

DESIGN & ACCESS STATEMENT - PROPOSED FACTORY UNIT

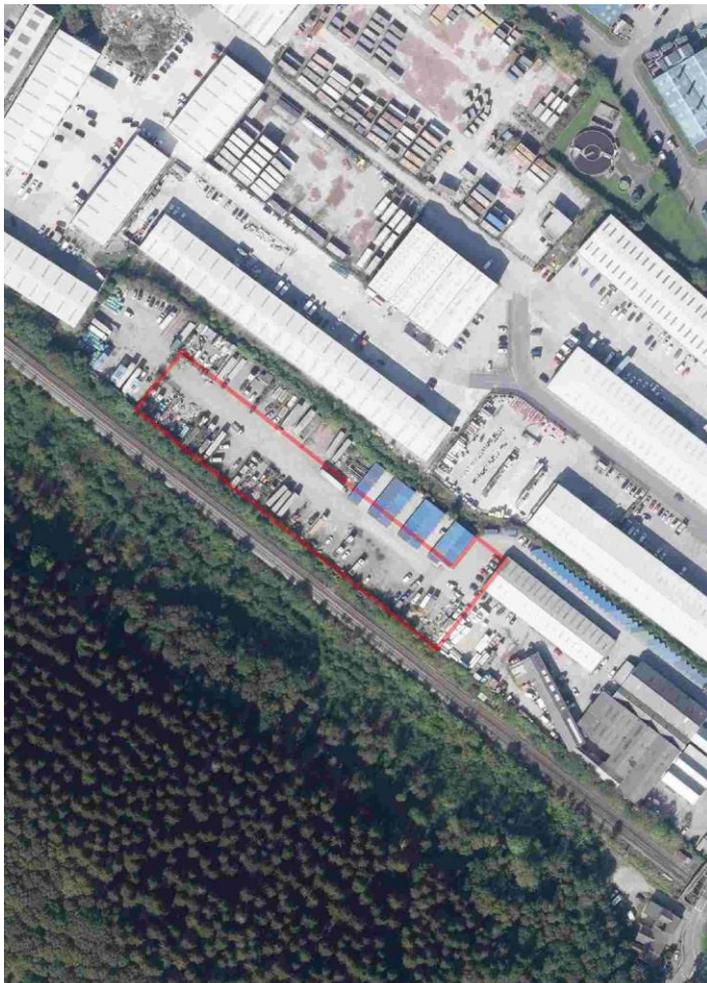
Land on West Side of Cambrian Industrial Estate, Coedcae Lane, Pontyclun, RCT

Easting 302812, Northing 182049

The Site and Context Analysis

The site is located on previously developed land at a well-established industrial estate to the west of Coedcae Lane near the main settlement of Talbot Green. It is currently used for incremental parking and storage. The site is flat and previously comprised industrial uses as detailed in the Contamination Report by Rhondda Geo Technical Services that accompanies the PAC. As part of planning consents 04/0410/10 and 04/0645/10, a previous factory unit was demolished and remediation and decontamination of the site undertaken as detailed in the accompanying Contamination Report. This was commenced on 24 July 2009 and provides a sustainable fall-back position

Site Viewed From the Air



The site covers approximately 1.3 hectares including the access road from the site to Coedcae Lane. The proposed location of the new factory unit is bounded to the south west by the main Swansea- London railway line and all three other sides by the industrial estate. Some of the industrial/commercial uses in the surrounding area are captured by the google maps image below.

Land Uses on the Coedcae Lane Industrial Estate



The site lies in an industrial estate that forms an important component of the industrial land bank for the Southern Strategy Area of the RCT LDP. Planning policies (see later) encourage the reuse and redevelopment of land for industrial purposes.

Interpretation and Design Development

As described earlier, the site is previously developed land and is hard surfaced having had any traces of contamination removed as part of the 2004 consent. There are no buildings or habitat suitable for environmental protection or enhancement and therefore there are no **biodiversity** or **landscape** implications for the site.

