

Design and Access Statement

in support of an Application for employment development:

on Land to the East of Mwyndy Cross, Talbot Green

for use as a:

LIGHT INDUSTRIAL BUILDING

February 2026

PAC ISSUE

Prepared by: **HolderMathias**architects

On Behalf of:



Contents

1.0 INTRODUCTION

2.0 BRIEFING

- 2.1 Introduction
- 2.2 The Site
- 2.3 Servicing, Plant and Refuse
- 2.4 Car Parking and Cycle Storage

3.0 SITE CONTEXT

- 3.1 Introduction
- 3.2 Site Location
- 3.3 Site Area and Topography
- 3.4 Land Use
- 3.5 Access and Movement
- 3.6 Boundaries
- 3.7 Existing Buildings
- 3.8 Archaeology
- 3.9 Ecology
- 3.10 Flooding
- 3.11 Local Amenities
- 3.12 Public Transport

4.0 CONCEPT DESIGN

- 4.1 The Vision
- 4.2 Site and Design Considerations
- 4.3 The Concept
- 4.4 Design Principles
- 4.5 Design Evolution
- 4.6 Site Plan
- 4.7 Planning
- 4.8 Highways
- 4.9 Levels

5.0 RESPONSE TO OBJECTIVES OF GOOD DESIGN

- 5.1 Introduction
- 5.2 Movement and Access
- 5.3 Public Transport
- 5.4 Cycling
- 5.5 Pedestrians
- 5.6 Car Parking
- 5.7 Inclusive Access
- 5.8 Emergency and Maintenance Access
- 5.9 Character

- *Amount*
- *Layout*
- *Scale*
- *Appearance*

- 5.10 Landscaping
- 5.11 Environmental Sustainability
- 5.12 Neighbourly Issues
- 5.13 Refuse
- 5.14 Community Safety

6.0 SUMMARY



1.0 Introduction



1.0 INTRODUCTION

1.1 This Design and Access Statement (DAaS) has been prepared on behalf of the Maska Group Limited in support of a Detailed Planning Application for employment development on land to the east of Mwyndy Cross, Mwyndy, near Talbot Green and Llantrisant, for a new 9,980sqm (107,430sqft) multi-unit Light Industrial building over a single internal floor to include typology (allocated) space for tenant front and back-of-house management and amenity / service areas, a loading / un-loading and vehicle turning apron, sub-station compound, zones for surface car parking, secure cycle storage, all associated roadways, footpaths and external landscaping and, sustainable drainage systems (SuDS) attenuation ponds. The Application also includes a new access road and 'T' junction off Mwyndy Cross.

1.2 Across the UK, there remains a strong and sustained demand for multi-unit light industrial buildings, driven in the main, by e-commerce and the continuing growth of Small and Medium Enterprises (SMEs). Light industrial buildings have historically demonstrated greater resilience during economic downturns when compared to other commercial real estate sectors, and currently, demand is reported to be outpacing supply in many areas, which in turn is leading to increased rental rates and reduced vacancy periods. In relation to e-commerce, the rise of small manufacturing and online supply businesses has necessitated demand for more flexible storage and distribution space, often in the form of multi-unit industrial buildings with a view to facilitating 'last-mile' delivery. Similarly, many SME businesses now require adaptable and affordable light industrial type space for their operations, making multi-unit type buildings of this kind attractive to developers. Critically, in this regard, multi-unit industrial buildings offer a range of unit sizes and configurations, that afford businesses the ability to fulfill their specific (changing) spatial requirements.

1.3 The available land to the east of Mwyndy Cross, particularly given its location, and inherent infra-structure connectivity, offers an ideal opportunity for the development of such a multi-unit light industrial building.

1.4 Given that companies that use multi-use light industrial buildings operate differently, the Application proposals are deliberately presented as a potential 'base' position (at this stage).

1.5 The Application proposals are intended to create employment opportunities of various kinds for the immediate and wider population, as well as become a catalyst for

further development along Mwyndy Cross.

1.6 Through the design approach taken, the Application proposals are intended to 'settle' into their given situation and setting - the use of the inherent topography, existing perimeter hedgerows, small trees and woodland in combination with additional landscape 'buffering' will provide positive visual screening from both the immediate and wider contexts.

1.7 The purpose of this DaAS is to provide a clear and logical reference document that, when read in conjunction with the accompanying drawings and the other associated reports (by others), can inform the planning process in relation to current and relevant policy.

1.8 The DaAS responds to the requirements of local design policy and the Welsh Government's Technical Advice Note 12: Design (March 2016). As such, it will endeavour to explain the design principles and concepts that have been applied to the proposals as well as the way in which they respond to the objectives of good design in relation to: accessibility and movement (to, from and within the building); character (in respect to amount, layout, scale, appearance and materiality); landscaping; community safety; and, environmental sustainability. Moreover, with reference to the Planning Statement and the Transportation Assessment (by others), it will also illustrate how the policies relating to access have been taken into account. In particular, Policy AW5 of the LDP (New Development), criterion 2, which refers to new developments being accessible to the local and wider community through a range of sustainable modes of transport; that the site layout of the new development maximises opportunities to reduce dependence on private motor vehicles; that the new development would have safe access to the highway network and would not cause traffic congestion or exacerbate existing traffic congestion; and, that car parking would be provided in accordance with the Council's Supplementary Planning Guidance on Delivering Design and Placemaking: Access, Circulation and Parking Requirements.

1.9 Pre-planning application advice has been sought from Rhondda Cynon Taf County Borough Council during the initial stages of the project with a view to establishing the principal of employment development, the outcomes of which are embedded within the proposals presented here.

2.0 Briefing

2.1 INTRODUCTION

2.1.1 The new light industrial building should be considered in the context of the continuing demand for this specific building type. Moreover, its (allocated) space for tenant front and back-of-house management and service / amenity areas, its loading / un-loading and vehicle maneuvering forecourt apron, together with its car parking and perimeter roadway and footpath requirements should all acknowledge the particular design and technical requisites of the building type but nonetheless recognise its 'base' position at this stage.

2.1.2 The new light industrial building should provide for individual or multiple unit space requirements where a variety of separate businesses or tenants are able to expand or contract. Each individual unit should provide circa 500sqm of gross internal space.

2.1.3 The new light industrial building should also be considered in relation to the site's current designation within the Local Plan as B1(c) employment use), and derive an approximate building footprint appropriate to the 4.65hectares site area and immediately surrounding context.

2.1.5 The new light industrial building should positively respond to the inherent topographical, ecological, arboricultural, access and egress (pedestrian and vehicular), SuDS (Sustainable Drainage Systems) and attenuation, green infrastructure and highways issues posed by the site.

2.1.6 A solution for the SuDS, including the potential for an attenuation pond or ponds should offer suitable drainage solutions that provide direct channeling of surface water through networks of pipes and sewers and across the application site to nearby watercourses. In the context of the proposals, such positions should be located at the northern end of the site, and hence in relative close proximity to the adjacent wet lands and the Afon Clun water course.

2.1.7 Access and egress for both vehicles and pedestrians will need to be considered carefully. It is likely, given the potential size of the new building's footprint and associated vehicle maneuvering apron, roadways, footpaths and surface car parking, that the existing footpath / public right of way that runs east / west across the site, will need to be re-directed - perhaps via a continuation of the existing Mwyndy Cross footpath into the site.

2.1.8 The overall height of the new light industrial building should provide versatile volumetric space to each unit, ie the ability to introduce a mezzanine floor(s)

- a parapet height of circa 14m would be considered appropriate here.

2.2 THE SITE

2.2.1 The Application site constitutes the combination of two fields, split by a combined line of small trees and hedgerows, that slopes in two directions - 'down' from south to north and 'down' from west to east. Given that a light industrial development invariably requires a level situation, consideration should be given to the creation of an appropriate development plateau.

2.2.2 Although the site has significant level changes in both its north / south and east / west directions, the new building's footprint together with its immediately adjacent vehicle maneuvering apron, roadways, footpaths and surface car park should, nonetheless be designed, as far as possible, to be developed on a level plateau. Accordingly, consideration should be given to the most efficient cut-and-fill configuration across the site with no requirement for off-site waste removal etc.

2.2.3 The site has significant all round boundary 'buffering' of hedgerow and various sized trees. Given the anticipated footprint of the new building and its associated vehicle maneuvering apron, roadways, footpaths and car parking, sections of existing hedgerow and trees that currently divide the site into two fields, are likely to need removing, an arboricultural assessment will be required. Furthermore, the design may need to acknowledge the presence of specimen trees on the site, particularly in the site's north east corner, that will need to be kept.

2.2.4 The new light industrial building will need to acknowledge the site's existing ecology and, given the anticipated footprint and associated vehicle maneuvering apron, roadways, footpaths and carparking, establish whether or not any specific mitigation is required to restore the inherent biodiversity, as well as addressing any threatened or protected species and habitats.

2.2.5 The site's proximity to Junction 34 of the M4 via the Mwyndy Cross crossroads off the A4119 dual carriageway, offers excellent highways accessibility. Consideration however, will need to be given to a specific 'T' junction off Mwyndy Cross that will adequately service the Application site. In this regard, as Mwyndy Cross is designated as a no through road (it's northern junction with the main A473 link road between Pontypridd with Bridgend has been closed off), consideration may need to be given to a possible change of priority at the point at which access to the Application site would occur.

2.2.6 Notwithstanding the site's essentially rural situation and character, under the heading of 'green infrastructure', consideration will need to be given to whether, and how, a multi-functional open 'green' space, or series of spaces, and / or open 'green' features can deliver environmental and ecological benefit for not only users of the new building but the local community. Potential SuDS, attenuation pond(s) and any possible additional boundary hedgerow 'buffering' could contribute to the position, as could an open amenity space or spaces as part of the layout of the new development on the site - an open amenity space between the new light industrial building and the associated approach road from Mwyndy Cross, would offer such an opportunity, for example.

2.3 SERVICING, PLANT AND REFUSE

2.3.1 Light industrial buildings generally require significant electrical, at source, and back-up power supply. As such, consideration should be given to the inclusion of an electrical sub-station compound as part of the site layout. The full extent of the electrical sub-station requirement however, will only become clear once the new building's various operations are established.

2.3.2 A refuse store to Rhondda Cynon Taff collection standards and recommendations should be provided within the body of the new building that can be easily accessed by the new building's Facilities Management Team - as part of the loading / un-loading dock

component of the new building this will allow for ease of refuse vehicle maneuvers and collections etc.

2.3.5 Notwithstanding the requirement for significant electrical power, servicing spaces such as switch and transformer rooms should be considered in relation to their particular access requirements from the new building's immediately adjacent roadways and footpaths. These spaces should be considered as an integral aspect of the building's future tenant fit-outs.

2.3.6 The development of the new building will require net zero carbon off-sets, as such, consideration should be given to the provision of photo-voltaic panels to as much of the roofscape as practicable.

2.4 CAR PARKING AND CYCLE STORAGE

2.4.1 Consideration should be given to the need for on-site car parking with allocations for each individual unit as well as for general visitor use. Accordingly, and in line with the recommendations of the project Highway Engineers, provision should be made for circa 90 car parking spaces to include 5% universal access spaces and 10% electric vehicle charging points.

2.4.2 A secure cycle store should be provided as part of proposals. The number of cycles should make reference to Rhondda Cynon Taff's Supplementary Planning Guidance which suggests 24 long stay stands and at least 2 short stay stands.



Aerial view of the Application site looking from north to south



Aerial view of the Application site looking directly down

THE BRIEF

Employment Development:

LIGHT INDUSTRIAL BDG

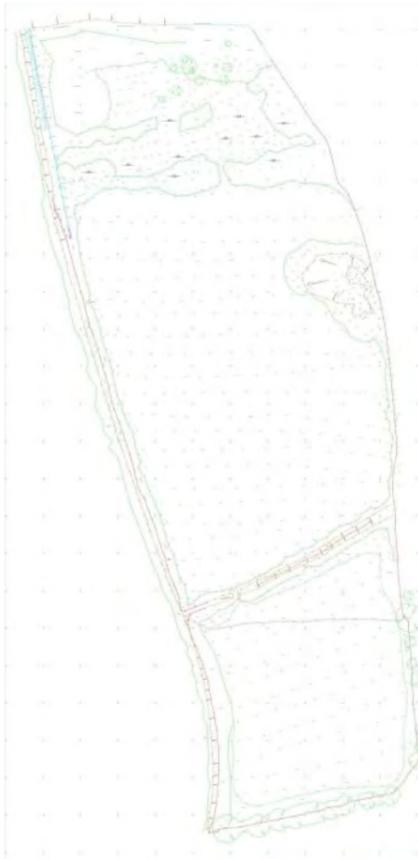
Planning Application

February 2026

3.0 Site Location and Context



Site Location and Context Plan



Site Topographic Survey

3.1 INTRODUCTION

3.1.1 Understanding the nature of the Application site and the opportunities and constraints that it presents, provides an important foundation upon which the proposed development has been established. This section of the DaAS sets out the analysis of the site and its immediate context, and how it has been used to inform the design of the Application proposals.

3.2 SITE LOCATION

3.2.1 The Application site is located on the eastern side of Mwyndy Cross, on the outskirts of Talbot Green near Llantrisant, immediately north of the Arthur Llewellyn Jenkins Furniture Centre and part opposite (northern half) the Cefn-y-Parc Cemetery to the west.

3.2.2 Mwyndy Cross is accessed from a traffic signal controlled junction off the A4119 which runs north from Junction 34 of the M4 towards Talbot Green.

3.2.3 The Application site is bounded to the south by mature hedgerow and stock-proof fencing to the Arthur Llewellyn Jenkins Furniture Centre service yard. To the north, the site is bounded by an area of woodland and wet lands associated with the Afon Clun water course, to

the east by mature woodland and stock-proof fencing, and to the west by a combination of mature hedgerow, small trees and stock-proof fencing along side the Mwyndy Cross access road and footpath (eastern side).

3.2.4 The site is an irregular-shaped piece of land that is divided into two parcels by a line of mature hedgerow and small trees that run east / west - there are periodic gaps within the hedgerow and small tree line that link the two parcels together. The site is essentially grass and used for agricultural purposes.

3.2.5 Neighbouring land uses include, as stated: a cemetery; a cluster of retail and industrial units (to the south); and a small row of residential properties (on Mwyndy Terrace).

3.2.7 Within a short distance of the Application site, and linked by an 'active travel route' along the western side of the A4119, going north, is the Talbot Green shopping park, and, going west, is the Glamorgan Vale Retail Park, as well as a large Sainsbury's store and the Leekes of Llantrisant department store.

