

Parc Busnes Porth Cymru

Port Road, Rhose



Environmental Statement Addendum

Volume 1: Main Report & Figures

April 2021

Contents

1	INTRODUCTION	1
1.1	Preamble	1
1.2	Issues Addressed in the Addendum	1
1.3	Structure of the ES Addendum	1
2	SITE DESCRIPTION AND DEVELOPMENT PROPOSALS.....	3
2.1	Site Description	3
2.2	The Development Proposal.....	3
2.3	Aims and Objectives of the Development Proposal.....	3
2.4	Connectivity with the Wider Enterprise Zone	3
2.5	Alternatives.....	3
3	PLANNING POLICY CONTEXT	4
3.1	Introduction.....	4
3.2	National Legislation and Policy	4
3.3	Local Planning Policy	7
4	TRANSPORT	8
5	LANDSCAPE AND VISUAL CHARACTER	9
6	BUILT HERITAGE	10
7	SOCIO ECONOMIC	11

Figures

Figure 2.7: Site Location Plan

Figure 2.8: Parameter Plan Land Use and Storey Heights

Figure 2.9: Parameter Plan Movement and Access

Figure 2.10: Parameter Plan Green Infrastructure

Figure 2.11: Indicative Concept Masterplan

1 INTRODUCTION

1.1 Preamble

- 1.1.1 This Environmental Statement Addendum (ESA) has been prepared on behalf of Legal & General (Strategic Land) Ltd in support of the submitted outline planning application with all matters reserved, apart from access, for the demolition of existing buildings and erection of a 44.75ha Class B1/B2/B8 business park, car parking, landscaping, drainage infrastructure, ecological mitigation and ancillary works on land at Model Farm, Port Road, Rhose. The application, which was accompanied by an Environment Statement (ES), was submitted to Vale of Glamorgan Council on 1st August 2019. The application was registered by the Council under the reference number 2019/00871/OUT.
- 1.1.2 In preparing the ESA, regard has been given to the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017.
- 1.1.3 This Addendum should be read alongside the July 2019 ES and associated Figures and Appendices.

1.2 Issues Addressed in the Addendum

Planning Application Boundary

- 1.2.1 In order to satisfy the requirements of LDP Policy MG10 for the L&G land to be partly developed and partly transferred for the extension to Porthkerry Country Park, the current red line of the submitted planning application has been extended to encompass some of the land previously edged blue. The land previously edged blue (shown as Area B) is to form an extension to Porthkerry Country Park prior to the commencement of development of the business park (shown as Area A). There is no operational development proposed within the country park land.

Description of Development

- 1.2.2 To reflect the inclusion of the land which will form an extension to Porthkerry Country Park, the description of development has been amended to read: *'Hybrid application comprising demolition of existing buildings and erection of 44.75ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, ecological mitigation and ancillary works (all matters reserved aside from access) within Area A and change of use from agricultural land to country park (Use Class D2) within Area B'.*

Parameter Plans

- 1.2.3 The parameter plans have been amended to reflect the inclusion of the land comprising the extension to Porthkerry Park within the red line boundary of the development proposals.

1.3 Structure of the ES Addendum

- 1.3.1 The structure of the ES Addendum (April 2021) reflects the submitted ES (July 2019).
- Volume 1 - Main Report and Figures (this document) providing a description of the scheme and updates to each topic chapter where additional information or clarification has been requested;
 - Volume 2 - Appendices containing technical data to support the text. N/B there are no changes made to the July 2019 Appendices.
 - Volume 3 - Non-Technical Summary providing a brief description of the scheme and a broad summary in layman's terms of the significant issues and impacts likely to arise, along with proposals for mitigation measures. For clarity, the entire text of the non-technical summary has been reproduced and updated where necessary.

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- 1.3.2 This document is divided into the following chapters and have been reviewed and revised (as necessary) by the previously named main author/contributing company. Clarification of additional information provided in the ES Addendum by chapter is provided below:

Chapter	Updates Required
Chapter 1 - Introduction	Reviewed the requirements for any changes.
Chapter 2 – Site Description and Development Proposals	Updated to reflect the extended site boundary.
Chapter 3 – Planning Policy Context	Updated to reflect newly published National Policy.
Chapter 4 - Transport	Reviewed but no changes required.
Chapter 5 – Landscape and Visual Character	Reviewed but no changes required.
Chapter 6 – Built Heritage	Reviewed but no changes required.
Chapter 7 – Socio Economics	Reviewed but no changes required

2 SITE DESCRIPTION AND DEVELOPMENT PROPOSALS

2.1 Site Description

- 2.1.1 The site description remains unchanged although paragraph 2.1.1 has been amended to reflect the increase in the red line area from 44.79ha to 93.20ha. The revised site location plan and application boundary is included at **Figure 2.7**.

