

Design and Access Statement

January 2026



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Introduction

This Design and Access Statement has been prepared in support of an application for outline planning permission for development of land to the southeast of the junction between the A473 and Cowbridge Road to provide up to 180 residential dwellings.

The application is to establish use, access and density, with the remaining items to be determined at a later date through a separate reserved matters application.



Development Context

1

Site Location

The application site is located within the conurbation formed by Pontyclun, Talbot Green and Llantrisant.

The conurbation formed by these towns has created a ring of generally low-density development that surrounds the site on the North and West directly, and to the South / Southeast separated only by Coed-yr-Hendy, an area of woodland set on an incline to the South of Afon Clun.

The site itself lies within an area with a relatively flat topography, being located just north of the point at which Afon Clun joins the River Ely.

The application site forms part of the wider Town Centre allocation under Policy SSA 8 – Mwyndy / Talbot Green Area within the Rhondda Cynon Taf Local Development Plan 2011. Under this, an application for outline permission was granted in 2014 [ref 11/1330/OUT] for the construction of a new retail centre on the site.



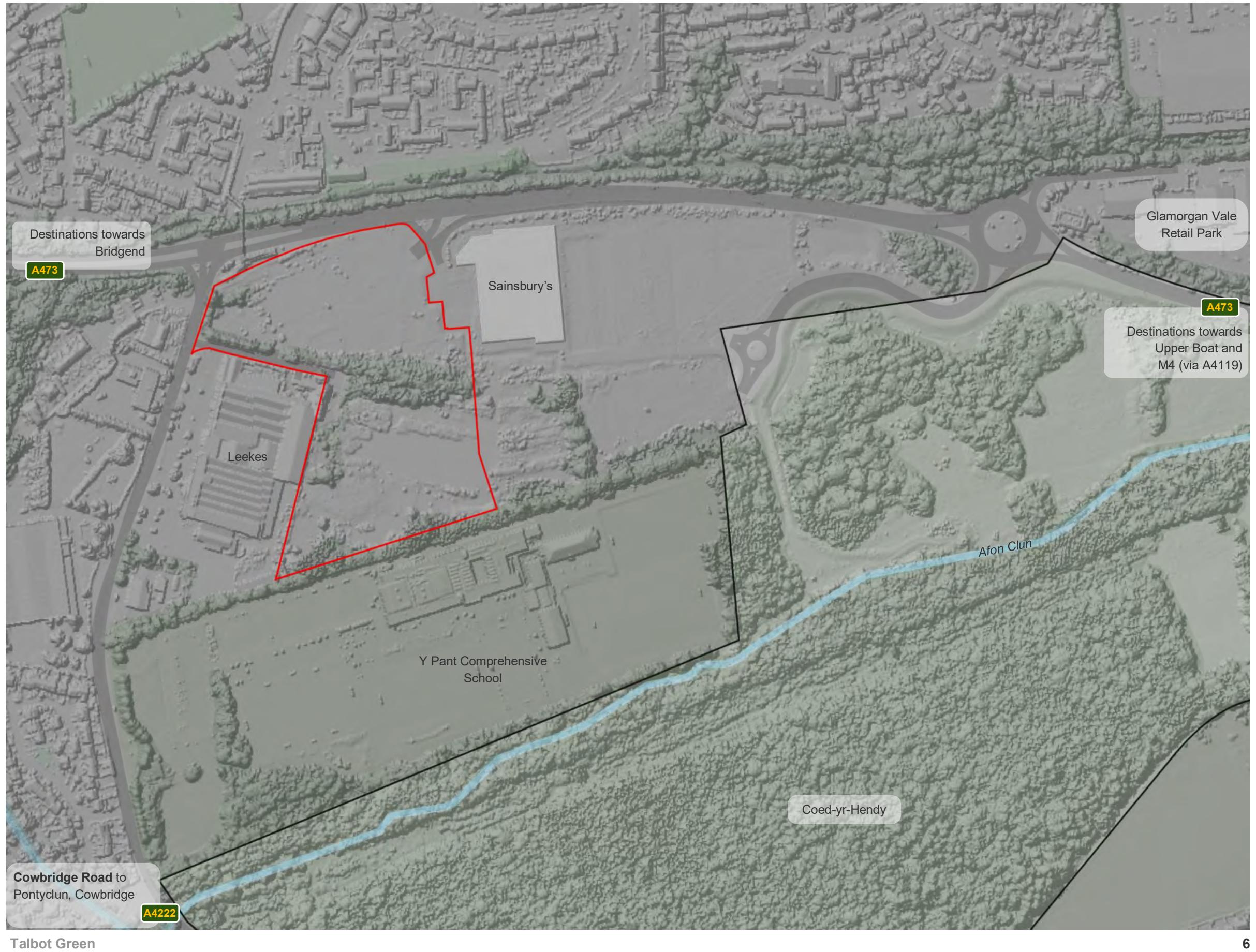
Application boundary

The site is bound to the North and West by existing roads, the A437 to the North and Cowbridge Road to West.

The southern part of the site facing west adjoins the rear of the Leekes department store, and the southern boundary adjoins the site of Y Pant School Comprehensive School.

The eastern boundary is formed on its northern extent by the rear of the Sainsbury's existing Superstore and to adjoining brownfield land to the south.

The site itself comprises a parcel of brownfield land formerly occupied by the Purolite and Staedtler factories which were demolished in the early decades of the millennium to facilitate the site's eventual redevelopment. The entirety of the proposed development lies within the settlement boundary.







Talbot Green



Historical Context

Development of the area was relatively small scale and piecemeal until well into the first half of the twentieth century, with the distinct village of Pontyclun to the South of the site being located along the Great Western Main Line Railway, strategically adjacent to the sidings and branchline that formed the Ely Valley Railway to Tonyrefail, and the Llantrisant and Taff Vale Junction Railway which once would have run along the northern boundary of the proposed development site,

Talbot Green, had been known for much of its history as Talbot Arms, and comprised no more than a single street.

It was not until the period after the Second World War that the area saw more intense planned development, both in the form of industrial and warehouse uses expanding Northwards from the railway, and residential estates being developed spreading both Northward from Pontyclun, Southwards and Eastwards from Talbot Green, eventually filling the open fields between these settlements and giving rise to the conurbation that can be seen today.

With the ending of freight on the branch line, in the mid-to-late 1980s, the early 1990s saw the construction of the A473 dual carriageway which runs to the north of the site today, with the railway line being replaced by Llantrisant Community Route, a shared cycle and pedestrian path.



1914 Context map



1947 Context map



1962 Context map

Talbot Green



Aerial view of former industrial uses on the site

Topography and Flood Risk

The site, being formerly developed as large scale industrial uses is roughly level across its entire extent, though with a marginal fall from the Northeast corner down to the Southwest corner of approximately 2m.

Though large parts of the land to the South of the site sit within Flood Risk Zone 2 and 3 relating principally to flooding of Afon Clun, the proposed application site lies entirely within Flood Risk Zone 1, and so is in accordance with the guidance contained with Technical Advice Note (TAN) 15.

The Flood Map for Planning does however show a few marginal areas within the application site to be at risk from surface water flooding.

Data is based on Wales Flood Risk Maps for planning purposes, May 2025 dataset, which incorporates allowance for climate change.