In relation to the issue of **contamination**, the PAC is accompanied by a Phase 1 desk study by R Davies of Rhondda Geo Technical Services. This report indicates that earlier intrusive work and studies effectively served as a Phase 2 investigation. The conclusions of the Contamination Report are:

‘This Phase 1 desk study has been used in combination with earlier intrusive

works at the site. The Phase 1 concluded that there was *the potential* for the site to be contaminated due to past land use. However, the earlier intrusive works have effectively served as a Phase 2 Investigation. Although laboratory testing was possibly slightly limited in extent regarding the number of samples, the substances tested for were the same as would be done today under current best practice. These proved that the site was not contaminated. Not only that, but all the Made Ground has since been excavated and recompacted under the proposed site. Therefore, this report should be enough to ensure that contaminated land conditions are not attached to the final planning decision. ‘

In relation to **flooding**, the appropriate NRW advice shows that the site does not suffer from floods caused by rivers.



While NRW advice shows that a small part of the site has been affected by streams this proportionately is only a marginal part of the site including the car park. And as the site is proposed for non-habitable use then it is not considered that an FCA is required.

The **drainage** on the site is privately owned and there are no difficulties in linking the proposed unit to the existing site system. Other services such as **electricity** are in close proximity.

In relation to **Environmental Health** appropriate the development does not propose any risks to human health through the processes involved. The lack of nearby housing also ensures that impacts such as noise and light on residential dwellings is not relevant.

In relation to **Coal Mining Risk Assessment** it is considered this is not required as while two shallow seams are very close, they are likely to lie just outside the 20m zone of influence.

Character of Proposal

The proposed development involves the erection of a 108m x 15m rectangular industrial unit that would run parallel to the south western boundary of the site, covering 1620 sq m. The eaves height would be 6.3m from the external ground level with a shallow dual pitched roof extending to 7.7m height.

The front elevation facing north east would be symmetrical in its external design with eight high roller shutter doors interspersed with doors and windows. The rear elevation facing onto the railway line would have emergency fire exit access but have no other doors or windows.

Proposed External Materials would comprise:

Walls

Steel frame building with cladding sheets. Ridge, corner, and window/door trims/flashings all to match main cladding colour.

Roof

Steel frame with cladding sheets

Windows

Upvc double glazed units

Doors

Steel Roller shutter doors and upvc doors

The proposed building will be used for an industrial use falling within the B2 or B8 use classes order.

The development will match the character of surrounding developments in its scale and form and the use will be compatible with surrounding industrial land uses.

Access and Movement

As demonstrated by the images below and the site location plan, the access and egress from Coedcae lane is very wide with good visibility. This would ensure that additional movements in connection with the proposed unit could be safely accessed and egressed onto the main highway network.



As indicated by the images above, the access road from Coedcae Lane towards the site has segregated footpaths that provide safe pedestrian access from the site into the wider highway network.

The Highway comments from the extant 2004 consent, 04/0645/10, are attached and it will be noted that subject to relevant conditions, the highway authority had no objections to industrial use on the site. It is anticipated that no more than one 44 tonne lorry movement would occur per day and possibly much fewer.

The development provides for 20 parking spaces which would include 4 disabled parking bays. This would provide sufficient convenient parking spaces for the proposed use.

Environmental Sustainability

As described earlier, the site is previously developed land and is hard surfaced having had any traces of contamination removed as part of the

2004 consent. There are no buildings or habitat suitable for environmental protection or enhancement and therefore there are no **biodiversity** or **landscape** implications for the site.

In relation to the issue of **contamination**, the PAC is accompanied by a Phase 1 desk study by R Davies of Rhondda Geo Technical Services. This report indicates that earlier intrusive work and studies effectively served as a Phase 2 investigation.

Community Safety

The proposal will not lead to any significantly enhanced risk of an increase in community safety concerns among the general public.