2.2 The Development Proposal

- 2.2.1 Paragraph 2.2.1 of the July 2019 ES provides a description of development. As a result of the inclusion of the land which will form an extension to Porthkerry Country Park, the description of development has been amended and should now read: *'Hybrid application comprising demolition of existing buildings and erection of 44.75ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, ecological mitigation and ancillary works (all matters reserved aside from access) within Area A and change of use from agricultural land to country park (Use Class D2) within Area B'*.
- 2.2.2 Access to the development will remain as per the details included at paragraph 2.2.2 of the July 2019 ES.
- 2.2.3 Paragraph's 2.2.3 and 2.2.4 of the July 2019 ES refers to a series of parameter plans and an indicative Concept Masterplan. For completeness, these have been amended to reflect the extension of the redline area even though no operational development is proposed within the land to be included within the Porthkerry Country Park extension area. The revised parameter plans are included within **Figures 2.8-2.10** whilst the revised Concept Masterplan is included at **Figure 2.11**.

2.3 Aims and Objectives of the Development Proposal

- 2.3.1 No changes are proposed to this section of the July 2019 ES.

2.4 Connectivity with the Wider Enterprise Zone

- 2.4.1 No changes are proposed to this section of the July 2019 ES.

2.5 Alternatives

- 2.5.1 No changes are proposed to this section of the July 2019 ES.

3 PLANNING POLICY CONTEXT

3.1 Introduction

- 3.1.1 On the 24th February 2021, the Welsh Government (WG) published the 11th Edition of Planning Policy Wales (PPW11). Alongside this, the National Development Framework 'Future Wales – The National Plan 2040' (Future Wales) was also published. This ES Addendum therefore reflects the updated National Policy position in respect of the development proposals since the July 2019 ES was written.

3.2 National Legislation and Policy

- 3.2.1 Due to the publication of Future Wales and PPW11, paragraphs 3.2.2 to 3.2.9 of the July 2019 ES have been superseded and the updated text set out below should be read in its place. It is however noted that whilst WG has strengthened its commitment to meeting the challenges of climate change through the revision to PPW and the introduction of Future Wales, the underlying policy messages and content of the National Policy set out in the July 2019 ES remains largely unchanged.

Future Wales: The National Plan 2040 (February 2021)

- 3.2 Future Wales is the new national development framework which sits alongside PPW11 and sets the direction for strategic and local development plans for the 2020-2040 period. It replaces the previous Wales Spatial Plan as the first National Spatial Plan which forms part of the statutory development plan. Future Wales sets the direction for investment in infrastructure and strategic development across Wales. It makes clear the importance of planning new infrastructure and development in such a way that they are complementary rather than competing priorities, ensuring opportunities are maximised and multiple benefits are achieved. Key priorities include sustaining and developing a vibrant economy; achieving decarbonisation and climate-resilience; developing strong ecosystems; and improving the health and well-being of communities.
- 3.3 Future Wales has been prepared in the context of Wales' three-tiered development plan system and positioned as the highest tier of development plan. It is of material consideration in plan making and decision making. The strategy seeks to address key national priorities through the planning system, by providing a framework which will in turn direct strategic and local development planning. Being focussed on solutions to issues and challenges at a national scale, it therefore does not allocate development to specific locations nor does it direct specific land uses.
- 3.4 Instead, Future Wales provides strategic direction for all scales of planning and sets out policies and key issues to be taken forward at the regional scale by Strategic Development Plans and at local authority level by Local Development Plans. Strategic and Local Development Plans are required to be in conformity with Future Wales and must be kept up to date to ensure they and Future Wales work together effectively.
- 3.5 A number of challenges and opportunities are identified for Wales nationally, challenges including climate change and Covid-19 and opportunities including progress towards a low carbon economy, renewable energy generation and abundance of natural resources. A changing society, the need for good quality housing, prosperity and increasing resilience in the economy as well as improved connectivity are also identified as drivers for the next 20 years.

Setting and achieving ambitions

- 3.6 Future Wales' outcomes are overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in PPW11. The aim of the spatial strategy and regional ambitions contained within Future Wales is to achieve these outcomes. These outcomes are inter-related and inter-dependent and will improve places and well-being across Wales.