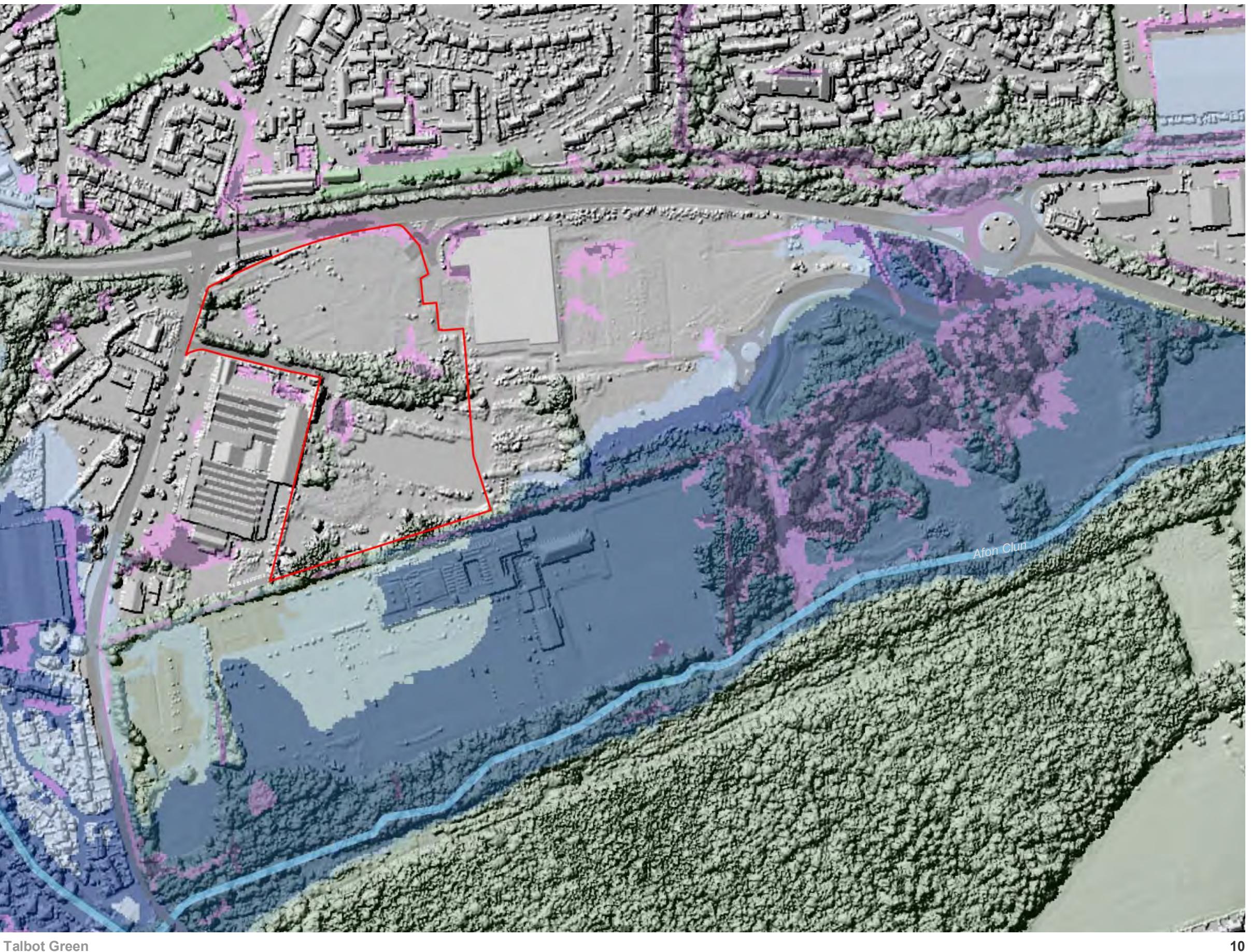
 Application boundary

Flood Risk from Rivers:

Zone 2 (0.1—1% risk of flooding)
Zone 3 (>1% risk of flooding)

Flood Risk from Surface water and small watercourses

Zone 2 (0.1—1% risk of flooding)
Zone 3 (>1% risk of flooding)



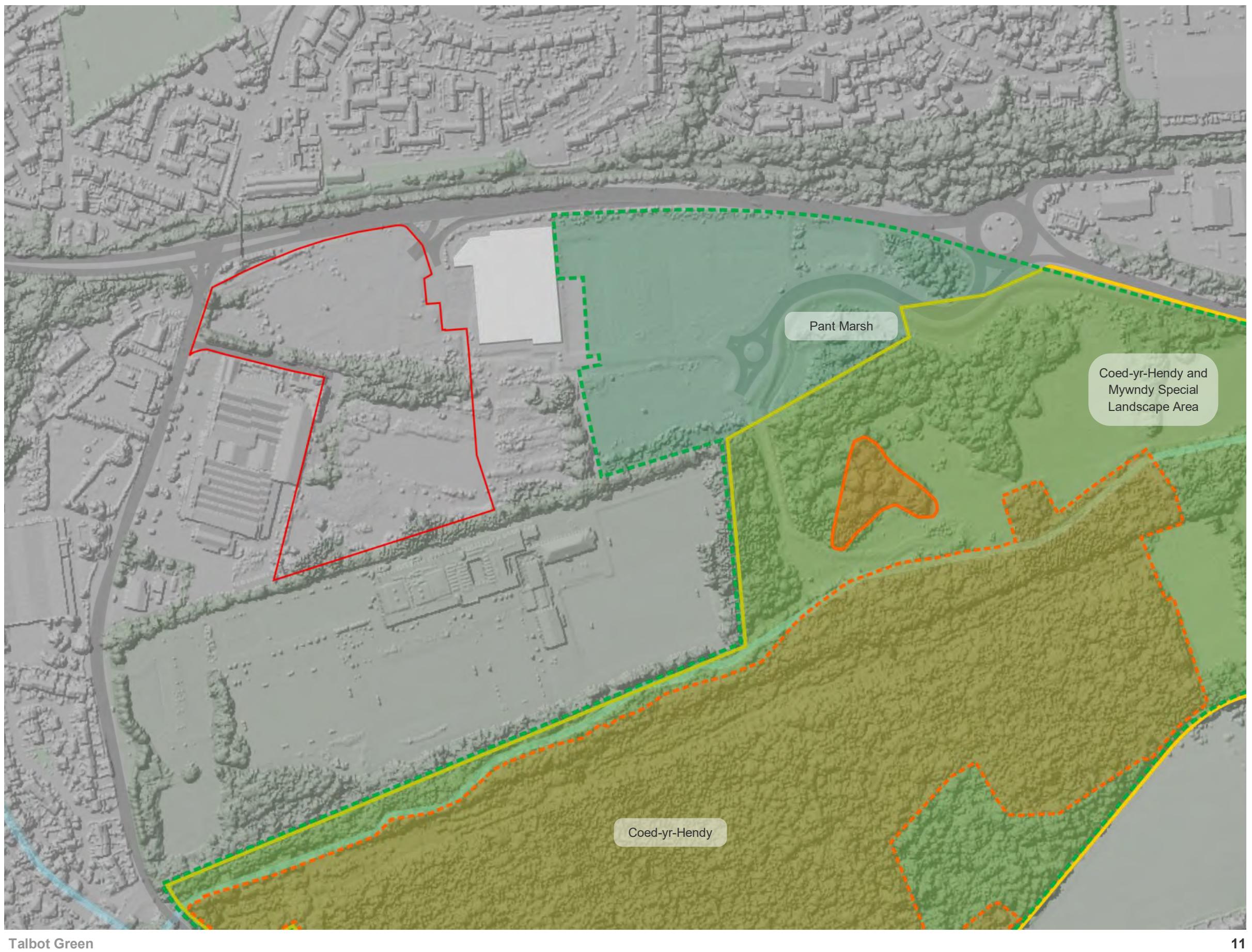
Ecology and Landscape Designations

Three ecological designations lie to the East and South of the application site as follows:

The proposed development site lies west of the Pant Marsh Site of Importance for Nature Conservation (SINC), with a minor section of the proposed active travel link running towards this area.

To the south beyond Y Pant Comprehensive School, and so significantly beyond the reach of the proposed development, lies Coed-yr-Hendy, a SINC in its own right, and for the majority an area of Ancient Woodland.

Beyond these ecological constraints, though the site lies outside of this area, it is worth noting the Coed-yr-Hendy and Mywndy Special Landscape Area extends in a southerly and easterly direction.



Arboriculture Constraints

A BS5837:2012 Tree Condition Survey Report was prepared by TACP UK Ltd.

All qualifying trees on site were surveyed and assessed using Visual Tree Assessment (VTA), recording species, size, condition, life expectancy, and arboricultural value.

In total, 86 tree features were assessed (individual trees, groups, and hedgerows). Most trees fall within Category B (moderate quality) and Category C (low quality), with a small number classed as Category U (unsuitable for retention) and one Category A tree of high value identified.

There are no Tree Preservation Orders (TPOs) or other statutory arboricultural designations affecting the site, although standard ecological protections for birds and bats apply.

The site is divided into two clear arboricultural zones:

- Northern area: predominantly self-seeded, low-value trees and scrub associated with hardstanding.
- Southern area: higher-quality trees, including a high-value A-category oak adjoining a neighbouring school.

This distinction supports a constraints-led design approach, focusing development in lower-value areas and retaining higher-quality trees wherever practicable.

