



Planning Statement



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SECTION 1

Introduction



1.0 Introduction

1.1.1 This Planning Statement is prepared by CarneySweeney on behalf of Talbot Green Developments Ltd ('TGDL') (the applicant) in support of an outline planning application with all matters reserved apart from the means of access (to be submitted in full) for residential development at Land south of A473, Talbot Green. The description of development is as follows:

"Outline application with all matters reserved apart from means of access for the erection of up to 180 dwellings with all associated open space, landscaping, drainage, engineering and servicing."

1.1.2 The application site is allocated under strategic policy allocation SSA 8 (Mwyndy/Talbot Green) for a new town centre and residential development within Rhondda Cynon Taf (RCT) adopted Local Development Plan (LDP).

1.1.3 This application is made further to discussions with Officers at RCT Council and statutory consultees.

1.1.4 The remainder of this Planning Statement comprises the following sections:

- **Section 2: The Site and Context** – provides a description of the application site, surrounding context and the relevant planning history;
- **Section 3: Proposed Development** – describes the proposed development in detail including the parameters set out in the application;
- **Section 4: Planning Policy and Legislation** – provides an overview of the relevant local and national policy and legislation context applicable to the consideration of this proposal;
- **Section 5: Assessment of Development Proposals** – addresses the key considerations material to the proposals, summarising and drawing from other supporting technical information submitted with the application; and
- **Section 6: Conclusion** – provides a summary and concluding statement.

1.1.5 This Planning Statement is not a standalone document and should be read in conjunction with all other technical supporting documents.



SECTION 2

The Site and Context



2.0 The Site and Context

2.1 Site Description

2.1.1 The application site comprises an irregular parcel of land extending to c. 4.7ha located south of A473 and east of A4222 Cowbridge Road in Talbot Green, Pontyclun. The site is previously developed land, having formerly been occupied by Staedtler factory (to the north) and Purolite chemical works (to the south). The former buildings have been demolished, and the site is now cleared land, largely comprised of hardstanding, bare ground and some areas of regrown vegetation.

2.1.2 Presently, the site is bound by existing fencing and vegetation. The former factories were served by vehicular accesses from the A473 (Staedtler) and Cowbridge Road (Purolite).

2.1.3 The site is within the administrative boundary of Rhondda Cynon Taf County Borough Council (RCTCBC). According to the current adopted Local Development Plan (LDP), the site falls within the settlement boundary; Llantrisant/Talbot Green retail centre (Policy SSA 16.1); and the strategic allocation SSA 8 (Mwyndy/Talbot Green). The wider allocation comprises land for up to 500 dwellings, employment, retail, leisure, school, community facilities and open space (see Figure 1 below). It is understood that approximately 460 dwellings are being constructed elsewhere in the wider allocation (at Cefn yr Hendy, as per Reserved Matters Approval Ref: 22/0690/RES).

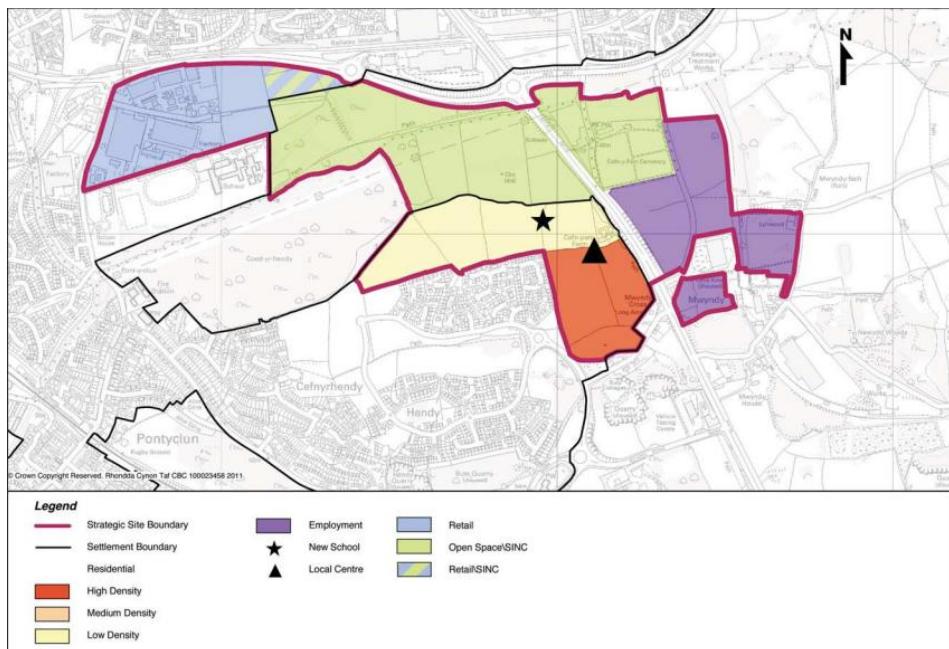


Figure 1: SSA 8 Indicative Concept Plan (extracted from the Adopted LDP).

The application site is situated within the land shaded blue, identified for 'retail'.



- 2.1.4 According to NRW's Flood Map for Planning, the site is within Flood Zone 1, i.e. at little to no risk of flooding. Small parts of the site fall within Flood Zone 2 and 3 for surface water and small watercourse flooding.
- 2.1.5 The site is located within a Coal Mining Reporting Area which spans much of south Wales. According to the Mining Remediation Authority, the site is also an area of Coal Outcrops.
- 2.1.6 The topography of the site is relatively flat and there are no other known physical constraints.
- 2.1.7 There are no Public Rights of Way (PROW) crossing the site itself. The site is not located within an Air Quality Management Area (AQMA). The site is not subject to any statutory or non-statutory ecological, historical or landscape designations.