-
- 3.7 There are 11 outcomes set out in Future Wales which collectively are a statement of where Wales 'wants to be' in 20 years. These 11 outcomes envisage a Wales where people live:
- and work in connected, inclusive and healthy places;
 - in vibrant rural places with access to homes, jobs and services;
 - in distinctive regions that tackle health and socio-economic inequality through sustainable growth;
 - in places with a thriving Welsh Language;
 - and work in towns and cities which are a focus and springboard for sustainable growth;
 - in places where prosperity, innovation and culture are promoted;
 - in places where travel is sustainable;
 - in places with world-class digital infrastructure;
 - in places that sustainably manage their natural resources and reduce pollution;
 - in places with biodiverse, resilient and connected ecosystems; and
 - in places which are decarbonised and climate-resilient.

Spatial strategy

- 3.8 The Future Wales spatial strategy is made up of 36 policies and provides a framework to achieve the outcomes outlined above. This includes identifying and connecting key national and regional centres, providing a basis for long term infrastructure investment, identifying priorities for the planning system and providing a framework for the management of natural resources.
- 3.9 Initial policies in the spatial strategy direct strategic areas for growth, outlining both Regional Growth Areas and National Growth Areas, with National Growth Areas being economically distinct. The National Growth Areas includes, Cardiff, Newport and the Valleys which also appears to include the Vale of Glamorgan, within which the development proposal is located. Strategic placemaking principles are also introduced to shape urban growth and regeneration in these areas and range from ensuring a mix of uses and housing types to improving walkability and permeability as well as increasing population density and promoting a pilot-based approach to development.
- 3.10 Policies which seek to ensure vibrant rural communities and a thriving rural economy are also central to the strategy in recognition that large parts of Wales are rural in character with 40% of the population living in settlements with fewer than 10,000 people. These policies focus on supporting development of innovative and emerging technology businesses and sectors to help rural areas unlock their full potential, broadening the economic base, and creating higher paid jobs. A number of policies focus on sustainable management of the natural environment, including commitment to development of a National Forest and management of flood risk as well as commitment to enhance biodiversity, support resilient ecosystems and ensure safeguarded provision of green infrastructure.
- 3.11 Improving international, national and regional connectivity, focussing on active travel and public transport, are also of focus in the spatial strategy along with provision of digital communications infrastructure.
- 3.2.1 In parallel with the aspirations of PPW11, Future Wales' spatial strategy aims to support Welsh Government to address the Climate Emergency declared in 2019 through its policies and ambitions.
- 3.2.2 Future Wales policies that are of particular relevance to the development proposals include:
- Policy 3 – Supporting Urban Growth and Regeneration

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- 3.2.3 The policy outlines that the Welsh Government will play an active and enabling role to support the delivery of urban growth and regeneration to ensure that growth and regeneration aspirations can be met.

Policy 10 – International Connectivity

- 3.2.4 The Welsh Government identifies Cardiff Airport as a Strategic Gateway and recognises that the airport itself is located within Bro Tathan Enterprise Zone which offers opportunities for investment in the site and surrounding areas. The Enterprise Zone offers a wide range of development sites and business accommodation, providing opportunities for the development of bespoke facilities or investment in existing accommodation.

Policy 16 – Heat Networks

- 3.2.5 The policy requires within Priority Areas for District Heat Networks planning authorities should identify opportunities for District Heat Networks and plan positively for their implementation.
- 3.2.6 Large scale mixed-use development should, where feasible, have a heat network with a renewable / low carbon or waste heat energy source. Planning applications for such development should prepare an Energy Masterplan to establish whether a heat network is the most effective energy supply option and, for feasible projects, *a plan for its implementation*.
- 3.2.7 The spatial priority is for the suitability and viability of District Heat Networks to be investigated in the towns and cities identified as Priority Areas, this includes Barry and Cardiff. The Priority Areas have been identified on the basis of having a sufficiently high heat density to make them viable. They take into account settlement size, mix of uses, development potential and any existing work being undertaken to develop heat networks.
- 3.2.8 Notwithstanding the location of the business park outside the Priority Areas for heat networks and the viability challenges the applicant is prepared to work with the Enterprise Zone partners, as has been the case to date, to consider options and the basic feasibility of sustainable energy centre for the Enterprise Zone.

Planning Policy Wales Edition 11 (February 2021)

- 3.12 PPW11 primarily represents a refresh of PPW10, in particular, the refresh brings PPW in line with the Future Wales National Plan and other policy changes since PPW10 was published in December 2018, including Welsh Government's 'Prosperity for All: A Low Carbon Wales and the National Infrastructure Commission for Wales' Annual Report 2020.
- 3.13 With this revision, therefore, comes an added focus on climate change and responding to the Climate Emergency by placing greater emphasis on principles of creating and sustaining communities, reducing car dependency and making best use of resources.