The proposed layout is indicative and will be refined as the design develops, supported by updates to the Arboricultural Impact Assessment, alongside a Tree Protection Plan and Arboricultural Method Statement to ensure appropriate protection and long-term integration of retained trees.



Access and Transport Connections

The site is well connected to existing surrounding areas as follows.

Active Travel

Walking

Though there are no pedestrian public rights of way through the existing site, there is a continuous pavement that runs along Cowbridge Road, as well as the existing shared pedestrian and cycle bridge across the A273 towards Talbot Green.

Cycling / Shared Path

Cycle routes exist in proximity to the site, notably the Llantrisant Community Route which skirts the North-eastern corner of the site and provides a cycle route along the river Ely south to Pontyclun Railway station.

Across the combined foot and cycle bridge, this route links to a section of Eurovelo 1, the Atlantic Coast route, which in turn has links to the National Cycle Network.

Public Transport

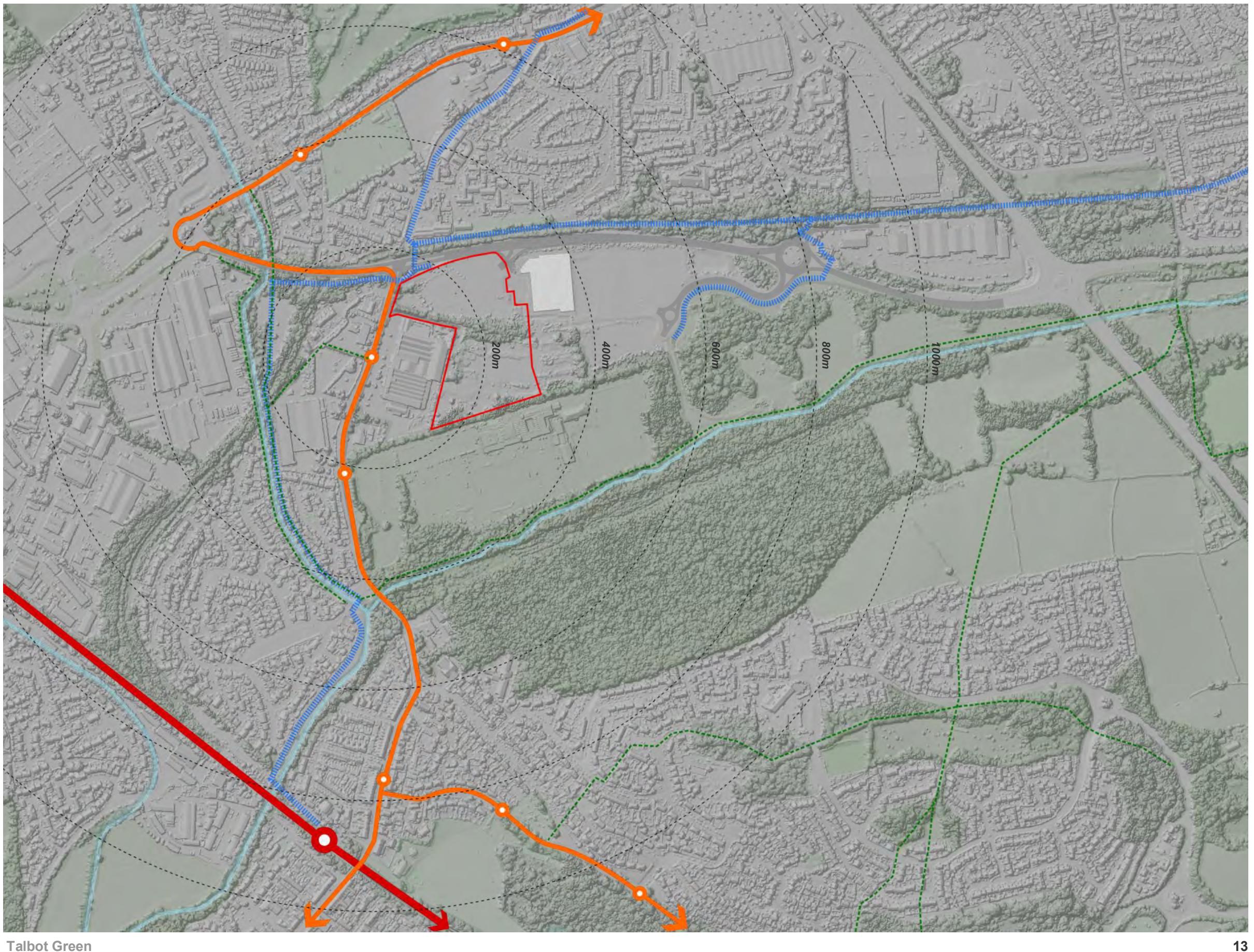
Bus

Public transport links are available by way of the Leekes bus stops on Cowbridge Road for Southbound services towards Bridgend, giving access to Pontyclun Railway station for train services along the South Wales Main Line, as well as services to Llantwit Major and Cardiff.

Northbound Services are provided towards Talbot Green, Tonypandy and Pontypridd. The entirety of the development lies within 300m of the bus stop, equivalent to a 10 minute walk.

Train

Train services are available from Pontyclun railway station, approximately 1km to the south, where regular train services are available East towards Cardiff, and West towards Bridgend and Swansea, and beyond

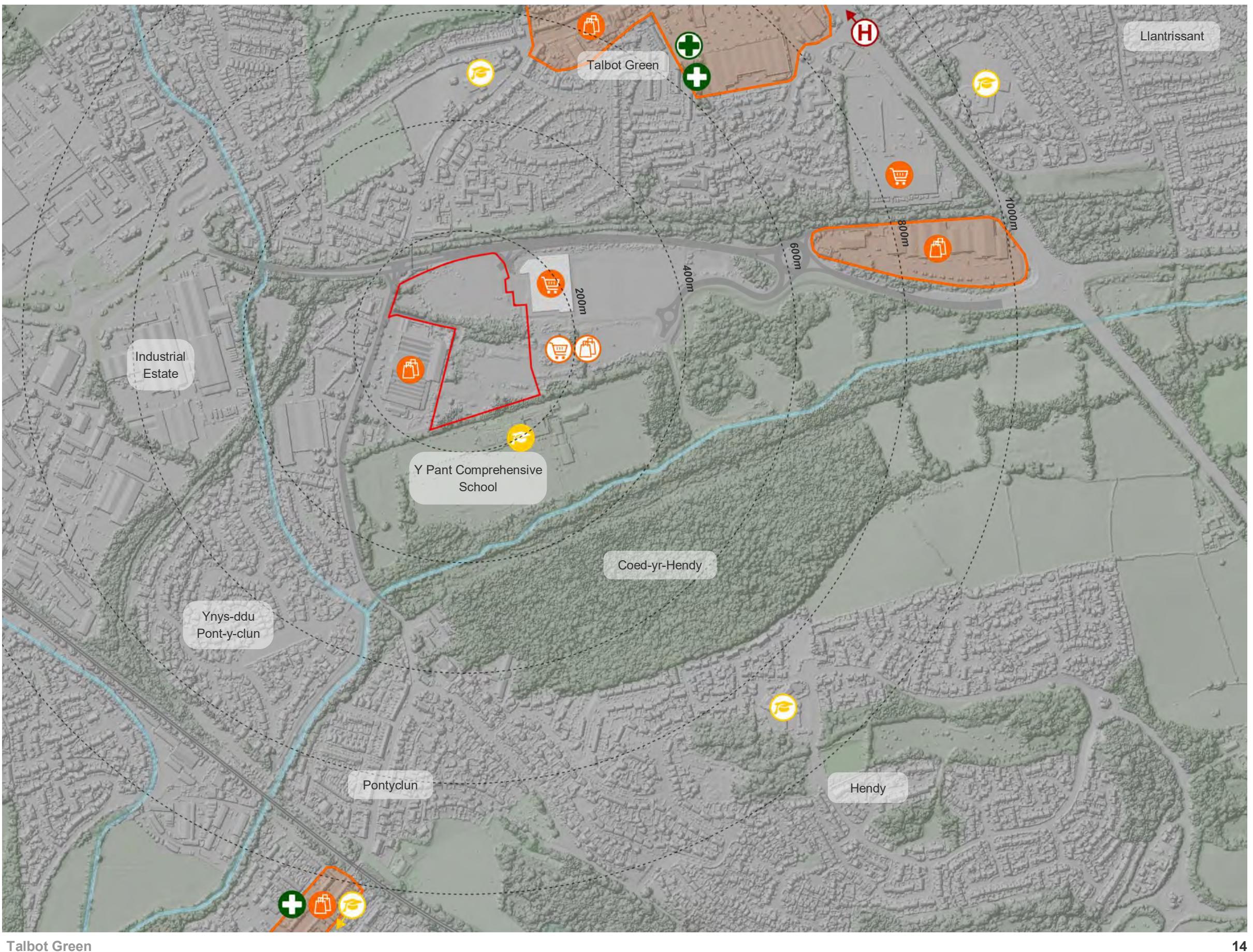
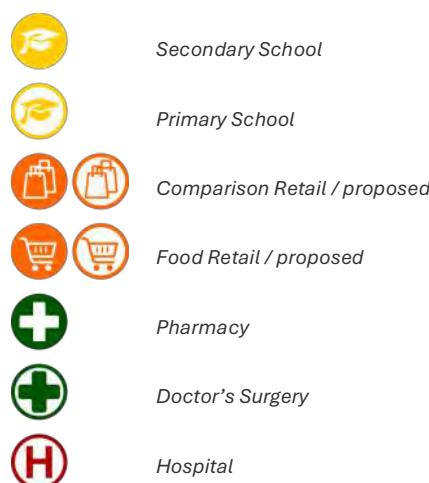