2.2 Site Surroundings

- 2.2.1 The site sits between the A473 carriageway immediately adjacent to the north and Y Pant Comprehensive School to the south, beyond which is ancient woodland within Coed-yr-Hendy SINC. To the east lies open space also forming part of the wider SSA 8 allocation and due to be developed for retail use; and the Sainsburys supermarket site, accessed via the A473 roundabout which also provides access to Glamorgan Vale Retail Park to the north-east. The Leekes department store and A4222 (Cowbridge Road) act as the site's western boundary, providing access to a number of nearby office/ industrial units and Y Pant School.
- 2.2.2 To the south-east of the site is undeveloped land designated as Coed-yr-Hendy and Mywndy Special Landscape Area (SLA), albeit separated from the site by the existing school development to the south. Pant Marsh Site of Importance for Nature Conservation (SINC) is also located adjacent to the site to the east.
- 2.2.3 The wider area is mixed in terms of land uses. North of the A473 lies the main settlement of Talbot Green and is largely residential in character. The immediate area south of the A473 comprises a mix of commercial uses with retail, office and B1/B2/B8 employment uses, as well as the neighbouring comprehensive school.
- 2.2.4 The A473 travels in an east-west direction and provides access to the M4 via the A4119 at junction 34 approximately 3.5 miles to the south. The site is accessible from an existing established walking, cycling and public transport network, associated with its central location within Talbot Green. A footbridge over the A473 forms part of a 'shared use' Active Travel Route (no. RCTAT 13i), which integrates with routes through Talbot Green, Llantrisant, Pontyclun, Brynsadler and Llanharry. There is also a PROW footpath (ANT/313/1) travelling along the river Afon Clun south of the site, beyond Y Pant Comprehensive School; and a footpath (ref: ANT/320/3) west of the A422 Cowbridge Road, opposite the Leekes Department Store.
- 2.2.5 The site is well located near to a number of local services and facilities in Talbot Green and the surrounding areas, including Talbot Green Shopping Centre, Glamorgan Vale Retail Park, Sainsbury's supermarket, Llantrisant Leisure Centre & Library, schools and Royal Glamorgan Hospital.



2.3 Planning History

- 2.3.1 Land including the application site has previously benefitted from planning permission for a comprehensive mixed-use development of a new town centre. The original outline planning permission (pp ref: 11/1330/13) was permitted in December 2014.
- 2.3.2 A second full planning application was granted at the development site in November 2013 (pp ref: 12/1102/10) for 'Phase 1' of the development, comprising the supermarket, petrol filling station (PFS) and associated highways and flood infrastructure, which has since been delivered i.e. Sainsbury's, PFS and associated infrastructure.
- 2.3.3 The significant infrastructure works necessary to serve the Phase 1 development and the wider Phase 2 town centre and residential development have already been delivered.

2.4 Pre-Application

- 2.4.1 A Pre-Application enquiry was submitted to RCTCBC in May 2024 (ref: 24/5037/41), for proposed retail (Class A1 and A3) and residential development of the wider town centre site, which included the land subject of this application.
- 2.4.2 The Pre-Application response considered the proposal for mixed residential and commercial use at this sustainable location to be acceptable in principle, in accordance with the aims of the adopted LDP. The mix of development proposed was assessed for its compliance with the strategic allocation policies, noting the passage of time since the LDP was adopted, the delivery of the Sainsbury's site, market conditions and other factors, meaning *"It is therefore accepted that what may have been envisaged during the preparation of the LDP is no longer possible and some deviation from the original ideologies will have to be accepted if development of as much of the allocation as possible is to be brought forward"*.
- 2.4.3 Furthermore, the current lack of available, deliverable and viable large-scale residential sites in RCT was considered to justify the delivery of housing at this location, rather than retail as the policies suggest.
- 2.4.4 The retail element of the proposal is due to be sought via a separate application in due course, hence this proposal relates to part of the pre-application site, for residential development only. This application is nonetheless informed by the relevant pre-application advice received.

2.5 Statutory Pre-Application Consultation (PAC)

- 2.5.1 The proposed development constitutes major development under the definition in Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, as it proposes development of more than 10 dwellings.
- 2.5.2 Section 61Z of the Town and Country Planning (Wales) Act 1990 (as amended) imposes a statutory requirement to undertake consultation on major developments. Further provision is contained within Part 1A of the Development Management Procedure (Wales) Order, which states that the applicant must make draft planning application documents available to review for a minimum 28-day consultation period;



consult the relevant neighbour, community and statutory consultees; display site notices; and provide a Pre-Application Consultation Report as part of the application.

- 2.5.3 In accordance with the requirements, the PAC consultation period commenced on 30th January 2026 and concluded on 27th February 2026.
- 2.5.4 Full details of the consultation process, responses and outcomes are provided within the accompanying PAC Report.



SECTION 3

Proposed Development



3.0 Proposed Development

3.1.1 This outline planning application proposes new residential development to deliver part of the strategic allocation SSA 8 (Mwyndy/Talbot Green). The proposals will contribute towards meeting housing needs within Talbot Green and the wider area through delivery of a new sustainable neighbourhood that is well integrated to the site's built and natural context.

3.1.2 The redevelopment will include the following elements:

- clearance of existing hardstanding on site
- erection of up to 180 new dwellings
- provision of public open space including children's play space (Local Areas of Play / 'LAP')
- new access, pedestrian and cycle routes
- green and blue infrastructure including SuDS attenuation
- landscape planting and opportunities for net benefit for biodiversity
- all associated engineering works

3.1.3 The applicant is seeking outline approval with all matters reserved apart from the means of access.

3.1.4 In accordance with Article 3 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended):

- Where layout is a reserved matter, the application for outline planning permission must state the approximate location of buildings, routes and open spaces included in the development proposed.
- Where scale is a reserved matter, the application for outline planning permission must state the upper and lower limit for the height, width and length of each building included in the development proposed.

3.1.5 This Statement, together with the submitted plans and Design & Access Statement supporting this application, provides the above required information.

3.2 Proposed Use

3.2.1 The proposed development comprises residential dwellings (Use Class C3).

3.2.2 It is recognised that strategic allocation SSA 8 refers to 500 dwellings and that c. 460 dwellings already have consent on land elsewhere within this allocation (i.e. Cefn yr Hendy, as per Reserved Matters Approval Ref: 22/0690/RES). However, the local context has changed since the adoption of the LDP, with the need for retailing reducing and the need for housing increasing. As a result, such a large retail centre is no longer required, and would be less viable to deliver. Instead, it is recognised that the site is a desirable location for people to live, particularly for those working in Cardiff, Newport and Swansea, hence this



application for housing. There is an existing Sainsbury's store and the remaining land in the allocation is intended to come forward separately for retail use, meaning the wider site still provides an appropriate balance of retail, commercial and residential development to meet the current demand and broad objectives of the allocation.