Placemaking

- 3.14 Placemaking was previously established as the core of PPW10 under key placemaking themes. PPW11 retains these placemaking themes and additionally sees the introduction of the Placemaking Wales Partnership Charter which has evolved to support the development of high-quality places across Wales. The Charter includes six placemaking principles:
- People and community – proposals are shaped to meet needs of the local community, as well as to create, integrate, protect and enhance a sense of community, promoting equality.
 - Location – places grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected.
 - Movement – walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles.

- Mix of uses – places have a range of purposes which provide opportunities for community development, local business growth and access to jobs, services and facilities.
- Public realm – streets and public spaces are well-defined, safe and inclusive, designed to be robust and adaptable and well connected to existing places.
- Identity – the positive, distinctive qualities of existing places are valued and respected.

3.15 A new section on 'The Covid-19 Pandemic and Building Better Places' is introduced at paragraph 2.21, recognising the need for positive recovery and the pivotal role that planning has for shaping society for the future. Building on this principle, paragraph 3.30 refers to the Welsh Climate Emergency, noting that 'the transition to a low carbon economy not only brings opportunities for clean growth and quality jobs, but also has wider benefits of enhanced places to live and work, with clean air and water and improved health outcomes.'

3.16 Paragraph 4.1.2 references the development of the new Wales Transport Strategy to set out Welsh Government's long-term vision for transport for the next 20 years, as well as outlining five-year priorities. Further to this, paragraph 4.1.39 includes the added requirement for new public transport infrastructure and services to be in place early on in the development process. This is a reflection of wider national ambitions to reduce reliance on private vehicle movement.

Productive and Enterprising Places

3.17 As defined in PPW10, Section 5.4 of PPW11 retains the definition of economic development as the development of land and buildings for activities that generate sustainable long-term prosperity, jobs and incomes and notes that the planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses.

3.18 Growth in innovative, emerging technology and high value-added sectors such as advanced engineering, renewable and low carbon energy, digital and bio-technology sectors are strongly supported in PPW11 (paragraph 5.4.2).

3.19 Principles of supporting the provision of sufficient land to meet the needs of the employment market (paragraph 5.4.3); encouraging development which generates economic prosperity and regeneration (paragraph 5.4.4); and steering economic development to most appropriate locations (paragraph 5.4.9) are all retained in PPW11.

3.20 Paragraph 5.3.18 continues to recognise the strategic and local importance of airports and their potential as centres of economic activity

3.21 Paragraph 5.4.17 makes reference to the Welsh Government's enterprise zones and outlines that Planning authorities should seek to support the development of business networks and clusters particularly in relation to innovative and technology-based enterprise.