Local Amenities

The proposed development site is well located for both the local amenities provided along Cowbridge Road in Pontyclun to the south, as well as those at Talbot Green to the North. Local food and comparison retail opportunities exist in immediate proximity to the site.

Facilities include:

- Talbot Road amenities to the north, including Talbot Green Shopping Centre, Cowbridge Road at Pontyclun to the south.
- Glamorgan Vale retail park, new Sainsbury's superstore
- Llantrisant Leisure Centre and library
- Y Pant Comprehensive School
- Tonsguboriau Primary School in Talbot Green and Penygawsi Primary School in Llantrisant.
- Ysgol Gynradd Gymunedol Gymraeg Llantrisant and Pontyclun Primary School in Pontyclun
- Royal Glamorgan Hospital to the north of Llantrisant off the A4119.



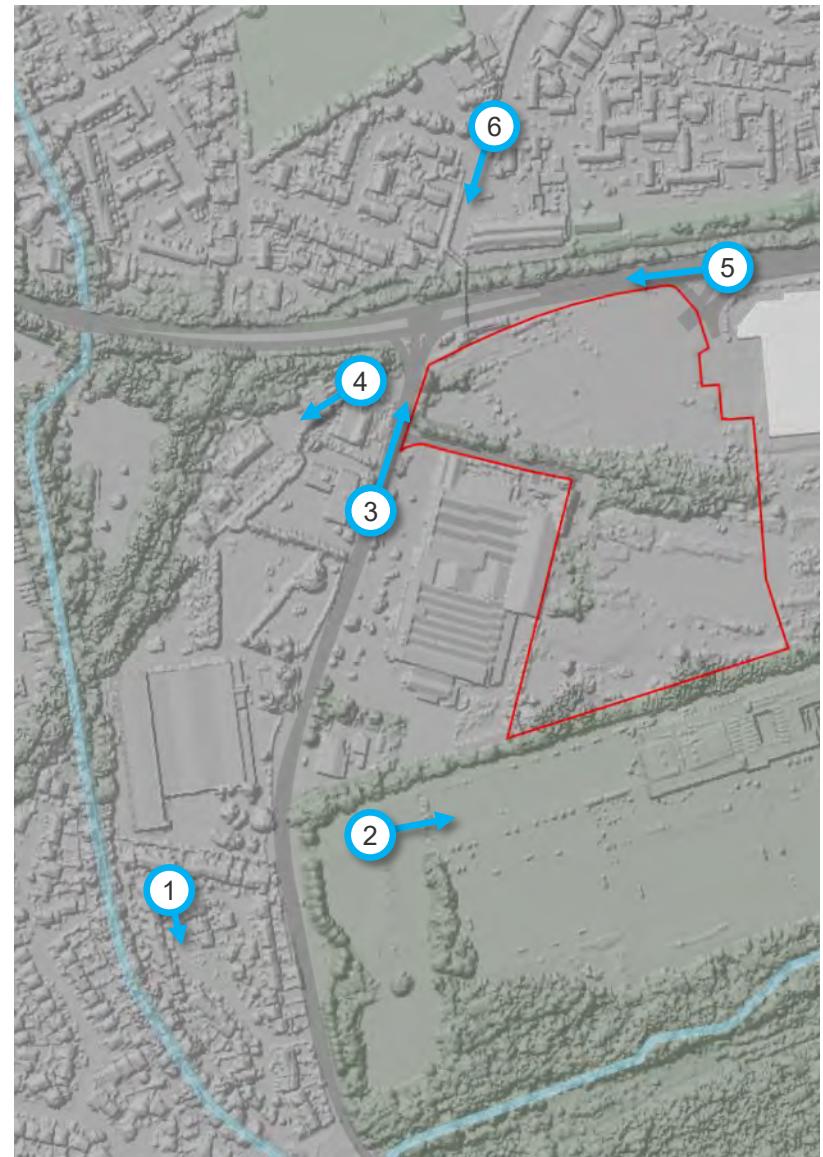
Local Character

The proposed development site formed part of a band of industrial uses that runs approximately east to west that once divided the residential areas of Pontyclun and Talbot Green.

To the north of the site, beyond the A473 lie the suburban residential areas of Talbot Green. Similar residential areas can be found towards the southwest, opposite Y Pant school, and beyond at Ynys-Ddu Pont-y-clun, arcing round towards the south of Coed-ur-Hendy towards Hendy itself.

All these surrounding residential areas are housing estates generally comprising detached and semi-detached two-storey dwellings laid out in cul-de-sac street patterns. The exception to this are the recent developments immediately to the north of the A473, which provide 3-storey developments with pitched roofs.





Talbot Green



Pant Y Dderwen



Railway Terrace



Y Pant Comprehensive School



Cowbridge Road (South of A473)



Cowbridge Road (North of A473), showing 3-storey residential developments

Design Response

2

Constraints and Opportunities

The following constraints should be considered in the design:

1. Road traffic noise and potential pollution from A473 / Cowbridge Road junction to the northwestern part of the site

2. Rear elevations and service yards facing towards the site from adjacent retail uses

Opportunities for the site present themselves as follows:

3. Existing vegetation bands form the southern boundary of the site towards Y Pant School

4. Existing trees at the centre of the site can be enhanced to provide an element of mature planting into the development

