



## **DESIGN & ACCESS STATEMENT**

**2<sup>nd</sup> December 2024**

**March 2025 Rev: A**

**August 2025 Rev: B**

**PROPOSED FIT OUT WORKS**

**UNIT 858, AEROSPACE BUSINESS PARK**

**ST. ATHAN, VALE OF GLAMORGAN. CF62 4QR.**

**Morris Commercial Ltd.**

**Eco Campus, Station Road,**

**Hinton-on-the-Green,**

**WR11 2QU.**

Prepared by Oriel Design Limited

## **CONTENTS PAGE**

### **1.0 INTRODUCTION**

### **2.0 SITE & CONTEXT ANALYSIS**

#### **2.1 Site Description**

#### **2.2 Context Analysis**

#### **2.3 Site Analysis**

### **3.0 PLANNING**

#### **3.1 Pre-planning Advice**

#### **3.2 Relevant Planning History**

#### **3.3 Relevant Planning Policies**

### **4.0 DESIGN PROPOSALS**

#### **4.1 Vision**

#### **4.2 The Proposal**

#### **4.3 Proposed Design**

#### **4.4 Visual Impact**

#### **4.5 Accommodation**

#### **4.6 Materials**

#### **4.7 Parking**

#### **4.8 Landscape**

#### **4.9 Noise**

#### **4.10 Flooding**

#### **4.11 Drainage**

### **5.0 ENVIRONMENTAL SUSTAINABILITY**

### **6.0 ACCESSIBILITY**

#### **6.1 Movement to, from & within the Development**

#### **6.2 Accessibility**

### **7.0 COMMUNITY SAFETY**

### **8.0 CONCLUSION**

## **DESIGN STATEMENT**

### **1.0 INTRODUCTION**

The proposed works to which this Design and Access Statement relates, comprise, the conversion and fit out of a former aircraft hangar at Bro Tathan North for use as a production centre for the assembly of electric vehicles by Morris Commercial Ltd.

The converted building will provide a large assembly floor surrounded on three sides by a new mezzanine providing three storey offices behind a new glazed gable, with outdoor space for vehicle storage and distribution. The existing curved roof structure will be retained but with minor additions to accommodate a staff entrance, spray paint block and emergency escape doors. The Northern gable will be fitted out with loading bay doors for the receipt of materials and dispatch of completed vehicles.

Externally the existing escape lane will be reopened and used as the access road to a new South facing main entrance. Staff and visitor parking will be arranged either side of a roundabout style entrance, separated by areas of moulded bunds and soft landscaping. The northern side of the site will be used as the factory service yard, with hardstand space for manoeuvring lorries and storing finished vehicles. The perimeter of the site is to be marked and protected by a colour coated, metal mesh security fence with monitored vehicle and personnel gates as required.

Sustainability, as in the electric vehicles that the Unit will be used to produce, will be a key factor in the design and detailing of the new works. The assembly plant will reuse an existing building, will make maximum use of recycled materials and reduce energy consumption, using energy efficient systems and equipment. External hardstand areas will be arranged to make use of sustainable drainage systems. External and internal lighting systems will be sensor activated and electric vehicle charging points will be distributed across the site.

## **2.0 SITE & CONTEXT ANALYSIS**

### **2.1 SITE DESCRIPTION**

The wider Bro Tathan site is part of the former MOD St. Athan airfield. The site was and is in part still used by Army and RAF personnel. Construction of the airfield and military buildings was begun in 1936, opened in 1938 and was in continual use, throughout the following 80years. In 2019 a significant part of the site was transferred to the Welsh Government for business use and product development. Particularly businesses and operations associated with technology and the premium jobs that those industries offer.

Bro Tathan North, in which Unit 858 is located, is separated from the main Business Park and runway areas by approximately 1/2 of a mile. The area is home to six closely located buildings with a seventh further along Lancaster Avenue. Two of the units within this group, including the one to which this statement relates, are former aircraft hangers. Curved roof buildings with ground level eaves either side and large open space between. Each gable is fitted with very large rolling doors, with openings big enough for the movement of large aircraft. The other four units are similar in size but comprise dual pitched roofs with vertical walls.

The application site and surrounding areas are generally level, an advantage for use as an airfield, but leaves the whole area very exposed. South Westerly winds blow in from the Bristol Chanel and Celtic / Irish sea which causes trees to grow in a distinctive pattern, with growth restricted to the lee side and act as a reminder that all works must take account of the environment – worldwide and local.