3.3 Local Planning Policy

3.3.1 No changes are required to this section of the July 2019 ES.

4 TRANSPORT

4.1.1 No changes required.

5 LANDSCAPE AND VISUAL CHARACTER

5.1.1 No changes required.

6 BUILT HERITAGE

6.1.1 No changes required.

7 SOCIO ECONOMIC

7.1.1 No changes required.

FIGURES

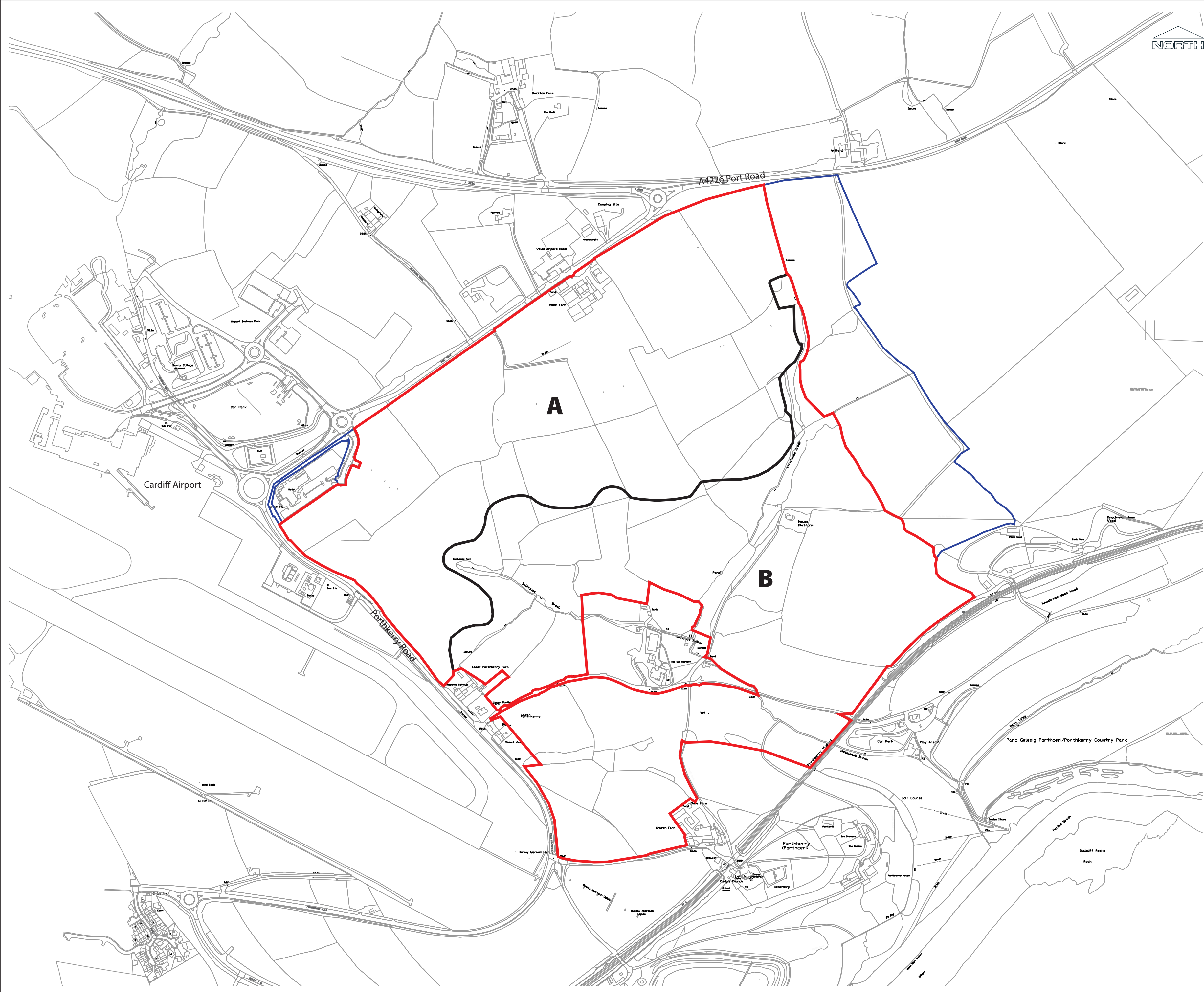
Figure 2.7: Site Location Plan

Figure 2.8: Parameter Plan Land Use and Storey Heights

Figure 2.9: Parameter Plan Movement and Access

Figure 2.10: Parameter Plan Green Infrastructure

Figure 2.11: Indicative Concept Masterplan



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Land In Ownership of L&G

Site Boundary

Rev	Description	Date	Initial	Checked

Figure 2.7

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Client

Legal and General
(Strategic Land) Ltd

Project