3.3 Development Parameters

3.3.1 The scale of development is for up to 180 dwellings which will comprise a mix of houses and apartments. As shown on the proposed Development Parameter Plan, most of the development parcels will be 2-3 storeys. In the north western part of the site, areas fronting the A473 and Cowbridge Road are considered appropriate for greater density at 2-4 storeys, having regard to the neighbouring context north of the A473, where there is existing 3 storey development.

3.3.2 As scale is a reserved matter, Table 1 below sets out the minimum and maximum dimensions of the buildings proposed:

Table 1: Proposed building dimensions

2-3 storey buildings		
	Minimum (mm)	Maximum (mm)
Frontage width	4200	10000
Depth	8500	10500
Ridge height	6000	10500
Eaves height	4500	8500
2-4 storey buildings		
	Minimum (mm)	Maximum (mm)
Frontage width	4200	10000
Depth	8500	10500
Ridge height	6000	13500
Eaves height	4500	11500

3.3.3 The type, size and tenure of the homes will be determined at detailed design stage and affordable housing provision will be discussed as part of the planning application process.

3.3.4 An Illustrative Masterplan supports this application to demonstrate, indicatively, how the scheme could be developed within the identified parameters whilst taking account of the site's constraints and opportunities.



3.4 Access

- 3.4.1 Vehicular access to the site is proposed from the existing junction on Cowbridge Road, north of the Leekes store. The junction will be upgraded for access to the residential development, whilst retaining the existing access to the Leekes store.
- 3.4.2 A secondary, emergency only access is proposed at the junction from the A473.
- 3.4.3 There are several pedestrian access points proposed for the site, with links to the A473 corridor and existing footbridge over the A473 and upgraded connections to Cowbridge Road.
- 3.4.4 The Development Parameters Plan identifies the internal road and footpath network proposed. A 3m-wide shared-use active travel route will be provided within the site linking Cowbridge Road to the eastern site boundary. Continuation of this route eastwards to Heol-y-Pant (and the Sainsbury's supermarket, Starbucks and the bus stop located on the northern side of Heol-y-Pant) will be provided by the proposed retail development of that land. In the event that the adjacent retail development does not come forward, provision of this link can be secured by a Grampian condition attached to the residential development, given that the land is within the same ownership.

3.5 Open Space and Green Infrastructure

- 3.5.1 The Development Parameter Plan identifies the areas for green infrastructure, which will include open space, play space, and SuDS features. These areas have been informed by the baseline arboriculture and ecology surveys, in order to retain the existing green infrastructure features as far as possible.
- 3.5.2 As shown on the Illustrative Masterplan, the new areas of public open space may include formal children's play areas (Local Areas of Play, or 'LAP'), and informal spaces that will integrate with the site's wider green and blue infrastructure features such as tree and landscape planting, and drainage features such as raingardens and attenuation basins. As far as practicable and subject to future detailed design, existing trees and green infrastructure features will be retained and incorporated into the layout. On site open space provision will be developed in accordance with Fields in Trust guidance, as required by LDP Policy AW6.

3.6 Drainage

- 3.6.1 The site benefits from existing foul and surface water drainage infrastructure in the locality, in the form of a foul sewer installed as part of the wider site allocation's enabling works; and a drainage ditch travelling along the southern boundary between Y Pant school, discharging to the Afon Clun river.
- 3.6.2 The proposed development is envisaged to incorporate a number of Sustainable Urban Drainage System (SuDS) features, such as:
 - Permeable paving
 - Macro pervious paving



- Bioretention verges
- Detention basins
- Swales

3.6.3 These features offer opportunities to incorporate planting and biodiversity benefit, in addition to their drainage function.

3.6.4 Surface water will discharge to the Afon Clun river via the existing ditch to the south of the site; meanwhile a gravity connection to the existing foul sewer is proposed to accommodate foul flows on site.



SECTION 4

Planning Policy & Legislation



4.0 Planning Policy & Legislation

4.1 Introduction

4.1.1 This section details the planning policy context of the development plan and material considerations, taking into account local and national policy.

4.2 The Development Plan

4.2.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, this application should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The statutory development plan for the site comprises:

- Future Wales: The National Plan 2040; and
- Rhondda Cynon Taf Local Development Plan (LDP) (2006-2021).

Future Wales: The National Plan 2040

4.2.2 Future Wales is the Welsh Government's highest tier of development plan in Wales. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole. The following policies are relevant to this proposal:

4.2.3 **Policy 1** The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. The National Growth Areas are:

- **Cardiff, Newport and the Valleys** (which includes RCT)
- Swansea Bay and Llanelli
- Wrexham and Deeside

4.2.4 **Policy 2** 'Shaping Urban Growth and Regeneration – Strategic Placemaking' notes that growth should build sustainable places that support active and healthy lives, with compact and walkable neighbourhoods with a mix of uses, public transport and green infrastructure.

4.2.5 **Policy 7** 'Delivering Affordable Homes' states the Welsh Government will increase delivery of affordable homes by ensuring that funding for these homes is effectively allocated and utilised.

4.2.6 **Policy 9** 'Resilient Ecological Networks and Green Infrastructure' notes the importance of enhancing ecosystems, biodiversity and green infrastructure when considering approaches to development proposals through nature-based methods.

4.2.7 **Policy 12** 'Regional Connectivity' refers to improving the connectivity in urban areas by integrating active and sustainable travel and public transport. Active travel is encouraged in all new developments.



4.2.8 **Policy 33** 'National Growth Area – Cardiff, Newport and the Valleys' – In respect of the Valleys, Welsh Government supports co-ordinated regeneration and investment in the Valleys area to improve well being, increase prosperity and address social inequalities.

