

Design Principle 5 – Scale and Massing

The scale and massing of the buildings having been considered through earlier consultation exercises shall be in accordance with the plan below. The plan below shows the distribution of the main land uses across the site and the proposed storey heights are shown in the table opposite. The maximum storey height will be up to 5 storeys adjacent to the existing hotel (4 storeys) at the access point in the north west corner to create a dominant entrance and the opportunity to deliver a higher density with land mark buildings in this location. The majority of the remaining development plots will be a mix of 1 and 2 storeys to minimise visual impact away from the airport.

Plot	Min/Max Length	Min/Max Width	Min/Max Building Height	Storey Height
1	150m/171m	22m/26m	12m/16m	4
2	112m/116m	22m/26m	12m/16m	5
3	67.5m/193m	26m/51m	8m/10m	1
4	60m/73m	60m/64.5m	12m/14m	1
5	90m/110m	60m/64.5m	12m/14m	1
6a	75m/85m	45m/55m	12m/14m	1
6b	60m/65m	50m/56m	12m/14m	1
7	140m/160m	80m/90m	12m/16m	1
8	190m/200m	85m/95m	12m/16m	1
9	200m/220m	70m/80m	12m/16m	1
10	35m/65m	29m/37m	8m/10m	2
11	37m/43m	29m/37m	8m/10m	2
12	97m/140m	25m/38.5m	8m/10m	2



Architectural visualisations are shown for illustrative purposes and are indicative only



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Design Principle 6 – General Design Approach for the Public Realm

The public realm should be designed to encourage, support and sustain public activity in the external environment. To achieve this design principle, the following will be incorporated into the design process:

- Detailed designs for the spaces must create a distinctive and memorable place, delivering a character which is appropriate to the contemporary nature of the new development;
- Spaces must be comfortable and attractive throughout the year through the organisation of surfaces, levels, shelter, microclimate and orientation;
- The public realm should feel safe, in which the principles of passive surveillance can be introduced by minimising obstructions, maximising street use and through careful lighting design;
- There should be a perception of a robust high quality public realm through the careful use of long lasting, durable materials which can be easily maintained;
- Vehicular, bicycle and pedestrian traffic must be managed through careful design of shared routes and surfaces;
- The series of connected spaces and spaces which are accessible to all should be delivered;
- Design of the spaces must maximise visibility at eye level to ensure that there are no secluded places for hiding.

Design Principle 7 – Parking and Servicing

Parking will be provided in accordance with The Vale of Glamorgan's 'Parking Standards' SPG. Parking will also play a role in the promotion of sustainable travel through the application of a Car Parking Management Strategy which will introduce measures such as 2+ parking spaces, the suppression of parking spaces and a criterial assessment of employees' need to travel by car. Adequate and suitable access and servicing areas will be provided to enable HGVs and refuse vehicles to enter and exit the individual units safely.