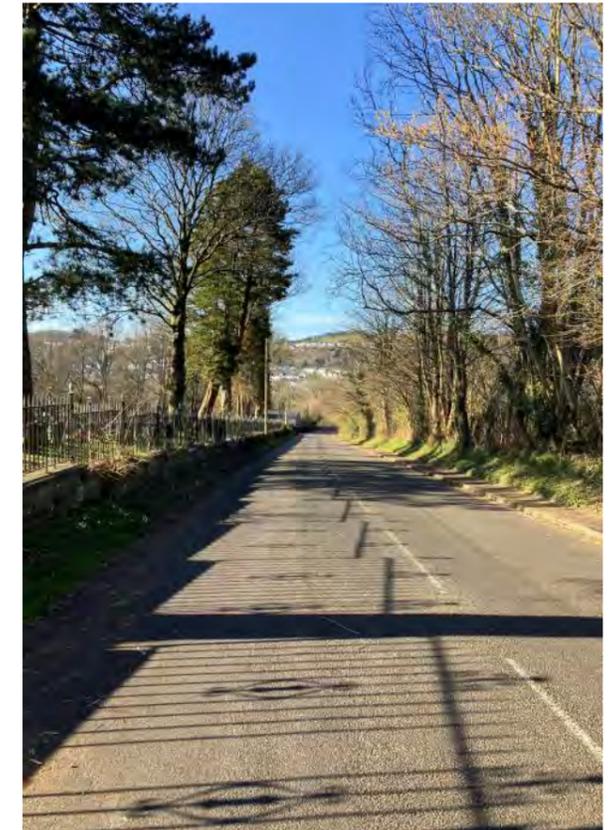
3.2.8 Other attractions and facilities, again within a short distance of the Application site include a local leisure centre, a community centre, a golf club, a gym, various restaurants, bars and coffee shops and hotels, all served



The Application site (on the right of the picture) looking north up Mwyndy Cross



The Application site looking east across the lower (northern) section



The Application site viewed from Mwyndy Cross looking north (right) and south (left)



Aerial view of the Application site looking north west



Aerial view of the Application site looking south east



Aerial view of the Application site looking north east



Aerial view of the Application site looking west

**SITE LOCATION
AND CONTEXT**

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

3.0 Site Location and Context

by public transport networks and stations.

3.2.9 It is worth noting that planning permission for a small data centre on land to the western side of Mwyndy Cross, directly opposite the southern half of the Application site, was recently granted, adding further built-form reference in relative close proximity.

3.3 SITE AREA AND TOPOGRAPHY

3.3.1 The Application site is essentially trapezoidal in shape with an area of approximately 4.65 hectares.

3.3.2 The Application site slopes in two directions - from west to east 'down' by circa 7m, from south to north 'down' by circa 8m and diagonally from its south east corner to its north east corner by circa 11m. There is also a change of level between the Mwyndy Cross access road and the Application site along its western boundary of circa 2m, and, between the Arthur Llewellyn Jenkins furniture store service yard along its northern boundary of circa 2-3m.

3.4 LAND USE

3.4.1 The Application site has, historically, been used for agricultural use - at the time of preparing this document, the land was being used for the production and storage of hay and sheep grazing.

3.5 ACCESS AND MOVEMENT

3.5.1 The Application site's immediate adjacency to Mwyndy Cross offers it very good accessibility, and its relatively close proximity to the A4119 and M4, offers it very good vehicular connectivity to the South Wales (and beyond) highway network, including bus services to Cardiff and Pontyclun.

3.5.2 Primary access and movement to and from the Application site will be from Mwyndy Cross via a new 'T' junction.

3.5.3 Mwyndy Cross is a relatively quiet road that provides access to the existing fields on both its eastern and western sides, as well as the Cefn-y-Parc Cemetery, Cardiff Road (via the cemetery) towards Llantrisant, various public rights of way footpaths, the Arthur Llewellyn Jenkins Furniture Centre and the houses on Mwyndy Terrace. It has been stopped-up at its northern end at, what would have been a junction with the A473 east / west trunk road that connects Pontypridd with Bridgend.



Various views along Mwyndy Cross from the junction with the A4119, past the Application site on the right, the Cefn-y-Parc Cemetery on the left to the A473 bridge at the northern end



**SITE LOCATION
AND CONTEXT**

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

Aerial view of the Application site with the Aurther Llewelyn Jenkins furniture store in the fore ground, Talbot Green and Llantrisant across the top of the image, and, new housing developments east of Pontyclun to the left of the image

3.0 Site Location and Context



View of the Application site looking 'up' and south towards the trees and hedgerow that divides into two sections, from the far north east corner - the specimen tree is on the left of the image.

3.5.4 Mwyndy Cross currently has a narrow pedestrian footpath along its eastern side only, that provides access to the public rights of way across both the fields to the west, the Application site itself and the other fields that adjoin along its length. The Application proposals will seek to improve this position once junctioned into the Application site by including pedestrian footpaths on both sides. Cycle access will also follow the new junctioned situation into the Application site from Mwyndy Cross.

3.6 BOUNDARIES

3.6.1 The Application site's boundaries reflect its essentially rural situation in so far as its entire perimeter is bounded by either mature hedgerow and small trees, or woodland, all with stock-proof fencing. The eastern boundary, between the Myndwy Cross access road and the site proper also includes a shallow excavated surface ditch - the ditch runs parallel to the boundary and acts as a channel for surface water run-off all the way 'down' (northwards) to the wet lands and the Afon Clun water course at the northern end of the site.

3.7 EXISTING BUILDINGS

3.7.1 There are no existing buildings on the Application site - it constitutes two connected green (grass) fields.

3.8 ARCHAEOLOGY

3.8.1 It is understood that the Application site is of no archaeological value.

3.9 ECOLOGY

3.9.1 The Application site is located within the Afon Clun Valley and Rhiwsaeson Hill Site of Importance for Nature Conservation (SINC). A separate ecological survey and assessment is currently being undertaken, with a view to ascertaining the site's current ecological baseline. It will also establish any constraints and potential opportunities in relation to delivering effective ecological mitigation and enhancements - please refer to associated report(s) by others.

3.9.2 The green infrastructure strategy will seek to

mitigate losses and maximise the ecological value of the site through the retention and enhancement of existing hedgerows and tree lines wherever possible. In addition, the provision of new habitats utilising native species of local provenance, will help to maintain a network of interconnected green corridors, passing through and around the Application site.

3.9.3 The presence of protected faunal species will be carefully considered and inform the evolution of design proposals. With the retention and enhancement of existing habitats, and the delivery of detailed avoidance, mitigation and enhancement measures, as required, not only will adverse effects be avoided, but there is an opportunity to deliver enhancements for faunal species.

3.10 FLOODING

3.10.1 It is understood that the majority of the Application site is not liable to flooding. Flooding does however impinge on the eastern edge - please refer to associated report(s) by others.

3.11 LOCAL AMENITIES

3.11.1 As previously described, the Application site is located on the edge of Talbot Green, which, when considered in conjunction with the adjacent settlements of Llantrisant and Pontyclun and Miskin, provides a wide range of amenities and services including, restaurants, bars, hotels, leisure and sport facilities, venues, shops and parks.

3.12 PUBLIC TRANSPORT

3.12.1 There are several Public Transport options within a relatively short distance of the Application site. These include the un-manned Pontyclun Railway Station which offers services to: Ebbw Vale; Maesteg; Bridgend; Pembroke Dock; and Cardiff Central, as well as several bus stops in Talbot Green providing connections to: Bridgend; Ponypandy; Cowbridge; Llantwit Major; Maerdy; and Cardiff. The nearest bus stops to the Application site are located on the western leg of Mwyndy Cross, off the traffic controlled junction with the A4119.



View of the two sections of the Application site looking north directly over the roof of the Aurthur Llewelyn Jenkins furniture store in the immediate fore ground

**SITE LOCATION
AND CONTEXT**

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

4.0 Design Concept



- 1 Pontyclun
- 2 Talbot Green
- 3 Llantrisant
- 4 Afon Clun Watercourse
- 5 Small Copse With Specimen Tree
- 6 Site Area
- 7 Cemetery
- 8 Existing Public right of way
- 9 Furniture Store
- 10 Bus Stop
- 11 Under Bridge Pedestrian Access
- 12 Industrial Zones
- 13 Farm House

Context situation

DESIGN CONCEPT

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

4.1 THE VISION

4.1.1 Our vision for the Application site is premised on a desire to establish a new contemporary light industrial building that can be seen as 'settled' within its inherent landscape setting - a building situation that establishes a suitable development plateau through an efficient cut-and-fill solution and one that acknowledges and respects the immediately surrounding hedgerows and trees. The resulting development should legibly express the building's typology and it should outwardly represent a

piece of architecture that is visually well-proportioned, elegant, layered, stimulating, timeless., and above all, interesting.

4.2 SITE AND DESIGN CONSIDERATIONS

4.2.1 The Application site has a significant change in level in two directions - it slopes 'down' from south to north and also 'down' from west to east. Moreover, its slightly irregular trapezoidal shape which narrows over

its southern third, creates a restrictive situation in respect to an appropriate cut-and-fill solution in relation to the need to create a suitable development plateau.

4.2.2 The Application site also has a small copse of trees that projects into its north east corner. The copse sits within a localised depression and contains a specimen oak tree (non-veteran) which has been identified for retention. Together with the adjacent trees, the copse will restrict the specific positioning and configuration of the development plateau.

4.2.3 Accordingly, consideration needs to be given to the impact of a cut-and-fill solution on the Application site's boundary conditions with particular emphasis on proximity and the potential need to create retaining structures.

4.2.4 Similarly, the extent of likely building footprint and its associated areas of vehicle maneuvering apron, roadways, footpaths and surface car parking will mean that the size of the SuDS and attenuation pond or ponds required to mitigate the resulting surface water run-off ,



Topographic situation

will be significant. Consideration needs to be given to the location of the pond or ponds in relation to both the inherent topography of the Application site and the resulting cut-and-fill required to create the development plateau, as well as the proximity to the adjoining wet lands and Afon Clun water course to the north.

4.2.5 Moreover, as the likely building footprint and its associated areas of vehicle maneuvering apron, roadways, footpaths and surface car parking will require the removal of the hedgerow and small trees that divide

the site into two parcels, consideration needs to be given to providing enough site area to adequately mitigate this loss. Extending the existing boundary landscape 'buffering' zones being perhaps the most effective (and natural) solution.

4.3 THE CONCEPT

4.3.1 An understanding of the Application site's particular situation together with its inherent topography

and essentially rural immediate context, have informed the conceptual thinking behind the Application proposals.

4.3.2 The concept proposals are founded on the creation of an appropriate development plateau, and in this regard, through an efficient cut-and-fill arrangement across the site that limits the extent of build towards the north, where the greatest changes in level occur, a basic building footprint together with an associated adjacent vehicle maneuvering apron, roadways, footpaths and

surface car parking can be established.

4.3.3 As the Application proposals are for a multi-tenanted Light Industrial building, an appreciation of the different types of facility and potential operation has also informed the conceptual thinking behind the initial concept designs. For example, there are light industrial buildings that place the majority of their mechanical and electrical plant requirements on the roof area(s) associated with the individual units, and others, where the majority of roof has been used for the installation of

DESIGN CONCEPT

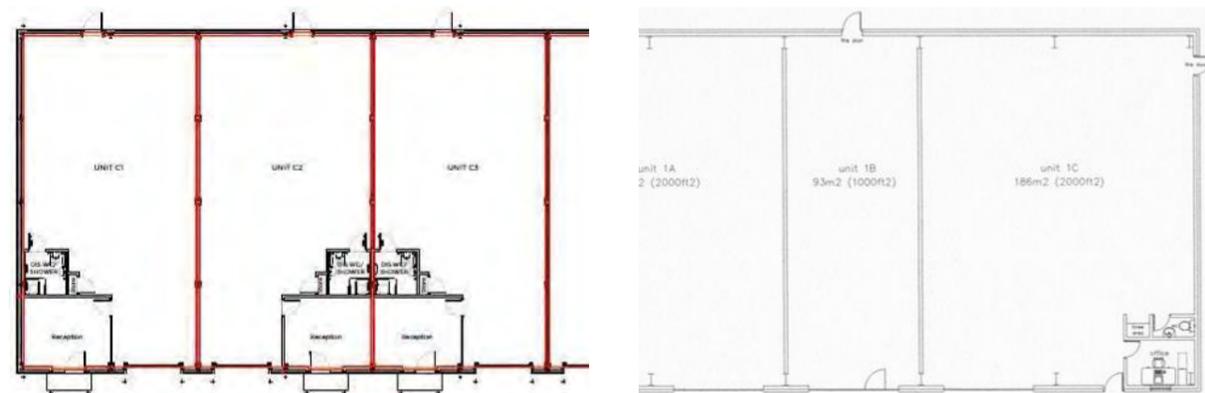
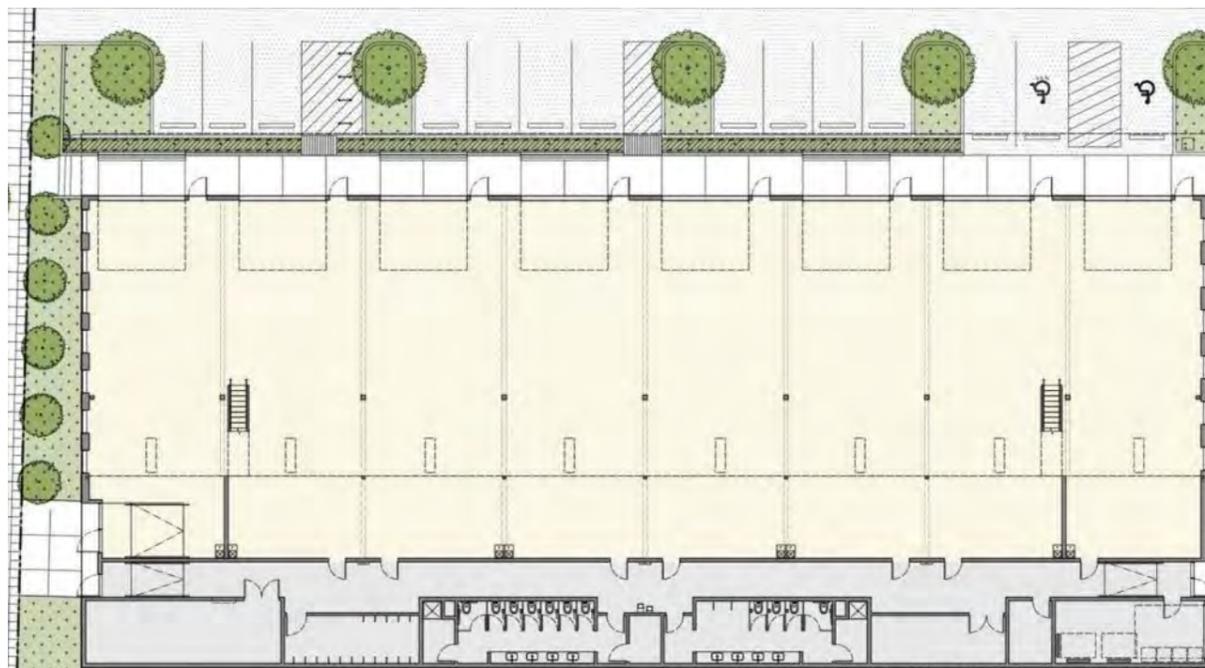
Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

4.0 Design Concept



Light Industrial Building precedents



Orientation and prevailing weather summary



Site topography summary

DESIGN CONCEPT

Employment Development:
LIGHT INDUSTRIAL BDG
 Planning Application
 February 2026

PV's, that place the mechanical and electrical plant requirements in a central or localised (tenant) situation.

4.3.4 In relation to the internal layout of the light industrial building, in order to keep the proposals as flexible as possible, the location of tenant management and welfare facilities have been kept as optional allocated zones, with 'capped' service connections and access / fire exit pass doors at both the front and back of each individual unit 'bay'. Moreover, the general arrangement (width and depth) and the number of individual unit 'bays' that form the basic footprint of the

new building and how they are accessed and connected to the other key associated aspects of the development, such as the vehicle maneuvering apron, roadways, footpaths and surface car parking, has also informed the conceptual thinking behind the layout and siting of the building including the location of the SuDS / surface water mitigation pond(s) and the main highway access and egress from Mwyndy Cross.