Parc Busnes Porth Cymru

Title

Site Boundary Plan

Status

DRAFT

Drawn By

PO

PM/Checked by

RL/DP

Job Ref

JCD0064

Scale @ A2

1:5000

Date Created

MAY 2019

Drawing Number

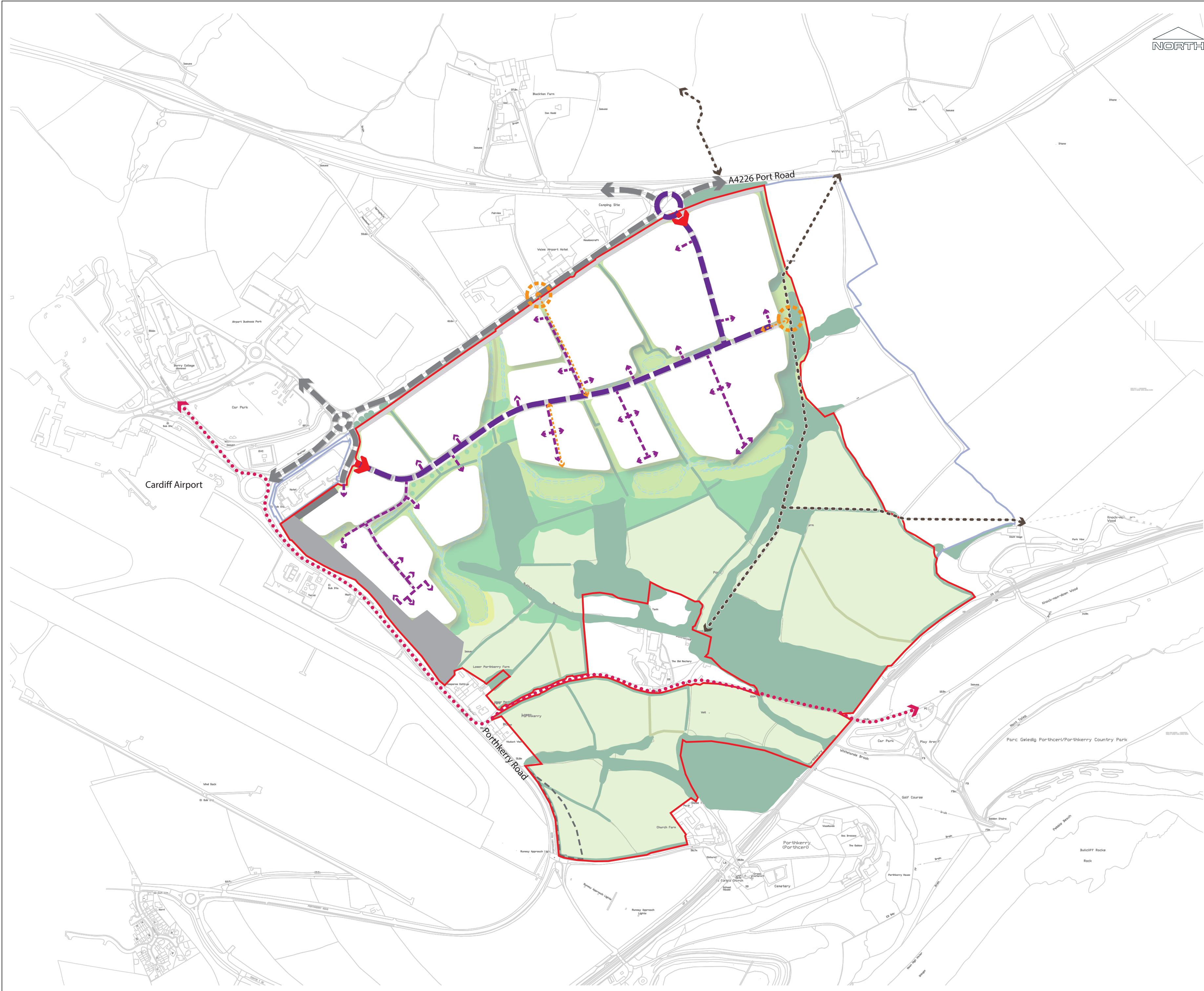
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- Site Boundary
 - Vehicle Site Access
 - Existing Road Network
 - Proposed Spine Road Corridor (setting of spine road shown in a corridor to allow flexibility for final alignment)
 - Secondary Access Roads
 - Existing PROW
 - Existing Cycle Route (NCN 88)
 - Proposed Cycle Route Link
 - Proposed Pedestrian Link
 - Proposed Pedestrian Access Points
 - Proposed 10m Footway/Cycleway
 - Indicative Safeguarded Land for Future Rapid Transit Corridor
 - Potential Area for Relocated Hotel Car Parking (approx. 1,500 sqm)
 - Route Safeguarding Corridor - Consultation Zone

