

DESIGN PROPOSALS



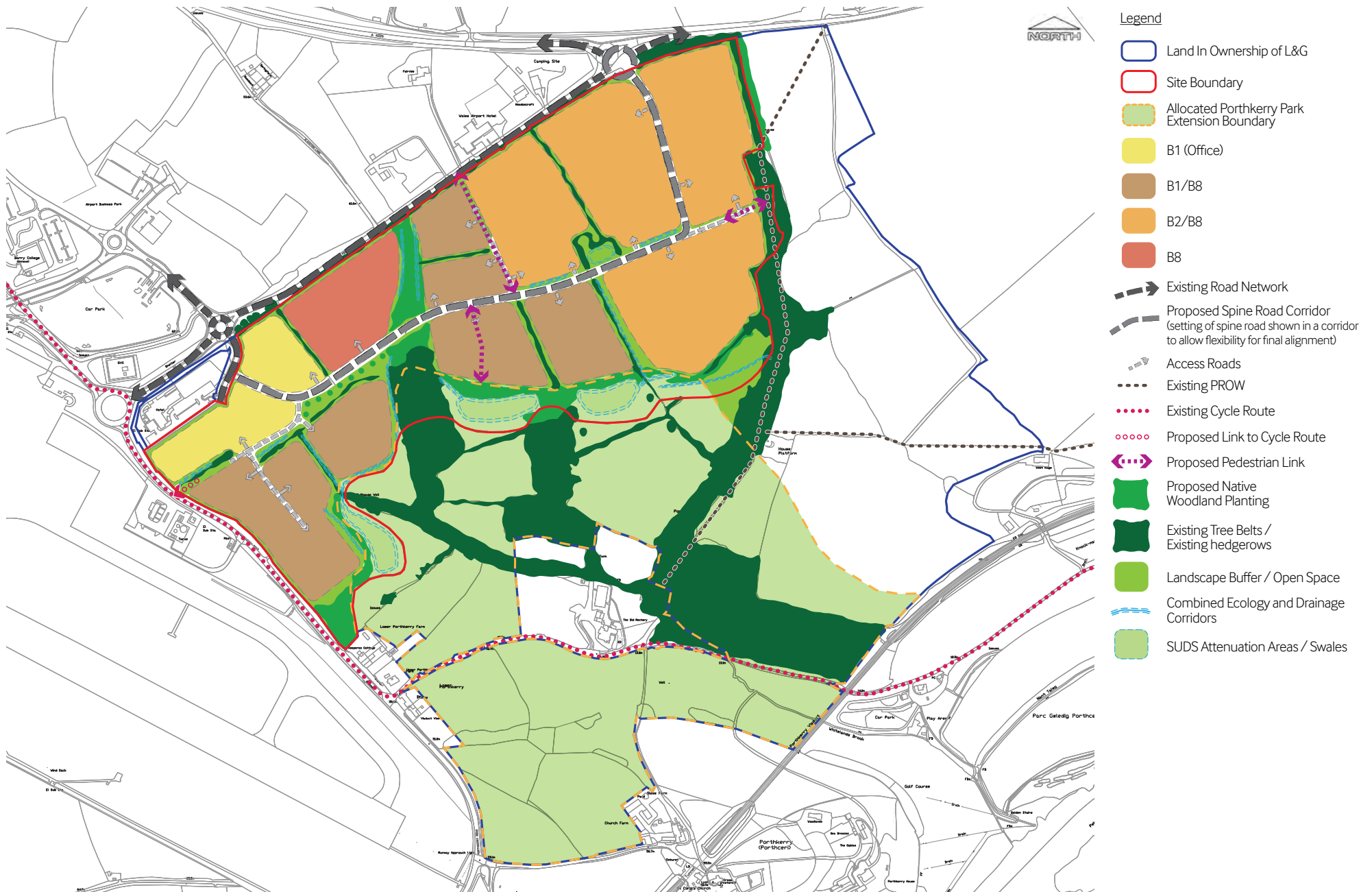
Concept Masterplan

The preceding sections have explained how the constraints and strategic principles were explored, evaluated and revised. The output of the evaluation is a concept masterplan 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 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.