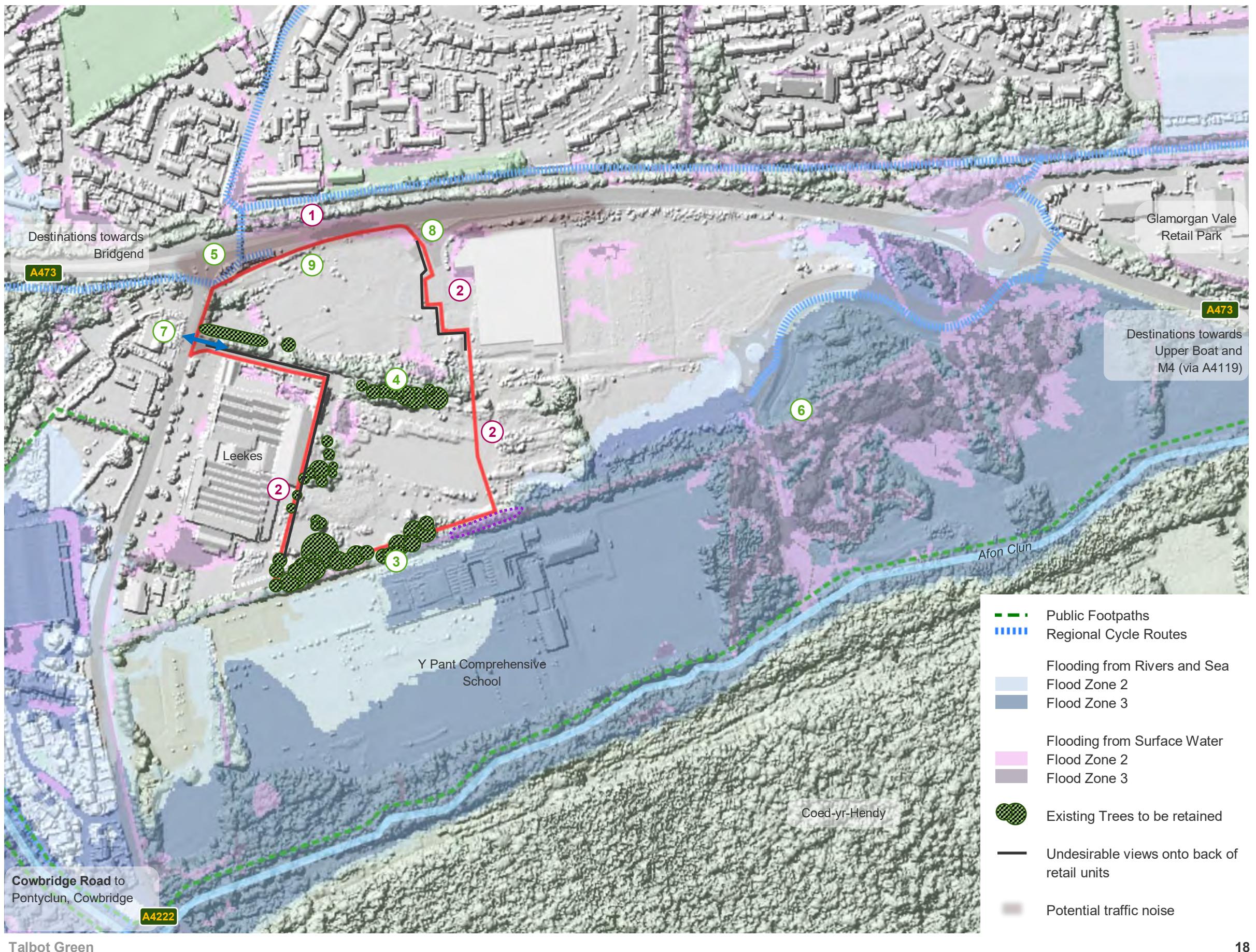
5. Existing active travel infrastructure exists to the Northwestern corner of the site by way of the Llantrisant Community Cycleway, enabling connections

6. A secondary shared cycle route exists to the East of the site which towards the northeast links back to the Llantrisant Community Cycleway, and for pedestrians towards the riverside footpaths towards the south

7. Existing vehicle entrance to the site from Cowbridge Road giving a potential to link into the local road network

8. Existing vehicle entrance to the site from the A473. As this was designed to cater for significantly larger traffic flows than a residential development might generate, this could be remodelled to be omitted.

9. Potential to positively address the roadside to enhance the general character and appearance of the area as a whole.



Design Development

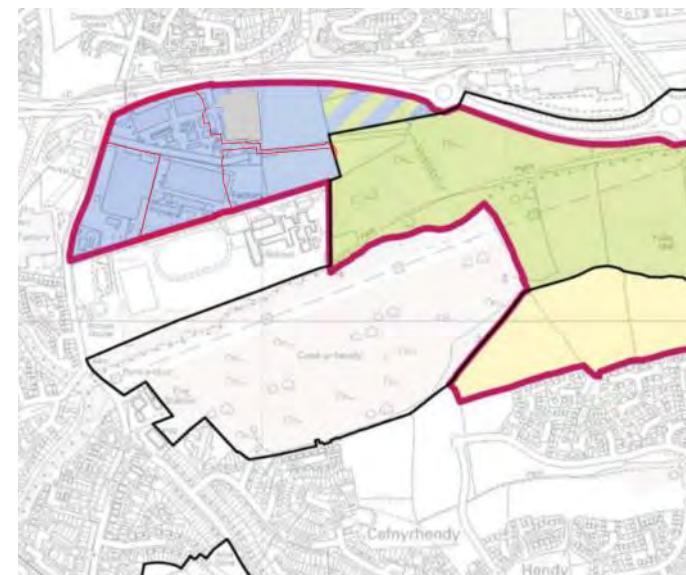
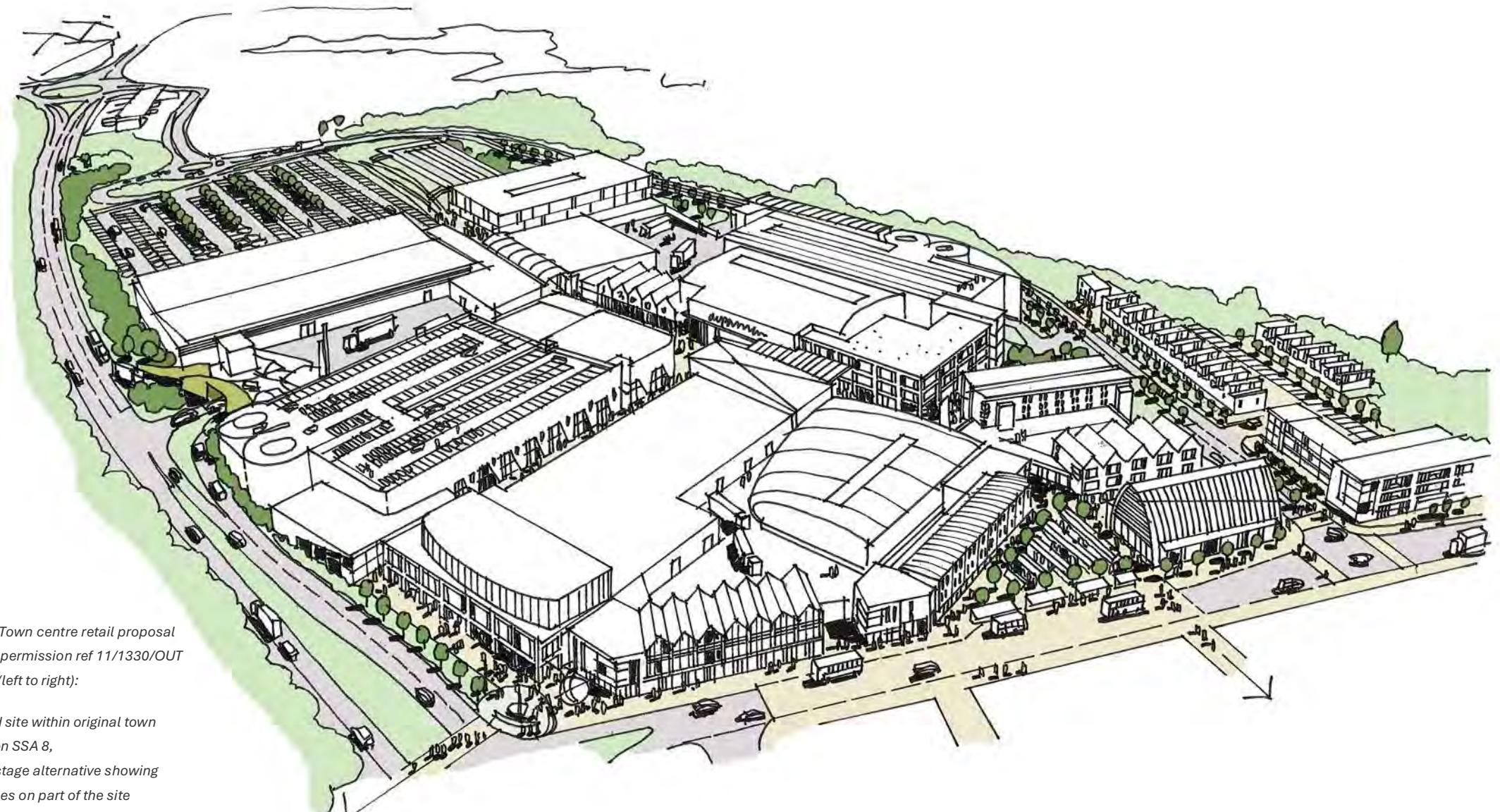
The proposed development site forms part of the Mwydy / Talbot Green area, earmarked for a new town centre retail development under planning policy SSA 8. Whereas a planning permission was granted on this site for such a development, with the retail landscape shifting significantly over the past two decades, such a large retail centre has proved no longer viable to deliver. Indeed the only part of the masterplan that has been realised at this time is the superstore.

