

South Wales Metro

TO028-I - Taffs Well Depot Hybrid Planning -
Design and Access Statement

March 2018

Mott MacDonald
Fitzalan House
Fitzalan Road
Cardiff CF24 0EL
United Kingdom

T +44 (0)29 2046 7800
F +44 (0)29 2047 1888
mottmac.com

Transport for Wales
Southgate House
Wood Street
Cardiff
CF10 1EW

South Wales Metro

TO028-I - Taffs Well Depot Hybrid Planning -
Design and Access Statement

March 2018

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	03.01.2018	Joshua Wainman	Luke Coffey	Paul Ellingham	First Draft
B	10.01.2018	Joshua Wainman	Luke Coffey	Paul Ellingham	Client Issue
C	11.01.2018	Joshua Wainman	Luke Coffey	Paul Ellingham	Issue for Planning
D	09.03.2018	Joshua Wainman	Luke Coffey	Paul Ellingham	Hybrid Planning Application
E	16.03.2018	Joshua Wainman	Luke Coffey	Paul Ellingham	Hybrid Planning Application

Document reference: 367590-WTD-CAR-28I-19

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Purpose of the Statement	1
1.2	Format of the Document	1
1.3	Background to the Development	1
1.4	Pre-Application Consultation	2
1.5	Planning Application Submission	2
2	Site Context	3
2.1	Site Location and Description	3
2.2	Site Analysis	4
2.3	Site Photos and Surrounding Area in its current form	6
3	Planning Policy Context	7
3.1	Introduction	7
3.2	Planning Policy Matrix	7
3.2.1	Statutory Development Plan	7
3.2.2	National Planning Policy	7
3.2.3	Supplementary Planning Guidance	8
4	Design of Development	9
4.1	Proposed Development	9
4.2	Design Considerations	13
4.3	Construction Phasing	13
4.4	Existing and Proposed Site Sections	16
5	Access and Movement	18
5.1	Vehicular Access	18
5.2	Pedestrian and Cycle Access	18
5.3	Rail Access	18
6	Summary and Conclusions	19

1 Introduction

1.1 Purpose of the Statement

Mott MacDonald Limited has been commissioned by Transport for Wales (TfW) ('the Applicant') to provide planning support in respect of the planned procurement of the next 'Wales and Border Rail Services' which will include the development of the South Wales Metro Phase 2, focusing specifically on the Core Valley Lines (CVL).

The development proposed involves the construction of a new rolling stock depot consisting of stabling lines, maintenance workshop, wash down point, sand replenishment plant and delivery track, along with ancillary offices, staff and public car parking. A series of associated works are also proposed which comprise the demolition of existing structures, highways and rail infrastructure improvements, construction of a new railway station footbridge and extension to the existing station platform.

A **Hybrid Planning Application** for the proposed development is submitted to Rhondda Cynon Taf County Borough Council as the Local Planning Authority. The full development description is stated below:

“Hybrid Planning Application to deliver a rolling stock depot on the existing Forgemasters Industrial site comprising of the following:

Part A: Full planning application for the demolition of existing warehouses on the existing Forgemasters industrial site.

Part B: Outline planning application to provide a rolling stock depot comprising of a warehousing building, stabling area accommodating rolling stock, substation, wash down point, sanding facility and delivery tracks, ancillary workshop and offices, decked car parking providing a maximum of 214 car parking spaces, demolition and relocation of existing railway footbridge and platforms, and associated landscaping, highways and access infrastructure works.”

This Design and Access Statement (DAS) has been prepared to accompany the Hybrid Planning Application in accordance with Paragraph 7(1) of Town and Country Planning (Development Management Procedure) (Wales) Order 2012. The statement sets out the design principles and concepts that have been applied to the development, including; environmental sustainability, movement to, from and within the development, character, community safety. It also details how access arrangements to the Scheme are addressed within the design of the development.

1.2 Format of the Document

The DAS is submitted as part of the planning application and is structured as follows:

- **Section 1 (Introduction)** – provides an overview of the purpose of the document followed by a description of the development, the background to the development and the scope and content of the planning application submission.

- **Section 2 (Site Context)** – describes the location for the proposed development, and provides an analysis of the site constraints and opportunities presented by the Application Site.
- **Section 3 (Planning Policy Context)** – sets out the relevant design and landscape policies associated with the scheme.
- **Section 4 (Design of Development)** – sets out the design of the development proposed including a detailed explanation of the phasing of development, design principles applied to the development and scheme visualisations.
- **Section 5 (Access Statement)** – describes the outline access arrangements for the scheme addressing the needs of all user groups including vehicles, pedestrians, cyclists and public transport.
- **Section 6 (Summary and Conclusion)** – summarises the design and access principles applied to the proposed development and how it accords with the planning policy framework.

1.3 Background to the Development

Land at Taffs Well, as shown on drawing 367590-MMD-28I-XX-DR-C-0001, has been secured by the Welsh Government to provide a new rolling stock depot and stabling facility in connection with the *Wales and Borders Rail Service* and will involve the transformation of the South Wales Metro ('South Wales Metro').

This programme of works, funded by the Welsh and UK Governments and the European Commission, will transform the rail network involving extensive investment in new rolling stock, stations and associated infrastructure. It will deliver a step change in the public transport bringing about improved connectivity between the CVL and Cardiff and providing a much needed modern, reliable and efficient public transport system.

Phase 2 specifically relates to the transformation of the Core Valleys Lines (CVL) which the depot development is an integral component for the future operational requirements. As such, Welsh Government undertook a comprehensive site search process to find suitable and available land. This has resulted in Welsh Government acquiring the former 'Forgemasters' building and associated land at Garth Works Industrial Estate in Taffs Well. The whole site area, including the associated works to Taffs Well Station, extends to some 5.4 hectares.

In order to ensure early delivery of investment for the CVL and minimise risk to the preferred bidder (who will be named the Operator and Development Partner (ODP)) once the procurement process is concluded, Welsh Government and TfW are seeking to secure outline planning permission for the depot and associated works.

TfW are seeking to redevelop the site as an ODP rolling stock depot (referred to as the 'Taffs Well Depot' hereafter) for use by the successful operator of the Grant Agreement currently being procured. Each party tendering for the contract has a different operational requirement for the site and therefore, any planning permission needs to be flexible to accommodate a variable quantum of development required by the end user. As such, subject to outline planning permission being granted the ODP will progress the detailed design process and secure further Reserved Matters approval from RCT.

1.4 Pre-Application Consultation

TfW has complied with the pre-application requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 and is documented in the submitted Pre-Application Consultation Report accompanying the planning application. The table below summarises how the Applicant has met the requirements of the 2012 Order:

Pre-Application Consultation Actions	Requirement Actioned	Requirement Satisfied
Display a site notice	17 th January 2018	✓
Write to "any owner or occupier of any land adjoining the land to which the proposed application relates"	17 th January 2018	✓
Consult "community" and "specialist" consultees	17 th January 2018	✓
Make the draft application available publicly	17 th January 2018	✓

In preparation of the proposals, TfW has been committed to a programme of stakeholder and community engagement that goes beyond the statutory requirements. The consultation included extensive discussions with the Local Planning Authority regarding the design of the proposals, and the scope and content of the application submission. Additional discussions were held with other key stakeholders to inform the design and various technical studies required to accompany the planning application submission.

A Public Exhibition event to display the proposed development and provide the public with an opportunity to discuss the proposals was held on 24th January 2018 between 12:00noon and 7:00pm. Representatives from both Mott MacDonald and Transport for Wales were available at the event to discuss the proposals with interested members of the local community.

Full details of all pre-application consultation undertaken in connection with the Scheme is set out in the Pre-Application Consultation Report accompanying the planning application submission.

1.5 Planning Application Submission

The Design and Access Statement should be read in conjunction with the following documents which accompany the planning application submission:

- Air Quality Impact Assessment;
- Demolition Management Plan;
- Construction Strategy;
- Heritage Statement;
- Geo-Environmental Desk Study; and
- Lighting Strategy.

Table 1.4.1: Application Plans and Drawings

Drawing Title	Reference	Scale
Location Plan	367590-MMD-28I-XX-DR-C-0001	A1 @ 1:2500
Ground Level Masterplan (Sheet 1 of 2)	367590-MMD-28I-XX-DR-C-0002	A1 @ 1:1250
Upper Level Masterplan (Sheet 2 of 2)	367590-MMD-28I-XX-DR-C-0003	A1 @ 1:1250
Red Line Boundary	367590-MMD-28I-XX-DR-C-0004	A1 @ 1:1250
Parameters Plan	367590-MMD-28I-XX-DR-C-0005	A1 @ 1:1250
Sections and Elevations (Sheet 1 of 2)	367590-MMD-28I-XX-DR-C-0006	A1 As Shown
Sections and Elevations (Sheet 2 of 2)	367590-MMD-28I-XX-DR-C-0007	A1 As Shown
Indicative Construction Phasing Plan	367590-MMD-28I-XX-DR-C-0008	A1 @ 1:2000
Ground Level Illustrative Masterplan	MMD-367590-28I-XX-DR-L-0002	A1 @ 1:1000
Upper Level Illustrative Masterplan	MMD-367590-28I-XX-DR-L-0003	A1 @ 1:1000
Illustrative Sections and Elevation (Sheet 1 of 2)	MMD-367590-28I-XX-DR-L-0006	A1 @ Various
Illustrative Sections and Elevation (Sheet 2 of 2)	MMD-367590-28I-XX-DR-L-0007	A1 @ 1:500

2 Site Context

2.1 Site Location and Description

The Application Site ('the Site' hereafter) has a site area of 5.4 hectares and is located within the administrative boundary of Rhondda Cynon Taf County Borough Council. It is set within the Taff Valley to the south of Taffs Well between the A470 and A4054 (Cardiff Road).