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Figure 2.9

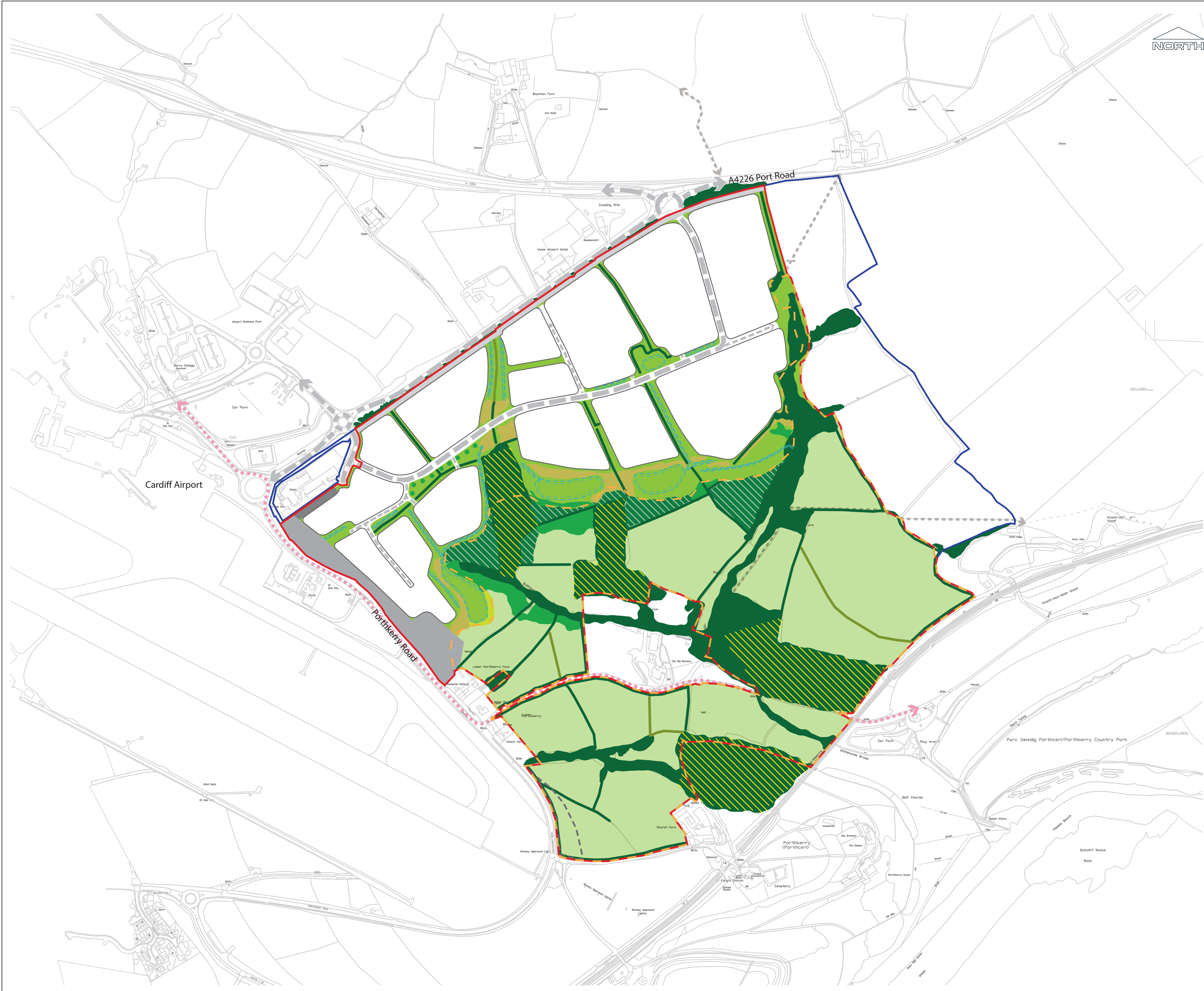
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Client **Legal and General (Strategic Land) Ltd**

Project **Parc Busnes Porth Cymru**

Title **Parameter Plan: Movement & Access**

Status	Drawn By	PM/Checked by
DRAFT	PO	HD/RL
Job Ref	Scale @ A2	Date Created
JCD0064	1:5000	MAY 2019
Drawing Number		Rev
JCD0064-005		F



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- Land In Ownership of L&G
- Site Boundary
- Porthkerry Park Extension Boundary
- Existing Woodland/ Retained Hedgerows
- Ancient Woodland
- Proposed Open Space/ Green Infrastructure
- New Hedgerows
- Combined Ecology and Drainage Corridors
- SUDS Attenuation Areas/Swales
- Proposed 10m Footway/Cycleway
- Indicative Safeguarded Land for Future Rapid Transit Corridor
- Potential Area for Relocated Hotel Car Parking (approx. 1,500 sqm)
- Route Safeguarding Corridor - Consultation Zone
- Proposed Ecological Mitigation**
- New Woodland
- New Mixed Species Scrub Planting
- New Hazel Dominated Scrub
- New Rough Grassland