4.3.5 Our intuitive conceptual thinking for the new light industrial building, on the basis of the need for it to be as versatile as possible, and irrespective of specific briefing



or development quantum imperatives, was to consider it as a single large format (full depth) 'block', divided equally into 9m structural bays (providing the individual units), where the length of the site from south to north would permit, plus a reduced depth section where the small copse of trees (including the identified specimen tree) preclude its effective continuation. Add to this the vehicle maneuvering apron, roadways, footpaths and surface car parking, together with the SuDS / surface water mitigation pond or ponds, and the landscape aspects, that collectively comprise the scheme, but individually represent their specific functions, then the

evolution of the site layout starts to suggest and denote a cohesive development proposal.

4.3.6 It is important that the individual units that make up the new light industrial building are set out to structural grids / bays across the main frontage. These bays, in section, will be developed on the basis of a portal frame structure thereby providing a front to back (of unit) single span, and hence clear 'open' flexible volumetric space. A separate (block) section of the new building, at its northern end, due to the restrictions on development continuity imposed by the retention of the

specimen tree in the north east corner of the site, has been proposed, that not only offers smaller areas (reduced depth in plan) but the block can be designed in such a way that centrally or locally (tenant specific) accommodates the primary mechanical and electrical services equipment for the whole development, at roof level.

4.3.7 The two blocks, when combined, will form the new building's footprint, and if architecturally expressed differently, either by height change or materiality, can provide a degree of visual hierarchy. Moreover, by using

Summary cut-and-fill - creating the 'development plateau'

a hipped pitched roof behind a parapet with PV panels for the primary (large) 'block' and a flat roof with services equipment for the secondary (small) 'block', the visual hierarchy between them can be heightened.

4.3.8 Our concept is premised on determining a form of development that 'feels' settled into its quasi rural setting and one that architecturally and legibly expresses the different component parts that comprise its 3-dimensional composition.

4.3.9 It was also felt important that the emerging

DESIGN CONCEPT

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

4.0 Design Concept

proposals, through the creation of a development plateau, can, as far as possible be set 'down' in relation to the Mwyndy Cross.

4.4 DESIGN PRINCIPLES

4.4.1. Visual, as well as physical, impact on the setting of the new light industrial building is an important consideration. Although the sites to the west of Mwyndy Cross are essentially agricultural in nature, their potential for development in the future must still be acknowledged. Indeed, as mentioned earlier in this document, the site opposite the southern section of the Application site, has recently received planning consent for a small data centre. Crucially, in combination with the quasi rural character of the Application site itself, the importance of its landscaped 'buffer' zones around the perimeter(s) should be recognised.

4.4.2 As existing, the landscaped 'buffer' zone to the Application site adjacent to the Mwyndy Cross access road is relatively mature and certainly from eye level, and during the months of full bloom, will act as a significant visual barrier to the new building. Notwithstanding, the mitigation required as a result of the loss of the hedges and small trees that currently splits the Application site into two pieces, can be utilised to bolster the landscaped 'buffer' zone around all perimeter situations.

4.4.3 The conceptual thinking behind the positioning of the new light industrial building is premised on both its proximity to the existing landscape boundaries and the combined width requirements of its service road and footpaths, the building itself and the vehicle maneuvering apron. In this regard, the cut-and-fill arrangement that derived the development plateau, allows the new building to be located towards the Application site's western boundary and hence 'down' from Mwyndy Cross and substantially obscured by the existing boundary trees and hedgerows. Similarly, the density of woodland adjacent to the eastern boundary of the Application site will also substantially obscure the development.

4.4.4 A rigorous, yet simple, rhythmic, architectural language across the two different height building blocks, of loading / un-loading bay doors, pass doors / fire exit doors and welfare/ amenity or office (allocated) space windows that alternate and individually adhere to the imposed structural grids, are expressed with different flat or profiled cladding panels, and, collectively composed in relation to proportion and form, to offer an interesting visual dynamic.

4.4.5 Light Industrial buildings by their nature do not

have a single main entrance. Instead, each individual unit 'bay' has an entrance for staff alongside an entrance for vehicles - these entrances (or points of access and egress) will be legible in relation to the composition of the building.

4.4.6 Mwyndy Cross, on the one hand, is a functioning highway providing access and egress to the various fields, businesses and the Cefn-y-Parc Cemetery along it, and on the other it is a no-through-road (at its northern end), having had its original junction with the A473 trunk road 'stopped-up'. A desire to open-up the immediately adjoining fields to the west before the Cefn-y-Parc Cemetery (going north), for development has already been acknowledged, and in this regard Mwyndy Cross can fulfill its highway function. The scale of the proposed Application proposals however means that consideration may need to be given to either a potential change of highway priority at the point of access into the Application site or a simple new T-junction.

4.4.7 Continuity, via a re-routing solution, of the existing public right-of-way that currently runs across the Application site will need to be considered, however, this, in part, can be configured in conjunction with a new pedestrian footpath adjacent to the new highway means of access and egress for staff choosing to walk to and from the new facility, and in part connection back to the points at which it runs through the Application site's eastern woodland and western hedgerow boundary landscape 'buffer' zones.

4.4.8 The size of the SuDS requirement for the new light industrial building is acknowledged as being significant. Accordingly, in relation to the inherent topography of the Application site and in particular the slope 'down' to the north towards the adjacent wet land area and the Afon Clun water course, any attenuation pond or ponds associated with the SuDS design requirements should be considered primarily at its northern end.

4.4.9 The small copse of trees that 'indent' into the north east corner of the Application site contains a mature high quality, BS5837 Category A specimen tree. As such, any vehicle turning apron or perimeter roadway associated with the servicing of the new light industrial building should, as far as possible, avoid its canopy and root protection area. Consideration should also be given to deviations from the existing topography in this area as a result of the design levels associated with the development plateau.

4.4.10 The essentially 'all-aspect' nature of the Application site - boundaries that face north, south, east and west, coupled with its inherent configuration, its typical dimensions and the individual component parts



Tree and hedgerow survey 1 - existing situation - identified the specimen tree to be retained

that constitute the overall development composition of the new light industrial building, suggest that design options will follow a south to north progression of 'elements', ie the access, the surface car park, the primary light industrial block, the secondary light industrial building block (with their associated vehicle maneuvering apron, and, the SuDS mitigation pond(s).

4.5 DESIGN EVOLUTION

4.5.1 The evolution of the conceptual design thinking for the new light industrial building began as part of an initial capacity study to determine whether the principle of a large building for employment development was both viable and capable of being appropriately positioned on



Tree and hedgerow survey 2 - proposal overlay - identified the specimen tree to be retained and hedgerow mitigation

the Application site (as given). It was clear that despite the Application site's inherent topography - the site slopes 'down' in two directions - it would be possible.

4.5.2 Initial design thinking involved a direct response to the synthesis of: a building typology study in relation to the different kinds of light industrial building 'model'; an

analysis of the briefing in terms of the constituent parts of the new development - where they should be positioned relative to each other - how the complex levels across the site could be manipulated and re-configured as a cut-and-fill exercise to create a development plateau; where the point of access from Mwyndy Cross could be in relation to the existing

junction into the adjacent Arthur Llewellyn Jenkins furniture store service yard was located; and, how essential vehicular access and egress and movements could be pragmatically planned.

4.5.3 As mentioned in previous sections of this document, it was important to determine the most appropriate structural and internal planning grids for the light industrial building. This exercise, in the knowledge of the required area (as defined by the briefing), and the appropriate height to the parapet and ridgeline, governed the basic massing of the new building. Critically, however it established the new building's potential footprint - its potential length and its potential breadth. A similar exercise was undertaken for the vehicle maneuvering apron - a 30m depth / zone is considered appropriate for articulated vehicles - the associated roadways and footpaths for servicing and emergency, the surface car park aspects of the new building, and, when combined together, determined and defined the fundamental size of the development plateau.

4.5.4 Having defined the basic development plateau, as an overall layout footprint, required for the new light industrial building, an exercise in establishing the most suitable location on the site in relation to an efficient cut-and-fill solution was progressed. It was clear that at the southern end of the site (the higher end) the development plateau would need to 'sit' significantly 'down', particularly in relation to Mwyndy Cross, and any proposed new site access, and at the northern end of the site (the lower end), it would need to 'sit' above Mwyndy Cross. In this situation, the cut-and-fill solution would need to introduce a steep slope 'down' to the development plateau at the southern end and a steep slope 'down' at the northern end of the development plateau as well. Similarly, from west to east, the site slopes 'down' from Mwyndy Cross which meant that a relatively steep bank, or even a retaining structure, would need to be introduced along sections of the western and eastern boundaries relative to the defined development plateau.

4.5.5 The cut-and-fill exercise determined that the most appropriate situation for the new light industrial building's development plateau was to slightly angle it across the site, and perpendicular to the Llewellyn Jenkins furniture store, with the south west corner positioned relatively close to Mwyndy Cross. Moreover, given the inherent sloping topography of the site in both directions, it was also important to try to position the development plateau as far to the south as possible, thereby reducing the severity of the resulting banks at both the northern and southern ends from the development plateau to the boundary - the northern end being the most severe.

4.5.6 The precise position of the point of access and egress to and from the Application site along Mwyndy Cross, was determined by its relative proximity to the entrance into the Llewellyn Jenkins furniture store service yard. In this regard, the Local Authority guidance suggested that a junction spacing of 60m (centre to centre) was required. Unfortunately, this distance meant that the development plateau could not be located as far towards the southern end of the Application site as ordinarily would have been the preference.

4.5.7 Given the requirement for a 60m centre to centre junction spacing, a change of highway priority on Mwyndy Cross was explored. This would acknowledge the no through road situation at the northern end of Mwyndy Cross as well as the limited amount of traffic using this section of the road - it was subsequently dismissed in favour of a standard 'T' junction arrangement into the Application site from it, and, a means by which to locate the development plateau closer to the southern boundary.

4.5.8 The specimen tree in the north east corner of the Application site (as identified by the appointed Arboriculturist), that is proposed to be retained, requires an appropriate root protection area at least equal to the diameter of its canopy. It also requires an appropriate adjoining gradient regime between its root protection area and the development plateau to be introduced - this may restrict the size and configuration of the vehicle maneuvering apron associated with the smaller (in footprint) section of the new building and hence the type of commercial vehicle that can be used for servicing its units. To ensure therefore that the development plateau does not interfere with this protection zone(s), the point at which the eastern perimeter access road around the light industrial building becomes, or turns into the vehicle maneuvering apron, a chicane configuration is needed. Again, to ease this situation, options were considered that position the development plateau as close to the southern boundary and site access as possible.

4.5.10 A key aspect of any new multi-unit light industrial building, is the potential power requirement that the cumulative impact of all the tenants put together might have. Accordingly, a dedicated space for the inclusion of up to 4 sub-stations has been included as part of the site layout. Moreover, the location of the sub-stations zone is key for ease of servicing and connection to the main grid. As such, the design evolution placed the sub-station zone as part of the surface car parking - the precise number of sub-stations however, can only be fully determined once the light industrial building's likely tenant mix, operations and hence electrical load, is known.

4.0 Design Concept



Initial site capacity study and basic layout

4.5.11 The SuDS requirement at this stage of the design's evolution was based on assumption, pending specialist consultant input. Notwithstanding, the given size of the light industrial building, there was always going to be a requirement for a substantial attenuation pond or ponds, and therefore it made sense to position it, or indeed, them, at the northern end of the site where the slope 'down' to the adjoining wet land area and Afon Clun water course would have the most connective benefit. The shape of the attenuation pond or ponds will be determined by the site's contours and boundary landscaped 'buffer' configuration and the identified

specimen tree root protection area and adjoining gradient measures.

4.5.12 Height variation between the different sections of the new light industrial building as a means of visually defining, expressing and enriching the massing composition was considered, and in particular, how set-backs, projections, recessions, corner emphasis and profile in this regard could also help to create visual hierarchy, differentiation and interest.

4.5.13 In relation to materiality, for the different sections

and components of the new light industrial building, various panel systems were considered from ribbed to profiled to flat, together with different colour options, all with a view to emphasising compositional and visual appeal. The different systems would also help to accentuate any layering, set-backs, projections, recessions, corner emphasis and profiles etc.

4.6 SITE PLAN

4.6.1 The Application proposals conceptual design is

premised on creating an appropriate cut-and-fill, development plateau and dividing the site and the new building into different sections, in response. From south to north, these sections are: the vehicular access and egress road off Mwyndy Cross; the surface car park; the new building's different blocks, including their associated footpaths roadways; their vehicle maneuvering apron; and, the SuDS flood mitigation attenuation pond or ponds.

4.6.2 The most appropriate position on the Application site for the development plateau and its resultant proximity to Mwyndy Cross, meant that a section of retaining structure would need to be introduced in the south west corner. This meant that the front sections (southern end) of the scheme facing the new access road, are set 'down' from Mwyndy Cross, whereas the rear sections (northern end) are set 'up' from Mwyndy Cross. Also, to ensure the most efficient use of the site, in respect to positioning the development plateau as far to the south as possible, the new access road would need to be suitably configured not only to work with the existing topography (contours) at this end, but to afford the requisite highway junction to junction distances are adhered to.

4.6.3 The extent of landscape mitigation required as a result of the removal of the existing hedgerow and small trees that currently divide the Application into two parts, has been considered as additional landscape 'buffering' along the eastern and western site boundaries.

4.6.4 Given the inherent topographic constraints of the Application site and the need to create a development plateau, the site plan has been developed on the basis of a 'best fit' in relation to the most economic cut-and-fill arrangement, with the result that there is a requirement for areas of banking and retaining structure. Moreover, each section of the new light industrial building acknowledges its particular footprint requirements, relative situation and the role that it plays within the overall layout of the site plan. Combined with the requisite amount of perimeter access road and footpath together with the extent of surface car parking and vehicle maneuvering apron, the overall development plateau dimensions together with its position on the Application site was defined.