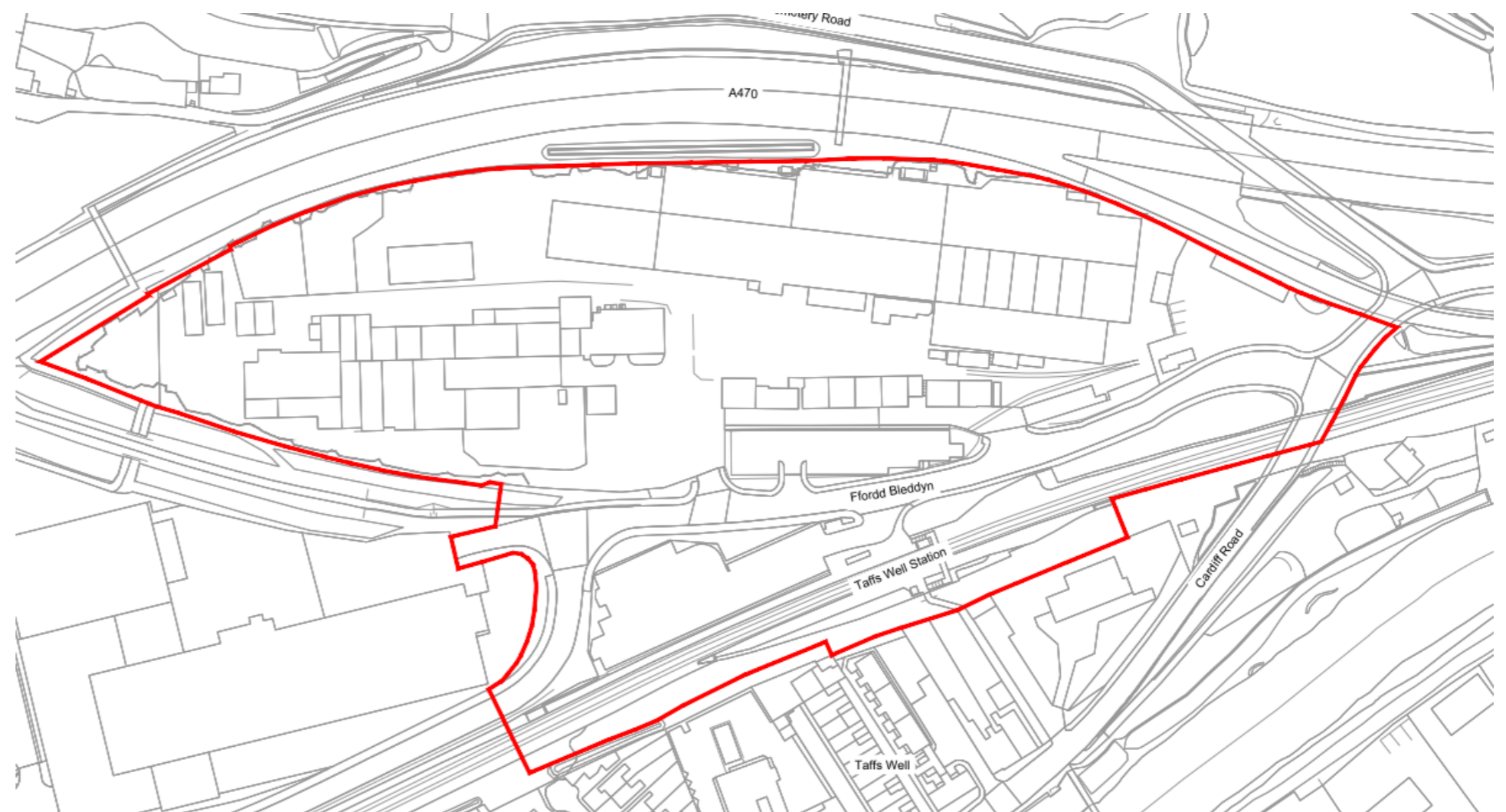
The majority of the Application Site includes the existing Garth Works Industrial Estate which is now under the ownership of the Welsh Government. The estate includes a number of commercial industrial units and ancillary buildings, together with associated areas for parking and storage. It is bound to the north by National Cycle Route 8, east and south by the A470 which is in an elevated position. The boundary to the industrial estate is defined by a mixture of trees and palisade fencing.

The extent of the Application Site also includes Ffordd Bleddyn and land associated with Taffs Well Railway Station which includes the existing park and ride facilities. It also includes part of the Merthyr Railway Line.

The Site consists of a hardstanding surface with multiple car parks, roads and building structures for industrial and commercial use. To the north West is the Rhys Davies Logistics Industrial Estate followed by a mixture of residential housing in the North West and East of the site. The Site is enclosed by transport infrastructure including the A470 to the east which provides routes to Cardiff and Pontypridd and A4054 (Cardiff Road) to the west. The Site is also located in close proximity to the Cardiff and Merthyr railway line, Taffs Well Railway Station and the River Taff to the west. Further south west is a vast space of vegetated land which is designated a Site of Special Scientific (SSSI) and Special Area of Conservation.

The extent of the Site boundary is shown in red on the submitted Site Location Plan (see **Figure 2.1.1**).

Figure 2.1.1: Red Line Boundary Plan



Source: Mott MacDonald (2018) – Drawing No. 367590-MMD-28I-XX-DR-C-0004

2.2 Site Analysis

Heritage

The Site is not located within a Conservation Area, nor does it contain any statutorily listed buildings or scheduled monuments.

There are several heritage assets located within the surrounding area (see **Figure 2.2.1**). The following listed buildings are located within a 1km radius of the Site. These are described in further detail in the accompanying Heritage Statement

- Ardwell Cottage (Grade II)
- Terrace of Buildings known as Alfred's Terrace (Grade II)
- The Well House (Grade II)
- Gwaelod-Y-Garth School (Grade II)
- Bethlehem Capel yr Annibynwyr (Grade II)
- Ynys Bridge (Grade II)
- Castell Coch (Grade I)

Figure 2.2.1: Surrounding Heritage Assets



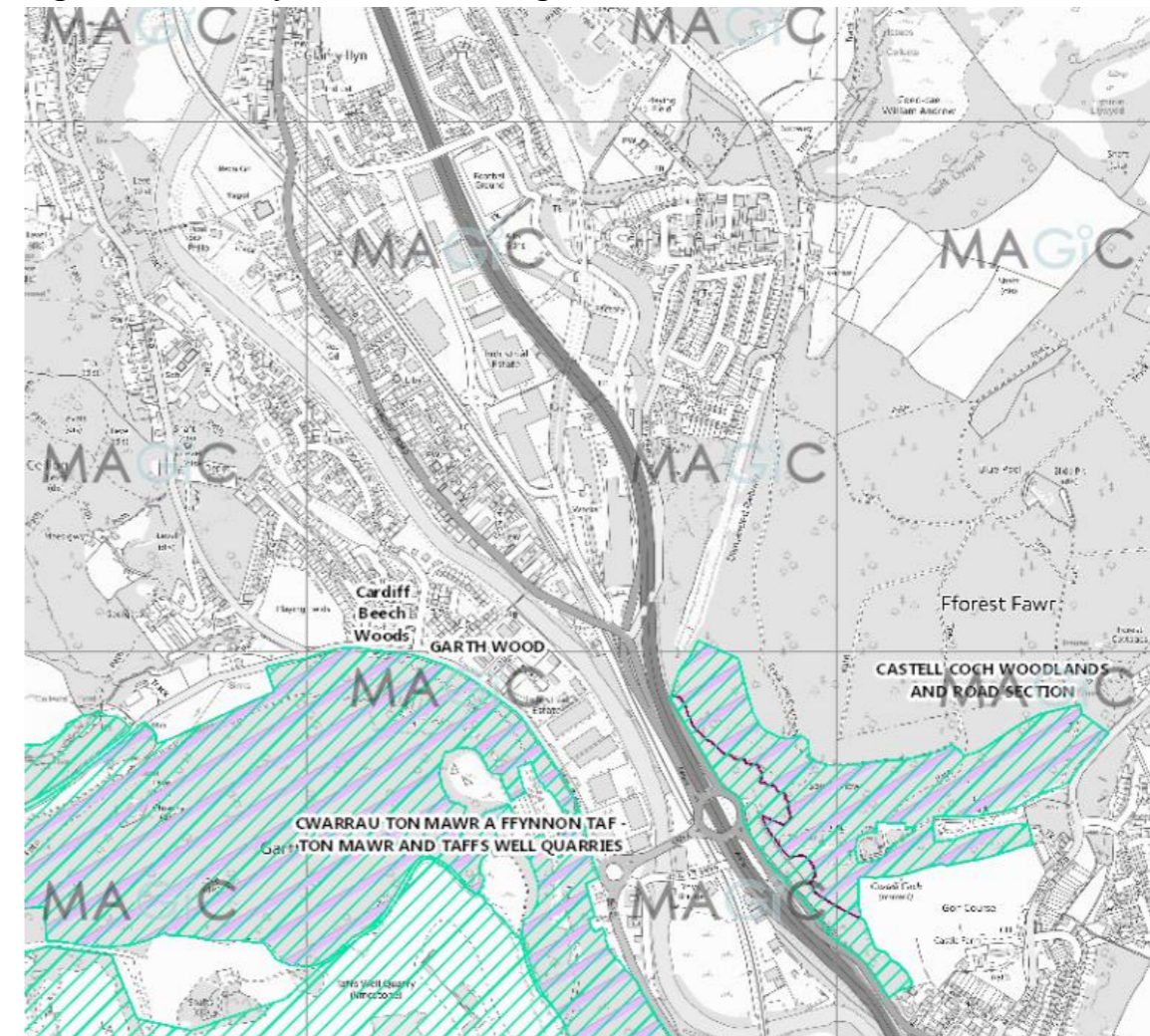
Source: www.historicwales.gov.uk

Ecology

Figure 2.2.2 shows that land to the south-east and south-west of the Site is designated as a Special Area of Conservation (SAC) (Purple) and Site of Special Scientific Interest (SSSI) (Green).

A Preliminary Ecological Appraisal (PEA) and Bat Survey Report is submitted which confirms that the Site contains habitats considered to be of low ecological value. No non-statutory designated sites have been identified within or adjacent to the Site. There are several non-statutory designations within 2km of the Site and the closest of these include Forest Fawr and the River Taff. As these designations are located some distance from the application site, the Preliminary Ecological Appraisal confirms that there will be no direct or indirect effects resulting from the proposed development.

