site. Major watercourses within the study area reflect the topography of the surrounding landscape. The majority of the major watercourses flow southwest towards Llanccatal and Burton, before converging on the western edge of the study area and eventually discharging into the Bristol Channel. The land surrounding the site to the south contains a numerous drainage ditches, springs and minor watercourses that issue on areas of higher ground and drain into the major river systems.

-  Site Boundary
-  Contours (5m intervals)
-  50m Contour (no development below this level)
-  Flood Zone 3
-  Flood Zone 2














Landscape and Ecology

The wider landscape context area is classed predominantly as a 'Mosaic' landscape in the LANDMAP classification, indicating a mix of woodland arable and pasture farmland. Notable areas of small woodland in the area immediately south of the site tend to be confined to valley edges and watercourses such as in Bullhouse Brook valley. An area of predominantly mixed woodland is located in Porthkerry Country Park where the railway runs. Fragmented pockets of deciduous woodland are located along the River Waycock Valley and include Churchill Wood.

Immediately north of the A4226 but south of the Waycock Valley are two blocks of predominantly deciduous woodland Welford (140m²) and Middleton Woods (220m²). There are small woodland blocks set with farmland scattered throughout the landscape context.

The site lies on heavily improved agricultural land divided by managed hedgerows. Field boundaries are generally formed from mature hedgerows often with trees. Low hedgerows are locally present on the Application Site; however, those associated with the A4226 to the north of the Application Site are generally thicker and taller. Further north the hedgerows are frequently well treed and mature.

- | | |
|---|--|
|  Site Boundary |  Root Protection Area (RPA) |
|  Allocated Porthkerry Park Extension |  Conservation Area |
|  PROW |  Listed Building |
|  Existing Tree Belts/Hedgerows |  Existing Buildings |
|  Ancient Woodland | |
|  Tree Category A - High Quality | |
|  Tree Category B - Moderate Quality | |



Utilities

There are a number of existing utilities associated with the site including:

- electricity;
- gas; and
- foul drainage.

All of the existing utilities are shown on the adjacent figure.