4.7 PLANNING

4.7.1 Initial pre-application advice has been sought from Rhondda Cynon Taf as the Local Authority, the key outcome of which was to confirm that the Application site forms part of a Local Development Plan identified Strategic Site (the Southern Strategy Area) that includes

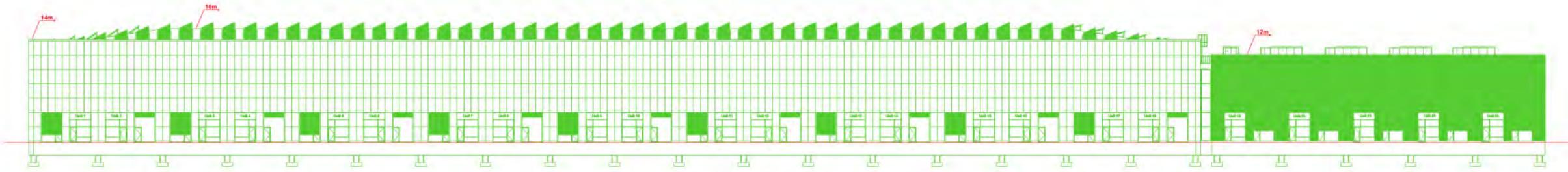
DESIGN CONCEPT

Employment Development:

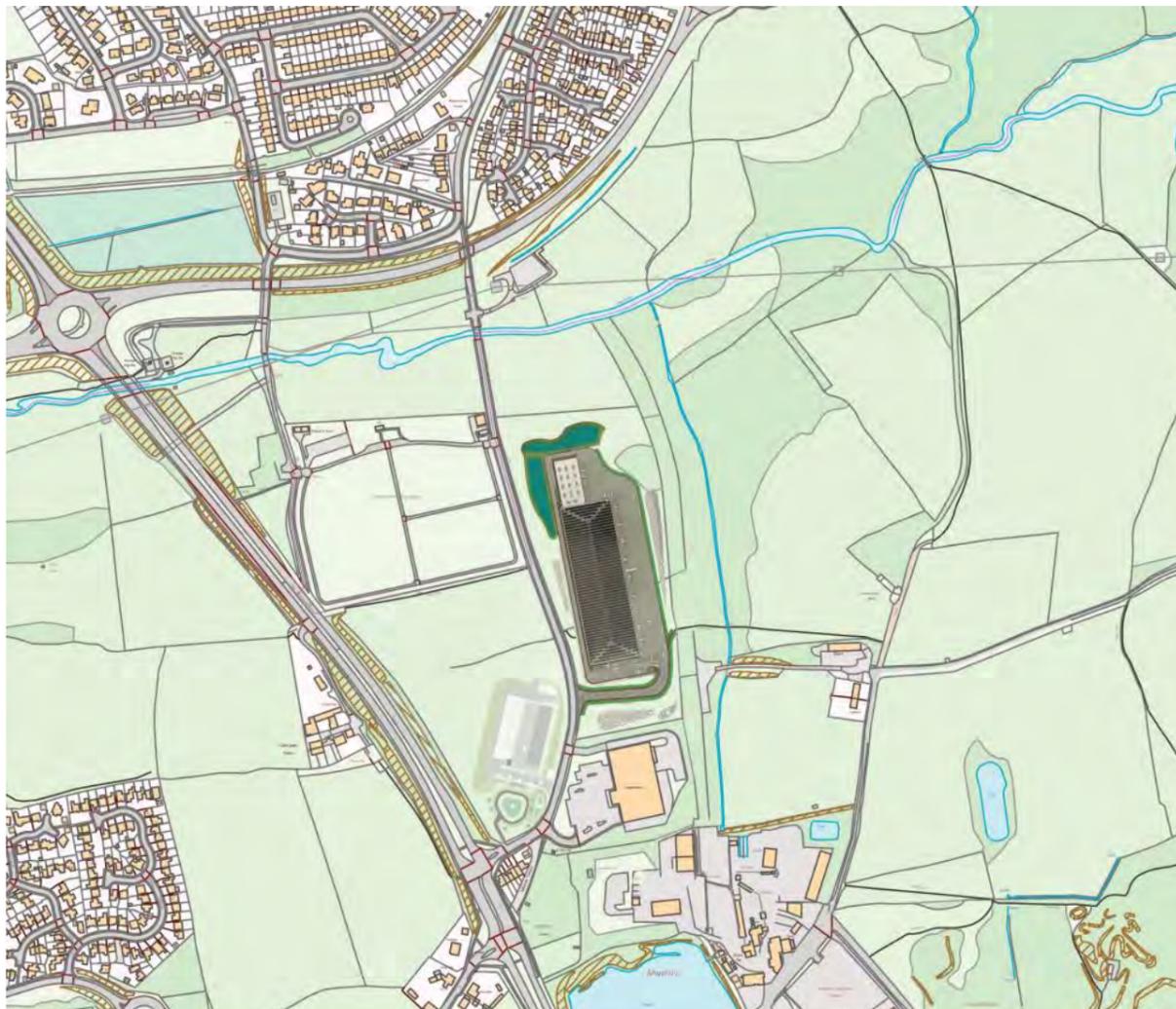
LIGHT INDUSTRIAL BDG

Planning Application

February 2026



Given height parameters



Context plan, including the consented small data centre proposal to the west of the Application site

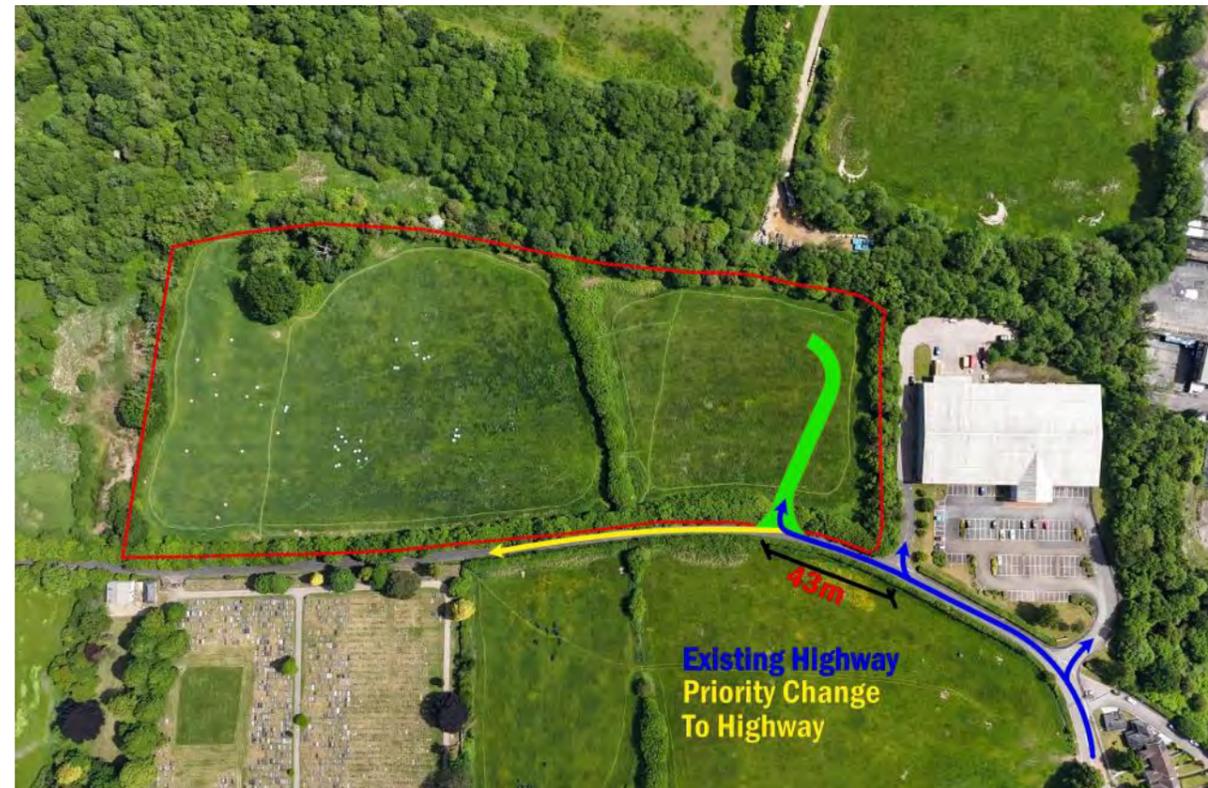
15 hectares of major business park use, including B1 office / employment land.

4.7.2 A screening opinion from the Local Planning Authority has confirmed that an Environmental Impact Assessment will not be required.

4.7.3 There is no doubt that the new light industrial building, as a supporting development, will encourage,

generate and help to bring economic prosperity and sustainability to the local economy.

4.7.4 Given the location of the Application site, in respect to its proximity to neighbouring uses, both existing and recently consented, it is considered sufficiently distant from, in particular, any dwelling, and as such would not impact on resident visual or physical amenity. Notwithstanding, it is also recognised that the



Options studies for the site junction with Mwyndy Cross - priority change or T-junction (T-junction preferred and agreed)

scale and massing of a light industrial building is (typologically) significant, and as such, the Application proposals have been designed to be 'settled' into their landscape context.

4.8 HIGHWAYS

4.8.1 The development typology of a new light industrial building requires good access and egress for not only hgv's, but service vehicles, emergency vehicles, private cars, cycles and pedestrians. The design development process tested different junction arrangements from Mwyndy Cross into the Application site in the knowledge of the requirement to be 60m (centre of junction to centre of junction) away from the junction into the Arthur Llewellyn furniture store service yard.

4.8.2 The width of Mwyndy Cross at the point of juncture into the Application site will be a minimum of 7.3m, as will any access road into the Application site and the light industrial building site itself.

4.9 LEVELS

4.9.1 As mentioned in previous sections of this document, the Application site slopes 'down' in two directions from Mwyndy Cross, requiring a cut-and-fill arrangement, to potentially include a degree of retaining structure, in order to create an appropriate development plateau.

5.0 Response to the Objectives of Good Design

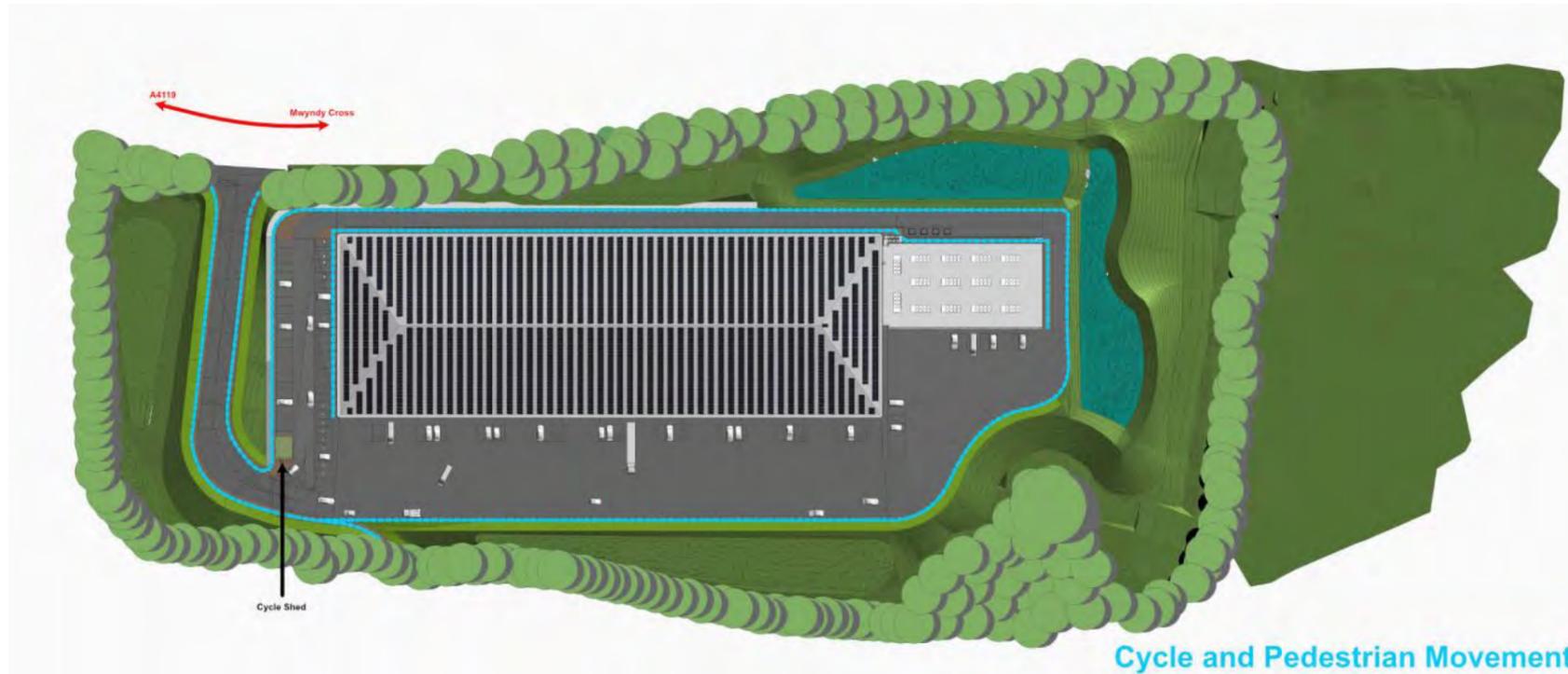


Diagram illustrating the cycles and pedestrian movements to, from and around the Application site

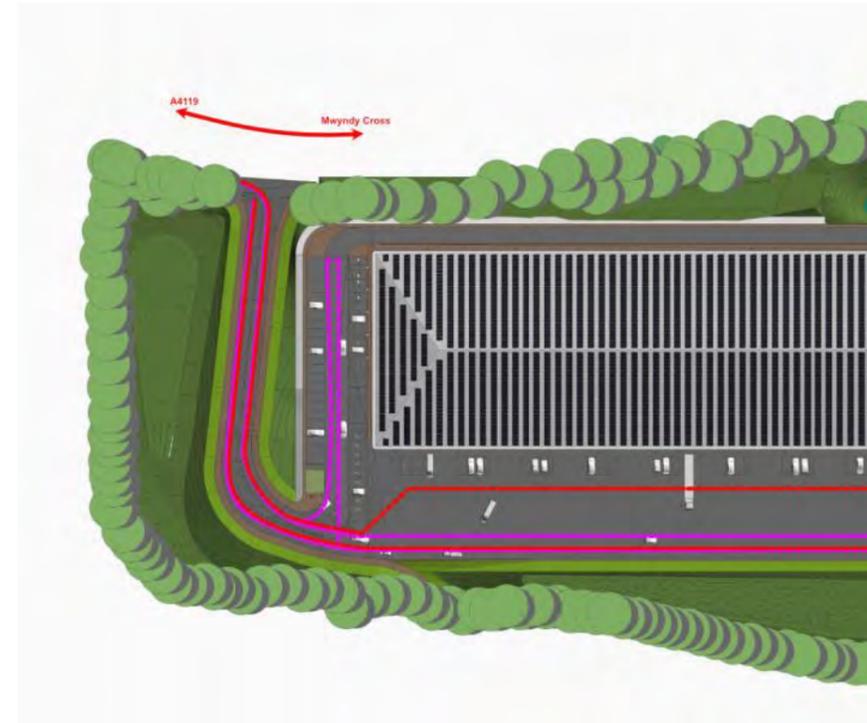


Diagram illustrating the car and hgv movements to, from and around the Application site

5.1 INTRODUCTION

5.1.1 In response to the vision, and by considering the earlier sections of this DaAS as a baseline for the Application proposals, this section, demonstrates how the analysis of the site and its immediate context together with the particular requirements of the briefing, have informed the evolution of the design. This section also demonstrates that the proposals have considered the aspirations set out within (PPW) Planning Policy Wales Edition 12 (February 2024) and has addressed, in particular, the objectives of good design as set out in TAN12. It also addresses the Sustainable Transport Hierarchy in Wales, by acknowledging, and meaningfully providing for, the needs of pedestrians and cyclists, the users of public transport and the users of ultra-low emission vehicles - other private vehicle users will be acknowledged, but, where possible or appropriate in respect to 'market' requirements, minimums in relation to local policy guideline provisions will be adopted.

5.1.2 When planning new developments and infrastructure investments, this approach is central to The Wales Transport Strategy 2021, which aims to encourage a shift away from car dependency in favour of more sustainable modes of travel.

5.2 MOVEMENT AND ACCESS

5.2.1 A key requirement of the movement strategy,



The Sustainable Transport Hierarchy for Planning

embedded in the Application proposals, is the desire to be able to offer good accessibility to and from the Application site for vehicles, cycles and pedestrians. Despite its apparent remoteness, the Application site, has excellent vehicular access to the primary highway network via the Mwyndy Cross junction with the A4119, which provides links to local facilities such as the Glamorgan Vale Retail Park, a large Tesco store, a large Sainsbury's store, the Talbot Green Shopping Park and the Leekes of Llantrisant department store, and, although these facilities are primarily private car destinations with substantial surface car parks, they are nonetheless within walking and cycling distance of the Application site.

5.2.2 An important principle in this regard is the ability to facilitate sustainable movement, and hence the

importance of ensuring that the Application site could be connected to the immediate and wider contexts for all modes of transport, but in particular for cyclists and pedestrians.