Figure 2.2.2: Nearby SAC and SSSI Designations

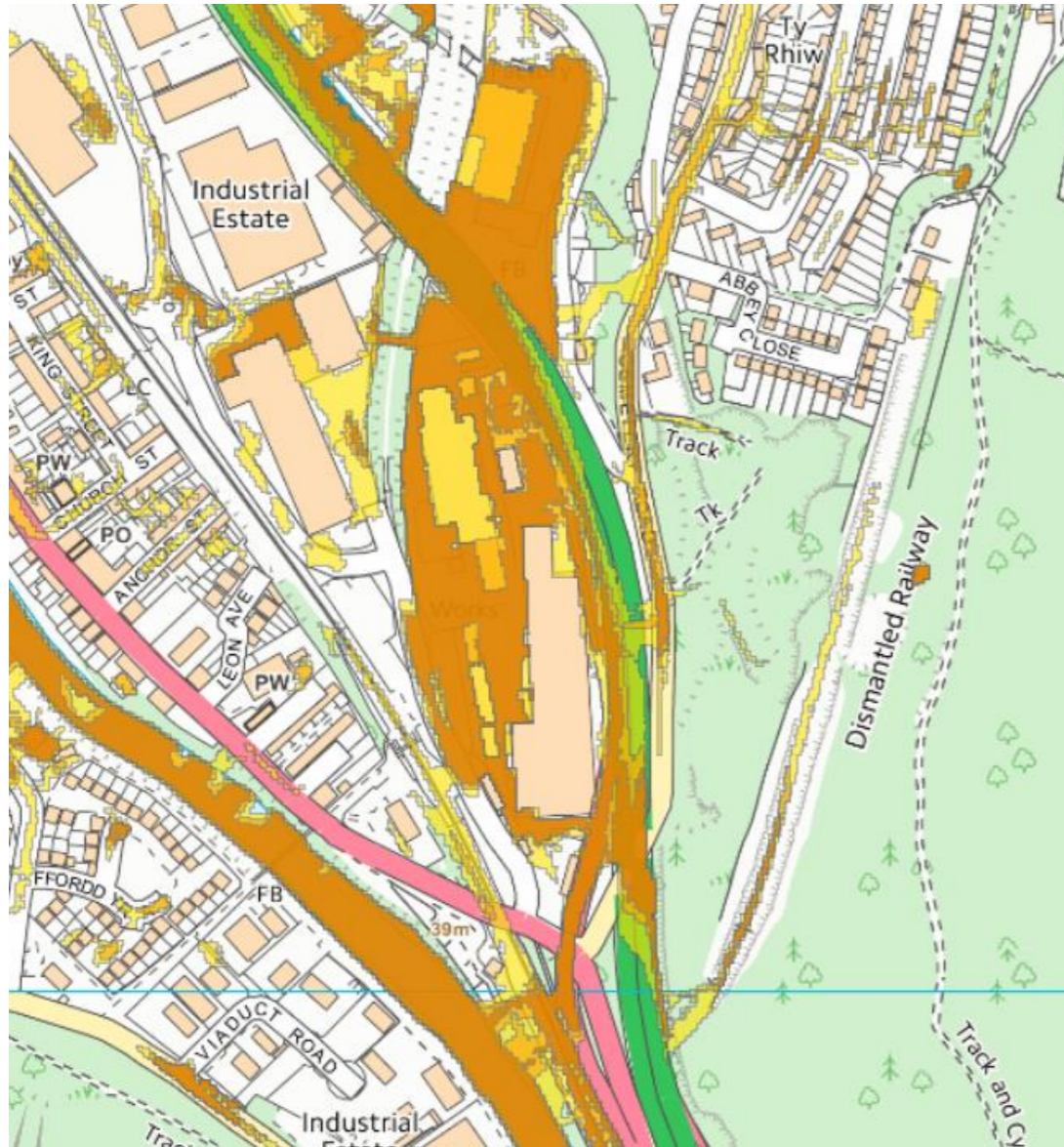


Source: www.Magic.gov.uk

Flood Risk

Figure 2.2.3 shows that the majority of the Site, in particular the Garth Works industrial Estate, falls within a zone of high surface water flood risk and is at risk of flooding from reservoirs. The Site is not at risk of flooding from sea or reservoirs.

Figure 2.2.3: Flood Risk Map



Source: Natural Resources Wales

- High Surface Water Flood Risk
 - High Surface Water Flood Risk - Extent
- Medium Surface Water Flood Risk
 - Medium Surface Water Flood Risk - Extent
- Low Surface Water Flood Risk
 - Low Surface Water Flood Risk - Extent

2.3 Site Photos and Surrounding Area in its current form

Figure 2.3.1: Entrance to Forgemasters Site



Figure 2.3.2 Buildings on Site



Figure 2.3.3: Surrounding Road Network



Figure 2.3.4: Adjacent A470



3 Planning Policy Context

3.1 Introduction

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that proposals are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan comprises of local planning documents which have been the subject of examination in public or testing through public inquiry, and are adopted having been through due process.

The application site falls wholly within the administrative boundary of Rhondda Cynon Taf County Borough Council. The statutory Development Plan is made up of the following.

- Rhondda Cynon Taf Local Development Plan up to 2021 (March 2011)

In addition to the statutory Development Plan, the proposed development should also be assessed against Planning Policy Wales and relevant Technical Advice Notes, which are material considerations in any determination.

3.2 Planning Policy Matrix

The design of the proposed Scheme has taken into consideration the design and access criteria set out in the relevant design and landscape policies. A summary of these are provided in the planning policy matrix below and further detail relating to planning policy can be found in the accompanying Planning Statement:

3.2.1 Statutory Development Plan

Rhondda Cynon Taf Local Development Plan up to 2021 (Adopted March 2011)	
Policy AW5 (New Development)	Proposals for new development should comply with the following: Amenity: <ul style="list-style-type: none"> • Scale, form and design of the development with have no unacceptable effect on the character and appearance of the site and surrounding area; • Where appropriate, existing site features of the built and natural environmental would be retained; • No significant impact upon the built and natural environment value would occur. Accessibility: <ul style="list-style-type: none"> • Development would be accessible to the local and wider community by a range of sustainable modes of transport; • The site layout and mix of uses maximises opportunities to reduce the dependence on cars; • Development would have safe access to the highway network and not cause traffic congestion or exacerbate existing traffic congestion; • Car parking would be provided in accordance with the Council's Supplementary Planning Guidance on Delivering Design and Placemaking: Access, Circulation and Parking Requirements.

Policy CS 2 (Development in the South)	Sustainable growth will be achieved by, amongst other factors, protecting the cultural identity of the Strategy area through protection of the historical built heritage and natural environment.
Policy AW 6 (Design and Placemaking)	Proposals for development will be supported where, amongst others, meets the following requirements: <ul style="list-style-type: none"> • High design standards, reinforcing the attractive qualities and local distinctiveness; • Improves areas poor design and layout; • Appropriate to the local context in terms of sitting, appearance, scale, height, massing, elevational achievement, materials and detailing; • In the public realm and key locations, such as public spaces, the character and quality of the built form is of a high standard of design; • Connectivity and accessibility to existing centres, by a wide range of modes of sustainable transport; • Reflects and enhances the cultural heritage; • Protects and enhances the landscape and biodiversity.
Policy AW 2 (Sustainable Locations)	On sites where they have not been allocated specifically within the Local Development Plan, proposed developments will be supported if they are in sustainable locations. Amongst others, the definition of sustainable locations includes the following: <ul style="list-style-type: none"> • Would not unacceptably conflict with surrounding uses; • Have good accessibility by a range of sustainable transport options; • Support the role and functions of the Principal Towns, Key Settlements and Small Settlements.
Policy AW 7 (Protection and Enhancement of the Built Environment)	Proposals for development will be permitted where it preserves or enhances the character and appearance of the site.
Policy SSA 19 (Rail Network and Station Improvements)	The safeguard of rail network improvements along the identified routes will be promoted.

3.2.2 National Planning Policy

National Planning Policy is contained within Planning Policy Wales and Technical Advice Notes (TANs). The national policies contained within these documents and are of relevance to the proposed Scheme are set out below:

Planning Policy Wales (Edition 9, November 2016)	
Planning for Sustainability (Paragraph 4.1.1 - 4.13.5)	The PPW promotes the goal of sustainability to satisfy the basic needs and quality of life of all future generations. Sustainable development must be carried out. Amongst other aspects, public transport development strategies should minimise the need to travel by car.
The Historic Environment (Paragraph 6.1.1 – 6.5.30)	The PPW seeks to protect, manage and conserve the historic environment. Development proposals should be judged on the effect it may have on the designation.

Conserving and improving Natural Heritage and the Coast (Paragraph 5.1.1 – 5.8.4)	The PPW seek to conserve and improve the natural heritage. Development should consider the importance of the historic and natural environment, yet also acknowledge the opportunity for social and economic development potential of sites. Development can minimise conflict and also create new opportunities through the natural heritage.
Technical Advice Notes	
Technical Advice Note 12 – Design (2016)	
Defining Design (Paragraph 2.1-2)	The design of developments is important to the quality of life and the quality of Wales' landscapes. The Welsh Government commit to achieving delivery of a good design in both the built and natural environment. Design should be environmentally sustainable, deliver economic development and social inclusion.
Transport (Paragraph 5.9.1-2)	Design of transport is critically important to the success of providing an alternative to car travel and quality of the environment as a whole. Design of this is therefore important to promote active travel journeys. Planning of this should be based on understanding the local context and the needs and potential.
Transport Infrastructure (Paragraph 5.9.6)	The layout of infrastructure should contribute to promoting public transport usage. All forms of transport are important within the design process and should be enhanced.
Technical Advice Note 18 – Transport (2007)	
Design of Development (Paragraph 5.1-5.2)	Design should meet the needs of all people, including those with disabilities. In accordance with the Disability Discrimination Act 1995 (as amended), all types of disability should be treated no less than favourably. In terms of transport, needs in terms of parking should be adequate and suitably designed in appropriate locations. Transport infrastructure should be designed and located to be safe, functional and accessible to all.
Public Transport (Paragraph 7.1-7.3)	Planning authorities should establish and apply design principles for transport to ensure that facilities are accessible and safe.

3.2.3 Supplementary Planning Guidance

Supplementary Planning Guidance (SPG) supplies supporting information in respect of policies in a current local plan or national policy. It is a means of setting out more detailed thematic or site-specific guidance on how these policies will be applied. SPG documents relevant to the Scheme are detailed below:

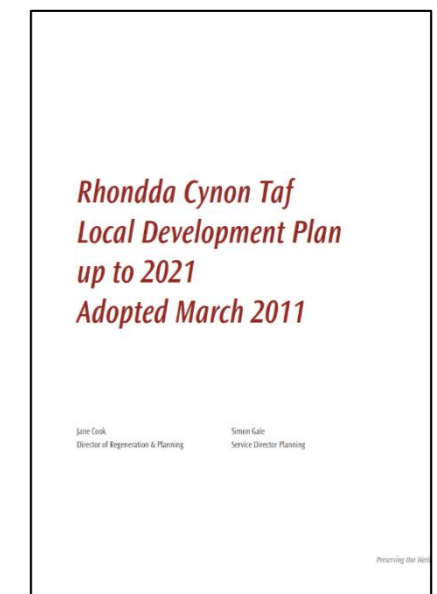
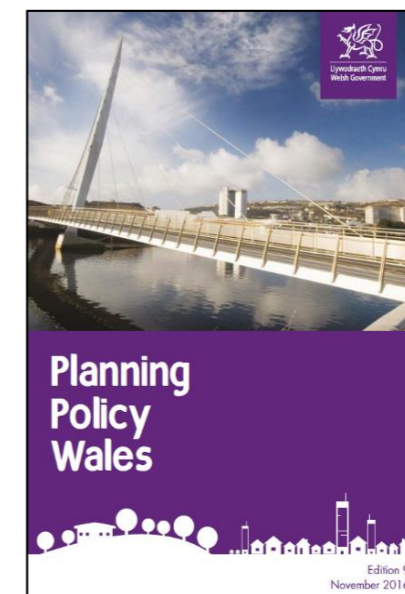
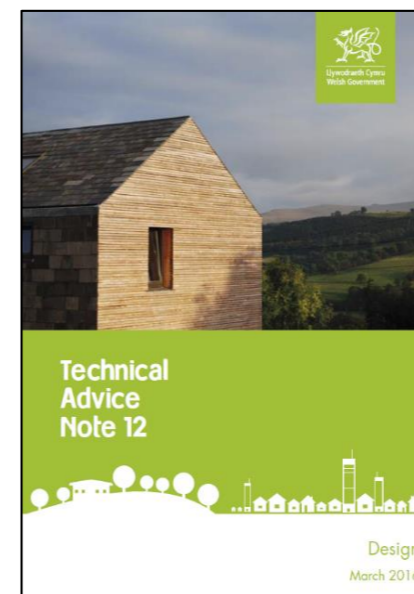
Supplementary Planning Guidance