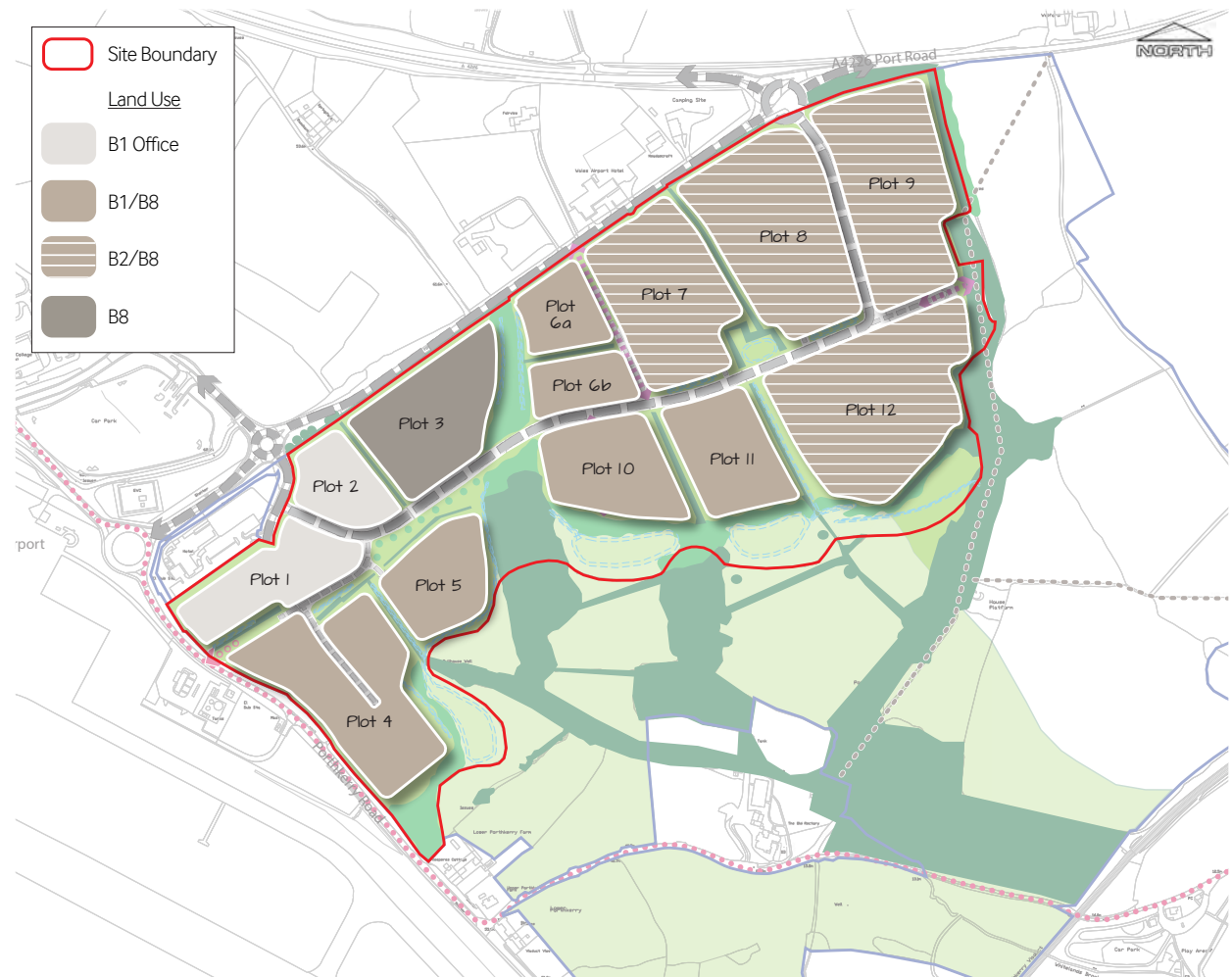


Parameter Plan - Land Use, Storey Heights and Density

The Parameter Plans forms part of this planning application and sets the framework for the future detailed design of the development. The Land Use Parameter Plan established the locations for the main land uses on the site.

The scale and massing of the buildings having been considered through earlier consultation exercises shall be in accordance with the plan adjacent. The plan shows the distribution of the main land uses across the site with the proposed storey heights below. 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



Parameter Plan - Green Infrastructure

The site lies on heavily improved agricultural land divided by managed hedgerows. These features have low value in terms of recreation and ecology. Green infrastructure has been designed into the scheme through the incorporation of existing semi-natural features and provision of new green space in a network of connected features within and adjoining the scheme.