5.2.3 In this regard, and as mentioned earlier, due consideration has been given to the Sustainable Transport Hierarchy for Planning set out in Planning Policy Wales which priorities walking and cycling and encourages the use of public transport, over the use of private vehicles.

5.3 PUBLIC TRANSPORT

5.3.1 As mentioned in previous sections of this document, the Application proposals are within a relatively short distance of several public transport options, in particular, the un-manned Pontyclun Railway Station which offers services to Ebbw Vale; Maesteg; Bridgend; Pembroke Dock; and Cardiff Central, and several bus stops in Talbot Green providing connections to: Bridgend; Porynpridd; Tonypany; Cowbridge; Llantwit Major; Maerdy; and Cardiff. The nearest bus stops to the Application site are located on the western leg of Mwyndy Cross, off the traffic controlled junction with the A4119.

5.4 CYCLING

5.4.1 Cycling will always be promoted as an alternative mode of transport for the new light industrial building, particularly for staff, if they live locally. As such, using the local authority guidelines for the type of building being proposed of 1 stand for every 500sqm (long stay) and 1 stand for every 1000sqm (short stay), a secure covered cycle storage facility will be provided adjacent to the surface car park for 24 cycles, plus 5 Sheffield type stands (10 cycles).

5.4.2 The Application site is relatively close to the well-connected cycle networks that serve the area - the Pontyclun to Pontypridd route and the Pontyclun to Tonyrefail route (Route 4) in particular passes relatively close to the northern end of Mwyndy Cross, and hence, only a short (and safe) distance away. More particularly, the Rhondda Fach Active Travel Route is relatively close by.

5.5 PEDESTRIANS

5.5.1 The main access and egress for pedestrians will be via the footpaths associated with the new access road off Mwyndy Cross, and, entrances in and out of the new light industrial building's various units will be clearly 'marked' and legible as part of the primary frontage(s).

5.5.2 Staff and visitors will be able to (safely) walk

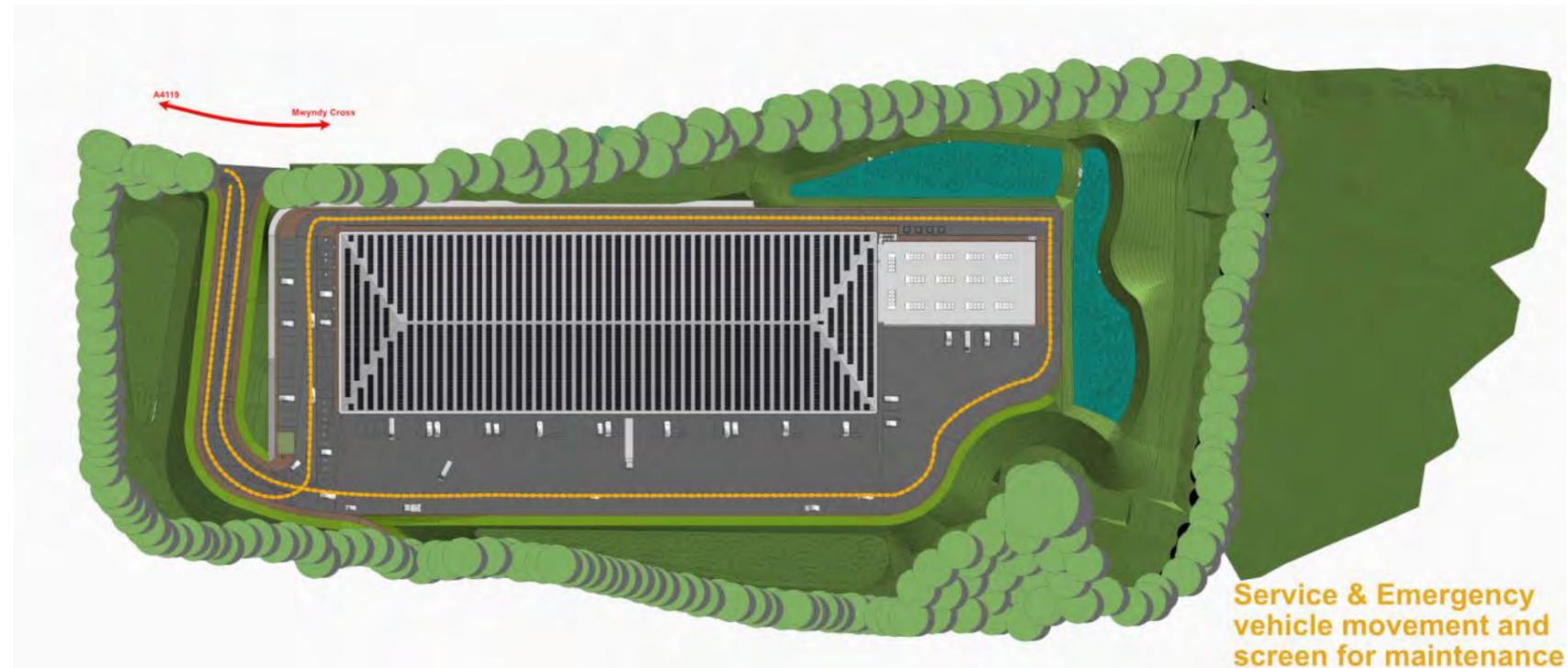
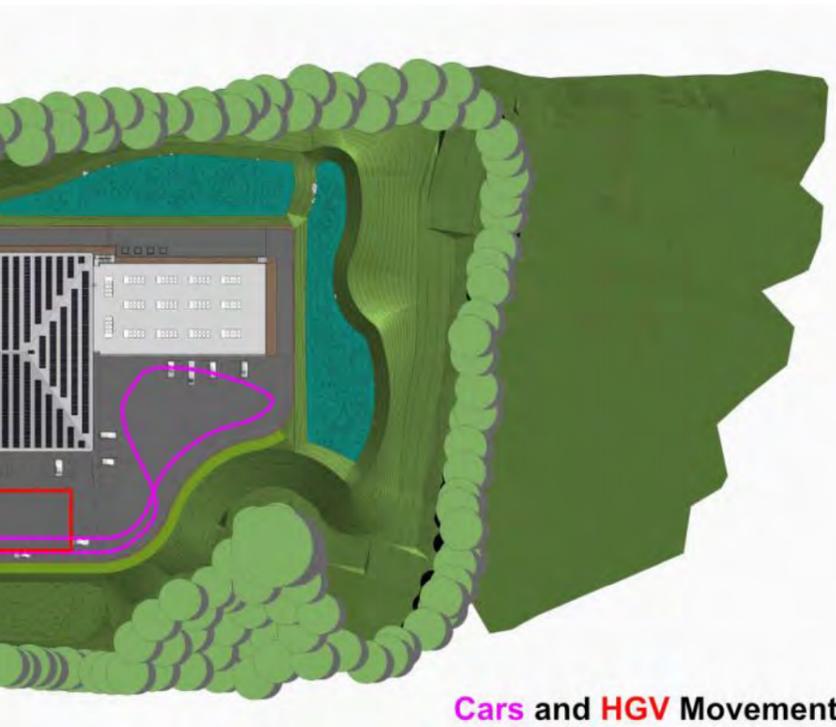


Diagram illustrating the servicing and maintenance movements to, from and around the Application site

around the entire perimeter of the new building.

5.5.3 The existing public right-of-way that currently runs across the Application site from Mwyndy Cross on its western boundary to the woodland area on its eastern boundary, will be re-routed via the footpath associated with new access road into the site from Mwyndy Cross, with the addition of a new spur that leads directly to the existing gate on the eastern boundary.

5.6 CAR PARKING

5.6.1 The Application proposals feature a surface car park for staff and visitors, positioned immediately adjacent to the southern end of the new building, and accessed off the new access road.

5.6.2 There is space for 89 cars (altogether), including 9 u/a spaces at a minimum of 5% of the total provision - 1 space associated with each individual unit - as well as 10 spaces for the provision of EV charging points.

5.7 INCLUSIVE ACCESS

5.7.1 The new light industrial building has been designed to be fully inclusive. It will meet all statutory requirements, and no aspect of the design or layout will inhibit its use by a partially sighted, ambulant disabled or wheelchair bound person.



Existing public right of way gate in the eastern boundary

5.7.2 All entrance points will provide 'level' access and egress to the adjoining footpaths, the open landscaped and, all external perimeter footpaths.

5.7.3 Entrance doors will be automated with push pad controls to assist disabled users. Appropriate tactile paving will be provided at the proposed entrance points to ensure that pedestrians, including those with a visual impairment, wheelchairs users and those with special mobility requirements can enter and exit the site and the new building safely.

5.8 EMERGENCY AND MAINTENANCE ACCESS

5.8.1 Emergency and maintenance access to the new light industrial building is proposed via the new access road from Mwyndy Cross. A road and footway, either as white-lining of curbed footpath has also been introduced around the entire perimeter of the new building.

5.8.2 A layby adjacent to the rear of the new light industrial building's secondary block has been introduced in the event that service vehicle parking

associated with the roof plant access staircase is needed.

5.8.3 There will be several points of emergency access around the new building, with each section supporting at least one.

5.8.4 The perimeter road that runs around the entire data centre building has been designed to facilitate emergency and maintenance vehicle access.



Existing site perimeter landscape 'buffering' and the requisite areas (purple zones) of landscape mitigation as a result of the loss of the hedges and trees that split the Application site into two sections



5.0 Response to the Objectives of Good Design

Floor Level	Development	Totals
	Light Industrial Building	Development
	GIA (sqm)	GIA (sqm)
Ground Floor	9,983	9,983
Totals	9,983	9,983
Standard car parking		61
Visitor car parking		9
U/A car parking		9
E/V charging car parking		10
Total		89
Secure individual cycle stands (long stay)		24
Sheffield-type cycle stands (short stay)		10
Motor-cycle parking area		10

Summary Accommodation Schedule

5.9 CHARACTER

Amount

5.9.1 The quantum of development proposed for the Application site is described in detail through the Area Schedule above. In summary, the Application is for 9,980sqm GIA of contemporary Light Industrial space together with its associated vehicle maneuvering apron and space for 89 cars (including 9 u/a spaces and 10 e/v charging spaces), 24 secure cycles (plus 10 short stay cycles) and 10 motor cycles, including all building type back-of-house and service spaces.

Layout

5.9.2 Each component part of the new building's design has been configured to afford the most efficient layout possible. Component part structural grids, have helped to derive the respective key dimensions and profiles, and when combined with the new access road off Mwyndy Cross, the surface carpark, the vehicle maneuvering aprons, the SuDS attenuation ponds and the areas of landscape 'buffering', the result is an overall site layout of south to north sequential parts.

5.9.3 The new access road and junction profiles off Mwyndy Cross have been designed and configured to recognised highway standards with associated footpaths and a cycleway. The layout is specifically located along Mwyndy Cross to achieve: the mandatory 60m junction centre to junction centre distance (from the adjacent Arthur Llewelyn furniture store service yard access road); the most responsive and effective relationship to the existing site contours at the southern end of the Application site; and, to allow the development plateau to be positioned as far to the south of the Application site as possible.

5.9.4 The footpaths from the new access road off Mwyndy Cross re-connect with the existing (now re-routed) right-of-way at its eastern boundary crossing.

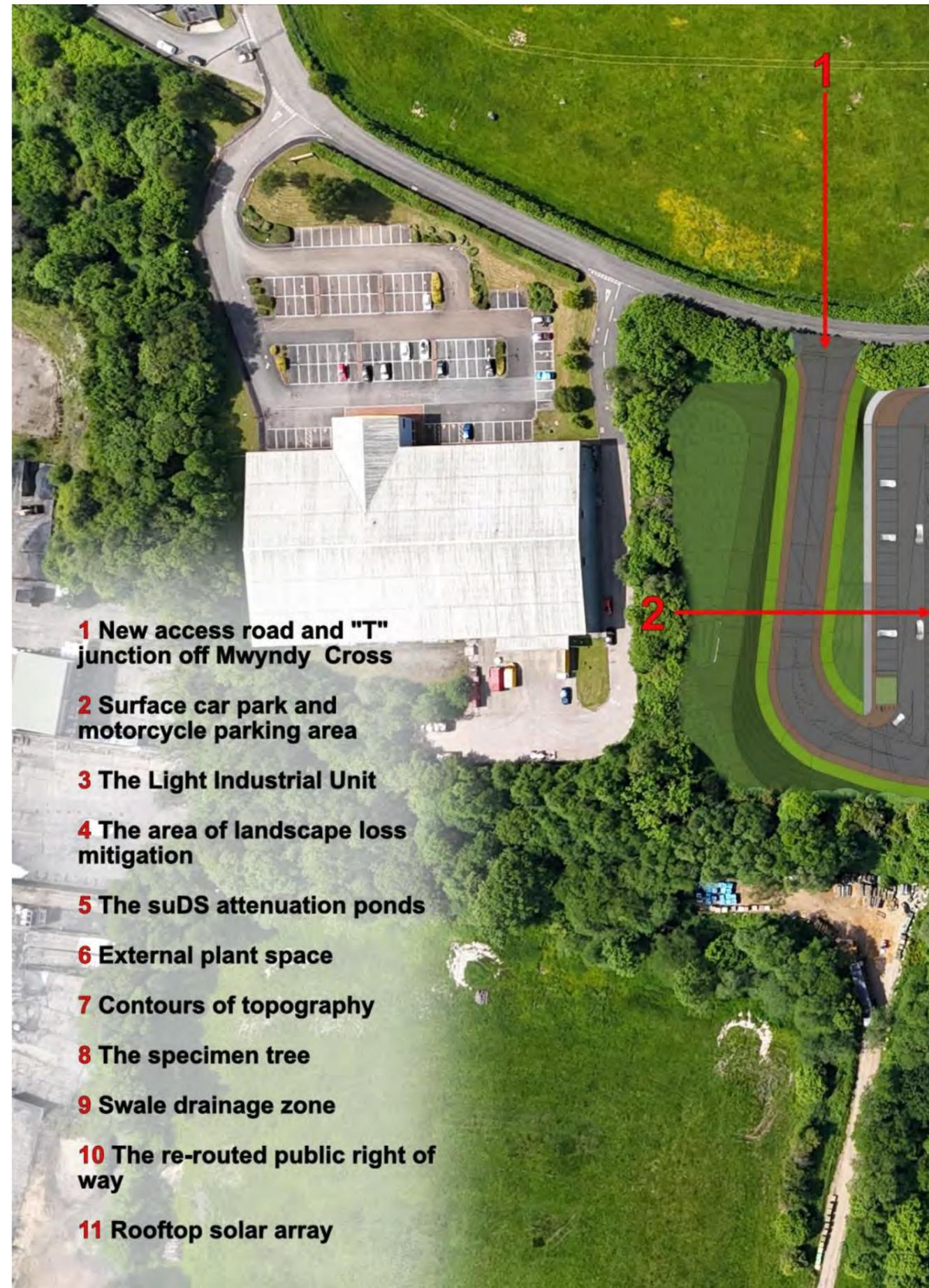
5.9.5 The surface car park is laid out as a simple 2-bay / 1-aisle arrangement that offers connection to the light industrial building's perimeter roadway at both its eastern and western sides. Clearly marked pedestrian routes around and through the car park lead to the main building frontage on the eastern side and hence the various different unit entrances, as well as to and from the light industrial building's fire escapes on the western frontage. The final (design) location of the development plateau, meant that, for continuity, a cribb-lock wall retaining structure was required in the south west corner of the surface car park, that extended north and east to the points of juncture with the adjoining slopes across the site.