RCT Adopted LDP

4.2.9 LDP Policies considered relevant to this proposal are set out below.

4.2.10 The site falls within the Southern Strategy Area of RCT, where **Policy CS 2** applies. Sustainable growth will be achieved by *inter alia* promoting residential development with a sense of place, respecting the character of Principal Towns; focusing development in settlement boundaries and promoting reuse of previously developed land; realising the importance of Llantrisant / Talbot Green Principal Town as an area of social and economic growth.

4.2.11 **Policy SSA 8** - Mwyndy / Talbot Green Area - in accordance with **Policy CS 3** land is allocated at Mwyndy / Talbot Green Area for the construction of 500 dwellings, 15 hectares of employment land, 23,400m² net new retail floor space, 10,000m² net of leisure floor space, a primary school, library / community facility and informal amenity space in a landscape setting.

4.2.12 The Council would wish to see the allocation address the following elements at the Cowbridge Road area of the site: a) a new Town Centre and b) residential development of 100 apartments and town houses.

4.2.13 **Policy CS 5** identifies a requirement for 1770 affordable housing units over the Plan period.

4.2.14 **Policy AW 1** - Supply of New Housing - in order to meet the housing land requirement of 14,385 provision will be made for the development of between 14,936-15,386 new dwellings in Rhondda Cynon Taf during the period up to 2021.

4.2.15 Residential development proposals will be expected to contribute to meeting local housing needs. Where a community housing need has been established, the local planning authority will seek the provision of affordable housing in accordance with policies **NSA 11** and **SSA 12**.

4.2.16 **Policy AW 4** – Community Infrastructure & Planning Obligations - planning obligations may be sought where development proposals require the provision of new, improved or rely on existing services, facilities, infrastructure and related works, to make the proposal acceptable in land use planning terms.

4.2.17 **Policy AW 5** - New Development – is a multi-criteria policy whereby development proposals will be supported where amenity and accessibility considerations are suitably addressed. Car parking is to be provided in accordance with the Council's Supplementary Planning Guidance on Delivering Design and Placemaking: Access, Circulation and Parking Requirements.

4.2.18 **Policy AW 6** - Design and Placemaking Development Proposals – a multi criteria policy setting out the key design and placemaking considerations to be addressed in order for development to be supported.



4.2.19 **Policy AW 8** - Protection And Enhancement Of The Natural Environment - distinctive natural heritage will be preserved and enhanced by protecting it from inappropriate development. Development proposals must be accompanied by appropriate ecological surveys and appraisals, as requested by the Council. Development proposals that contribute to the management or development of Ecological Networks will be supported.

4.2.20 **Policy AW 10** - Environmental Protection and Public Health - development proposals will not be permitted where they would cause or result in a risk of unacceptable harm to public health and / or local amenity. It must be demonstrated that measures can be taken to overcome any significant adverse risk to public health, the environment and / or impact upon local amenity.

4.2.21 **Policy AW 12** - Renewable & Non-Renewable Energy Development - development proposals should be designed to minimise resource use during construction, operation and maintenance.

4.2.22 **Policy SSA 11** - Housing Density Proposals - residential development will be permitted where the net residential density is a minimum of 35 dwellings per hectare.

4.2.23 **Policy SSA 12** - Affordable Housing - the provision of 20% affordable housing will be sought on sites of 5 units or more.

4.2.24 **Policy SSA 21** - Cycle Network Improvements - the existing network of cycle paths and community routes will be extended, improved and enhanced to include schemes at, inter alia, Pontypridd to Tonyrefail via Llantrisant.

4.2.25 **Policy SSA 23** - Special Landscape Areas - development within the defined Special Landscape Areas will be expected to conform to the highest standards of design, siting, layout and materials appropriate to the character of the area.

4.3 Other Material Considerations

4.3.1 Other relevant material considerations include the Well-Being of Future Generations Act; Planning Policy Wales and Technical Advice Notes at a National level. In addition to adopted Supplementary Planning Guidance, and RCT's Replacement LDP at a Local level.

Well-Being of Future Generations Act 2015

4.3.2 The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies to place the principles of sustainability and sustainable development at the heart of its decision-making processes. The objectives of the Act are as follows:

A Prosperous Wales

- Promoting resource-efficient and climate change resilient settlement patterns which minimise land take and urban sprawl, especially through the reuse of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;



- Play an appropriate role to facilitate sustainable building standards;
- Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;
- Support initiative and innovation and avoid placing unnecessary burdens on enterprises so as to enhance the economic success of both urban and rural areas, helping businesses to maximise their competitiveness;

A Resilient Wales

- Contributing to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;

A Healthier Wales

- Contribute to the protection and, where possible, the improvement of people's health and wellbeing as a core component of achieving the well-being goals and responding to climate change;

A More Equal Wales

- Promoting access to, *inter alia*, employment, shopping, education and community facilities and open and green space, maximising opportunities for community development and social welfare;
- Promote quality, lasting, environmentally-sound and flexible employment opportunities;
- Respect and encourage diversity in the local economy;

A Wales of Cohesive Communities

- Locating development so as to minimise the demand for travel, especially by private car;
- Fostering improvement to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity;
- Fostering social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that the development is accessible by means other than the private car;

A Wales of Vibrant Culture and Thriving Welsh Language

- Helping to ensure the conservation of the historic environment and cultural heritage;
- Positively contribute to the well-being of the Welsh language;

A Globally Responsive Wales



- Support the need to tackle the causes of climate change by moving towards a low carbon economy.

Planning Policy Wales (12th Edition) (July 2024)

4.3.3 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation such as the Socio-economic Duty.

4.3.4 PPW identifies five key planning principles aimed at achieving the right development in the right place. These are:

- Growing our economy in a sustainable manner;
- Making best use of resources;
- Facilitating accessible and healthy environments;
- Creating and sustaining communities; and
- Maximising environmental protection and limiting environmental impact.