In discussion with the Local Authority in 2021 it was recognised that this was a significant issue. Instead, the area has become a desirable place to live for people working in Cardiff, Newport and Swansea and so housing in this location was felt to be a potentially appropriate alternative use.

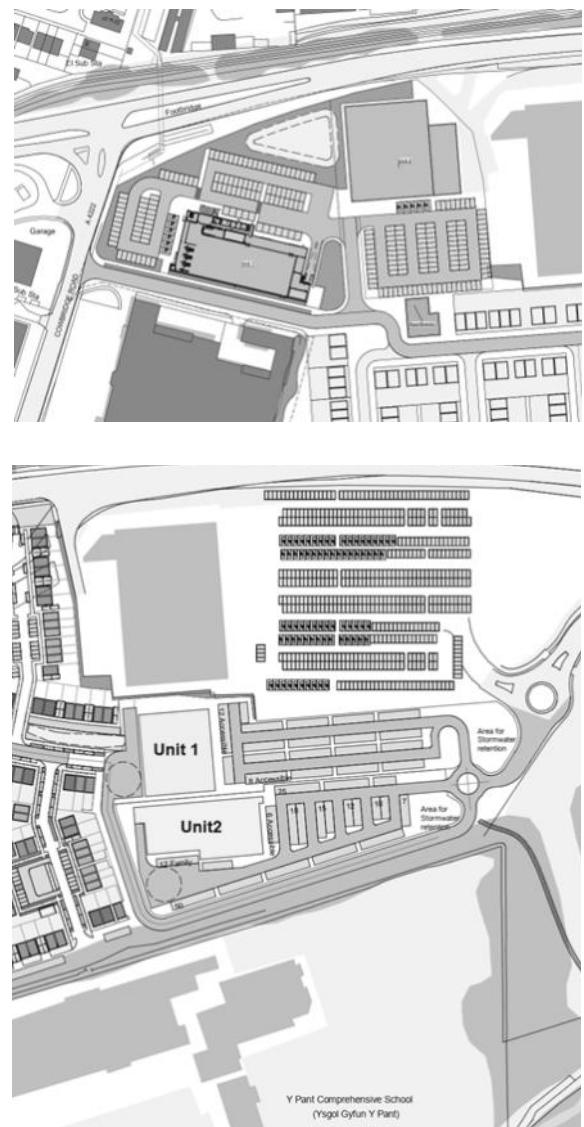
On this basis, an alternative use of part of the site is now proposed through the provision of new housing on the Western part of the site. Some retail uses are still proposed on the remaining Eastern part of the site which will build on the implemented superstore development, however that will form part of a separate application.

In looking at the site from this perspective, numerous design sketches were explored to establish a balance between a viable amount of retail use that could meet current market demand, and housing provision on the site.

As this balance was eventually established, the proposed masterplan for the housing element evolved alongside the retail elements elsewhere on the site.



Talbot Green



Right: Early residential proposal for the remainder of the site not occupied by the food store

Above: options for introduction of additional retail elements to the North-west corner (top), or to create a retail parade in alignment with the food retail supermarket (below) which was favoured by potential operators, giving a distinct retail access from the A473 roundabout to the East, and a separate residential access from Cowbridge Road to the West

Design Proposal

3

Use, Scale and Amount

The proposed masterplan seeks to provide up to 180 homes comprising a mix of sizes and tenures. Associated facilities will include public open space comprising local play space, and structural green space.

The general scale is proposed at 2-3 storeys across the site, with the potential to provide 2-4 storeys in the zone along the Northeastern boundaries of the site to provide a strong urban edge.

Parameter plans have been provided which show how these constraints are proposed within the site, and an illustrative masterplan has been produced to show how a layout could be developed within these parameters that is compliant with policy guidance.

- Site Application Boundary
- Site Area: xxx
- Other land within Applicant's ownership
- Residential 2-3 storey
- Residential 2-4 storey
- Green Infrastructure
- Roads and paths



Layout

Alongside the Parameter Plan, an illustrative masterplan has been developed in order to show how a development could be provided within the constraints set out that generally complies with current planning policy guidance. The proposed layout is indicative and will be determined through the submission of subsequent Reserved Matters Application (s).

The illustrative masterplan shows how appropriate development densities might be achieved in accordance with policies AW 6 and SSA 11. In doing so, the following assumptions have been incorporated into the illustrative layout:

- A layout which enables the provision of infrastructure which encourages the use of active travel modes in accordance with LDP objective 6 and Policy CS 2
- The creation of street scenes which draw on the local character and distinctiveness in accordance with Core Policy CS 2 and Area Wide Policy AW 6 and The Manual for Streets referenced therein.
- On-site open space provision in accordance with Area Wide Policy AW 6 and Fields in Trust guidance referenced therein
- Affordable housing will be discussed as part of the planning application process



Open Space and Landscaping

The proposal has been assessed against the Council's Local Supplementary Planning Guidance, informed by the Fields in Trust benchmark standards, which identifies a combined requirement of children's play space and outdoor sports provision based on the calculated residential population. The Illustrative Masterplan includes publicly accessible open space, equipped play areas and indicative SuDS attenuation features designed to be compatible with open space and informal recreation, supporting a multifunctional green infrastructure network.

While standalone areas of outdoor sports provision and informal play are not identified at this stage, this reflects the intended flexible and multifunctional use of the proposed open spaces. Informal play can be accommodated within the proposed natural and semi-natural areas as well as the SuDS areas through playable landscapes and informal routes, and there is potential for elements such as an outdoor gym to be incorporated in the future, should this be considered appropriate.

The level of provision and typology of open space proposed within the site are summarised in the table below, which demonstrates how the development provides a balanced and proportionate response to the Local SPG requirements.



BASED ON SPG GUIDANCE AND 180 UNITS

	m ² per person	Total area required
Designated playing spaces, including equipped playing space	2.5	1,083
Informal playing space	5.5	2,382
Total children's playing space	8	3,464
Sports Pitches	12	5,196
Other outdoor sport	4	1,732
Total outdoor sport	16	6,928
Total	10,392	

BASED ON FIT BENCHMARKS

Areas as indicated on proposed layout	
Open Space	
Parks & Gardens	4,702
Amenity Space	1,295
Natural/Semi-Natural	6,340
Total	12,337
Outdoor Space	
Outdoor Sport Provision	0
Total	0
Play Space	
Equipped Play	524
Informal Play	0
Total	524
Total	12,861

Access

The Illustrative masterplan has been developed with the transport hierarchy in mind.

Active Travel

Shared surface bike and pedestrian access to the site is proposed from the Northeastern corner of the site as a spur off the Llantrisant community route. Within the site, it is proposed that shared routes are provided that will enable a route through to the East to link up with the existing spur which currently leads across the A473 to the superstore.

Additional informal pedestrian access routes are proposed from the existing footpath along the northern edge of the site along the A473. A network of pavements are envisaged as part of the masterplan, which has the potential to include a pedestrian link at the southern boundary to give access to the school. This latter link is subject to reaching agreement with the school, taking into account their security arrangements in relation to access and control of their perimeter.

Public Transport

Existing pedestrian routes are proposed to be used to give access to the northbound and southbound bus services from the existing bus stops on Cowbridge Road.

Vehicle Access

Access for vehicles to the site will be provided by the existing junction to the west onto Cowbridge Road which will connect into a network of streets and mews across the site.

No vehicle connections are provided to the retail to the east of the site to avoid the creation of a 'rat run' to bypass the Cowbridge Road / A473 traffic light junction.

An emergency vehicle access is also proposed from the existing superstore service access from the A473.