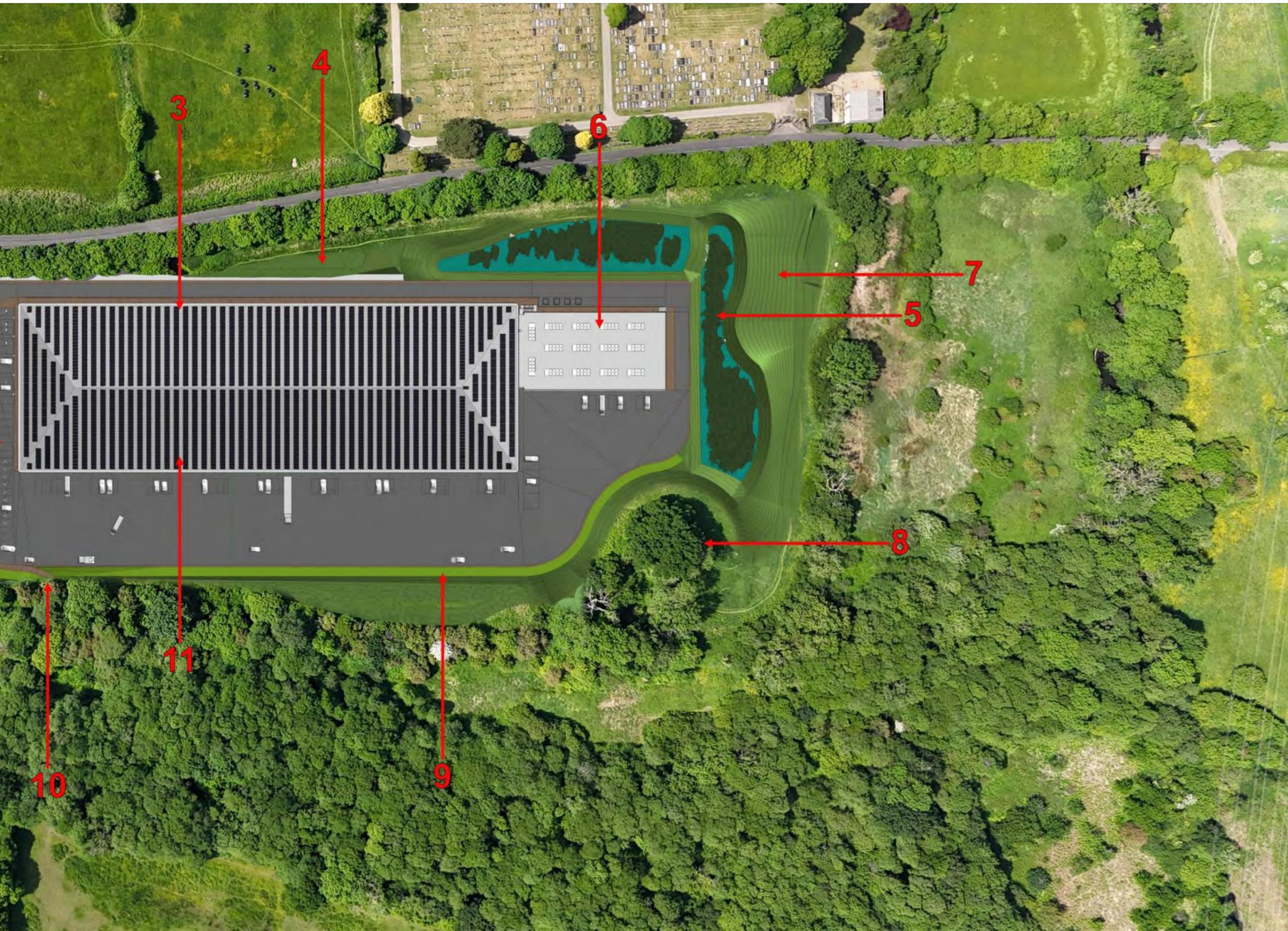
5.9.6 The primary section of the light industrial building is formed using a simple portal frame with an envelope grid of 9m (x 18) x 54m (base GIA footprint of 8,815sqm), and the secondary section of the light industrial building is a formed using a simple long-span castellated beam with an envelope grid of 9m (x5) x 24m (base GIA footprint of 1,165sqm) - together the two sections, including the short separating section between them, equates to a single 'open' floor plate of 9,980sqm.

5.9.7 By separating the two sections of the new light industrial building and giving them different roof profiles - the primary section has a shallow pitched roof for the inclusion of PV panels, and the secondary section has a flat roof for the inclusion of (development wide) services equipment - a degree of hierarchy and architectural differentiation can be achieved.

5.9.8 Given the 'base' position of the new light industrial building, a compound for the inclusion of a row of 4 sub-station units has been positioned at the southern end of the site within the surface car park. The number of units is based on precedent, however there is scope for alternative arrangements, once the light industrial building operator, and, the cumulative power requirements of the tenant mix is known.

5.9.9 At the northern end of the Application site, across the perimeter access road adjacent to the secondary section of the new light industrial building, 'down' a bank, via a flight of steps, is located the primary SuDS attenuation pond - a secondary SuDS attenuation pond has been located in the north west of the Application site which is connected to the primary SuDS attenuation pond. The combined area has been calculated in response to the new building's overall footprint plus adjoining areas of surface car park, vehicle maneuvering





Site Plan

**RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN**

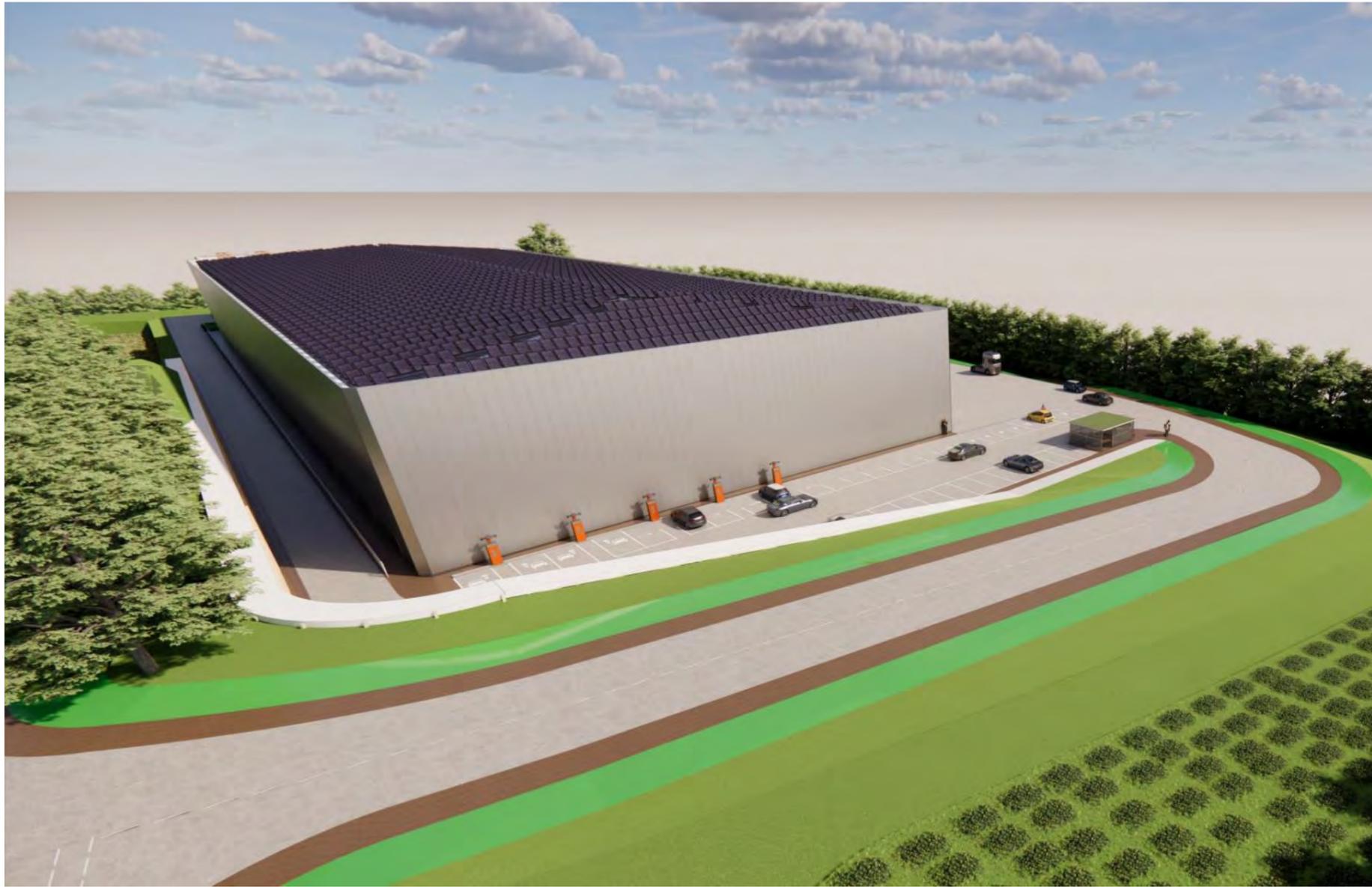
Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

5.0 Response to the Objectives of Good Design



View of the Light Industrial Building from the south west

aprons, perimeter access road ways and footpaths etc - please refer to associated specialist engineering designs and report(s) by others.

Scale

5.9.10 The scale of the proposals has largely been determined by the new building's internal height, when allowing for a high ground floor together with the potential for a high mezzanine floor. It is, of course, recognised that the footprint of the new building is significant, and hence its overall scale, will, by default, also be significant. The combination however, of the height, the creation of the development plateau, which has lowered the new building relative to Mwyndy Cross at its southern end, and, the introduction of additional perimeter landscape 'buffering', has appreciably

diminished this apparent scale.

5.9.11 The overall scale configuration and profile can be considered an appropriate 'fit' in relation to the existing context, and one that would offer a suitable scale gradient in respect to Mwyndy Cross and the existing topography of the Application site, as well as the cut-and-fill proposals that have created the overall development plateau.

5.9.12 The proposed internal 'clear' floor to (notional) ceiling heights and hence parapet heights of the two sections of the new building also offer a tenant mix flexibility in relation to uses vertically - 14m to the top of parapet for the primary section and 12m to the top of parapet for the secondary section. Moreover, the balance of features such as staircases, curtain walling,

windows and (the different types of) doors, and, the degree of inter-component part layering, solid-to-void and materiality profiling, represents a consistent approach to the composition of the new building in relation to the visual scale of the Application site and its immediate environs.

Appearance

5.9.13 The ruralesque character of the Application site and its immediate context, combined with its inherent topography - sloping 'down' in two directions (south to north and west to east) - offers the opportunity for the Application proposals to be considered as a single architectural design composition that positively responds, not only to the specific typology of a light industrial building and its constituent component parts,





View of the Light Industrial Building from the south east corner of the site

**RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN**

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

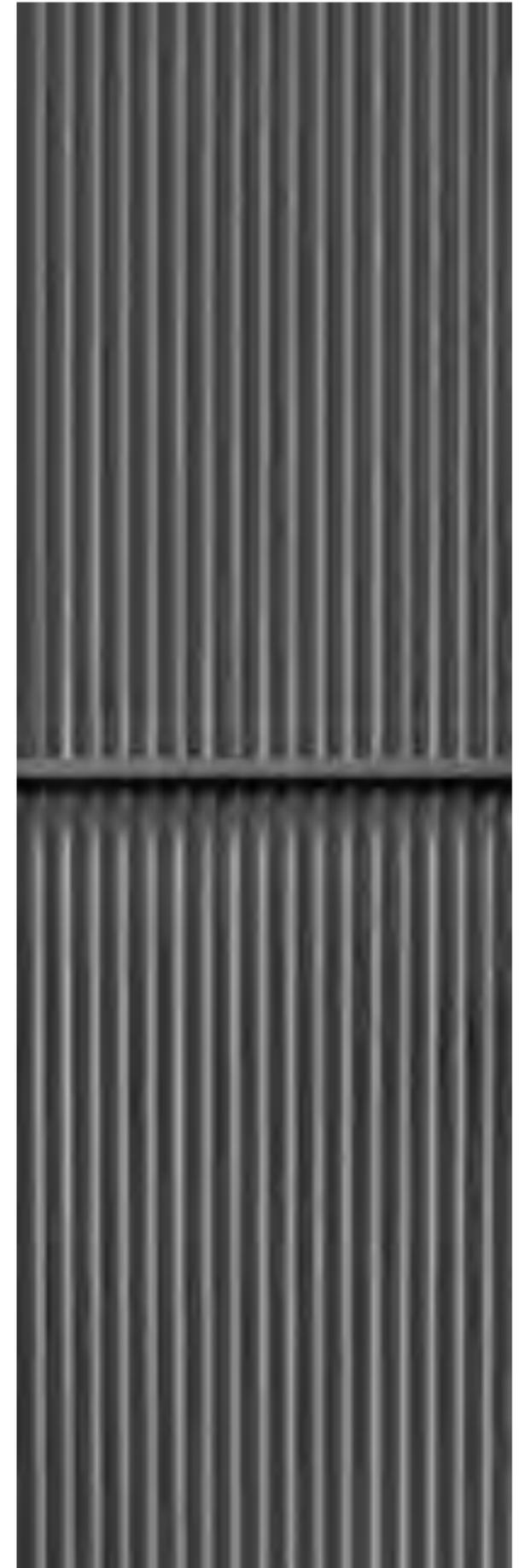
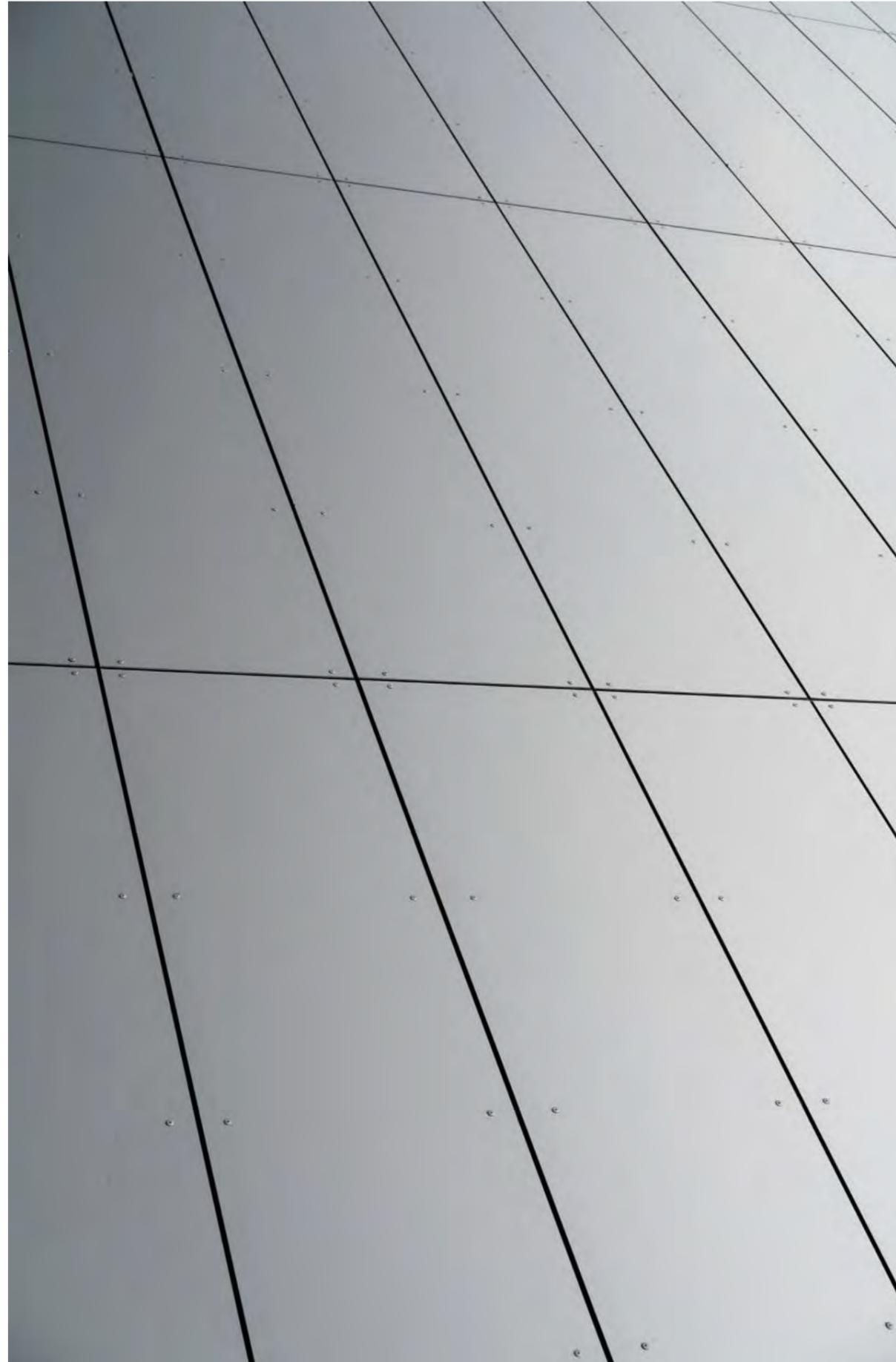
5.0 Response to the Objectives of Good Design



but the inherent landscaped setting.