### **2.2 CONTEXT ANALYSIS**

The Bro Tathan and St Athan airfield areas are occupied by mixed industrial buildings in close proximity to each other and accessed via grids of estate roads. The industrial units are predominantly used by companies involved in the scrapping of aircraft. However, these uses are expanding to include non-aviation related production. Outside of the St Athan boundaries the area is used as farmland and divided into fields of differing shapes and sizes. Access to and from the area is via the B4265 which runs along the coast and connects Barry and Bridgend. A new Northern Access Road ('Ffordd Bro Tathan') connects the B4265 to the start of the Bro Tathan Business Park.

Within the area adjoining the application site, the buildings are scattered across an open area of hardstanding and open grassland. All the units in this area are clad in green profile metal sheeting. The site areas, hard and soft landscaping comprises, tarmac and concrete or grass with no fixed features above knee height. There are some trees and hedging but these are outside the business park's boundaries.

The adjoining units are occupied by companies offering secure warehousing, freight management and the South Wales Aviation Museum, whilst until recently the application site was used for the storage of NHS goods, all of which are compatible with the proposed use of assembling electrically powered vehicles.

### **2.3 SITE ANALYSIS**

The tenancy and site area for the proposed works is some 42,440sq.m. and the ground falls 0.5m from West to East and 1m from North to South. The existing hardstand areas arranged either side of the main building equate to some 3,500sq.m. The remainder of the site is grass. Access to the application site is possible from either end of the building, with the main access, currently from the North, off Ffordd Bro Tathan. An existing escape road connects the South side of the unit with Lancaster Avenue and will be used as the entrance road to the new assembly plant, specifically, the staff and visitors parking areas and through a new glazed gable into a full height atrium and three storey offices.

The existing unit is some 91m long, 50m wide and 11.5m high at the top of its curved profile. The building is finished in green colour coated profile metal sheeting, secured to the top of the original reinforced concrete structure. The structure comprises curved beams at regular centres with curved concrete panels between and no intermediate members. The arrangement provides an expansive, clear floor area and an internal height sufficient for three storey offices. Openings large enough to accommodate the movement of aircraft are located at either end of the building, secured by rolling doors, but these are in a poor condition and need replacing, which has been accounted for within the proposed works.

### **3.0 PLANNING**

#### **3.1 PRE-PLANNING ADVICE**

The proposed works and details have been prepared in consultation with the Welsh Government, and Planning Consultants Carney Sweeney.

#### **3.2 RELEVANT PLANNING HISTORY**

2023/01076: **Land at Bro Tathan, St Athan**

'Above and below ground utilities'

Approved, 08/08/2024.

2023/00780/FUL: **Land north of Ffordd Bro Tathan**

'Demolition of existing buildings/structures and erection of a Class B8 data centre with all associated back-up generators, plant, equipment, su-stations, accesses, parking and servicing areas, drainage and engineering works including services diversions/connection and regrading works'.

Approved, 13/08/2024.

2024/01216/OUT: **Bro Tathan East**

'Erection of up to 285,000 sq.m. of employment and air-side operational facilities (within Class B1b and/or B2) and associated earthworks, access, drainage, servicing, utilities connections/infrastructure and landscaping'.

Awaiting determination.

#### **3.3 RELEVANT PLANNING POLICIES**

##### **National Planning Policies**

Planning Policy Wales Edition 12 (PPW) was issued February 2024 in conjunction with Future Wales - The National Plan 2040 (FW2040). PPW incorporates the objectives of Well-being of Future Generations (Wales) Act into town and country planning and sets of Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications.

FW 2040 sets out the National Development Framework for Wales (NDF), WG's current position on planning policy at regional and national level.

PPW Technical Advice Note 5: Nature Conservation and Planning;

PPW Technical Advice Note 11: Noise;

PPW Technical Advice Note 12: Design;

PPW Technical Advice Note 15: Development and Flood Risk;

PPW Technical Advice Note 18: Transport;

PPW Technical Advice Note 23: Economic Development

Manual for Streets – May 2019

Manual for Streets 2 – September 2010

Building Better Places

The Planning System Delivering Resilient and Brighter Futures:

Placemaking and the Covid-19 recovery – July 2020

### **Vale of Glamorgan**

Vale of Glamorgan – Local Development Plan - June 2017

Policy SP1 – Delivering the Strategy

Policy SP2 – Strategic Sites

Policy SP5 – Employment Requirements

Policy SP7 – Transportation

Policy SP8 – Sustainable Waste Management

Policy SP10 – Built and Natural Environment

Policy MG9 – Employment Allocations

Policy MG10 – St Athan – Cardiff Airport Enterprise Zone

Policy MG16 – Transportation Proposals

Policy MG19 – Sites and Species of European Importance

Policy MG20 – Nationally Protected Sites and Species

Policy MD1 – Location of New Development

Policy MD2 – Design of New Development

Policy MD4 – Community Infrastructure and Planning Obligations

Policy MD5 – Development within Settlement Boundaries

Policy MD7 – Environmental Protection

Policy MD9 – Promoting Biodiversity

Policy MD14 – New Employment Proposals

Policy MD15 – Protection of Allocated Employment Sites

Policy MD16 – Protection of Existing Employment Sites and Premises

Supplementary Planning Guidance

– Cardiff Airport and Gateway Development Zone – Dec 2019

- Economic Development, Employment Land and Premises – March 2023

- Planning Obligations – July 2018

- Travel Plan – July 2018

## **Principle of Development**

The application site is a distinct plot at the Southern end of the group of six, North of the Bro Tathan Business Park. The area is identified in the local development plan as a site of Employment and the proposed use by the client is in accordance with the policies and guidance identified.

## **Character and Appearance**

The existing building is a very large but inconspicuous building which hugs the ground and blends in with the background. The curved green clad structure sits in an expanse of grass. Access to and around the perimeter of the site is via a network of tarmac roadways. Concrete hardstand areas are located next to the front and rear gables, and close to the Northern end of the site are two tarmac parking areas. The existing layout is free of external storage, but the sister unit to the east of the application site features a large amount, of salvaged items and storage containers. North of the two curved roof hanger buildings the four standard style factory units are set in an expanse of hardstand space and external storage which includes aircraft, aircraft parts, timber, storage containers and nonspecific items.

The application proposals are intended to retain the existing character of the site and adjoining areas. The larger part of the works will take place within the existing envelope and at the gable ends where the sliding hanger doors are to be changed to a glazed screen and three roller shutter loading bay doors. Limited alterations to the East and West elevations include a new staff entrance to the West and a Paint spray block on the East. Both blocks are to be finished with curved roofs and colour coated metal clad walls to match the existing unit.

Externally at the north end of the site the current hardstanding is to be extended and made suitable for use as a service yard. Receiving articulated lorries delivering materials, storing products and assembled vehicles, prior to their dispatch, on different articulated lorries. Whilst to the South of the unit and site, the area is to be laid out, as shown on the site plans, providing a statement entrance within a new frontage, and with parking to either side of the unit.

The large area of grass to the west of the existing unit and between the two new areas of hardstanding is to remain as existing. The perimeter of the site is to be marked and made secure by the provision of a green colour coated security fence with vehicle and pedestrian access gates as appropriate.

## **Amenity**

The proposed use of the unit and site is in keeping with that of the adjoining units, both those within the immediate area and those within the Bro Tathan Business Park generally. Although catering for differing markets, when complete the unit will be producing forward looking vehicles, electrically powered and aimed at reducing adverse environmental costs, as are Aston Martin, Tewdric Energy, ZeroAlpha Solutions etc. The unit will provide employment for skilled staff and training for the local workforce. The unit will be self-contained, offering welfare and hospitality facilities for staff and visitors.

Located some 200m from the nearest residential properties, any operations carried out on the site are unlikely to have any detrimental impact on the neighbours. Noise associated with the manufacturing process will be contained within the unit and articulated lorry manoeuvring will be limited to that carried out during the normal working hours. Lorries and staff driving to and from the site will be instructed to access via Ffordd Bro Tathan and Lancaster Avenue, thus avoiding St Athan village. Outside of those vehicle movements associated with the movement of goods or staff travelling to and from the site, any other vehicle movement will be minimal, restricted to occasional visitors travelling to site by invitation and for business purposes.

## **Local Environment**

Policy MD2 of the Vale of Glamorgan Local Development Plan relates to creating / retaining a high quality, healthy, sustainable and locally distinct environment and the proposed works and operations for the Unit meet these aims. Operations within the completed works are in full accordance with the site classification, make use of an existing building and are of an appropriate type, form, scale, mix and density. Access to the application site is along safe routes and includes facilities for pedestrians and cyclists and open spaces in and around the site are maintained.

### **Northern Access Road**

The Northern Access Road which links the B4265 with the Bro Tathan Business Parks was constructed as part of the Vale of Glamorgan Council's policy for sustainable travel and transportation, and the benefits it provides were a factor in the selection of the application site. The strategic highway provides a safe route for vehicles moving materials and products but also provides safe access for pedestrians and cyclists. Encouraging those working within the business park areas to limit use of private vehicles and improve Public Health through exercise. Morris Commercials Ltd will seek to encourage staff to make use of this option through their transport policies, and provision of a secure cycle store and shower facilities.