Delivering Design and Placemaking: Access, Circulation & Parking Requirements (Adopted March 2011)

Paragraph 4.2.1-4.2.3 (Transport Assessment)	The guidance sets out the requirements for a transport assessment which should reflect the scale of the development.
--	--

Supplementary Planning Guidance

	It provides a 'checklist' of the key features which should be set out within this.
Paragraph 4.4.1 (Parking)	The guidance provides a guideline to the level of parking required for the development.
Design and Placemaking: Creating new places to live and the regeneration of existing communities (March 2011)	
Paragraph 4.4.1-4.4.2 (Design of the Built Form)	The guidance considers the character of settlements within the County. This should be considered and respected by all new development to make a positive contribution to the character of the area. The guidance notes the following aspects which define the character of the area and should be respected by new developments: Built form; Proportion and scale of buildings; Materials and colour; Detailing; Shape of roofs; Window designs; Boundary treatments; and Degree of consistency / variation.
Paragraph 4.5.1-4.5.4 (The public realm)	New developments should generate success through the quality of the structure in the public realm.
Paragraph 3.5.1-3.5.2 (Respecting the topography of Rhondda Cynon Taf)	The significance of the topography is important to the distinctive character of the area. This document states that care will be taken in assessing the impact of new developments on the landscaping of the area.
Paragraph 3.4.1 (Respecting the traditional local character)	All proposed development need to consider the importance of the local character. This does not mean that it must mimic this, but inspiration from the design and traditional material should be used.
Paragraph 3.9.1 (Respecting Natural Heritage)	The character of the area can be reflected through a new developments relationship with the topography, materials used and approach to landscape design.



4 Design of Development

Section 7(4) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 requires a design and access statement to explain the design principles and concepts that have been applied to the development. This includes environmental sustainability, movement to, from and within the development, character of the development, and impacts on community safety. This section sets out in detail, the individual elements of the proposed Scheme and how the above design principles have been applied to the development.

4.1 Proposed Development

An outline of the proposed development is shown on the parameters plan (see **Figure 4.1.1**) which shows the maximum parameters of built floorspace which can be taken forward to the detailed design stage of the Scheme. The Plan shows the outline parameters for the rolling stock depot, car parking and highways infrastructure. Further details of these are set out below:

Depot Parameters:

- Combined Total Floorspace of 6642m²
 - 3770m² of workshop floor space.
 - 2372m² of office floor space over two floors.
 - 400m² and 100m² of storage buildings floor space.

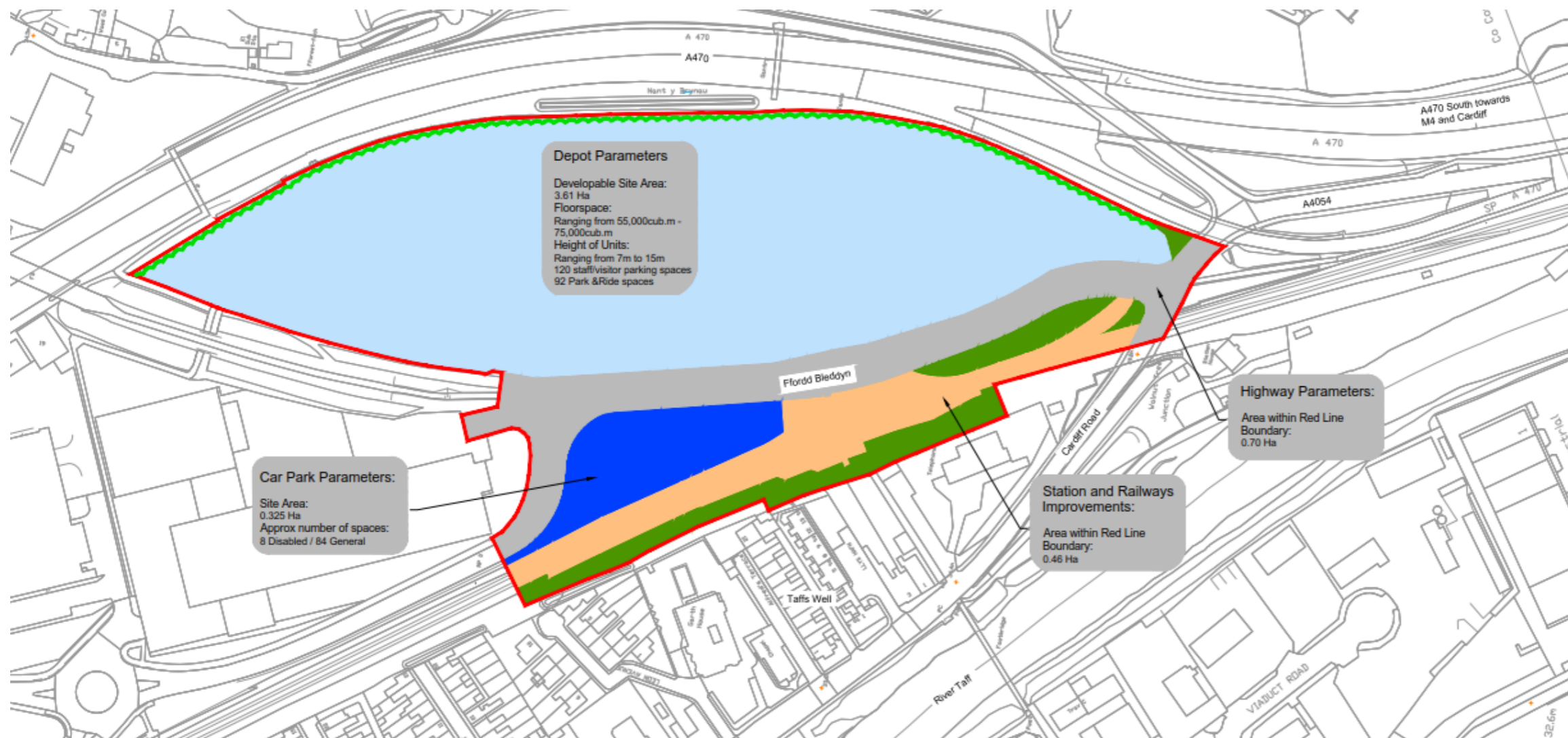
Highway Parameters:

- 0.6263 Hectares of highway within red line boundary

Car Park Parameters:

- Site Area – 0.325 hectares
- Approx. number of spaces – 84 Spaces at Taffs Well Railway Station, 94 Spaces at Taffs Well Railway Station Overflow, 120 Depot Staff and Visitor Parking spaces, and 20 Operational vehicle parking spaces.

Figure 4.1.1: Parameters Plan



Source: Mott MacDonald – Drawing No. 367590-MMD-281-XX-DR-C-0005

Summary of Proposed Works

An indicative layout of the proposed scheme is shown in **Figures 4.1.2 and 4.1.3** and comprises the construction of a new rolling stock depot comprising stabling lines, maintenance workshop, wash down point, sand replenishment plant and delivery track, along with ancillary offices and staff / public parking provision. There will also be associated works comprising demolition of existing structures, highways and rail infrastructure improvements, construction of a new railway station footbridge and extension to the existing station platform.

Demolition Works and Temporary Infrastructure

The initial phases of the development include site clearance works and comprises the demolition of the existing buildings on the Garth Works Industrial Estate. It is proposed that demolition is undertaken prior to any construction works commencing in connection with the rolling stock depot. An existing car park (referred to as 'Car Park A') located on the southern boundary of the industrial estate will remain during the demolition phase, as shown in the Indicative Construction Phasing Plan (Drawing No. 367590-MMD-28I-XX-DR-C-0008). The car park will continue to provide 55 parking spaces.

Following the demolition works, a temporary road is to be constructed to divert traffic from Ffordd Bleddyn which is to be closed to allow the construction of the overbridges and vertical realignment of Ffordd Bleddyn.

Rolling Stock Depot

The depot is designed to provide stabling for 25x50m CVL rolling stock vehicles. The proposed stabling sidings are to be used for the storage of rail vehicles and will also include a rolling stock washing facility, sand replenishment plant, substation and a delivery track where rolling stock will be delivered on HGVs and lifted onto the depot tracks.

Ancillary uses have been incorporated into the depot including an office and maintenance workshop to complete the planned and corrective maintenance of the fleet of vehicles.

Car Park Provision

A summary of the proposed parking provision at the Depot and Taffs Well Railway Station is provided at **Table 4.1.1**.

Table 4.1.1: Parking Provision

Parking Areas	Existing Provision	Proposed Provision	Net Provision
Taffs Well Station Main P&R Provision	93	84	
Taffs Well Station Overflow P&R Provision	55	94	+ 30
Depot Staff and Visitor Parking	104 Approx. marked Parking Bays + ad hoc parking	120	+ 16
Operational Vehicle Parking	Ad hoc spaces throughout the site for operational vehicles	20	+ 20

Source: Mott MacDonald

Park and Ride provision at Taffs Well Railway Station will be reduced from 93 spaces to 84 spaces. However, the proposed decked car park which will provide 94 spaces to offset the loss in provision at the main P&R site and will resultantly provide a net gain in P&R provision of approximately 30 spaces.

Parking at the depot facility will be provided using a decked car park above the stabling of the rolling stock. The decked car park will provide a maximum of 120 staff and visitor car parking spaces and 94 parking spaces for public use to offset the loss of park and ride provision at Taffs Well Railway Station. A further 20 spaces for operational vehicles will be provided Works to Taffs Well Railway Station.

The Scheme proposes a series of works to the Taffs Well Railway Station. This includes the demolition of the existing footbridge and platform end at the southern end of the station. To offset the loss of these structures, it is proposed that the platform at the northern end is extended by 100 metres. A new footbridge over Taffs Well Station will be constructed alongside new stairs and lifts at the southern extent of the new platforms. A covered cycle shelter and taxi drop off area is also proposed.

Taffs Well Station Car Park (referred to as Car Park B) is to be amended to include an additional 13 parking spaces, 8 of which will be designated for disabled users, added cycle stands to accommodate 15 cycle spaces and incorporate a new drop off turning circle. Associated hard and soft landscaping is also proposed around the perimeter of the car park. As part of these works, the existing access is to be closed.