5.9.14 The partially hidden nature of the Application site, given the existing all-round perimeter landscape 'buffering' (to Mwyndy Cross, in particular) provided by the mature hedgerows and trees, and the dense sections of woodland, have also allowed the architectural appearance of the new building to be expressed as a simple, but legible, representation of its inherent typological characteristics, and to positively 'settle' into its immediate surroundings.

5.9.15 The cladding of the new light industrial building, which effectively constitutes two simple linked 'boxes', provided an opportunity to express both the connection and the different scale and massing configuration between them. In this regard, the primary (larger)





View, looking north, of the Light Industrial Building's primary (east facing) frontage and associated vehicle manoeuvring forecourt apron

5.0 Response to the Objectives of Good Design



RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

View across the main SuDS attenuation pond from the north west corner of the site towards the smaller section and (larger) western frontage of the new building



RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

View across the surface car park from the south west corner of the site towards the sub-station block, e/v charging points and southern frontage of the new building

5.0 Response to the Objectives of Good Design



RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

View across the main SuDS attenuation pond from the north east corner of the Application site



**RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN**

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

5.0 Response to the Objectives of Good Design



Site plan illustrating the planting mitigation for the loss of the existing hedges and trees that divide the site into two sections

section is clad in 2m high x 1m wide flat silver coloured aluminium panels on a blue engineering brick plinth and the secondary (smaller) section is clad in anthracite-grey, close-centred, saw-tooth profiled metal cladding sheets, fixed vertically, again, on a blue engineering brick plinth. The contrast between the two cladding types adds a degree of visual contrast and dynamic, heightened by the vertical 'strip' of curtain walling that separates them, and united by the blue engineering brick plinth.

5.9.16 The Application proposals have responded to their given situation by suggesting a form of architectural design that legibly expresses the typological characteristics of a contemporary light industrial building and its supporting component parts, all combined with a limited palette of materials that, together, aims to add a particular dynamic emphasis and visual expression, and at the same time, promote a positive connection to its

setting.

5.10 LANDSCAPING

5.10.1 The landscaping is an extremely important aspect of the Application proposals. It helps to 'settle' the new building into its ruralesque situation. In this regard, the existing perimeter hedgerows and trees and woodland, when combined with the proposed additional landscaped 'buffering' will create a significant visual as well as physical barrier between the new building and its immediate context. The new access road off Mwyndy Cross however, will create a large enough 'gap' in the existing western perimeter hedgerow and tree 'buffer' zone, to offer a good visual link to the new building on approach from the south.

5.10.2 Welsh Government guidance requires that

removal of existing hedgerow and tree canopy in situations such as the Application proposals, requires mitigation with re-planting at a ratio of 3:1. The mitigation requirement for the identified loss of existing hedgerow and trees that currently divides the Application site into two parts has been calculated to be approximately 2,600sqm and located on the Application site plan as additional landscape 'buffer' on sections of its eastern, western and southern boundaries.

5.10.3 The new access road off Mwyndy Cross is proposed as part of a subtle re-profiling of the existing topography at the southern end of the Application site. This creates an area of grass banking to either side, which can be left as wild meadow. Moreover, a 3m wide drainage swale that starts at the Mwyndy Cross junction and runs the length of the new access road and along the eastern extent of the development plateau to the primary SuDS attenuation pond, has also been

introduced. A drainage swale has also been provided as part of the two SuDS attenuation pond borders.

5.10.4 The SuDS requirement has been divided into two separate but connected mitigation ponds, the combined area of which has been calculated in response to the surface area of the new building's footprint and adjoining areas of perimeter access road and surface car park etc. The mitigation ponds will be banked around their entire perimeter, will appear as swales or wet-lands, and will incorporate maintenance access footpaths and steps at the northern end of the communicating route.

5.10.5 An 'L' shaped and curved section of cribb-lock retaining wall has been introduced at the south west corner of the development plateau with a view to maintaining continuity of level surface car park across the southern end of the Application site. The cribb-lock wall has a dual purpose - aside from its capacity as a



External visual amenity - attenuation pond



Cribb lock wall



Typical secure cycle store with 'green' roof



Roof mounted panels of photo-voltaic cells

retaining structure, it offers opportunities for planting (rather like a tall rockery). As part of the landscaping strategy, this will make an attractive feature.

5.11 ENVIRONMENTAL SUSTAINABILITY

5.11.1 The requirement(s) for sustainable buildings has long been absorbed into the Building Regulations, and in this regard, the Application proposals will seek to fully comply, thus ensuring its 'base' energy efficiency.

5.11.2 At a fundamental level, the Application proposals, represent a building typology that is currently in demand. The key to the environmental sustainability of these buildings is to ensure that they have the ability to be easily adapted for alternative uses in the future, that they have the ability to generate, at least, some of the energy demand in-situ through renewable technologies, the most obvious, in the case of the Application proposals, given their inherent north / south longitudinal situation, and hence, orientation, being the inclusion of panels of photo-voltaic cells mounted on the (vast) roof of the primary section of the new building in particular.

5.11.3 The Application proposals are in relative close proximity to essential services, amenities and facilities, as well as, having access to established cycle networks, pedestrian routes, and, public transport - both bus and train - which together, means that, despite their apparent remoteness, they will not be entirely reliant on staff and visitors using private cars.

5.11.4 The new building's inherent setting - providing perimeter areas of grass and meadow, coupled with the adjoining woodland - together with the large SuDS mitigation pond, offer a degree of visual external

amenity, which in turn, will encourage social interaction and well-being.

5.11.5 During the design development stages of the project, consideration for specific energy efficient design measures were put into place such as: levels of thermal insulation; air tightness and ventilation (both natural and mechanical); and, the most appropriate form of heating and cooling of the new building - consideration was given to heat exchange in this regard for example.

5.11.6 The re-use of materials; recycling generally; energy efficient fixtures and fittings; and waste management has been, and will continue to be, under consideration as and when the Application proposals 'move' to the next stage of their technical design development.

5.12 NEIGHBOURLY ISSUES

5.12.1 The relative remoteness of the Application site has meant that issues such as over-looking, over-shadowing and over-bearing of immediately adjacent properties will not be a concern. The creation of the development plateau through the cut-and-fill proposals, has provided the opportunity to lower the new building into the site at its southern end in particular, rendering its scale and massing less apparent on approach from Mwyndy Cross. Moreover, the extent of both proposed and existing hedgerow and tree 'buffering' to the western, eastern and southern boundaries combined with existing woodland on the eastern and northern boundaries will limit any detrimental long distance visual impact when viewed across the Application site from the wider context.

5.13 REFUSE

5.13.1 Light industrial buildings, from time to time, need to handle the disposal of bulky waste, as well as other recyclable and general waste items. This includes ensuring that the waste is handled correctly, and its materials recycled where possible. Based on our experience, at this stage of the development's evolution, allowance has been made for an appropriate amount of space for the storage of refuse within each individual unit of the new light industrial building, including an allowance for holding bulky waste, as well as re-cycling, food and residual waste. The actual size requirement for the individual refuse storage areas including the size of the bulky waste storage area, can however only be fully determined once the specific requirements of the future operator and the tenant mix of the of the new light industrial building are known.

5.13.2 The refuse generated by the new building's mix of tenants, will be held, as mentioned above, within each individual unit. Collection will be via the area immediately in front of the main roller shutter door, which will allow Local Authority and specialist collections to be made from the adjoining vehicle maneuvering apron.

5.14 COMMUNITY SAFETY

5.14.1 The Application proposals, wherever possible, have been designed to provide an inherent degree of natural as well as CCTV surveillance, with a view to deterring crime, whilst ensuring the security of staff.

5.14.2 The new building's individual unit entrances (main and secondary), will be fully secured with access only available to staff or authorised persons by keypad or fob control or similar.

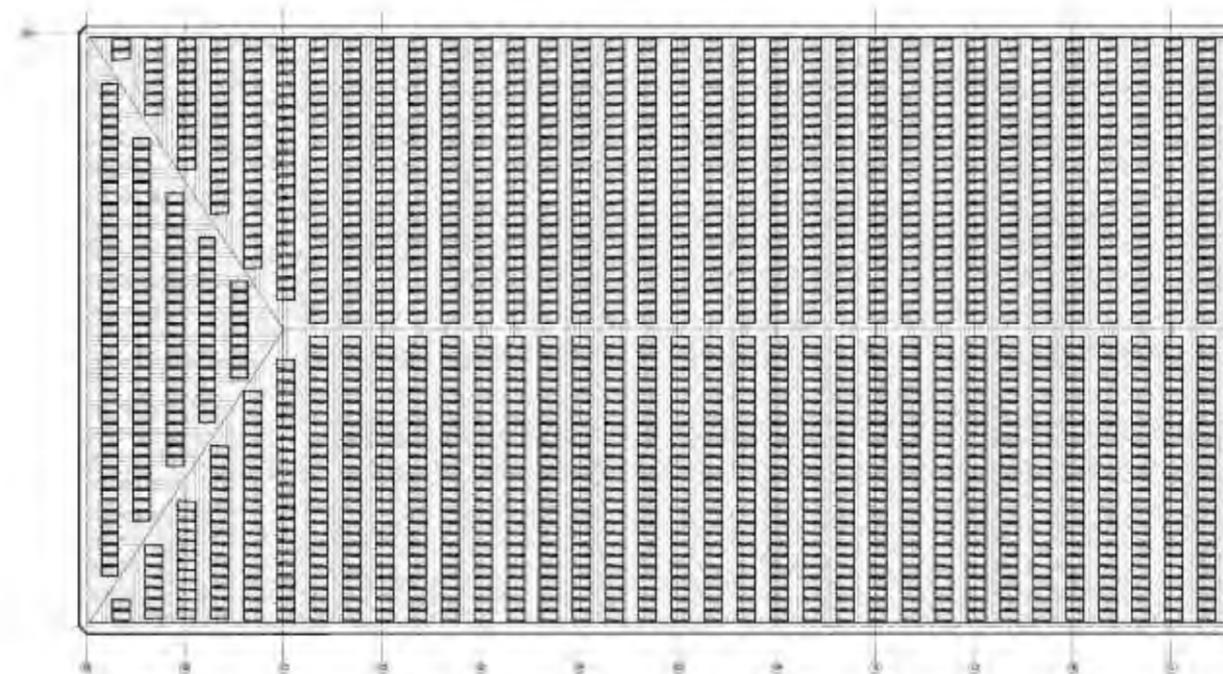
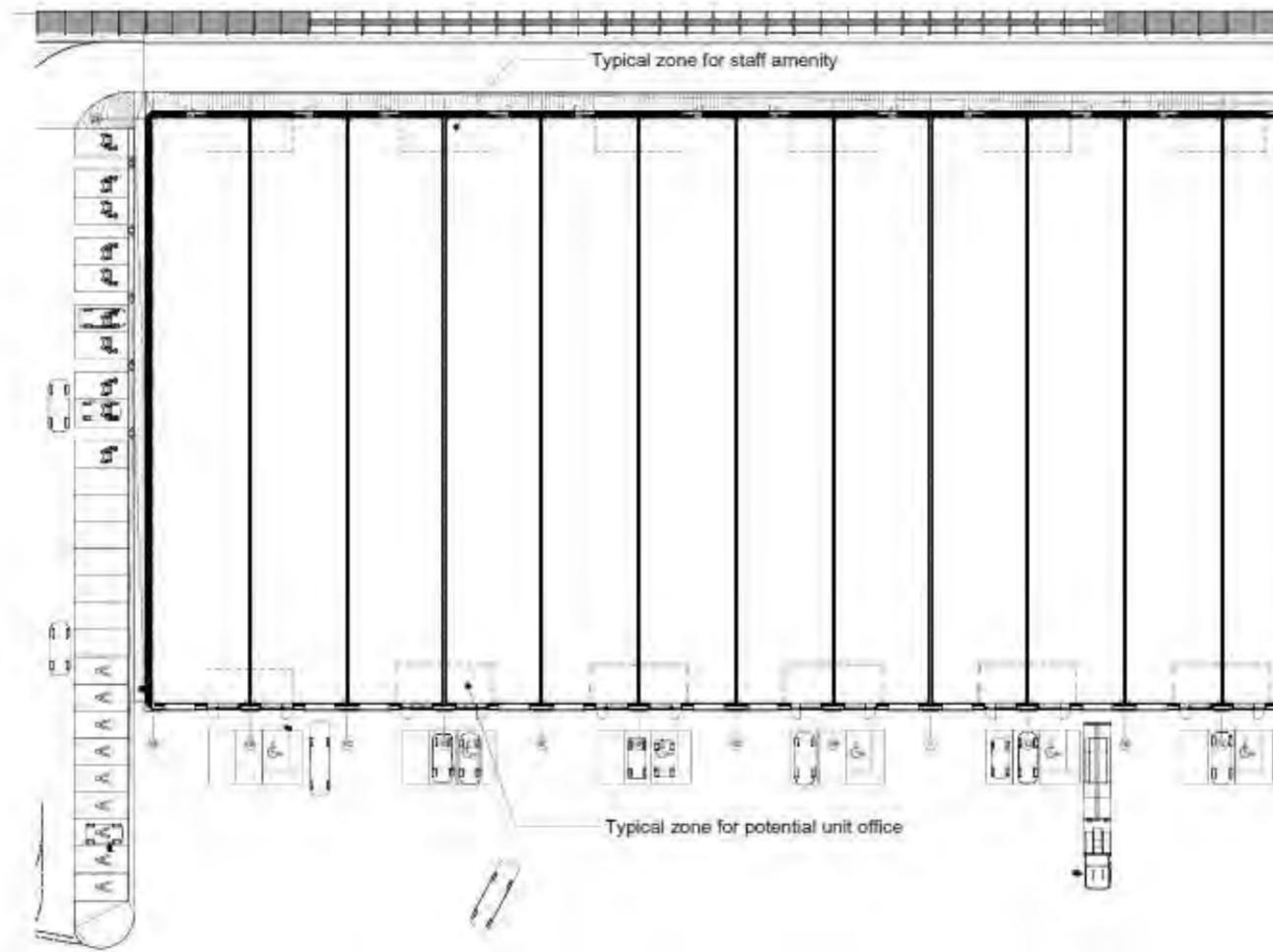
5.14.3 In terms of the specific form of the new building, the materials that have been selected are robust, particularly at lower levels where the chances of damage are greater. Recessed spaces where people can loiter have been minimised, however where they are unavoidable, it is suggested that specific use of CCTV and / or enhanced lighting will be installed.