4.3.5 PPW Chapter 3 (Strategic and Spatial Choices) refers to 'Good Design Making Places Better'. Paragraph 3.3 states that good design is fundamental to creating sustainable places where people want to live, work and socialise. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how the space is used, how buildings and the public realm support this use, as well as construction, operation, management, and its relationship with the surrounding area. Good design should consider: Environmental Sustainability; Movement; Access; Character; and Community Safety.

4.3.6 In terms of locating development, paragraph 3.41 of PPW 11 states: "*An essential component for a sustainable place is where development is to be located. Development plans will provide the basis for this by identifying areas and sites for new development...*". For instance, through site allocations such as RCT LDP Policy SSA 8 which includes site for mixed use development.

4.3.7 Paragraph 3.55 states that previously developed (brownfield) land should be used in preference to greenfield sites. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.

4.3.8 With regards to Sustainable Transport, the Active and Social theme covers the well-connected cohesive communities' components of Placemaking. Paragraph 4.1.8 indicates: "The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the



goals of the Well-being of Future Generations Act". Figure 9 sets of PPW's Sustainable Transport Hierarchy for Planning, this is a key principle when considering and determining planning applications.

4.3.9 Section 4.2 refers to 'Housing'. In Paragraph 4.2.3, PPW states that planning authorities need to understand their local housing market and the factors influencing housing requirements in their area over the plan period. Paragraph 4.2.5 states that planning authorities must clearly set out the housing requirement in their development plan. They should also plan for a mix of market and affordable housing types to meet requirements and specifically consider the differing needs of their communities; this should include the housing requirements of older people and people with disabilities.

4.3.10 Section 6.2 relates to Green Infrastructure and defines it as "the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places" and "at smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks".

4.3.11 Paragraph 6.2.5 acknowledges the role of green infrastructure in enhancing the design quality of the built environment. It goes on to state that with careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places.

4.3.12 Paragraph 6.4.21 establishes that planning authorities must follow a stepwise approach to maintain and enhance biodiversity and build resilient ecological networks by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible.

4.3.13 Paragraph 6.6.25 states that development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself. With regard to flooding from surface water, Paragraph 6.6.27 advises that developments are designed and planned to minimise potential impacts and goes on to say that development should not cause additional run-off, which can be achieved by controlling surface water as near to the source as possible by the use of SuDS.

Technical Advice Notes (TAN)

4.3.14 The following TANs are considered relevant to the development proposals:

- TAN 2: Affordable Housing (2006)
- TAN 5: Nature Conservation and Planning (2009)
- TAN 11: Noise
- TAN 12: Design
- TAN 18: Transport

Supplementary Planning Guidance (SPG)

4.3.15 The following SPG documents are considered relevant to the development proposals:



- Design and Placemaking (2011)
- Affordable Housing (2011)
- Nature Conservation (2011)
- Planning Obligations (2014)
- Development of Flats (2015)
- Access, Circulation and Parking (2011)
 - The guidance applies to all categories of development. It aims to ensure a transparent approach to the provision of parking, developer contributions, travel plans and transport assessments and inform applicants of the Council's expectations at an early stage of the development process.
 - The site lies in Zone 2 – Urban; this includes the centres of Key Settlements (as defined in the LDP) which contain the range of basic local facilities generally within 400m walking distance, as well as Llantrisant /Talbot Green. The settlements have regular and frequent bus services to a range of destinations offering practical access to most but not all essential facilities. The curtilage of sites in these centres restricts, to an extent, what car parking can be provided. There are likely to be some restrictions on on-street parking and may be some available off-street parking.

RCT Replacement Local Development Plan 2

4.3.16 RCT is currently preparing a Replacement LDP (RLDP) to cover the period 2022-2037.

4.3.17 The application site is being promoted for residential and retail development in the emerging replacement LDP.

4.3.18 A public consultation on the Preferred Strategy was undertaken in February – April 2024. Whilst the current Delivery Agreement states that a consultation on the Deposit Plan was due to commence in January/February 2025, this is yet to happen. It is understood that delays to the preparation of the Deposit Plan mean this is likely to take place in early 2026, meaning the Plan is still in its early stages and carries limited weight in decision making.



SECTION 5

Assessment of Development Proposals



5.0 Assessment of Development Proposals

5.1 Principle of Development

5.1.1 The site comprises previously developed land within the settlement boundary of Llantrisant / Talbot Green, which is a Principal Town and one of the focal settlements to accommodate significant growth in RCT as per LDP Policy CS2. The site also forms part of a strategic mixed-use allocation for a new town centre comprising residential, employment, leisure and community development, under Policy SSA 8.

5.1.2 LDP Policy SSA 8 identifies land for (inter alia) residential development of up to 500 units in total, whereas the site is located within the 'Cowbridge Road' element of the allocation, which is identified for 100 dwellings, retail floorspace and other public facilities. The Cowbridge Road element of the allocation has been partly developed with the delivery of the adjacent Sainsburys supermarket.

5.1.3 With regard to the mix of uses set out within the allocation policy, it is noted that c. 460 dwellings are being delivered elsewhere in the wider allocation (Cefn yr Hendy), whereas the total allocation is for 500 dwellings; and the Cowbridge Road element is for 100. This application seeks to deliver c. 180 dwellings, which is reflective of recent discussions with RCT Officers during the pre-application process, whereby it is acknowledged that market conditions have changed since the allocation requirements were adopted; and there is now a shortage of available, deliverable and viable sites for much needed large-scale housing across the Borough. Accordingly, the residential use proposed, whilst a slight deviation from the specific requirements of the SSA 8 allocation policy, is considered appropriate to the site's context; to address local need; and to support the delivery of this site.

5.1.4 It is considered that the site offers significant potential to deliver much-needed, sustainably located homes. The site is within accessible reach of both existing and planned local services and facilities by foot, cycle and public transport links.

5.1.5 The majority of the site is cleared and relatively unconstrained, allowing for the efficient re-use of previously developed land, which is advocated for within LDP Policy CS2 and PPW. The site is flat, highly accessible and relatively free from physical constraints and designations. Accordingly, the site can deliver residential development of an appropriate density subject to suitably addressing site specific constraints.