### **Access and Highway Safety**

Future Wales Policy 12 (Regional Connectivity) focuses on connectivity and different modes of transport. This policy states that "the Welsh Government will support and invest in improving regional connectivity" and this can be done by improving and integrating active travel and public transport for new developments. The proposed development is situated adjacent to the active travel route running alongside Ffordd Bro Tathan, immediately south. The policy also states "Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points." The proposed development incorporates charging points for a total of 29 charging points. 10No. EV points to North Car Park and 19No. EV points to South. 17No. EV charging points activated from the start of vehicle production to meet the requirements of Policy 12 and the additional points will be brought into use as demand and supplies allow.

LDP Policy MD2 (Design of New Development) focuses on the design of new developments. In order to create a healthy, sustainable and high-quality development, the policy sets out relevant criteria. The following requirements are particularly relevant to the access of the proposed development;

- Provide a safe accessible environment for all users, giving priority to pedestrians, cyclist and public transport users;
- Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree;

Access to the Bro Tathan Business Park is via adopted highways with a public footpath along one side of the Northern Access Road / Eglwys Brevis Road. And from the traffic lights and entrance to the Aston Martin factory and airfield, a private estate road, Lancaster Avenue leads directly to the application site. An existing 'driveway' entered on the Northeast side of Lancaster Avenue leads direct to the Southern end of the unit.

The proposed car parking numbers and arrangements are to be in accordance with the 'Vale of Glamorgan Local Development Plan 2011-2026, Parking Standards, Supplementary Planning Guidance, March 2019.

Which includes for;

*Industry and Industrial Warehousing – Zone E*

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
<i>Industry</i>	<i>As note below</i>	<i>1 space per 80 sq.m.</i>
<i>Highly Technical Industry</i>	<i>As note below</i>	<i>1 space per 20sq.m.</i>

*Operational requirements*

<i>GFA</i>	<i>Min</i>	<i>GFA</i>	<i>Min</i>	<i>GFA</i>	<i>Min</i>
<i>sq.m.</i>	<i>sq.m.</i>	<i>sq.m.</i>	<i>sq.m.</i>	<i>sq.m.</i>	<i>sq.m.</i>
<i>100</i>	<i>70</i>	<i>500</i>	<i>100</i>	<i>1001</i>	<i>150</i>
<i>250</i>	<i>85</i>	<i>1000</i>	<i>150</i>	<i>2000</i>	<i>200</i>

*Above 2,000 sq.m. GFA, the required minimum operational area should be taken as 10% of GFA*

**Ecology**

An ecological survey report has been prepared and is to be included as part of the application documentation. The hanger building and adjacent extensions are assessed as having low potential to support roosting bats. Nonetheless, further survey for bats comprising, a dusk emergence survey was carried out in August 2024. No evidence of roosting bats was recorded, and it is considered that roosting bats are likely to be absent from the building. Bird nesting material was also noted on the internal side of the large door to the hanger building. Impacts on nesting birds can be mitigated for by carrying out the works outside of the bird nesting season and/or carrying out a pre-works nesting bird check. Measures will need to be taken to ensure that barn owl (known to roost in the building) or other birds are not trapped within the building before works start.

### **Land Drainage**

As the total construction area of the development is greater than 100sq.m, under Schedule 3 of the Flood and Water Management Act 2010, an application will need to be submitted, to the Sustainable Drainage Systems (SuDS) Approved Body (SAB) separate from this application documentation. Drainage has been designed to take account of these requirements.

### **Community Infrastructure Levy (CIL) Liability.**

*"Given the uncertainty regarding the future of the Community Infrastructure Levy Regulations 2010 (as amended) 1 and the devolved powers Welsh Government will be inheriting to modify existing secondary legislation in April 2018, the Vale of Glamorgan Council's Cabinet (on 24th April 2017 Minute C3546) agreed that until there is a clear direction from Department for Communities and Local Government or the Welsh Government, that progress on CIL in the Vale of Glamorgan is to be placed into abeyance. In the meantime, the Council will continue to use planning obligations secured through section 106 agreements to ensure necessary infrastructure associated with new developments as set out in this SPG".*

### **Conclusion**

The proposed use and extension of the existing building are in accordance with the existing site usage and the policies confirmed within the Vale of Glamorgan Local Development Plan. Making use of an existing building and creating employment opportunities in an area identified as suitable for such. Furthermore, the products due to be assembled are in accordance with the National and Local Authorities targets of improved sustainability and movement away from the use of fossil fuels.