Associated Highways and Infrastructure Works

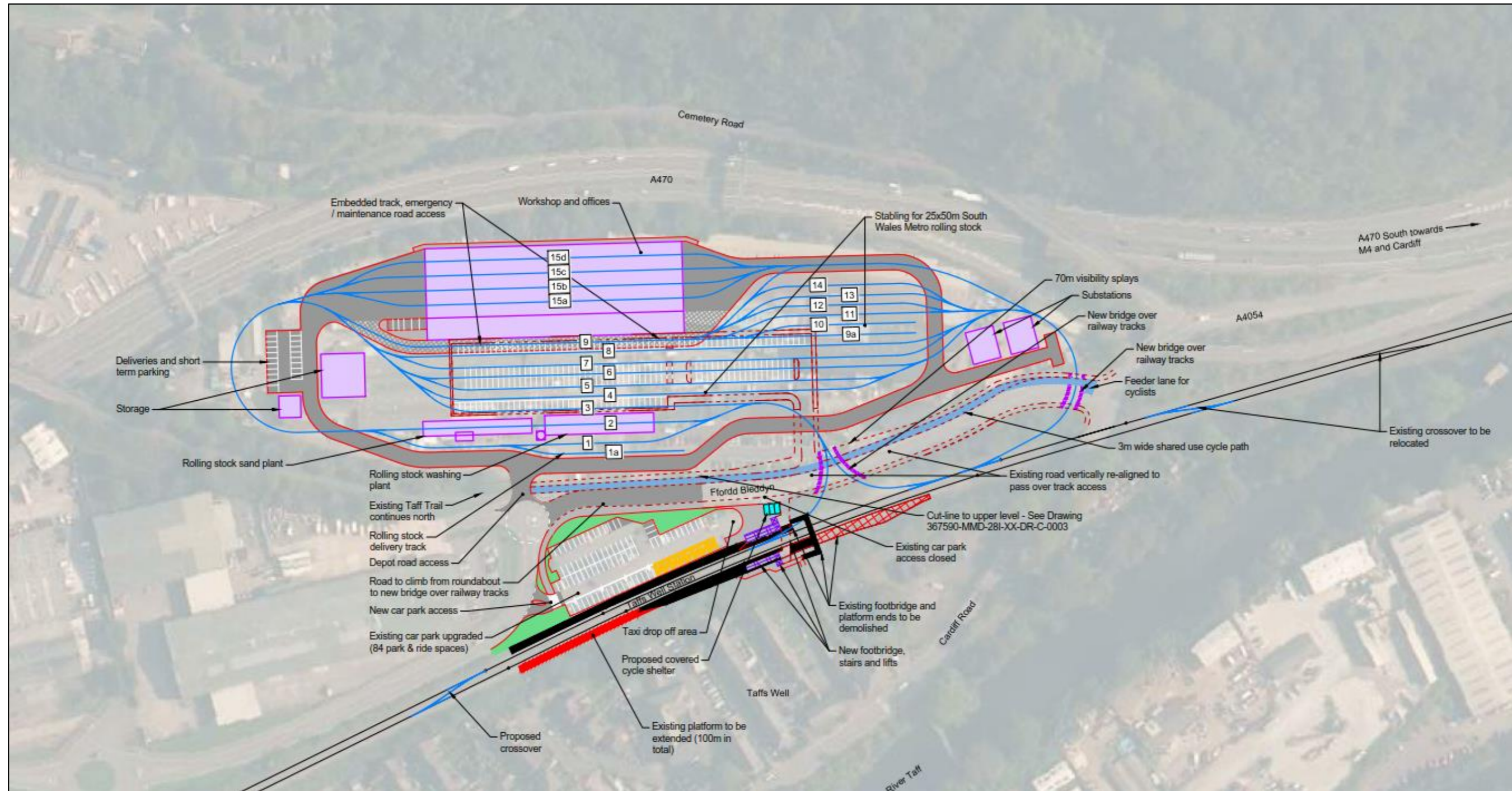
Road access is proposed on the western edge of the Site from the existing mini roundabout on Ffordd Bleddyn. To facilitate the development, it is proposed to upgrade the roundabout and add an additional arm to provide direct access into the Site.

To gain rail track access into the depot site it is proposed to modify Ffordd Bleddyn. The road will be vertically re-aligned, to pass over three rail tracks connecting the proposed depot and main railway line. It will follow the level of Cardiff Road junction, starting to fall to ground level after passing the last of the three depot tracks, with a maximum gradient of 1:20. It will reach the ground level close to the existing roundabout junction. The elevated road section will be placed either on a viaduct structure, or an embankment with underpasses for the new tracks.

A secondary access will be constructed from a decked carpark off the re-aligned Ffordd Bleddyn. This access will cater for both depot staff parking and the relocated rail station Park and Ride facility.

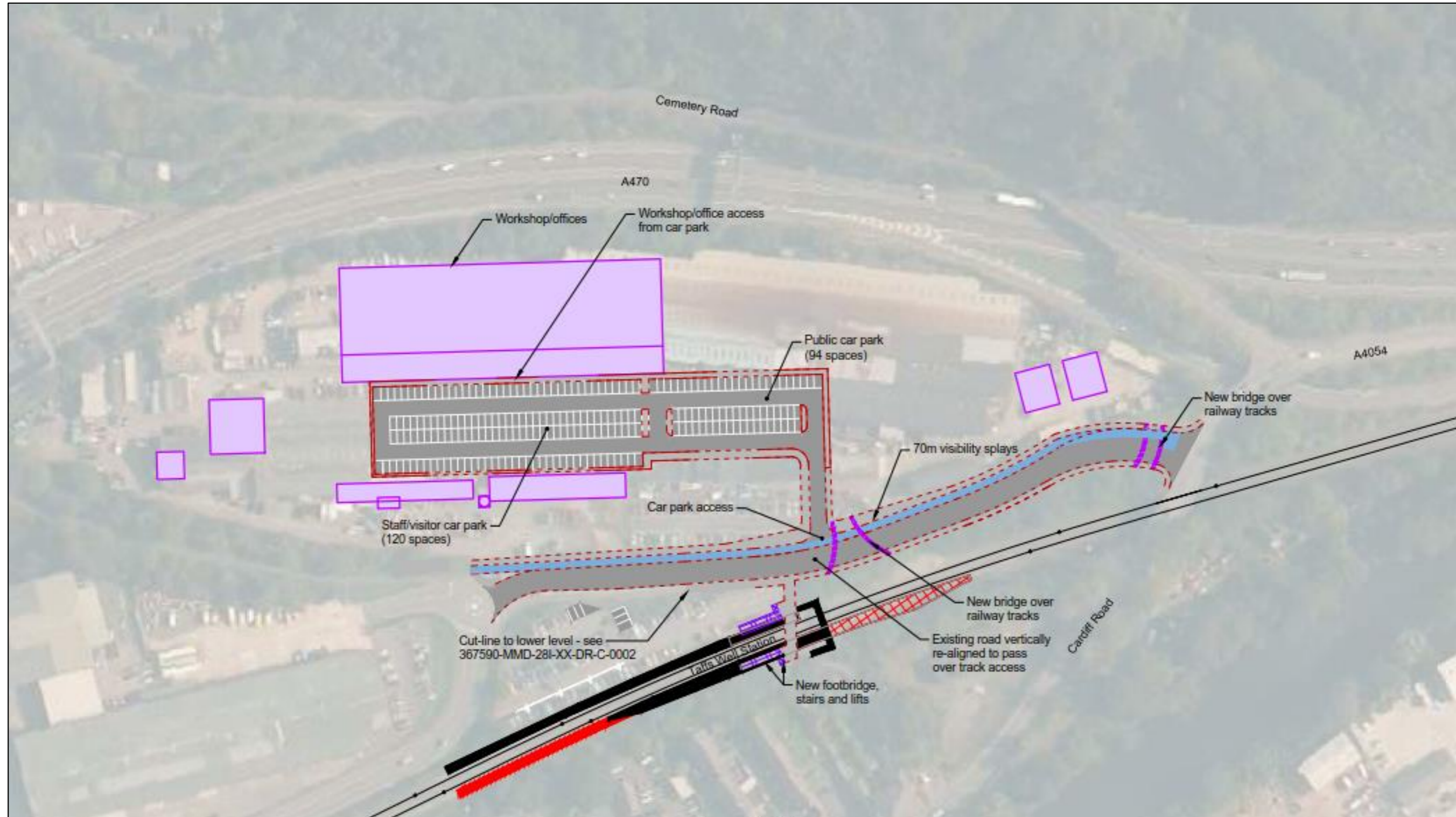
Pedestrian and cycle access will be through the main site access, designed with a segregated footway / cycleway into the site. A new pedestrian route and crossing will be created between the site entrance and new rail station P & R site.

Figure 4.1.2: Site Masterplan Ground Level



Source: Mott MacDonald – Drawing No. 367590-MMD-28I-XX-DR-C-0002

Figure 4.1.3: Site Masterplan Upper Level



Source: Mott MacDonald – Drawing No. 367590-MMD-28I-XX-DR-C-0003

4.2 Design Considerations

Environmental Sustainability

The proposed Scheme is required in connection with the operation of a sustainable transport in the form of rail. The development of a rolling stock facility is integral to the development and operation of the South Wales Metro. The provision of enhanced park and ride facilities will also seek to promote greater use of rail by encouraging car users to undertake part of the journey by rail. Due to its location, the development will be served by a host of other sustainable transport modes including local bus networks, enhanced pedestrian routes and national cycle routes.

As the scheme is currently at outline stage, the details relating to the use of materials are currently unavailable. However, it is anticipated that the use of appropriate materials would enhance the development's environmental sustainability.

In addition, the proposed Scheme is situated on Brownfield land and therefore has heightened sustainability through the use of previously developed land.

Movement to, from and within the development

The Site is located within a highly accessible location. Taffs Well Railway Station currently serves the Site and provides regular services to Cardiff, Pontypridd, Aberdare, Caerphilly, Merthyr Tydfil.

The Site is also easily accessed by car due to its proximity to the wider road network via the A4054 Cardiff Road and the A470 Trunk Road which links to Junction 32 of the M4 Motorway, and provides the main north south trunk road in Wales.

National Cycle Route 8 runs through the Site and will be maintained in the development. The cycle route provides access to Caerphilly, Pontypridd, and Cardiff City.

Further details on access to the Site are detailed in Section 5 of the DAS.

Character

The character of the Site, at present, consists of commercial and industrial buildings and uses. The Site lies between a larger residential development area to the west, with Forest Fawr to the east. Limited landscaping can be found at the perimeter of the Site and this will be retained where possible and loss will be mitigated where possible.