Response to Planning Policy

PPG Wales Ed10 supports the reuse of previously developed land in sustainable locations. The reuse of the land for industrial units is compatible with surrounding land uses and the proposed 20 employees along with the benefit to the local economy is a material consideration in connection with TAN 23.

The following RCT LDP Policies are considered relevant to the determination of the application.

Policy CS 2 - Development In The South

In the Southern Strategy Area the emphasis will be on sustainable growth that benefits Rhondda Cynon Taf as a whole. This will be achieved by:

1. Promoting residential development with a sense of place which respects the character and context of the Principal Towns and Key Settlements of the Southern Strategy Area;
2. Protecting the culture and identity of communities by focusing development within defined settlement boundaries and promoting the reuse of under used and previously developed land and buildings;
3. Promoting large scale regeneration schemes in the Principal Town of Pontypridd and Key Settlement of Tonyrefail;
4. Realising the importance of the Principal Town of Llantrisant / Talbot Green as an area of social and economic growth;
5. Providing opportunities for significant inward investment, in sustainable locations, that will benefit the economy of Rhondda Cynon Taf and the Capital Region;

6. Reducing daily out commuting by private car and promoting sustainable forms of transport;
7. Protecting the cultural identity of the Strategy Area by protecting historic built heritage and the natural environment, and
8. Promoting and enhancing transport infrastructure services to support growth and investment.

Assessment:

The development supports Policy CS2 in that the proposal would lie in the defined settlement boundary and reuses under used and previously developed land. It also invests and creates economic growth on the Llantrisant/Talbot Green area which benefits the whole of RCT as a whole. It also would not have any adverse impact on the built or natural environment of the area.

Policy AW 5 - New Development

Development proposals will be supported where:-

1) Amenity

- a) The scale, form and design of the development would have no unacceptable effect on the character and appearance of the site and the surrounding area;
- b) Where appropriate, existing site features of built and natural environment value would be retained;
- c) There would be no significant impact upon the amenities of neighbouring occupiers;
- d) The development would be compatible with other uses in the locality;
- e) The development would include the use of multi-functional buildings where appropriate;
- f) The development designs out the opportunity for crime and anti social behaviour.

2) Accessibility

- a) The development would be accessible to the local and wider community by a range of sustainable modes of transport;
- b) The site layout and mix of uses maximises opportunities to reduce dependence on cars;
- c) The development would have safe access to the highway network and would not cause traffic congestion or exacerbate existing traffic congestion;
- d) Car parking would be provided in accordance with the Council's Supplementary Planning Guidance on Delivering Design and Placemaking: Access, Circulation and Parking Requirements

Assessment:

The scale, form and design of the proposed unit complements the surrounding development and would reflect the character and appearance

of the industrial estate. The site is previously developed land and has no features of built or natural development that require protection or retention.

There would be non-adverse impacts on neighbouring properties. There are no residential properties in the local vicinity.

In terms of access, primary movements of goods will be by large vehicles which can easily navigate the road system and internal access road. The development would not create congestion on the highway network which is well equipped to deal with heavy goods. Employees could walk to the site from local bus stops. Sufficient car parking exists for employees and visitors.

Policy AW 10 - Environmental Protection and Public Health

Development proposals will not be permitted where they would cause or result in a risk of unacceptable harm to health and / or local amenity because of: -

1. Air pollution;
2. Noise pollution;
3. Light pollution;
4. Contamination;
5. Landfill gas;
6. Land instability;
7. Water pollution;
8. Flooding;
9. Or any other identified risk to the environment, local amenity and public health or safety unless it can be demonstrated that measures can be taken to overcome any significant adverse risk to public health, the environment and / or impact upon local amenity.

Assessment:

The proposed development will not create any adverse implications in relation to items listed in AW10. A Phase 1 and effectively Phase 2 piece of work demonstrates that there are no adverse implications in relation to contamination. The site lies outside the zones of influence for known coal seams. The site does not suffer from river flooding and only a small portion has been impacted by other water. An FCA is not considered proportionate, especially given the site has an extant consent and the proposal is for no habitable use.