5.14.4 The Application proposals aim to adhere to the concepts set out in Secured By Design (SbD) - the UK Police flagship initiative supporting the principles of designing out crime. In this regard, the new building has taken account of community safety issues and will offer high levels of safety and security with a view to helping to create a low crime risk environment for its staff and visitors. This will be achieved by the following:

- The inclusion of design features which avoid creating recesses and hidden areas that cannot be over-looked or monitored.
- Design that maximises natural surveillance
- The incorporation of strategically located lighting schemes (with and without movement sensors)
- The incorporation of CCTV systems
- The use of appropriate (robust) materials and internal /external street furniture features.
- The inclusion of a secure cycle storage facility.
- Management plan in relation to premises.

5.14.5 Further details in respect of some of the above issues such as management, lighting and CCTV, may be subject to further more specific design as part of the Application proposal's next stage of detailed design development and the involvement of an operator.

5.0 Response to the Objectives of Good Design



RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN

Employment Development:

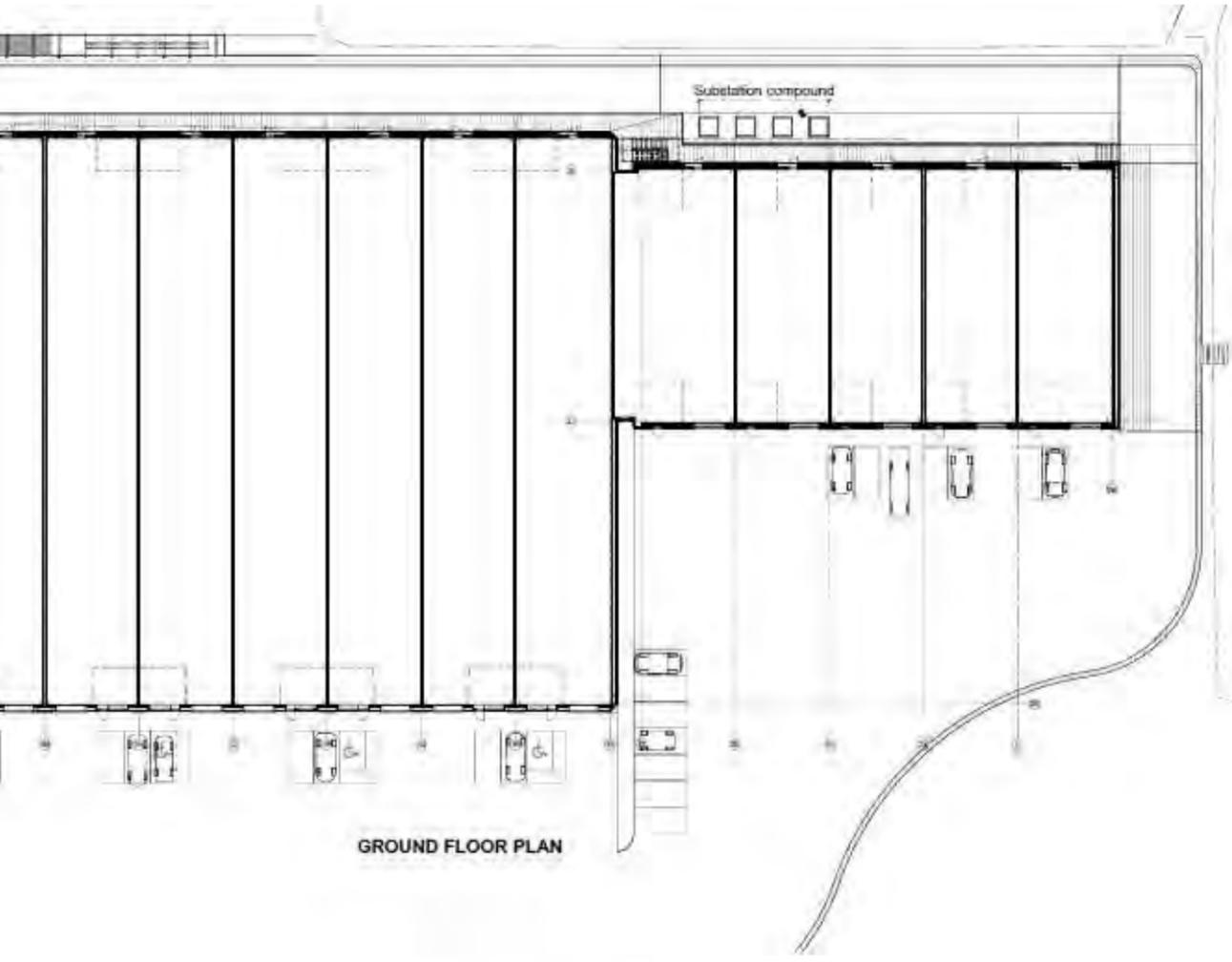
LIGHT INDUSTRIAL BDG

Planning Application

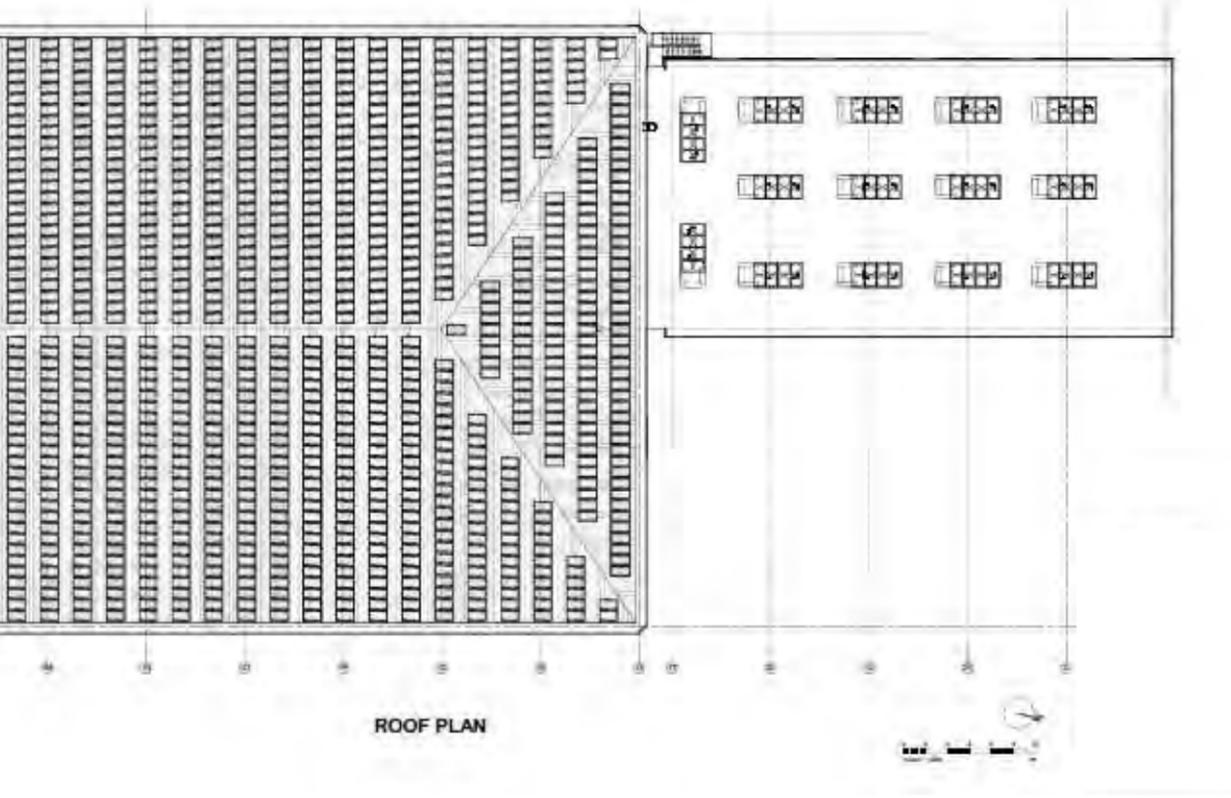
February 2026

Ground Floor and Roof Plans

Ground Floor a



GROUND FLOOR PLAN



ROOF PLAN

**RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN**

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

5.0 Response to the Objectives of Good Design



SECTION AA



SECTION BB



SECTION CC



SECTION DD

RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN

Employment Development:

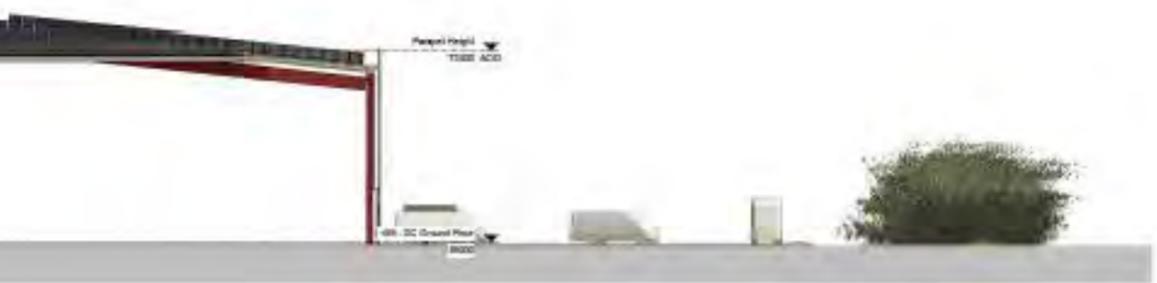
LIGHT INDUSTRIAL BDG

Planning Application

February 2026

Ground Floor and Roof Plans

Typical Longitudinal

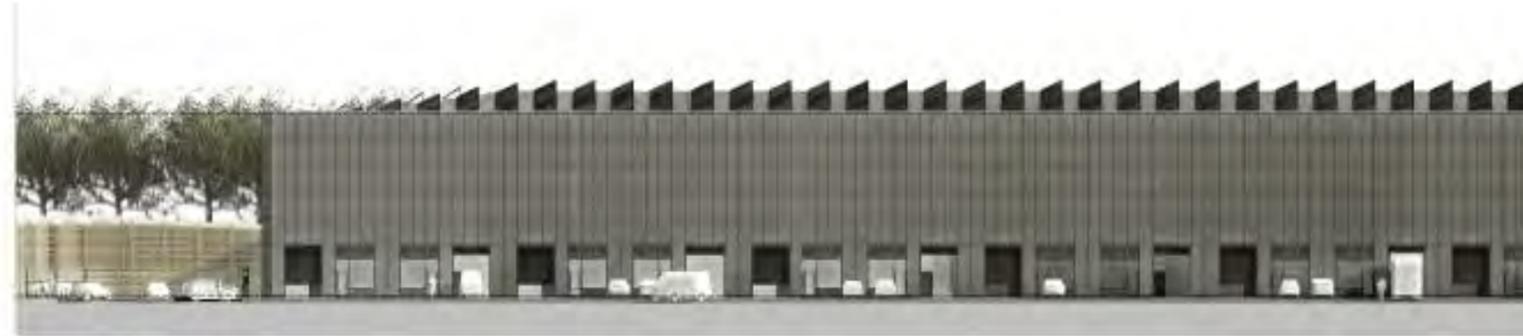


and Cross Sections

**RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN**

Employment Development:
LIGHT INDUSTRIAL BDG
Planning Application
February 2026

5.0 Response to the Objectives of Good Design



EAST ELEVATION



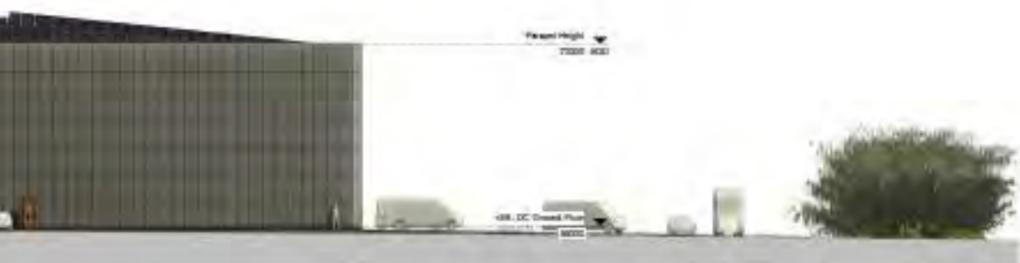
WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



W

**RESPONSE TO THE
OBJECTIVES OF
GOOD DESIGN**

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

6.0 Summary

6.0 SUMMARY

6.1 This Design and Access Statement (DaAS) has been prepared to accompany a submission that includes a suite of Drawings and various Technical and Design Reports (by others). The Application proposals represent the design of a new contemporary light industrial building with associated vehicle maneuvering apron, surface car park, perimeter roadways and footpaths, SuDS attenuation ponds, landscape 'buffering' mitigation, access road and new 'T' junction off Mwyndy Cross.

6.2 The Application site is relatively remote and ruresque in character and contextual situation, but is nonetheless well connected to the local highway network via Mwyndy Cross. Through the cut-and-fill proposals that have created the development plateau, coupled with the additional perimeter landscape 'buffering', required as mitigation for the removal of the existing hedgerow and trees that currently split the Application site into two sections, the new building will be partially obscured from the majority of views towards it from the immediate surroundings, the exception being the view on approach from the new access road off Mwyndy Cross.

6.3 The Application proposals present an elegant, well-proportioned building form, with a visually dynamic, rigorous, rhythmic and positively layered architectural composition comprising flat silver metal cladding panels and vertically laid anthracite grey saw-tooth profile cladding sheets, connected by a vertical panel of curtain walling. Together with the associated aspects of the Application proposals, the overall impression will be of a well-mannered and interesting development.



SUMMARY

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

View, looking west, across



cross the new development

6.4 As described in the preceding sections of this DaAS, the Application proposals are a direct design response to their given situation and briefing. The design has evolved to ensure that the maximum development potential offered by the site has been fulfilled, its floor plan, sections and elevations are disposed and configured to ensure that the most responsive and robust resolution to the briefing has been determined and delivered, and that, its three-dimensional qualities are attractive and full of visual appeal and delight in relation to the architectural design aspirations set by the project as a whole.

6.5 The Application proposals, as far as possible, accord with the objectives of good sustainable design and will integrate effectively with the surrounding land use context. In addition, they will not detrimentally impact upon any other matters of acknowledged importance, and, mitigation measures have been introduced to safeguard its integrity as necessary.

6.6 In light of the above, it is considered that the Application proposals fully accord with both national and local policies and there are no material considerations which should prevent their positive support during the determination process period in accordance with the relevant planning policy framework.

6.7 Importantly, the Application proposals will help to fulfil the increasing requirement for new light industrial buildings and simultaneously, will provide a range of employment opportunities for the area.

SUMMARY

Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026



Employment Development:

LIGHT INDUSTRIAL BDG

Planning Application

February 2026

Prepared by

Holder Mathias Architects
The Maltings
East Tyndall Street
Cardiff CF24 5EA

Tel: +44 (0)29 2049 8681
London | Cardiff

www.holdermathias.com

