

# **SUNFLOWER UK INDUSTRIAL PROPERTY IV LP**

**UNIT 2 CAMBRIA HOUSE, MERTHYR INDUSTRIAL ESTATE**

PLANNING APPLICATION FOR THE CHANGE OF USE OF USE TO  
ALLOW FOR A FLEXIBLE PERMISSION FOR CLASS B1 OR CLASS B2 OR  
CLASS B8 USE

**ACCESS STATEMENT**

**May 2021**



Savills, 2 Kingsway, Cardiff, CF10 3FD

## **1.0 INTRODUCTION**

- 1.1 This Access Statement relates to the planning application for the change of use of an existing office/storage building to allow for a flexible permission for Class B1 or Class B2 or Class B8 uses, along with alterations to the façade of the building.
- 1.2 The application is submitted on behalf of Sunflower UK Industrial Property IV LP.
- 1.3 The Access Statement is prepared with regard to the provision of the Town and Country Planning (General Development Procedure) (Amendment) (Wales) Order 2009 (SI 1024) which states in section 4D that where a material change in the use of land or buildings (provided that if the new use will necessitate access by an employee or to a section of the public) an Access Statement is required.

## **2.0 PHYSICAL CONTEXT AND ACCESSIBILITY**

- 2.1 The site is located within the Merthyr Industrial Estate. The site is positioned between (and adjacent to) other industrial and office buildings within the estate.
- 2.2 It has vehicular access via Cherwell Drive, the central estate road, which in turn connects the industrial estate to the A4054 Merthyr Road and the primary road network beyond.
- 2.3 Pedestrian and cycle access is available direct to Merthyr Road.
- 2.4 Bus stops for the 78, 79, 81, E79, S79, S80 and X4 services are within 200m of the site, providing links to Merthyr Tydfil, Pontypridd, Bedlinog, Aberfan, Twyngarreg, Treharris and Cardiff. The Pentrebach train station is within a 6 minute walk of the site.
- 2.5 The application site comprises Unit 2 Cambria House and the parking/circulation space that surrounds it. Unit 2 Cambria House is a hybrid business unit with a split of ground floor warehouse (with single level access shutter door) and first floor office accommodation.
- 2.6 The application site includes the 51 parking spaces associated with the unit.

### **3.0 EXISTING AND PROPOSED USES OF THE BUILDING**

- 3.1 The building has been vacant for at least 5 years. It currently comprises a hybrid use as offices (first floor) with an archive facility at ground floor (a mix of B1/B8 uses).
- 3.2 The proposal is to remove the first floor offices to create a useable industrial unit over the ground floor. Alterations to the facade will remove the windows that are no longer required for the first floor offices and create a new and an extended loading bay door to the north elevation.
- 3.3 A flexible permission is sought for the resulting floorspace for either B1 or B2 or B8 uses. The aim of the permission is to assist in the marketing of this long term vacant building, maximising the potential for its economic re-use.
- 3.4 Due to the creation a cross over for the new loading bay, 3 of the 51 parking spaces will be lost, with 48 retained.

### **4.0 ACCESS**

#### *Access Policy*

- 4.1 Policy SW11 (Sustainable Design and Placemaking) of the First Replacement LDP refers to the accessibility of new development. This states that development must contribute to the creation of attractive and sustainable places through high quality, sustainable and inclusive design. This should include allowing access for the widest range of people possible, and demonstrate that any traffic movements will not have an unacceptable impact on local amenity or highway safety and satisfy the Council's parking standards.
- 4.2 As set out in section 2 above the site is very connected to the pedestrian and cycle network and is well served by public transport in the form of bus and rail services. Two mobility spaces will be retained within the layout.
- 4.3 The CSS Wales Parking Standards 2014 have been applied in the absence of any local guidance. The site would lie within either within Zone 3 or 4, thus requiring a range of between 0 and 36 parking spaces for non-operational parking, depending on the type of B class use that occupies the premises. An operational parking area of between 100m<sup>2</sup> and 150m<sup>2</sup> would be required. The parking and circulation area accommodates 48 spaces, including 2 mobility spaces. The parking and circulation area is therefore appropriately sized for the full range of uses applied for, with the

ability to utilise the parking spaces on the northern side of the building for operational parking as required, retaining ample parking to accommodate non-operational requirements elsewhere within the site.

#### *Internal Access*

- 4.4 The building has level access. Provision is made for a disabled person to approach and gain access into, and within, the building from the point of alighting from a vehicle. The requirements of Part M building regulations are recognised and where applicable and necessary, standards are satisfied.
- 4.5 Given the minor nature of the application, it is considered that the proposed change of use is compliant with policy SW 11.

## **5.0 CONCLUSION**

- 5.1 The proposed development does not seek any physical amendments to the existing access, other than the creation of a new loading bay door. Adequate parking and operational space is provided within the existing layout to accommodate each of the uses applied for.
- 5.2 The site is in a sustainable location, accessible by active travel and public transport. It lies within a purpose built industrial estate which already accommodates transport movements of the same character and nature as that proposed. The buildings last use as a mix of B1 and B8 uses provides important context to the proposed development, which seeks to replicate historic uses, albeit adding the possibility of B2 use of the floorspace.
- 5.3 The proposed application site will not have any significant impact in terms of highway safety given the above and is considered to satisfy policy SW11 of the replacement LDP.