## **4.0 DESIGN PROPOSALS**

### **4.1 VISION**

The proposed works relate to the fit out and repurposing of an existing building, for the production and assembly of electric vehicles. The completed development will be in keeping with adjoining buildings both in appearance and function, and will provide a high quality, contemporary environment throughout. The new main entrance includes a full height atrium behind a glazed gable and three storey offices. Then behind these a clean, bright and clear assembly space with perimeter mezzanine to three sides. A raised mezzanine that provides space for open plan offices and meeting spaces. Where office and factory staff can meet formally or informally to discuss operations. Reinforcing the company's philosophy of shared/common purpose. Within an environment in which everyone's input is important, and in which everyone has a part to play in ensuring the best possible product and company results.

The new accommodation will be formed using high quality but environmentally sustainable materials and the services, fixtures and fittings etc. are to be high efficiency rated. Systems that are to include task focused LED directional lighting with automatic switch off. Insulated interior walls to support the use of localised heating and water conservation systems.

Recycled materials are to be used wherever possible and environmental audits are to be carried out throughout the construction, start up and full production stages of operations. Externally new lighting is to be introduced to ensure the safe movement of staff, visitors and vehicles around the site, but the fittings are to be high efficiency LED fittings with directed illumination and minimal light spillage. Fittings are to be controlled by timers, day light sensors and movement detection.

The new hardstand areas are to be constructed in materials and/or systems as appropriate to their proposed use. The service yard must be robust enough to accommodate the movement of articulated lorries, without breaking up or slipping. The new access roads need to achieve a similar performance but against lesser lateral forces, and the parking bays will allow for free drainage via permeable material as part of the SuDS drainage design.

The parking arrangements are to include generous provision for disabled staff and visitors, and significant numbers of electric charging points (11No. DDA spaces and 29No. EV points)

## 4.2 THE PROPOSAL

The proposed works once complete will provide a statement entrance at the south of the building, with a roundabout feature road layout in front of a new glazed gable leading into the unit and parking areas to either side. Inside the gable glazing a full height open atrium serves as an entrance hall and showroom space. Curved glazed walls and balconies front the three storey offices and welfare facilities which occupy the first five bays of the existing unit. Vertical access between the office floor levels is via a main single stair and lift. A second stair within the assembly/production, area provides vertical access for office and production staff.

Beyond the office and in the nineteen bay 'factory floor', a clear open area provides for space for the operations required to turn parts into finished vehicles. A new mezzanine is to be constructed across the width of the unit, adjoining the offices and along the sides of the building for just over half the length of the building, with open stairs for movement between the two levels. New doorways are to be formed within the long side elevations creating a new staff entrance and emergency escape routes in accordance with current regulations and a paint spray block close to the Northeast corner of the unit.

Beyond the three loading bay doors in the remodelled north gable an expansive service yard provides space for deliveries, storage and dispatch with a canopy next to the loading bay doors for the protection of vehicle's being unloaded or loaded.

As noted within earlier sections, the site boundaries are to be defined and protected by a security mesh fence with personnel and rolling vehicle access gates to the northern section. A sliding gate at the southern entrance and double swing gates for maintenance and emergency escape in the southeast corner. External facilities are to include lighting and security CCTV cameras located at key points ensuring maximum coverage of the site.

### **4.3 PROPOSED DESIGN**

The proposed design includes for removing the original rolling hanger doors and remodelling the gables, to accommodate a new glazed gable and rear loading bay doors. Adding new steelwork and insulated cladding as appropriate.

The new offices are to comprise a steel frame structure with concrete plank floors and a steel staircase. Partitions are to be metal stud frames lined to either side in plasterboard of a specification and thickness to ensure an appropriate fire and acoustic separation. Whilst suspended ceilings are to provide appropriate ceiling heights and service voids. Glazed screens and windows are to be used extensively for shared light, to avoid the creation of barriers between staff and ensure a bright and open atmosphere.

The mezzanine within the factory floor area is to be a secondary steel frame structure separated from the office frame but with matching concrete plank flooring. The stairs are to be steel frame structures with non-slip profile steel treads and risers.

The new accommodation which includes the staff entrance and paint spray blocks are to be steel frame and metal clad to match the existing appearance of the unit but insulated to current requirements. The new floor slabs are to be similarly insulated below a power floated concrete slab.

Externally the service yard is to be formed in bays of reinforced concrete. Whilst roadways are to be of tarmac construction in accordance with the appropriate Highway Standards. The parking bays are to be Gridforce (stone filled and free draining) with decorative gravel finish and footpaths and to be solid surface but water permeable paving (block paviour).

### **4.4 VISUAL IMPACT**

The proposed works are to be in keeping with the existing unit but incorporating some modern features at the gable ends. The majority of the existing unit will remain in its current form and finish. Colour coated profile metal cladding following a curve from ground level to an 11m apex and back down to ground level. The green colour of the unit minimises its impact and matches the other buildings within the group. The new accommodation is to match the existing units' colour and general arrangement.