- Retention of existing landscape features which contribute to the local character of the area.
- Protection of Whitelands Brook corridor adjoining the eastern site boundary
- Incorporation of much of the existing hedgerow network and landscape buffers into the scheme layout
- Provision of functional greenspace of biodiversity value as part of the SUDS scheme (swales, attenuation areas and ditches)
- Off-site native woodland and scrub planting
- Links to public rights of way through high quality green space
- Connection to existing cycleway.



The framework of greenspace within the site is linked to key GI sites and the wider GI network in the local area. The existing woodland blocks to the south provide strong connectivity to Porthkerry Country Park which includes extensive areas of woodland and wildflower meadow in a sheltered valley. Immediately to the south of the application site, proposed new native tree planting will increase the size of the blocks of woodland create strong links between them. Shrub planting on the south-facing edges of established woodland will over time develop into sheltered micro-climates that should attract a diversity and abundance of invertebrates and in turn provide prey for many other species (bats, birds, reptiles etc).

The GI within the site will provide ecological corridors and stepping stones to encourage the movement of wildlife within the landscape and avoid fragmentation effects. The proposed SUDS scheme will become a strong east-west corridor along the southern boundary of the site, connected to the Whitelands Brook.

The woodland blocks and pasture fields to the south are allocated as an extension to the Porthkerry Country Park. This extension will further strengthen the established wildlife corridors, as well as significantly increasing recreational green space provision. North of the site, the network of hedgerows and extensive semi-natural woodland blocks link to the River Waycock valley, a further strong east-west wildlife corridor.

The proposals will have social and environmental benefits with the majority of new green space within the public realm, replacing agriculturally improved fields. The development has direct connections to public rights of way and cycleways giving residents easy access to green

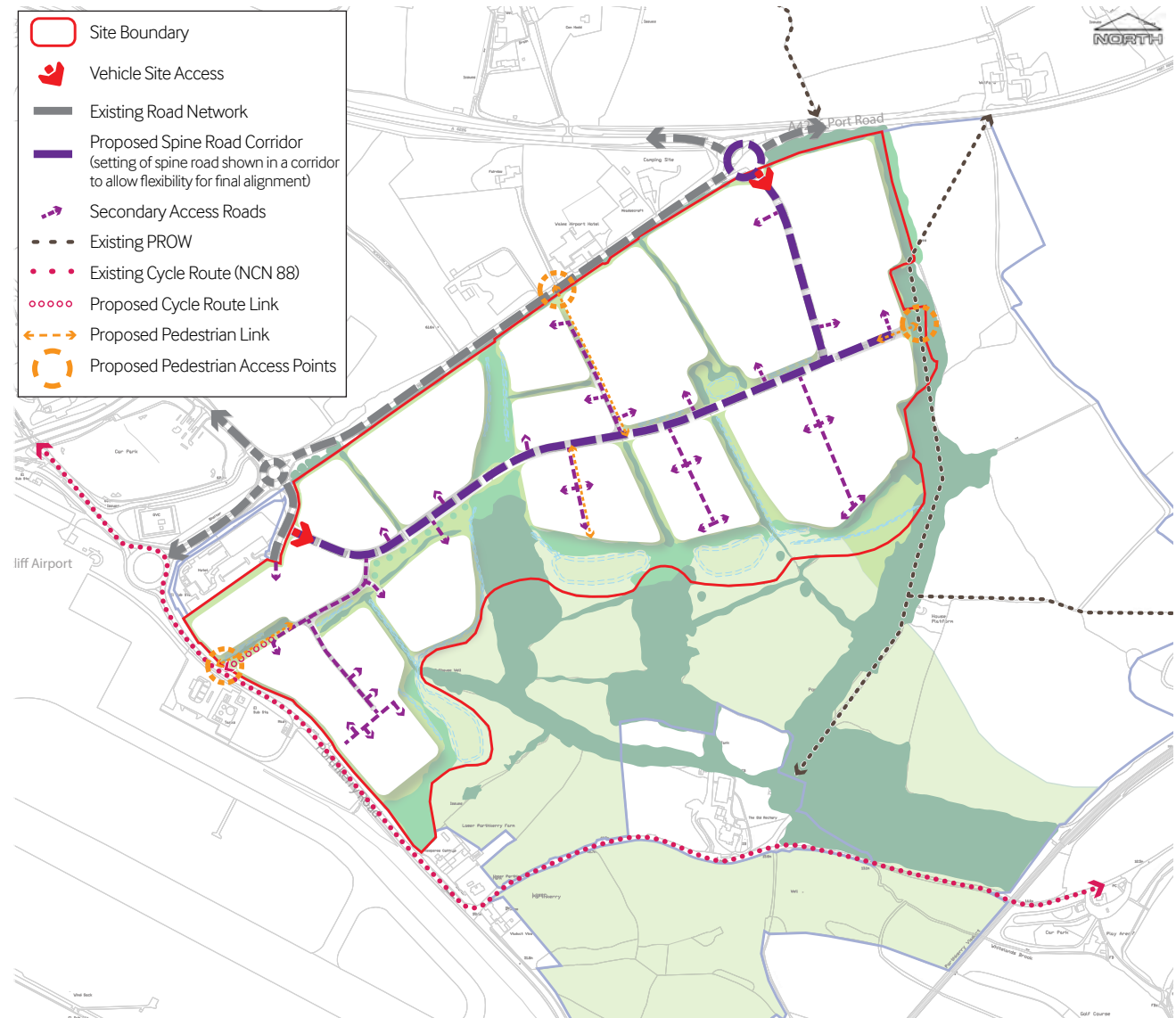
spaces in the surrounding area. Positive experiences in a natural setting would contribute to health and well being of residents.