Illustrative Character Areas

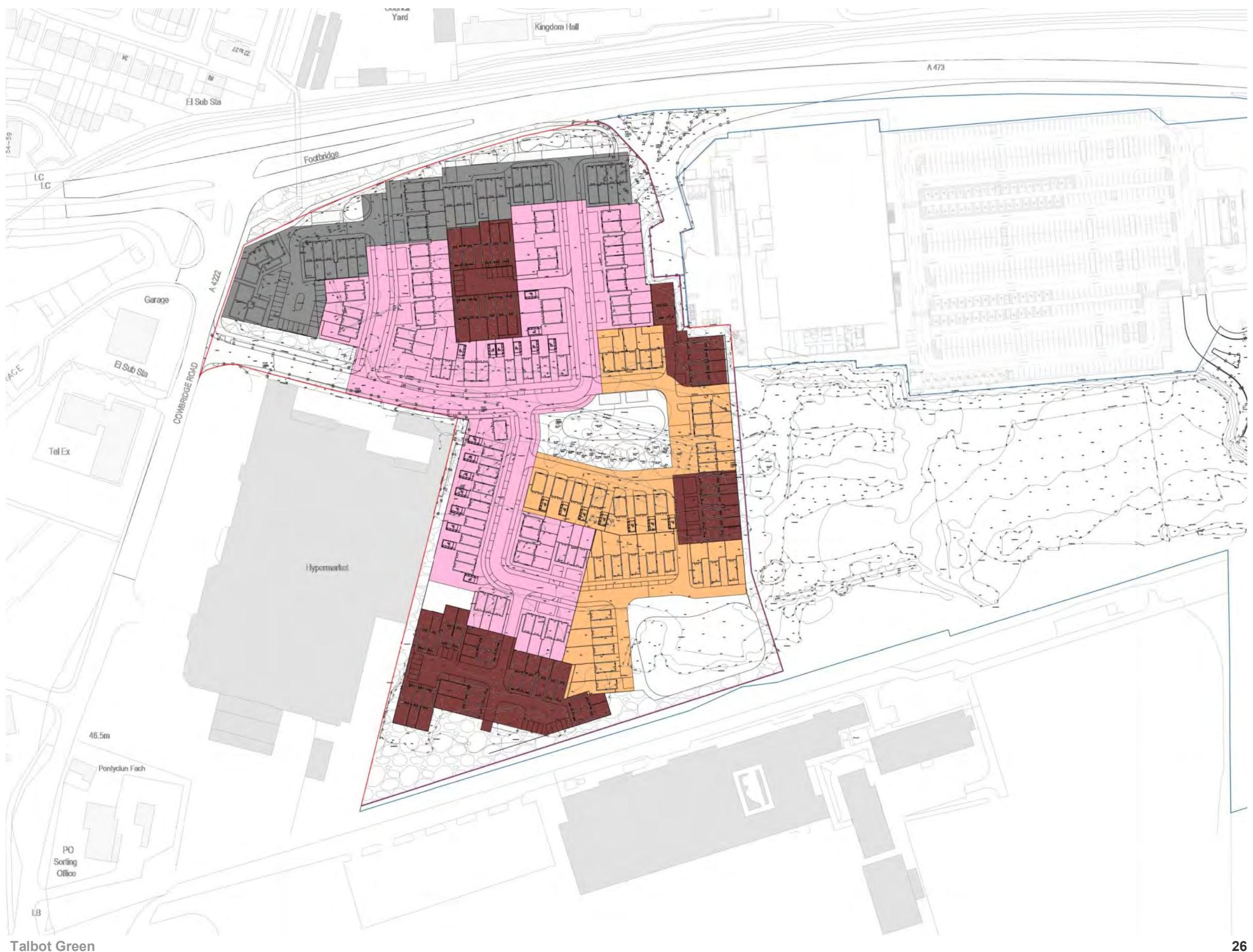
The illustrative masterplan shows how the different areas within the development could provide different characters. The purpose is to create areas each with a distinct identity that together will ensure that the development provides a proper sense of place.

These Illustrative Character areas have been identified as follows, and are described in more detail overleaf:

	Streets
	Park Edge
	Urban Edge
	Mews

Illustrative character areas have been developed to show the nature of the spaces that have been incorporated into the illustrative masterplan, together with the nature of enclosing development that could be provided.

Appearance of these illustrative typologies will be determined through the submission of subsequent Reserved Matters Application(s) and be based on best practice guidance such as the Manual for Streets.



Illustrative Character Areas: Street

Characterised by their circulatory function, these are characterised by the following:

Landscape

- Strong and distinct building lines, generally to both sides of the street to positively define its edges
- Formal landscaping setting out distinct zones for vehicle and other forms of transport
- Parking off-street, but in front of dwellings avoided where possible to ensure that cars do not dominate the street scene

Buildings

- Generally a mixture of 2 and 3-storey buildings with maximum dimensions as follows:

	Min (mm)	Max (mm)
Frontage width	4200	10000
Depth	8500	10500
Ridge Height	6000	10500
Eaves Height	4500	8500

- Houses can be conjoined to make semi-detached units, or to create short runs of no more than four terraced dwellings
- Small apartments are permitted as long as they do not exceed the general dimensions of a terrace block set out above, though multiple such blocks may be conjoined to form 'L' or 'C' plan forms to enable the provision of buildings which can continue the building line around corners.



Illustrative Character Areas: Park Edge

Dwellings that are characterised by their relationship to open space

- Strong and distinct building lines to create a sense of enclosure to the green space
- Informal landscaping, using shared surface driveways where possible to imply a better connection of the dwellings to the greenspace they overlook
- Parking off-street, but in front of dwellings avoided where possible to ensure that cars do not dominate the space, and to give a clear connection between dwellings and the space

Buildings

- Generally 2 or 3-storey buildings with maximum dimensions as follows:

	Min (mm)	Max (mm)
Frontage width	4200	10000
Depth	8500	10500
Ridge Height	6000	10500
Eaves Height	4500	8500

- Houses can be conjoined to make semi-detached units, or to create short runs of no more than four terraced dwellings



Talbot Green

Illustrative Character Areas: Urban Edge

Dwellings that provide a connection to the surrounding areas outside the development

- Strong and distinct building frontages, avoiding presenting the rear of buildings towards the views into the site
- Provision of generous landscaped buffer zones to provide offset distance to surrounding roads to mitigate noise
- Informal landscaping, using shared surface driveways where possible to increase the apparent
- Parking provided as clustered shared parking.

Buildings

- Generally 2-4 storey buildings with maximum dimensions as follows:

	Min (mm)	Max (mm)
Frontage width	4200	10000
Depth	8500	10500
Ridge Height	6000	13500
Eaves Height	4500	11500

- Houses can be conjoined to make semi-detached units, or to create short runs of no more than three terraced dwellings
- Small apartment blocks are permitted in the form of maisonettes, as long as they do not exceed the general dimensions of a terraced block set out above



Talbot Green



Illustrative Character Areas: Mews

Small clusters of dwellings that are set out around smaller, informal courtyard arrangements

- Informal building lines to create a sense of enclosure giving the sense of a being part of a semi-private shared courtyard
- Parking generally within the courtyard, access by way of shared surface circulation space, or incorporated into the ground floor of buildings that provide a single storey of small flats over.

Buildings

- Generally 2-storey buildings with maximum dimensions as follows:

	Min (mm)	Max (mm)
Frontage width	4200	10000
Depth	8500	10500
Ridge Height	6000	8000
Eaves Height	4500	6000

- Houses can be conjoined to make semi-detached units, or to create short runs of no more than three terraced dwellings
- Small apartment blocks are permitted in the form of maisonettes, or as 'flats over garages' as long as they do not exceed the general dimensions of a terraced block set out above



Universal Access

Though most considerations of Universal access will be determined through the submission of subsequent Reserved Matters Application(s), there are number of factors which the illustrative masterplan does consider which should ensure future development be designed with all facilities to be compliant with current accessibility legislation and guidelines:

- Creation of a layout which can be readily understood and navigated by all.
- A distribution and mix of development and open spaces which ensure residents in all parts of the development have convenient access to public open space within a short distance from their homes.
- An allowance of a suitable number of dwellings to be designed to provide fully accessible and / or are designed in a way that they could be converted to be accessible in future.

Designing Out Crime

To foster a real sense of community, it is important that the design considers how people feel safe in their environment and how the design can help to reduce the incidence of crime and anti-social behaviour. The following features have been designed into the illustrative masterplan to foster a safer environment for all:

- The creation of a site layout that is legible to all, with a clear distinction between what is public, semi-public and private.
- An illustrative layout which encourages the use of open spaces by the provision of footpaths and cycleways throughout, providing connections to surrounding facilities and neighbourhoods.
- A layout which further ensures that public open spaces are overlooked and are not lined with backs of plots to encourage natural surveillance
- A lighting scheme that ensures well lit open spaces at night
- The use of urban typologies in a layout that ensures areas with a distinct character and notional limits to foster smaller communities where people know each other and over which people can feel a sense of ownership.