The new accommodation will comprise steel frames with vertical walls and curved roofs set at right angles to the existing block to avoid 'trapped' valleys. The new curves will abut, the existing, similar to the way in which standard annexe blocks meet a major dual pitch, but with curves. The junction between the roof plains will be trimmed and flashed accordingly.

The new canopies to the front and rear of the existing unit are to be of differing sizes, but similar construction. Steel frames will be supported on steel columns with an exposed, profile metal flat ceiling, below a shallow dual pitch roof which, together with large box gutters, are to be hidden behind profile metal parapet walls. In a similar arrangement to that used at petrol filling stations.

Externally the hardstand areas are to be finished in materials, selected from the palette used within the adjoining areas, exposed concrete, tarmac and decorative gravel. All these areas are to be located within the site boundaries and green colour coated, metal mesh, security fencing and open grass land.

#### **4.5 ACCOMMODATION**

The proposed works are to provide all the accommodation necessary for the assembly of electric vehicles. Together with the necessary welfare and hospitality facilities, the office space needed for the management and administration of operations, and such additional accommodation as required to facilitate the assembly and sale of electric vehicles.

Located in the middle of the new glazed gable, two pairs of double doors provide access into the full height open atrium, in line with the reception desk and support staff office – so visitors have a clear route to follow and a specific location where they might confirm their arrival and having confirmed their arrival, space to wait, or view examples of the company's vehicles.

Either side of the reception desk, are two large office style spaces with glass walls facing the atrium. Beyond these, to the left is a café area, which will offer food and drinks to assembly workers, office staff and visitors. Food can be consumed from seating areas within the café or within the main entrance atrium space. To the right of the entrance area an enclosed stair and lift provide access to the upper floors, and either side of these are rooms currently allocated for use as a server room and production management offices.

At first floor level an open, sided walkway provides access to a Board Room, Directors Offices, General Offices and unisex toilets. The glazed balustrading and balcony style passage provide a link with the atrium and ground floor level space below. A kitchen / tea point links with break out space at the balcony ends and full height glazed windows in the rear office wall links office and assembly staff.

The Directors Office, Managers Office and a Meeting Room together with a shower room and two separate stores are located on the second floor and the apex of the Unit, all accessed by a single stairway.

The main factory floor and raised mezzanine areas are immediately behind the offices, linked by corridors stairs and doorways. At ground floor level within the western edge of the existing unit are rooms allocated for toilets, showers, first aid and storage. Whilst above these areas, at mezzanine floor level, a kitchen will be available for staff to prepare or lay out their own meals or purchase items from vending machines. Elsewhere along the mezzanine, areas will be made available for meetings, break out and rest spaces, light weight production and storage.

The new accommodation close to the Northeast corner of the unit is to house the paint spray booths and equipment together with the associated storage. Access into these areas is to be through restricted openings within the existing curved side wall which will help in ensuring a separation between any over spray particles and all other areas. Mechanical extract equipment will remove all other atmospheric particles.

#### **4.6 MATERIALS**

As already mentioned, the existing unit is a pre-war structure constructed with curved reinforced concrete beams and infill panels and applied weatherproofing. The external face of which has been overclad with profile metal sheeting secured to angle brackets and with mineral fibre insulation batts filling the voids.

The gable ends are currently taken up by uninsulated rolling hanger doors. These are to be replaced with insulated colour coat cladding secured to new steel framing which is also supporting insulated loading bay doors or the polyester powder coated double glazed gable screen.

The new accommodation is to be constructed in insulated profile metal sheet panels with an external skin that matches the existing unit and preformed, profile, colour coated metal flashings. Internally the new accommodation is to comprise, a primary steel frame structures, concrete plank floors, metal stud and plasterboard partitions, and glazed screens. Stairs are to be colour coated steel, as are the balustrade and rails. Stair and balcony guarding is to be toughened glass panels supported by proprietary brackets.

#### 4.7 PARKING

Based on the Supplementary Planning Guidance the proposed works fall somewhere between that of simple industry and highly technical industry and as such the parking provision should fall between 1 space per 80sq.m. and 1 space per 20sq.m.

There is no separate allocation to whether the areas are production or office areas, and the total floor area includes the following.

##### Ground Floor Level

Production Floor & GFL Office	4337sq,m,
Paint Store	493sq.m.

##### First Floor Level

FFL Offices	433sq.m.
Mezzanine	1,002sq.m.