The development will be aligned to a commitment to the positive management of the GI to maintain the functionality of green space for both recreation and biodiversity, balancing access and ecological protection. There will be a focus on protecting existing high value habitat (woodland, adjoining streams) and building up the biodiversity value of the created and enhanced habitats.

Parameter Plan - Movement and Access

Vehicle access has been designed to ensure that the development will not adversely impact the operation of the existing highway network. To ensure that the site is accessible by sustainable methods of travel the high-quality Spine Road, which will route between the two points of access will provide a footway and a shared use foot/cycle way providing a walking and cycling route through the site with connections to the existing walking and cycling network and the proposed extension to the Porthkerry Country Park. Additionally, the Spine Road will incorporate bus stops to enable public transport to penetrate the site. This infrastructure and a high-quality Travel Plan will enable the development to reduce its impact on the highway network through journeys being made by more sustainable methods of travel.

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.



Vehicle Parking Standards

It is stated within PPW Edition 10 that:

- 'Parking standards should be applied flexibly and allow for the provision of lower levels of parking'

Parking will therefore be suppressed to encourage alternative travel modes as part of the measures set out in the DFTP. For example, car parking for B1 Office land use could be reduced to 1 space per 55m².

Use Class	Size / Type	Parking Ratio	
		Operational	Non-operational
B1 Office	< 1000m ²	1 space per 25m ²	
	> 1000m ²	1 space per 40m ²	
B2 Industry	< 100m ²	1 van space	1 space
	< 235m ²	1 van space	2 spaces
	> 235m ²	10% of GFA	1 space per 80m ²
	High Tech Industry	10% of GFA	1 space per 20m ²
B8 Warehousing / Distribution	Industrial	10% of GFA	1 space per 140m ²
	Storage	1 space per 500m ²	Nil
	Distribution <1000m ²	35% of GFA	1 space per 80m ²
	Distribution >1000m ²	25% of GFA	1 space per 80m ²

Vehicle Parking Strategy

Vehicle parking will be provided generally in line with TVoGC Parking Standards SPG document. However, parking will be suppressed to encourage travel by alternative, sustainable modes. This is supported by the guidance referenced above. The exact number of parking spaces will be agreed with TVoGC at the reserved matters stage of the application.

Parking Management plans will be introduced to restrict parking levels. Schemes such as prioritising parking spaces for those that car-share and electric vehicles will be implemented.

Traffic Regulation Orders (TRO), such as double yellow lines, will be implemented along the internal spine and access roads to prevent overspill parking.

Cycle Parking Standards

Use Class	Parking Ratio	
	Long Stay	Short Stay
B1 Office	1 stand per 200m ²	1 stand per 1000m ²
B2 Industry	1 stand per 500m ²	1 stand per 1000m ²
B8 Warehousing / Distribution	1 stand per 500m ²	No requirement

Motorcycle parking would be provided at 5% of overall parking levels.

Summary

This Design & Access Statement confirms that the proposed development known as Parc Busnes Porth Cymru has the capacity to deliver a high quality business park in this strategic location and the scheme has been designed in accordance with adopted planning policy and relevant national guidance including Technical Advice Note 12: Design.

The document demonstrates how the site's opportunities and constraints have been accommodated within the design of the scheme, which has resulted in a sustainable development that respects the local character and surroundings.



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

T: +44 (0) 2920 668 662

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