5.1.6 The site is a town centre location within the settlement boundary, meaning that many key facilities are accessible without the need to travel privately. There is excellent access to the existing PRoW network, an Active Travel Route and bus stops. Owing to the site's current LDP allocation, it is inherently considered a sustainable location. The site therefore provides an excellent opportunity to deliver a cohesive and vibrant community to reside alongside the existing community.

5.2 Design Strategy

5.2.1 Layout and Appearance are reserved matters of this outline application. A Development Parameter Plan and Illustrative Masterplan have been prepared in support of this application to demonstrate how the



layout, scale and massing can be delivered on site. This has been directly informed by pre-application feedback and a detailed context analysis of the site, including its prominent location off the A473, existing green infrastructure, nearby SINCs, and surrounding commercial development.

- 5.2.2 The Parameter Plan shows the proposed development parcels, with higher density dwellings focused in the northernmost part of the site, fronting the existing road network and existing 3 storey development north of the A473. This approach accords with national planning policy and LDP policy AW 6, which support efficient use of land, especially higher-density residential development on sites in proximity to local amenities and transport. The southernmost part of the site is reserved for green infrastructure where there are existing trees, including one Category A oak tree, and landscaping along the watercourse.
- 5.2.3 The illustrative layout seeks to create legibility and permeability for future residents, with an integrated network of pedestrian footpaths, cycle paths providing access to on site open space, and active travel and public transport facilities. The design therefore encourages active and sustainable travel through design; and offers opportunities to enhance the health and wellbeing of future residents.
- 5.2.4 Overall, the proposed development is considered to align with the criteria set out in LDP Policy AW6, with regard to design and layout being appropriate to the local context.

5.3 Access and Transport

- 5.3.1 The application is supported by a Transport Assessment (TA) and Travel Plan (TP).

Sustainable Location

- 5.3.2 The site is sustainably located within RCT's mixed use allocation (SSA 8) benefitting from excellent access to key services, local facilities, and public transport including Pontyclun Railway Station approximately 1.2km from the site. There are numerous bus stops within a 400m walking distance of the site, the nearest being 240m or a 3-minute walk (Leekes northbound bus stop).
- 5.3.3 Several cycle routes are also established near the site, with the National Cycle Network Route 4 and Llantrisant Community Route to the north. Further active travel improvements are also planned by Welsh Government, including new cycle/walking paths along Cowbridge Road and north of A473.

Safe Routes in Communities Assessment

- 5.3.4 The TA includes a Safe Routes in Communities Assessment in accordance with local and national guidance. The assessment demonstrates that the key walking routes to the nearest schools (Y Pant Comprehensive, Tonsguboriau Primary, Pontyclun Primary and Penygawsi Primary) perform well against the identified criteria for the attractiveness, comfort, directness, safety and coherence of the routes. All routes score above 90% against the criteria, well exceeding the minimum acceptable threshold of 70%.

Access



5.3.5 The proposed access upgrades will deliver an improved vehicular access to the site from Cowbridge Road, utilising the existing service road formerly used for the Purolite and Staedtler factories. Visibility splays will adhere to the Manual for Streets requirements. Vehicle tracking plans are appended to the TA and demonstrate that vehicles, including large rigid vehicles such as refuse collection vehicles and fire trucks, can safely manoeuvre in and out of the site. An emergency access route is proposed at the north eastern corner of the site taken from the A473 opposite Sainsbury's.

5.3.6 Pedestrian and cycle access to the site will be provided as well as shared use routes within the development. The proposal will enhance connectivity and provide active travel opportunities by linking new homes to existing bus stops and public footpaths in the vicinity, including the footbridge over the A473. Opportunities for connections to Y Pant Comprehensive School to the south are provided for within the Illustrative Masterplan, subject to future detailed design and liaison with relevant third parties (RCT, Local Education Authority) at Reserved Matters stage.

5.3.7 A 3m-wide shared-use active travel route will be provided within the site linking Cowbridge Road to the eastern site boundary. Continuation of this route eastwards to Heol-y-Pant (and the Sainsbury's supermarket, Starbucks and the bus stop located on the northern side of Heol-y-Pant) will be provided by the proposed retail development of that land. In the event that the adjacent retail development does not come forward, provision of this link can be secured by a Grampian condition attached to the residential development, given that the land is within the same ownership.

5.3.8 Parking provision for the development will comply with RCTCBC's adopted parking standards in accordance with LDP Policy AW5. Maximum standards will be applied and, where sustainable travel options are available, flexibility to reduce provision in accordance with objectives for a modal shift towards active travel. Electric vehicle (EV) charging facilities will be provided in accordance with Welsh Government guidance and RCTCBC's EV Strategy and cycle parking will also be provided.

Traffic impact

5.3.9 Traffic surveys and junction capacity assessments have been undertaken at the following junctions:

- Cowbridge Road / Site Access Priority Junction;
- A473 / Cowbridge Road Signal-Controlled Junction;
- A473 / Lanelay Road Roundabout;
- A473/ Glamorgan Vale Retail Park / Heol-y-Pant Roundabout; and,
- A4119 / A473 Signal-Controlled Roundabout.

5.3.10 The junction capacity analysis is based on a forecast year of 2035 and takes account of committed development on the local network.



- 5.3.11 The trip generation exercise estimates the development will generate approximately 82 two-way trips in the morning peak hour and 91 two-way trips in the evening peak hour, with a total 754 daily two-way movements.
- 5.3.12 The transport analysis concludes that the additional trips resulting from the development would not significantly impact on the operation of the local highway network. The proposed site access is assessed to operate within capacity. On the approach to A473 from Cowbridge Road, there is an identified potential for queuing at peak times. To mitigate any potential obstruction of the junction arising from this, a yellow box junction is proposed (as per the current arrangement at Railway Terrace/Cowbridge Road). With this mitigation, which is proposed as part of the site access, the development is considered acceptable in highways terms.
- 5.3.13 The supporting Travel Plan proposes several measures that can be taken to encourage future residents and visitors to travel to the site using sustainable modes of transport. These measures include promoting sustainable travel choices within sales and marketing materials; providing new residents with a 'travel pack' when they move in, including details about the benefits of active travel, incentives, a map of local services, public transport services, etc; and promoting car sharing and electric vehicles.
- 5.3.14 Overall, the site is sustainably located with good existing walking, cycling and public transport facilities. The proposed development incorporates improvements and new connections to these existing facilities, to encourage the use of sustainable transport and active travel modes, in accordance with Future Wales Policy 12.