##### Second Floor Level

SFL Offices	170sq.m.
-------------	----------

Total floor Area	6,435sq.m.
------------------	------------

Based on;

1 space per 20sq.m. this equates to 320No. spaces

Whilst;

1 space per 80sq.m. this equates to 80No. spaces

The total number of spaces included on the site plan is 82No. spaces within the fenced boundary and 83No. in the staff car park area. A total of 165No. vehicles. Which equates to

1 space per 39sq.m.

And is appropriate for the technological rating of operations that will be carried out within the unit.

The guidance states that a minimum 5% of the parking provision are to be DDA compliant. Based on the 165No. spaces provided a minimum of 8No. spaces are to be suitable for DDA use. In the site proposals 11No. spaces are included in the plans

Additional space is included for motorcycle and bicycles users

The guidance requires operational space equal to 10% of the GFA.

Which would equal 645sq.m. The actual service yard area equals 4,438sq.m.

As recommended in highway guidance the new spaces are larger than the basic standard arrangement and are 5.2m x 2.5m end on bays with 6m manoeuvring space between. The DDA spaces include a 1.2m wide access strip to at least two sides and generous provision is made for electric vehicle charging.

#### **4.8 LANDSCAPING**

The soft landscaping within the application site and surrounding areas comprises wild grasses, cut but only infrequently. Outside of the Picketston Business Park there is some hedging with native shrubs and trees, but these are of restricted height, trimmed by the prevailing winds. Beyond the boundaries of the business park, the surrounding area consists of agricultural farmland, with separate fields allocated to varying types of crop growth. All of which is in accordance with the use of the original airfield's operation and requirements.

The proposed site plan retains a large area of grass within the site boundaries and only limited remodelling of the site levels which is sufficient to accommodate an even surface for the service yard and smooth transition between areas in the southern entrance zone. Some limited bunding of the verges and islands between the entranceway and parking is to be used to provide visual separation and is enhanced by some native shrub planting.

The hard landscaping as described earlier includes the concrete service yard north of the unit, tarmac access roads between the separate areas and decorative gravel parking bays. The footpaths and pedestrian access areas are to be finished in permeable block pavements and decorative gravel pathways.

#### **4.9 NOISE**

The proposed works involve the assembly, fitting out and finishing of electric vehicles. And as such do not generate the noise levels that might be associated with more heavy industry or production processes. Furthermore, all operations, other than those necessary for the delivery of materials and dispatch of completed vehicles at the northern service yard, are to be contained within the extended unit. The reinforced, dense concrete structure will provide a very effective acoustic stop. Articulated lorry manoeuvring will be limited to that carried out during the normal working hours.

Outside of the application site boundaries, the adjoining buildings and activities carried out within them are not noise sensitive. The nearest residential properties are more than 200m from the application site boundaries and no noise impacts are envisaged.

#### **4.10 FLOODING**

The application site and surrounding business park areas are outside flood risk areas shown on the Natural Resources map and the development will not contribute to any increased risk elsewhere. The existing rainwater runoff from the building envelope will not be significantly increased and will be incorporated into the proposed sustainable drainage system.

#### **4.11 DRAINAGE**

The existing surface water drainage arrangement involves rainwater running off the curved sheeting into concrete troughs, either side and running the length of the unit. Grated drains have been provided across the gable ends and the collected water once taken away from the unit is allowed to discharge into the ground. The existing hardstand areas discharge direct into the adjoining soft landscaped grassed areas.

As the area of the proposed development exceeds 100sq.m.the drainage arrangement will be required to comply with the Welsh Governments Statutory Standards for Sustainable Drainage System will be required. A full SAB application with drawings, documents and hydraulic calculations will be submitted to Vale of Glamorgan SAB authority.

The proposed drainage system includes for run off from the new buildings and hardstand areas to discharge into below ground drains and held in an attenuation pond with a restricted outlet through pipes and into the Nant y Stepsau water course. Soakaway tests have been carried out and have indicated that in most instances the infiltration rates are relatively good and as a consequence the parking bays are to be of a permeable construction. Reducing the level of run off from car parking area.

## **5.0 ENVIRONMENTAL SUSTAINABILITY**

The proposed works are to refurbish and repurpose an existing unit and in so doing make 'reduce, reuse and recycle' fundamental to the company's operations and all aspects of its activities. This will extend the life of what is already over eighty years old and use it to produce environmentally improved delivery vehicles which will require smaller amounts of natural resources to run and will generate lesser amounts of pollutants. Furthermore, the vehicles and the materials incorporated in the new and existing accommodation will be capable of being salvaged for reuse, at the end of the building's life.