Ensuring Sustainable Development

Socio-economics

It is essential that a development of this kind contributes in the long term to the economic wellbeing of the area and to communities that it affects. Some of the direct benefits of the scheme will include:

- Creating mixed-tenure homes, which includes affordable dwellings
- Building within reach of job opportunities and local facilities
- Creation of a strong sense of identity to foster pleasant neighbourhoods with a strong community feel.

Transport

The illustrative scheme has been designed so that it reflects the transport hierarchy, by:

- Creating a site layout that is designed around a network of pedestrian and cycle-friendly routes to that residents are encouraged to get around without the use of a private car
- Designing within a location with good public transport connections, notably to existing bus stops serving a range of local and regional destinations
- Design for vehicles, including how they are parked, that does not dominate the development or the street scene.

Management

A lot of problems can be designed out at the early stages, reducing the chance of problems occurring in future, for example through:

- Ensuring engagement with the surrounding local residents, the local authority, its agencies and the other local landowners to ensure an joined up development that meshes well with the surrounding neighbourhoods and facilities and forms an integral part of the urban fabric.

- Design of a layout that considers how to ensure streets, parks and public open spaces do not provide a breeding ground for petty crime or encourage anti-social behaviour

Health and Wellbeing

Ensure the environment created within the development is of the best possible quality by ensuring access to green open spaces is maximised, both directly by creating a network of paths throughout the spaces as well as through maximising views and sense of ownership over these spaces.

Energy

It is a given that future development will be fully compliant with current Building Regulation Part L, however where possible, ensuring that the positioning and orientation of dwellings so that their solar orientation is optimal.

Water Uses

Design of landscaping to ensure flow of rainwater is attenuated so that sewers are not over-burdened, that rainwater run-off does not contribute to land erosion or contribute to localised flooding.

Land Use and Ecology

Ensuring optimal land use by

- building the appropriate mix of dwellings and to appropriate densities.
- making best use of existing landscape assets and optimising them for biodiversity
- designing newly planted areas to feature native species that complement the surrounding countryside, avoiding invasive species and where possible non-native species.

Response to Planning Policy

The proposed development seeks to promote a masterplan design which will be fully compliant with the requirements of Rhondda Cynon Taf Local Development Plan up to 2021, the most current adopted version.

A summary explaining how the design is compliant with relevant policies is set out here.

The planning statement provides more detailed exploration of compliance, as well as meeting the wider requirements of Planning Policy Wales (PPW) and Technical Advice Notes (TAN) relevant to the proposals.

Response to relevant LDP objectives

1. The proposal provides for housing requirement through a mix of dwelling types catering for all needs to promote integrated and thriving communities and reinforce the roles of the Principal Towns and Key Settlements in the North and South of the County
2. The masterplan promotes integrated communities within the Principal Towns, Key Settlements by ensuring the development of a high quality built environment that provides opportunities for living, working and socialising for all
3. It provides open space in the south
4. It has been designed with an ambition to reduce the need to travel by car by promoting residential development where there is a choice of sustainable modes of transport
5. It seeks to manage the effects of Climate change by protecting biodiversity, focussing development away from areas which are vulnerable to flooding.

Response to relevant Core Strategy Policies

Policy CS 2 - Development in the South

1. Promoting residential development with a sense of place which respects the character and context of the Principal Towns and Key Settlements of the Southern Strategy Area
2. Protecting the culture and identity of communities by focusing development within defined settlement boundaries and promoting the reuse of under used and previously developed land and buildings
3. Realising the importance of the Principal Town of Llantrisant / Talbot Green as an area of social and economic growth
4. Providing opportunities for significant inward investment, in sustainable locations, that will benefit the economy of Rhondda Cynon Taf and the Capital Region
5. Reducing daily out commuting by private car and promoting sustainable forms of transport
6. Promoting and enhancing transport infrastructure services to support growth and investment

Policy CS 3 - Strategic Sites

In order to promote sustainable growth within Rhondda Cynon Taf the following sites are allocated for the development of a mixture of large-scale residential, employment, retail and recreational purposes:

7. Mwyndy / Talbot Green Area (Policy SSA8), and

Proposals for the development of the Strategic Sites must have regard to the indicative concept plans identified on the proposals map.

Policy CS 4 - Housing Requirements

Construction of 500 dwelling at Mwyndy / Talbot Green

Policy CS 5 - Affordable Housing

Affordable housing levels are to be determined during the application process.

Policy CS 8 - Transportation

Provision of additional improvements in the highway network, public transport improvements and walking and cycling provision will be sought in accordance with policies SSA 18 to SSA 21.

Response to relevant Area Wide Policies

Policy AW 1 - Supply of new housing

These proposals will contribute to the provision of housing in the area

Policy AW 2 - Sustainable Locations

The location is sustainable under the policy as it:

- sits within the defined settlement boundary,
- does not conflict with surrounding uses,
- has good access to a range of transport options
- It has good access to key services and facilities
- It is not within an area of flood risk
- It supports the roles and functions of the principal towns
- It supports the development of the Mwyndy / Talbot Green strategic site
- Is well served by required utilities infrastructure

Policy AW 5 - New Development

The development meets the policy requirements as:

- The scale, form and design of the development does not adversely impact the local character appearance of the site and surrounding area;
- The existing site features, notably the high quality trees, will be retained
- There is no significant impact on neighbouring occupiers
- The development is compatible with other uses in the locality; and

- The development can be designed in away to design out opportunities for crime and antisocial behaviour

- In addition,

- The development will be served by a range of sustainable transport modes to enable access to the wider community
- The layout of the site will give opportunities not to rely on the private car to make use of existing surrounding amenities
- The development will not impact on the existing highway network
- Car parking will be provided in accordance with Supplementary Planning Guidance

Policy AW 6 - Design and Placemaking

The development proposed:

- is of a high standard of design, based on creating clearly defined and identifiable place typologies
- is appropriate to the local context
- incorporates landscaping and planting as an integral part of the scheme
- will be an efficient use of land
- provides open space in accordance with the Fields in Trust standards, as set out in Supplementary Planning Guidance
- will have a high level of connectivity to existing centres, by a range of sustainable transport modes
- provides flexibility to enable a layout and mix of dwellings to be determined as part of a reserved matters application
- builds on the development patterns of this part of Rhondda Cynon Taf

- protects and enhances existing landscape and biodiversity features
- promotes good water management by inclusion of sustainable urban drainage features.

The masterplan sets out Character areas proposed to ensure that the development will provide high quality, sustainable and locally distinct places.

Policy AW 8 - Protection and Enhancement of the Natural Environment

The development would not adversely affect the nearby SINC or SLA, as set out in the ecological report, and retain trees identified as being of ecological value as part of the design.

Policy AW10 - Environmental Protection and Public Health

The development will not pose a risk of unacceptable harm to health or local amenity because of any of the factors listed in the policy.

Response to relevant Strategy Area Policies

Policy SSA 8 - Mwyndy / Talbot Green Area

The proposal seeks to develop on land previously allocated to town centre retail uses under the policy.

Policy SSA 11 - Housing Density

The net residential density exceeds the minimum of 35 dwellings per hectare.

Policy SSA 12 - Affordable Housing

The proposal seeks to provide 20% Affordable housing in accordance with the policy

Policy SSA 13 - Housing Development within Settlement Boundaries

The proposal

- does not adversely affect the provision of open space
- is accessible to local services by a range of sustainable transport modes
- does not adversely affect the provision of parking in the area, and
- will ensure any contamination on the land will be remediated prior to its implementation

Policy SSA 21 - Cycle Network Improvements

The proposal seeks to create cycle connectivity by providing a shared pedestrian and cycle way into the site from the Llantrisant Community Route, and it enables provision to connect to adjacent retail uses, and back to the wider cycle network via the Eastern boundary.

Response to relevant Supplementary Planning Guidance

The proposal takes into account the general guidance provided in the following SPG documents:

1. Design and Placemaking
5. Affordable Housing
6. Planning Obligations
8. Access, Circulation and Parking
10. Development of Flats

Application Drawings



Application Drawings Schedule

Number	Description	Scale	Size
TLBG-HMA-ZZ-00-D-A-00001	Site Location Plan	1:1250	A1

Existing Plans

TLBG-HMA-ZZ-00-D-A-00002	Constraints Plan	1:1250	A1
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Proposed Plans

TLBG-HMA-ZZ-00-D-A-00003	Development Parameter Plan	1:1250	A1
TLBG-HMA-ZZ-00-D-A-00004	Illustrative Masterplan	1:1250	A1