5.4 Arboriculture

- 5.4.1 This application is supported by a tree survey and Arboricultural Impact Assessment (AIA).
- 5.4.2 The tree survey identified the presence of a total 79 trees, 4 tree groups and 3 hedgerows. Of those surveyed, there is only 1 Category A (high quality) tree. The remainder are Category B (moderate quality), C (low quality) and there are 4 Category U (poor quality) trees, which are unsuitable for retention. The site contains no TPO trees and is not within a conservation area.
- 5.4.3 The highest quality trees on site are located in the southern part of the site, including the single Category A oak tree. The Illustrative Masterplan demonstrates how the housing scheme can be designed to incorporate these trees into the layout within areas of green infrastructure and open space, in order to retain the amenity and arboricultural value they provide.
- 5.4.4 Any trees required to be removed to deliver the development will be replaced in accordance with the relevant policy, noting PPW currently requires 3 replacement trees planted for every 1 tree removed to facilitate the development.
- 5.4.5 The AIA will be updated at the Reserved Matters stage to assess the impacts of the final design and set out the method statement. In principle however, the proposal is considered acceptable in arboricultural terms.



5.5 Ecology and Biodiversity

5.5.1 A Preliminary Ecological Appraisal (PEA) is enclosed with this submission, which has been informed by a desk study and Phase 1 Habitat Survey.

5.5.2 The site itself is not within any ecological designation. There are however 5 Sites of Importance for Nature Conservation (SINC) within 2km of the site, with the closest being Pant Marsh SINC c. 0.6km from the site, and Afon Clun SINC c. 0.7km from the site, as well as the Ely Valley Site of Special Scientific Interest/Special Area of Conservation (SSSI/SAC), several Priority habitats, Priority species and Invasive Non-Native Species (INNS).

5.5.3 The site contains broadleaved woodland, scrub, grassland and open mosaic areas. Other site features of ecological value include rubble piles, wet hollows, a bat box and trees with potential roosting features. The woodland, scrub and boundary trees create potential nesting habitats for breeding birds.

5.5.4 As a result, the following recommendations are made within the PEA:

- Ground level tree assessment on all mature trees along the southern boundary, to identify potential roosting features for bats.
- Avoid disturbing the rubble piles and associated habitats during October to March (reptile inactive season).
- Survey of wetland areas for presence of amphibians and potential breeding activity.
- Schedule vegetation clearance, tree works and scrub removal outside breeding bird season (March – August) or undertake a pre-clearance nesting bird check.
- Re-use of soil material for maintenance of high quality habitat (devil's-bit scabious).
- Targeted INNS surveys, annual monitoring, site-specific INNS management plan, and appropriate biosecurity measures.

5.5.5 Subject to implementation of the recommended measures, including further surveys where required, appropriate timing of works, invasive non-native species management, and the adoption of best-practice working methods, the proposed redevelopment of the site for housing is considered acceptable and in accordance with Adopted LDP Policy AW8 and national planning policy objectives.

5.6 Landscape and Green Infrastructure

5.6.1 The application is supported by a Landscape Strategy and Green Infrastructure Statement, prepared by TACP.

5.6.2 As the application is made in outline with layout and appearance as reserved matters, the supporting information sets out an indicative landscape strategy for the development, which has informed the illustrative layout. The strategy will be refined and developed through detailed design stage and informed by further ecology survey work as required.



5.6.3 The proposal seeks to retain existing trees and boundary vegetation/scrub as far as practicable, in accordance with step 1 of the 'stepwise' approach, which is to firstly avoid environmental effects on biodiversity. The Illustrative Masterplan shows one way in which housing could be delivered whilst retaining boundary planting, the high quality oak tree in the south west corner, and trees in the central area of public open space.

5.6.4 Existing site features will be enhanced, with the provision of new scrub and hedgerow planting to provide habitat corridors, utilising mixed native and ornamental species of tree and planting to create a species rich and ecologically sensitive scheme. Habitat connectivity with the nearby Pant Marsh and Afon Clun SINCs will be supported.

5.6.5 Any trees required for removal are proposed to be replaced at a ratio of 3:1, in accordance with PPW guidance. Removal of scrub/shrubs to accommodate the development will also be mitigated on site in the form of replacement planting throughout the site.

5.6.6 The proposed green and blue infrastructure will provide multi-functional benefits, such as integrating with the drainage strategy through raingardens and attenuation basins; new planting will serve as visual and noise buffers from the adjacent commercial development and road network; integrating with informal and formal open space provision such as local areas of play; and roadside planting to enhance the shared active travel routes for pedestrians and cyclists.

5.6.7 The Green Infrastructure Strategy also sets out long term management and maintenance principles to guide the future detailed design and operation of the development.

5.6.8 Overall, the proposal is considered to accord with LDP policy AW8, national planning policy objectives and the stepwise approach.

5.7 Drainage

5.7.1 This application is supported by a Drainage Strategy Report.

5.7.2 The site is within Flood Zone 1 and is therefore at little to no risk of flooding.

5.7.3 Surface water runoff within the development will be addressed via a combination of, where possible and subject to future detailed design, collection for re-use through rainwater harvesting systems on site; and discharge to an existing ditch to the south of the site which discharges to the Afon Clun river, in accordance with the established hierarchy for outfall solutions. The proposed development will ensure flows are controlled at greenfield rates (15.4l/s) representing a betterment from the current scenario which appears unrestricted. Further detailed investigation will be undertaken to assess ground characteristics for infiltration at a later stage in the development process.

5.7.4 Sustainable Urban Drainage System (SuDS) features proposed as part of the development include permeable surfaces, macro pervious paving, bioretention verges along the main access routes, detention basins and swales. In addition to amenity and biodiversity benefits, these features will seek



to deliver a SAB-compliant scheme that can achieve the necessary treatment and water quality levels. All features will be designed for 1 in 100 year + climate change events.