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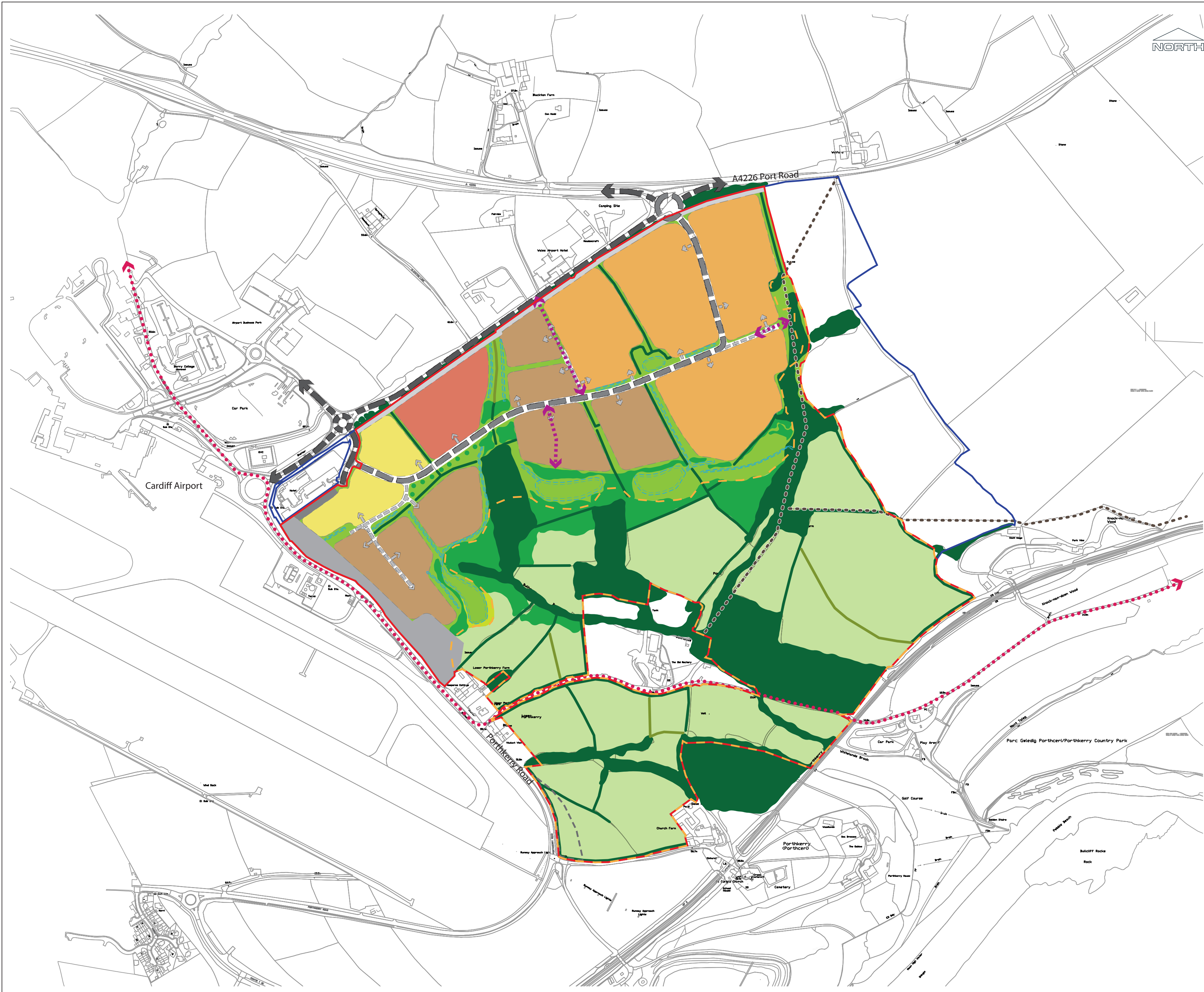
Client **Legal and General (Strategic Land) Ltd**

Project **Parc Busnes Porth Cymru**

Title **Parameter Plan: Green Infrastructure**

Status	Drawn By	PM/Checked by
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Job Ref	Scale @ A2	Date Created
JCD0064	1:5000	MAY 2019
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- Land In Ownership of L&G
- Site Boundary
- Porthkerry Park Extension Boundary
- B1 (Office)
- B1/B8
- B2/B8
- B8
- Existing Road Network
- Proposed Spine Road Corridor (setting of spine road shown in a corridor to allow flexibility for final alignment)
- Access Roads
- Existing PROW
- Existing Cycle Route
- Proposed Pedestrian Link
- New Mixed Species Scrub/ Woodland Planting
- Existing Woodland/ Retained Hedgerows
- Proposed Open Space/ Green Infrastructure
- New Hedgerows
- Combined Ecology and Drainage Corridors
- SUDS Attenuation Areas/Swales
- Proposed 10m Footway/Cycleway
- Indicative Safeguarded Land for Future Rapid Transit Corridor
- Potential Area for Relocated Hotel Car Parking (approx. 1,500 sqm)
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Client Legal and General (Strategic Land) Ltd

Project Parc Busnes Porth Cymru

Title Indicative Concept Masterplan

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Job Ref	Scale @ A2	Date Created
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Drawing Number		Rev
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