4. Concept Masterplan

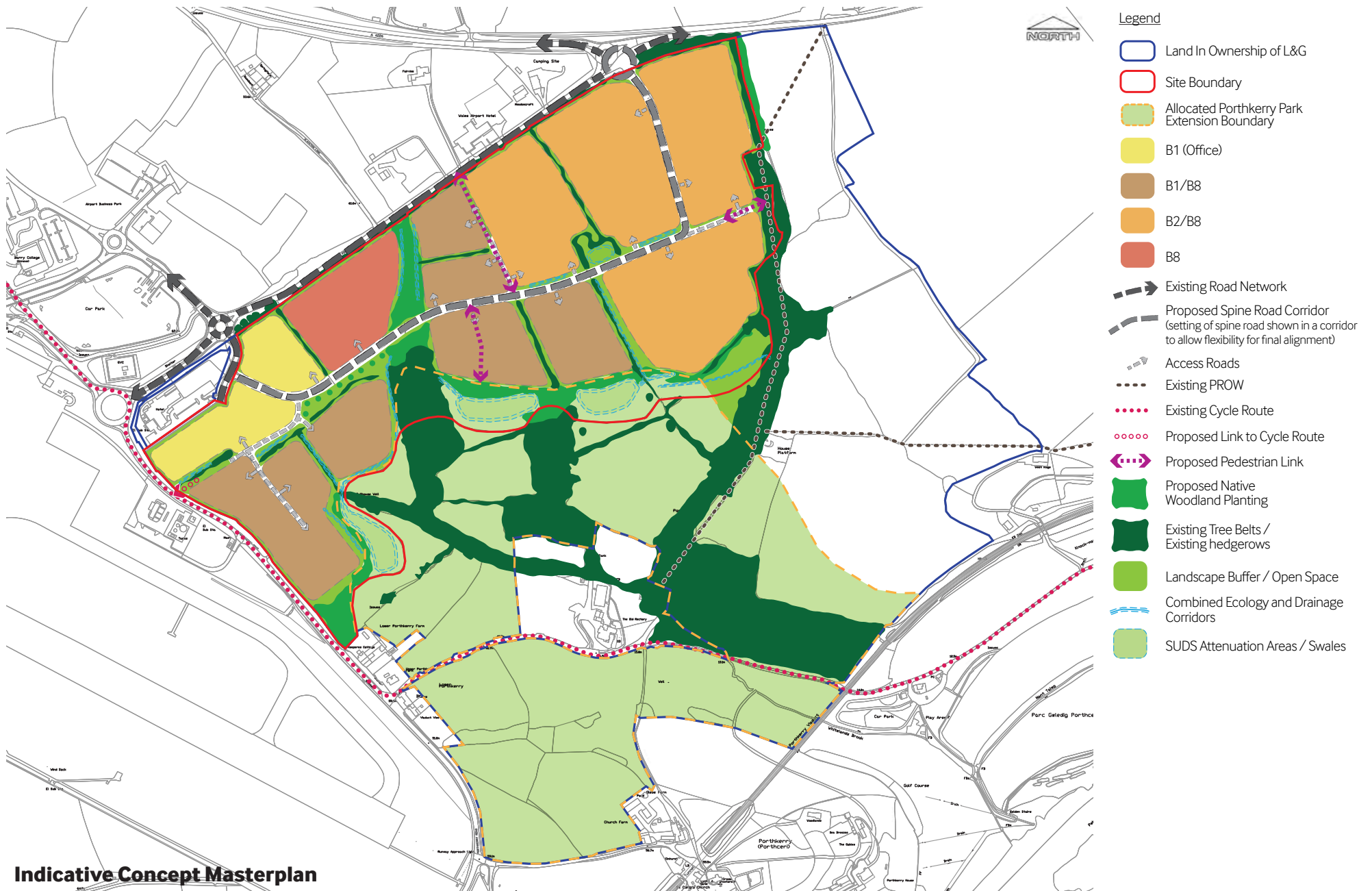
4.1 Concept Masterplan

The preceding section sets out the guiding design principles for the design concept. The output of the evaluation is a indicative concept masterplan (shown on the following page) which addressed all of the key issues and maximises the opportunities provided by the site and its context.

The key features of the site which have created this concept include:

- Retention of the existing green infrastructure network and key landscape features into provision of new green space in a network of connected features within and adjoining the scheme including an extension to Porthkerry Country Park and better linkages;
- Generous areas of open space to the south of the site in association with the attenuation to help visual containment and create links into the wider green network;
- A landscape corridor and public open space along the eastern edge of the development to incorporate the existing PROW;
- A permeable perimeter block structure to create a permeable and legible development; and
- New links to the existing PROWs throughout the site and pedestrian/cycle links into the local network and surrounding areas.





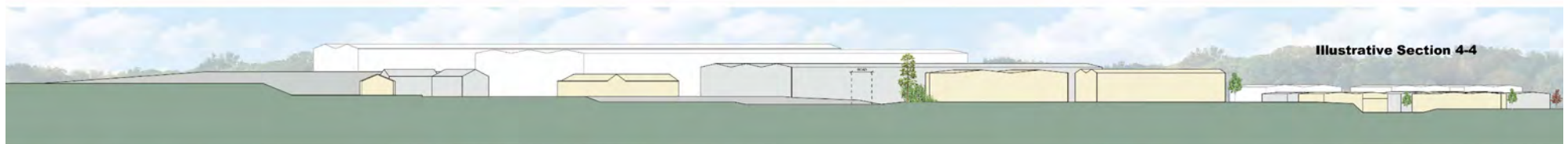
4.2 Illustrative Vignettes and Site Sections

The illustrative vignettes show how the site will create a distinctive place with a contemporary nature suitable for the strategic location. They also demonstrate examples of how the individual plots could be laid out showing the proportion of built development, circulation and car-parking, creating a strong overall legible framework of interconnected spaces with clear distinction between the public realm and private spaces that are accessible to all. Materials will be high quality, long lasting and durable.

Adequate and suitable access and servicing areas will be provided to enable HGVs and refuse vehicles to enter and exit the individual units safely without dominating the public realm.



The vignettes above and the site sections on the following page are shown for illustrative purposes and are indicative only





5. Next Steps

Date	Actions
7 th June 2019	Public Exhibition
11 th June 2019	Pre-Application Consultation commences for 28 days
July 2019	Pre-Application Consultation feedback reviewed and used to inform the emerging development proposals. Planning Application submitted to Vale of Glamorgan Council. Comments can be made on the Planning Application directly to the Council.





RPS | Consulting UK & Ireland
Park House
Greyfriars Road
Cardiff
CF10 3AF

T: +44 (0) 2920 668 662

[rpsgroup.com](https://www.rpsgroup.com)