5.7.5 The proposed foul water drainage system will comprise a connection to the existing foul sewer located to the east of the site, installed as part of the wider site's previous enabling works. A gravity connection is considered achievable, with capacity to accommodate the proposed residential development, as well as future commercial development to the east.

5.7.6 The development proposals are therefore considered suitable from a drainage perspective.

5.8 Noise

5.8.1 The application is supported by a Noise Impact Assessment (NIA) prepared by SLR.

5.8.2 The NIA is informed by an environmental sound levels study undertaken at the site and therefore takes account of noise from the A473 road, Cowbridge Road, and the existing surrounding commercial operations (Leekes & Sainsbury's). In addition, the assessment takes account of the potential emerging commercial development forming part of the wider allocation.

5.8.3 The assessment is based on a worst-case scenario which considers the worst affected proposed dwellings, assuming that all the identified nearby commercial sites receive simultaneous day, evening and night deliveries. In this scenario, there is potential for 'low' impact during all operating hours of the day; 'low' to 'significant adverse' impact during the evening; and 'adverse' to 'significant adverse' impact at night. Accordingly, the future detailed design of the development, in particular those plots nearest to the commercial uses, would need to incorporate suitable mitigation measures.

5.8.4 Recommended mitigation measures include utilising existing, or including new, structures and features for acoustic screening; and noise-sensitive layout of dwellings and orientation of buildings. It is considered the illustrative masterplan provides reasonable separation distances between the proposed residential and existing and proposed commercial/industrial buildings, demonstrating that this is achievable. Subject to further detailed design at Reserved Matters stage, the assessment considers the development can deliver no significant adverse noise impacts and accord with the national and local policies.

5.9 Air Quality

5.9.1 An Air Quality Assessment (AQA) is submitted in support of this application.

5.9.2 The site is not located within, nor within 5km of, any Air Quality Management Areas (AQMA) and Defra mapped background concentrations at the site and immediate surroundings are identified as well below the annual mean Air Quality Assessment Levels (AQALs).

5.9.3 The AQA assesses risk for dust emissions during construction phase, having regard to the surrounding human and ecological receptors, concluding at worst a 'medium risk' for dust soiling effects on people and property and human health impacts; and low risk for ecological impacts. Construction phase effects



are temporary in nature and may only arise at particular times. Providing mitigation in the form of best practice measures being implemented, the construction phase effects will be not significant.

- 5.9.4 The operation phase assessment takes account of the anticipated traffic flows generated by the new residential development; and the local context whereby local air quality is well below the relevant levels, and national and local trends show further improvement to local air quality is likely to occur by the time the development is operational (2029). The assessment concludes operational effects on local air quality are considered insignificant.
- 5.9.5 The development is considered to accord with LDP Policy AW 10 regarding public health and environmental protection.

5.10 Land Contamination

- 5.10.1 The application is supported by an Exploratory Investigation Report and Controlled Waters Risk Assessment, prepared by Earth Science Partnership.
- 5.10.2 It is noted that these reports were prepared as a preliminary assessment of the existing ground conditions and land contamination risk of a wider parcel of land which includes the application site and some additional land.
- 5.10.3 Insofar as it is relevant to this application, the site is found to be underlain by Made Ground, possible Alluvium, followed by river terrace deposits.
- 5.10.4 Having reviewed the site's historic land use, potential sources of contamination include the former factories which occupied the site; railway land; and former above ground tanks. It is understood that some remediation works have been undertaken on site. Overall, anticipated risk of potential contamination, chronic risks to human health, risks to controlled waters, are all low/moderate.
- 5.10.5 The recommendations of the report are for further gas monitoring; detailed review of all previous investigations on the wider site; additional site investigation once the future design of the development becomes known. Subject to compliance with these recommendations, it is considered there are no overriding contamination constraints to the proposal.

5.11 Coal Mining Legacy

- 5.11.1 A Coal Mining Risk Assessment (CMRA) is enclosed with this submission, informed by a desk-based study that takes account of previous investigations at the site.
- 5.11.2 The report confirms there are no recordings of previous underground mining at the site, and no probable unrecorded shallow minor workings, therefore there is considered to be low risk from historical mining.
- 5.11.3 The risk of subsidence is also considered to be low, such that no risk mitigation measures are required.
- 5.11.4 As a result, there are no coal mining constraints that would preclude the proposed development.



CARNEY SWEENEY



SECTION 6

Conclusion



6.0 Conclusion

6.1.1 This Planning Statement is prepared on behalf of Talbot Green Developments Ltd in support of an outline planning application with all matters reserved apart from the means of access for the development of up to 180 dwellings together with all associated development including drainage, landscaping and infrastructure.

6.1.2 Section 70(2) of the Town and Country Planning Act 1990 states that, in dealing with an application for planning permission, the authority shall have regard to the provisions of the development plan, so far as material to the application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states that the determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.

6.1.3 The principle of the proposed development is established by virtue of its location within the settlement boundary and strategic allocation under Policy SSA 8 of RCT's Adopted LDP, which includes residential development. The need for retail development has declined since the site's allocation and the proposal seeks to deliver much-needed, sustainably located housing in Talbot Green. The submitted Illustrative Masterplan demonstrates one way in which this development could be delivered having regard to the site constraints and opportunities exercise.

6.1.4 As detailed in the preceding sections of this Statement and the supporting technical reports, the outline proposal is considered to be in accordance with national policies within Future Wales and PPW12 and local policies within the adopted LDP with respect to highways, ecology, landscape, arboriculture, drainage, noise, air quality, land contamination and coal mining considerations. It is concluded that there are no overriding constraints to preclude the proposed development.

6.1.5 Overall, the development seeks to deliver sustainably located and much-needed homes, on previously developed land which forms part of a strategic allocation within Talbot Green primary settlement.

6.1.6 It is therefore considered that the development of the site is acceptable and that the application should be granted planning permission subject to the imposition of any necessary and appropriate planning conditions.