In terms of the impacts on character, it is considered that the Scheme proposed is considerate of the surrounding character area. The development comprises buildings and structures akin to an industrial use and therefore does not differ greatly from the present conditions. As shown in Section 4.4, there will be a reduction in built form on site and building heights in the proposed scheme will be lower, 13.5m compared to 15m at present, to further preserve character. The use of sympathetic materials will also be utilised in the detailed design stage and their choice will be influenced by those currently found in the surrounding area.

Community Safety

It is anticipated that at the detailed design stage of the Scheme, fencing will be proposed to ensure that only suitable personnel have access to the depot. This will also avoid trespassing and any dangers associated with pedestrians being in close proximity to railway tracks. Access to the depot has also been limited to a single access point to assist in tracking visitors to the Site.

To further design out crime, appropriate lighting will be implemented to avoid 'dark areas' whilst being considerate to the surrounding sensitive receptors. In addition, the density of built form on the Site is reduced and therefore allows for greater passive surveillance and reduces the opportunity for anti-social behaviour.

Suitable crossing points will provide safe pedestrian crossing through the site and the proposed pedestrian and cycle routes through the site are situated in highly visible location from the existing road network and other surrounding active built form.

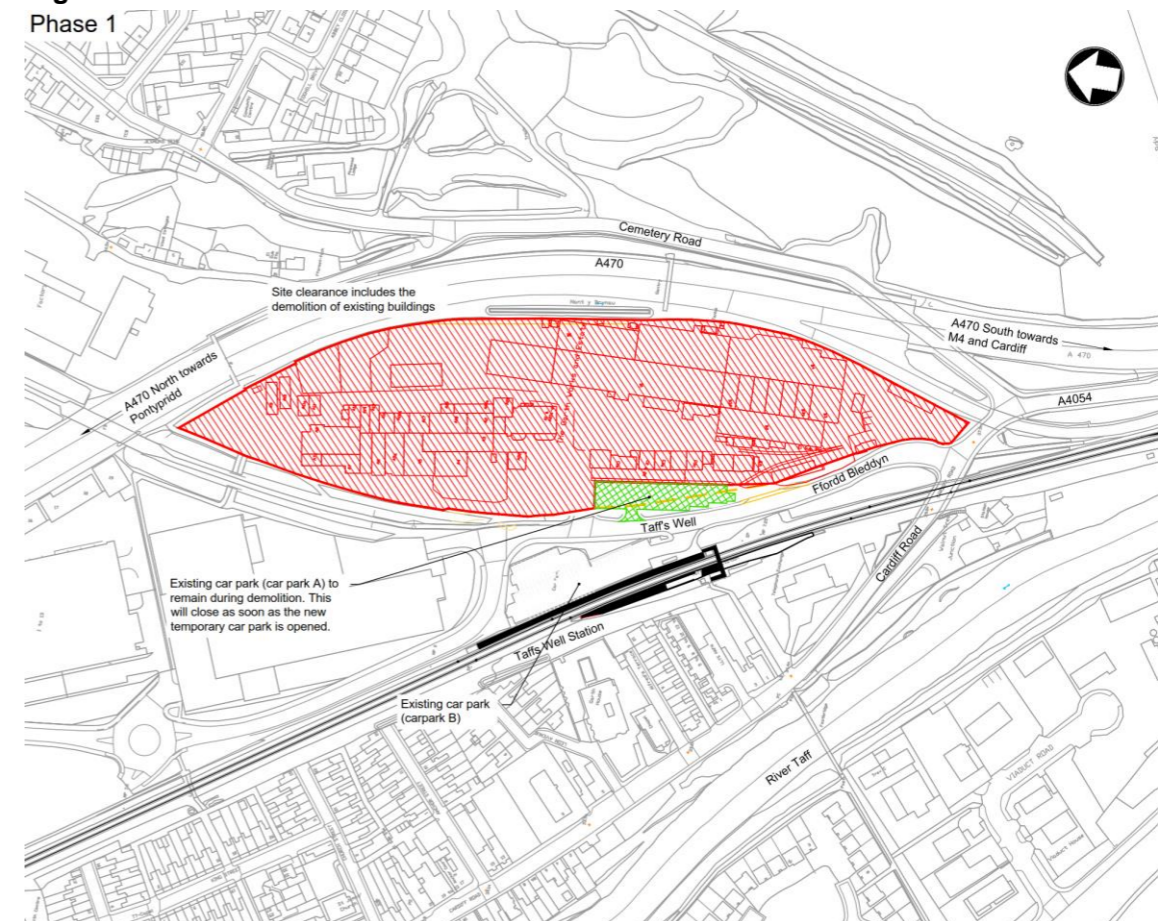
4.3 Construction Phasing

The construction of the proposed development will be undertaken in 4 separate phases, as shown through **Figures 4.3.1 to 4.3.4**. The works undertaken at each stage are detailed below:

Phase 1:

- Demolition of existing buildings and site clearance works;
- Existing car park off Ffordd Bleddyn to remain until new temporary car park is opened.

Figure 4.3.1: Phase 1 of Construction

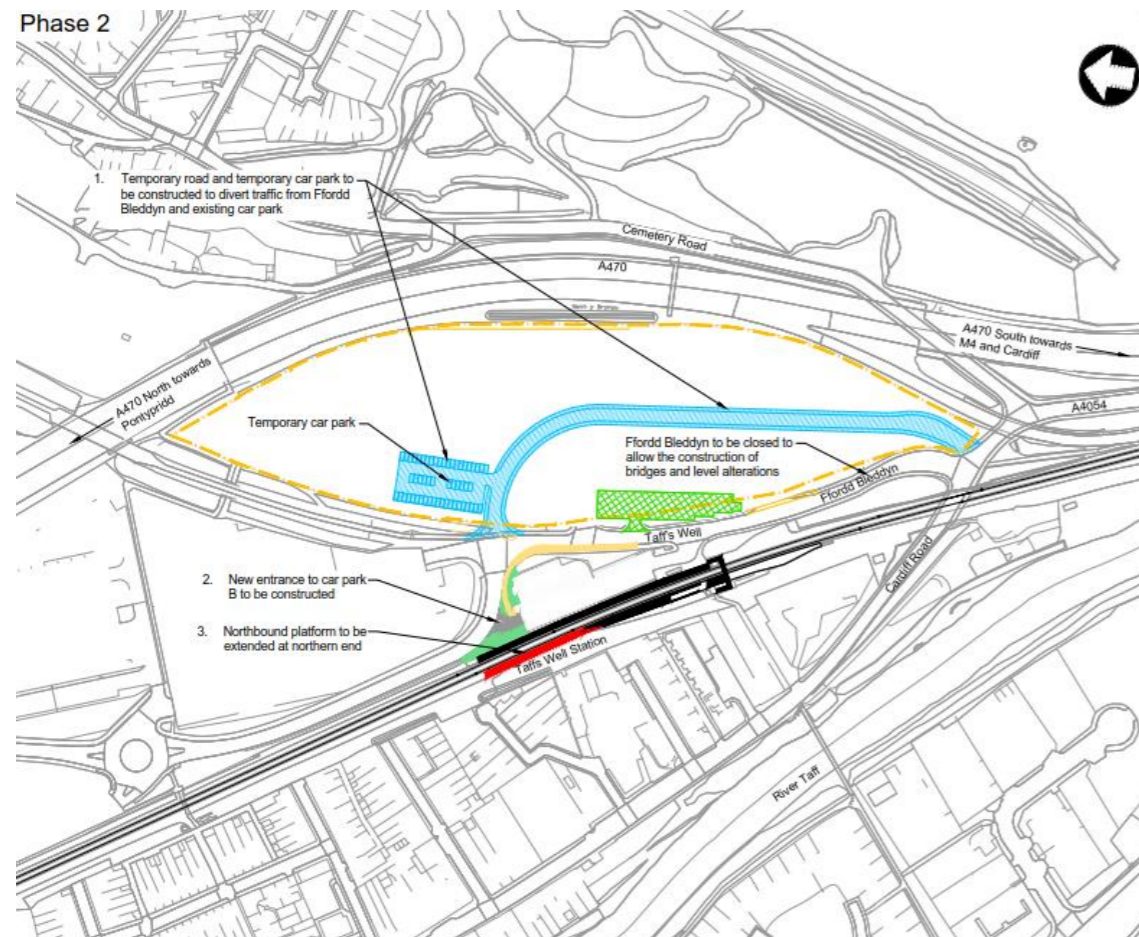


Source: Mott MacDonald – Drawing No. 367590-MMD-28I-XX-DR-C-0008

Phase 2:

- Temporary road and temporary car park constructed on Site;
- Ffordd Bleddyn to be closed to allow the construction of bridges and level alterations;
- New entrance to Taffs Well railway station to be constructed; and
- Northbound platform at Taffs Well railway station to be extended at northern end.

Figure 4.3.2: Phase 2 of Construction

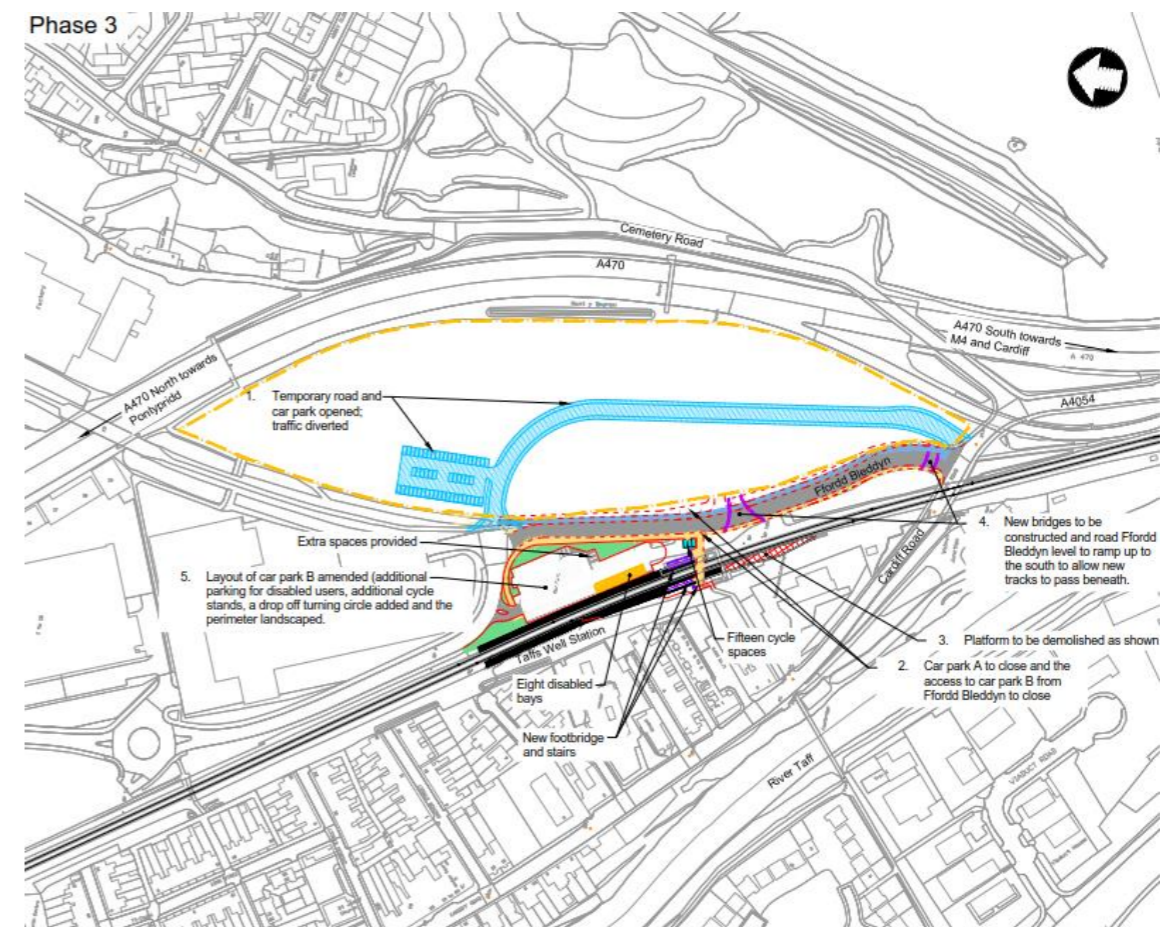


Source: Mott MacDonald – Drawing No. 367590-MMD-28I-XX-DR-C-0008

Phase 3:

- Temporary road and car park opened and traffic diverted;
- Car park off Ffordd Bleddyn closed and access to Taffs Well Railway Station off Ffordd Bleddyn to close;
- Eastern extent of Taffs Well Railway Station to be demolished;
- New bridges to be constructed over Ffordd Bleddyn and Ffordd Bleddyn level to ramp up to the south to allow new tracks to pass beneath;
- Layout of railway station car park amended, including additional car parking for disabled users, additional cycle stands, a drop off turning circle and associated landscaping; and
- Provision of new a footbridge and stairs at Taffs Well Railway Station.

Figure 4.3.3: Phase 3 of Construction

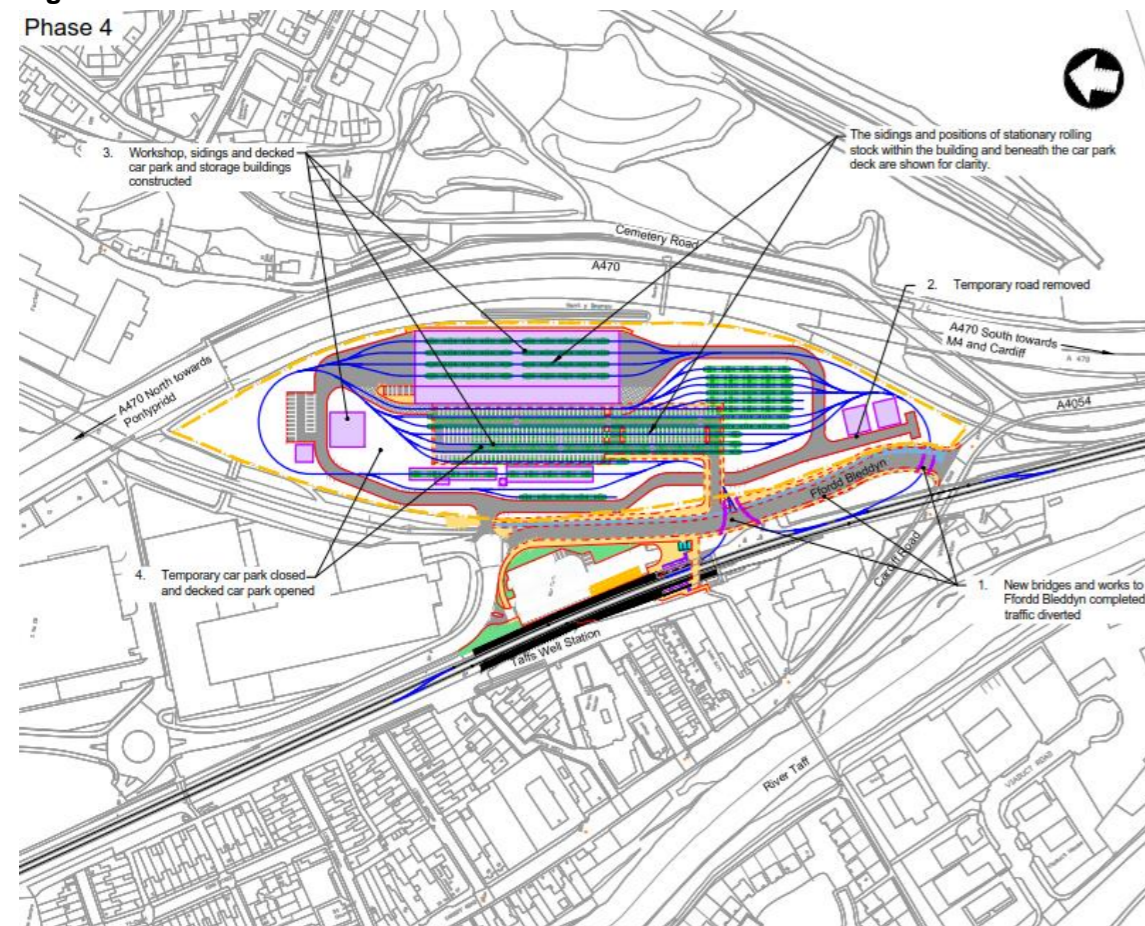


Source: Mott MacDonald – Drawing No. 367590-MMD-28I-XX-DR-C-0008

Phase 4:

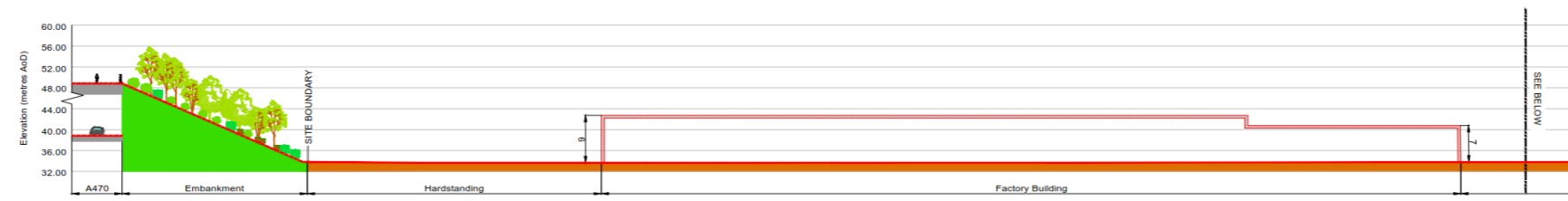
- New bridges and works to Ffordd Bleddyn completed and traffic diverted;
- Temporary road and access removed;
- Workshop, sidings and decked car park and storage buildings constructed; and
- Temporary car park closed and decked car park opened.

Figure 4.3.4: Phase 4 of Construction

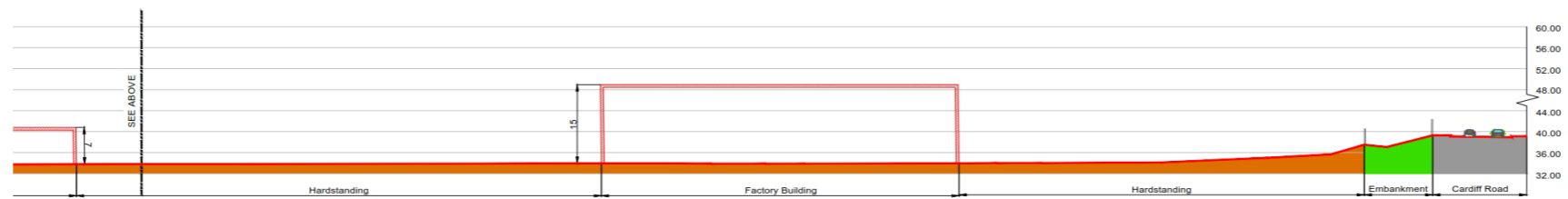


Source: Mott MacDonald – Drawing No. 367590-MMD-28I-XX-DR-C-0008

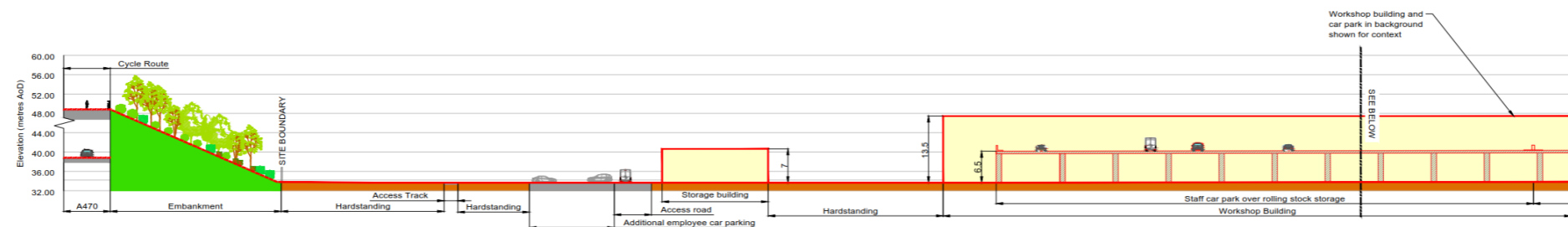
4.4 Existing and Proposed Site Sections



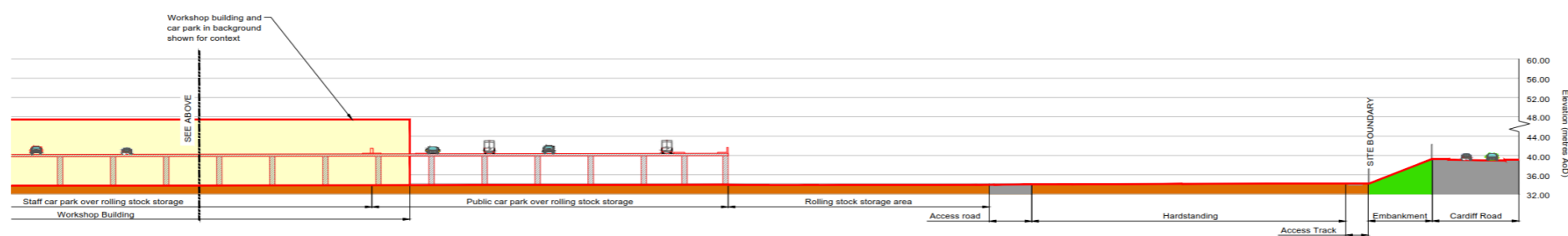
Existing Layout - Section (North) C
 1:500 0006