The original reinforced concrete structure is overclad with colour coated profile metal sheets and matching materials will be used on the new blocks. This sheeting can be readily unfixing and reused or recycled. The insulated core used in the panels forming the walls and roof of the new blocks will be of a thickness that minimises heat loss through the external envelope and will be obtained from a supplier that includes a collection and reuse service. Using collected material within the process of making new insulation.

The materials used internally as part of the fit out will be constructed in distinct layers and in a way that minimises blending materials together and making subsequent separation problematic. Keeping the steel frame and concrete beam flooring separate or simply bolted together will allow them to be stripped and processed separately as part of any future demolition. As will the plasterboard and metal stud framing, suspended ceiling tiles and grid etc. Likewise, the service supply, ducts, pipework, cabling and equipment are all to be capable of repair, upgrading and removal when their useful life is past.

Materials will wherever practicable be sourced from sustainable suppliers or sources. Materials and products on any at risk lists will be avoided and preference given to those materials, certified as meeting relevant environmental standards. Hazardous materials will be avoided, and insulation is to be zero Ozone Depletion Potential.

Also, throughout the construction process, the main contractor will be required to maintain records of any waste and what happens to it. Separate skips will be used for the storage and removal of waste and evidence of correct disposal included within the As Built documentation.

To maximise environmental sustainability during the working life of the building the services and equipment is to be as efficient as practicable. Lighting will be arranged to provide general low, but appropriate, levels of background light generally and higher levels local to activities or tasks as appropriate. Automatic detection will be included as appropriate, with switch overrides for activities in which staff may be working diligently but not physically moving. Equipment will be selected, in part, on its efficiency rating and when not in use will automatically enter a resting state or turn off.

Water use within the fitted-out works will be similarly controlled and its use minimised. Percussion taps and dual flush cisterns will be incorporated together with pulse action shower units. Throughout the design, construction, completion and operational phases of the works, all those involved in the works will be encouraged to identify and report or make suggestions on how processes might be improved or savings identified.

## **6.0 ACCESSIBILITY**

### **6.1 MOVEMENT TO, FROM AND WITHIN DEVELOPMENT**

Although there are limited pedestrian and cycle facilities in the immediate vicinity of the site there is provision along the Northern Access Road / Eglwys Brewis Road. Designated pedestrian and cycle crossings points are provided on all of the junction arms of the signalised junction and entrance to the Bro Tathan Estate. Whilst 3m pathways along the Southern side of the Northern Access Road and Eglwys Brewis Roads with routes to St Athan and Llantwit Major. Speed around the junction and along the access road to the development is limited to 20mph and as such are considered suitable for cycle access. Cycle shelters and showers are provided within the site boundaries to support cycle usage.

Once on the site, movement between areas is by foot, and along identified routes. External footpaths, and internal walkways. These are level or at least smooth and suitable for able bodied, ambulant disabled and wheelchair users. A lift off the Entrance Atrium provides vertical access between the ground and first floor office areas and ambulant disabled accessible stairs between all other floor levels.

## **6.2 ACCESSIBILITY**

The existing generally level site and continuous level floor across the whole of the existing unit are to be complimented in the way in which the fit-out works are designed. Two new entrance / exit doors are to be added within the length of the side elevations to reduce travel distances. New DDA compliant access ramps will be provided on the outside of all doors with low level thresholds. Doors generally are to be 926mm leaves and fitted with tubular pull or lever handles and cam action self-closers. Access routes are to be wide enough to accommodate wheelchair users and able-bodied staff crossing and offices are large enough to accommodate varying desk layouts with appropriate space between them.

The fit out works include generous provision of toilets which are mostly unisex and located on every floor level. Showers are provided within the assembly staff toilets and a DDA compliant washroom with shower and toilets for disabled staff and visitors. Whilst dropped level counters are to be provided as part of the main reception desk, café counter and kitchen worktop. Switches, sockets, isolation points, data connection and call points etc. are to be set at DDA accessible levels, and finishes are to provide contrast between surfaces and aid partially sighted building users.

## **7.0 COMMUNITY SAFETY**

The application site is located within Bro Tathan Business Park which is managed by facility companies who provide security, including remote monitoring using site wide CCTV and physical patrols. As part of the proposed works additional CCTV is to be installed, both within and outside the enlarged unit, together with new lighting which will cover all areas.

These additional facilities will help monitor the movement of all those accessing the business park and either deter wrongdoing or at least provide evidence for any legal action.

## **8.0 CONCLUSION**

The proposed works are in keeping with the existing and established use of the site and the additional accommodation is of an appropriate scale. The arrangement, pattern, profile and levels of the extended building will all be in accordance with the existing building and of a good standard of design. Based on the drawings and details included within the above, the works are a positive addition to the building, site and surrounding area and as such should be granted planning approval.