Existing Layout - Section (South) C
 1:500 0006

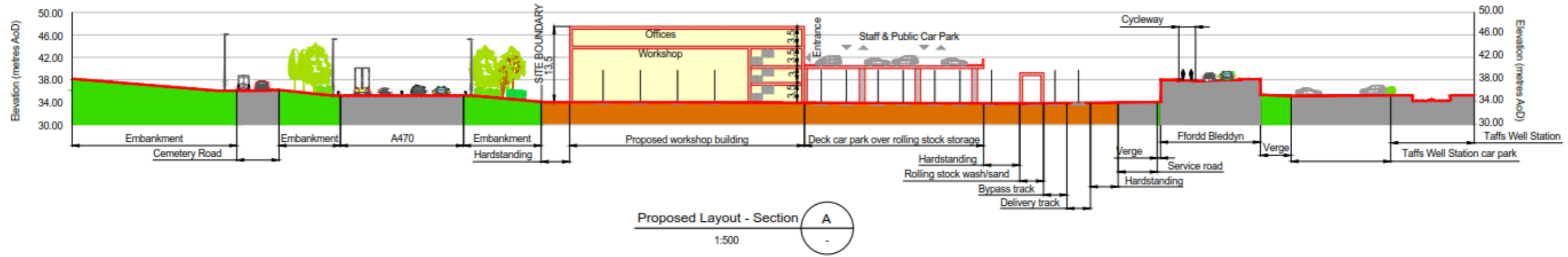
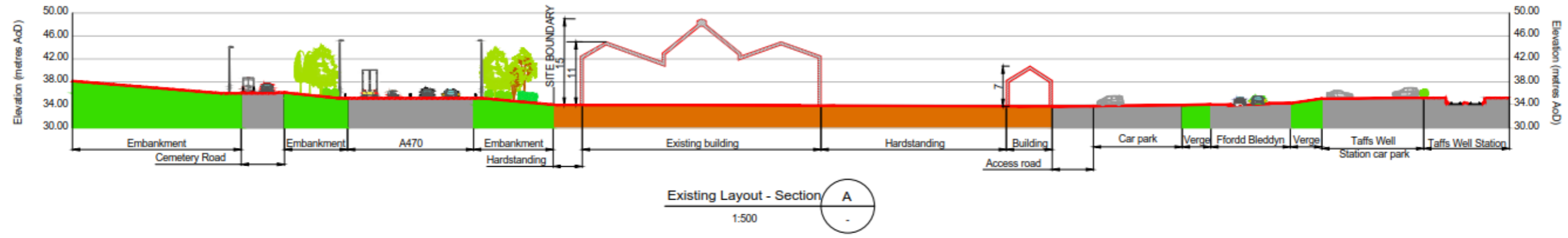


Proposed Layout - Section (North) C
 1:500 0006



Proposed Layout - Section (South) C
 1:500 0006

Source: Mott MacDonald – Drawing No. 367590-MMD-28I-XX-DR-C-0007



Source: Mott MacDonald – Drawing No. 367590-MMD-28I-XX-DR-C-0006

5 Access and Movement

Section 7(5) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 states that in relation to access, Design and Access Statements must explain the policy or approach adopted as to access and how policies relating to access in the development plan have been taken into account; how specific policies which affect access have been addressed; and how features which ensure access to development are to be maintained. This section of the DAS sets out the access arrangements for the proposed Scheme and how policies relevant to access have been applied.

5.1 Vehicular Access

The proposed road access is situated on the western edge of the Site via the existing mini roundabout on Ffordd Bleddyn, as shown in **Figure 5.1.1**. It is proposed to upgrade the roundabout and add an additional arm to provide access into the Site.

A secondary access will be constructed from the decked car park off the realigned Ffordd Bleddyn. This access will cater for both depot staff parking and the relocated rail Station Park and Ride (P&R) facility.

To accommodate the above access routes, the following works to the local highway network are also proposed:

- Upgrading of the Ffordd Bleddyn mini roundabout to add a forth arm, providing direct access into the development site.
- To gain rail track access into the depot site it is proposed to modify Ffordd Bleddyn. The road will be vertically re-aligned, to pass over three rail tracks connecting the proposed depot and main railway line. The re-alignment will follow the level of Cardiff Road / Ffordd Bleddyn junction, starting to fall to ground level after passing the last of the three depot tracks, with a maximum gradient of 1:20. It will reach the ground level close to the existing mini roundabout junction. The elevated road section will be placed either on a viaduct structure, or an embankment with underpasses for the new tracks.
- All existing junctions along Ffordd Bleddyn will be closed.
- A new Park and Ride vehicle entrance will be constructed at the Northern end of the P&R site off Moy Rd Link, as shown in **Figure 5.1.2**.
- A new pedestrian crossing will be provided from the decked public car park to Taffs Well station.

5.2 Pedestrian and Cycle Access

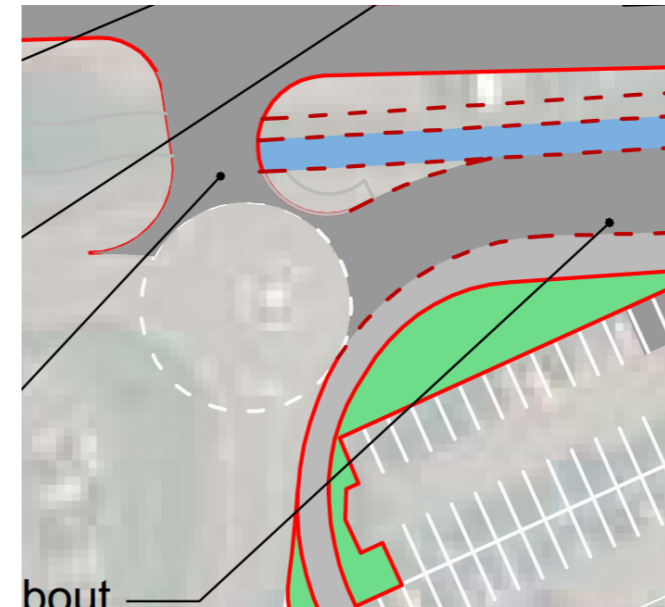
Pedestrian and cycle access will be through the main site access along a segregated footway / cycleway into the Site. A new pedestrian crossing is proposed between the Site entrance and new railway station P&R site and is linked to the local designated cycle routes.

5.3 Rail Access

Modifications to Ffordd Bleddyn are proposed to allow access to the Site by rail. The road will be vertically re-aligned, to pass over three rail tracks connecting the proposed depot and main railway line. It will follow the level of Cardiff Road junction, starting to fall to ground level after

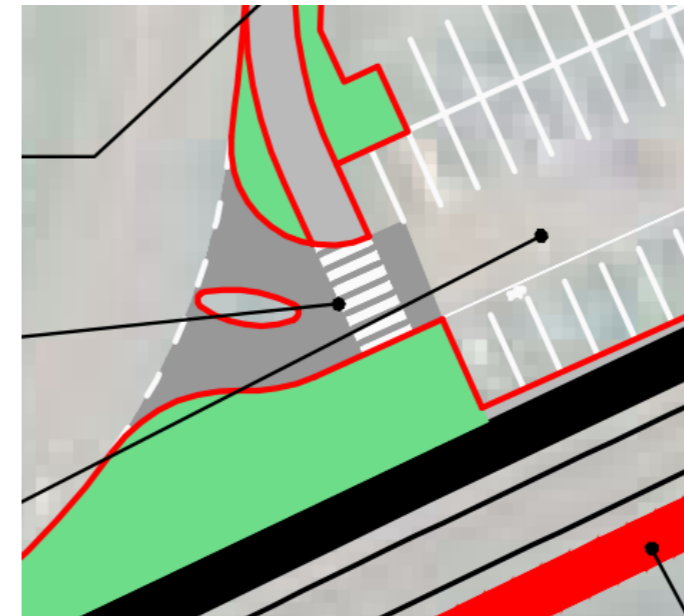
passing the last of the three depot tracks, with a maximum gradient of 1:20. It will reach the ground level close to the existing roundabout junction. The elevated road section will be placed either on a viaduct structure, or an embankment with underpasses for the new tracks.

Figure 5.1.1: Indicative Modifications to Ffordd Bleddyn Roundabout



Source: Mott MacDonald 2018 – Drawing No. 367590-MMD-281-XX-DR-C-0002

Figure 5.1.2: New Park and Ride Access



Source: Mott MacDonald 2018 – Drawing No. 367590-MMD-281-XX-DR-C-0002

6 Summary and Conclusions

Mott MacDonald Limited has been commissioned by Transport for Wales (TfW) ('the Applicant') to provide planning support in respect of the planned procurement of the next 'Wales and Border Rail Service' which will include the development of the South Wales Metro Phase 2, focusing specifically on the CVL.

Land at Taffs Well, as shown on drawing 367590-MMD-28I-XX-DR-C-0001, has been secured by the Welsh Government to provide a new rolling stock depot consisting of stabling lines, maintenance workshop, wash down point, sand replenishment plant and delivery tracks, along with ancillary offices and staff/public parking provision. The scheme is in connection with the *Wales and Borders Rail Service* and will involve the transformation of the South Wales Metro ('South Wales Metro').

This programme of works, funded by the Welsh and UK Governments and the European Commission, will transform the rail network involving extensive investment in new rolling stock, stations and associated infrastructure. It will deliver a step change in the public transport bringing about improved connectivity between the CVL and Cardiff and providing a much needed modern, reliable and efficient public transport system.

A Hybrid Planning Application for the proposed development is submitted to Rhondda Cynon Taf County Borough Council as the Local Planning Authority. The full development description is stated below:

“Hybrid Planning Application to deliver a rolling stock depot on the existing Forgemasters Industrial site comprising of the following:

Part A: Full planning application for the demolition of existing warehouses on the existing Forgemasters industrial site.

Part B: Outline planning application to provide a rolling stock depot comprising of a warehousing building, stabling area accommodating rolling stock, substation, wash down point, sanding facility and delivery tracks, ancillary workshop and offices, decked car parking providing a maximum of 214 car parking spaces, demolition and relocation of existing railway footbridge and platforms, and associated landscaping, highways and access infrastructure works.”

This Design and Access Statement has set out the design principles that have been applied to the development and demonstrates that the proposed Scheme is suitable in the context of the surrounding area. It has discussed the various design solutions and access elements of the Scheme and has considered these against various design considerations including environmental sustainability, movement, character, and community safety.

The design of the Scheme has been developed with due regard to the relevant national planning policies in respect of the statutory development plan, national planning policy and supplementary planning guidance. Particular regard has been given to Policy AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan, Planning Policy Wales and Technical Advice Note (TAN) 12 – Design Guide.

