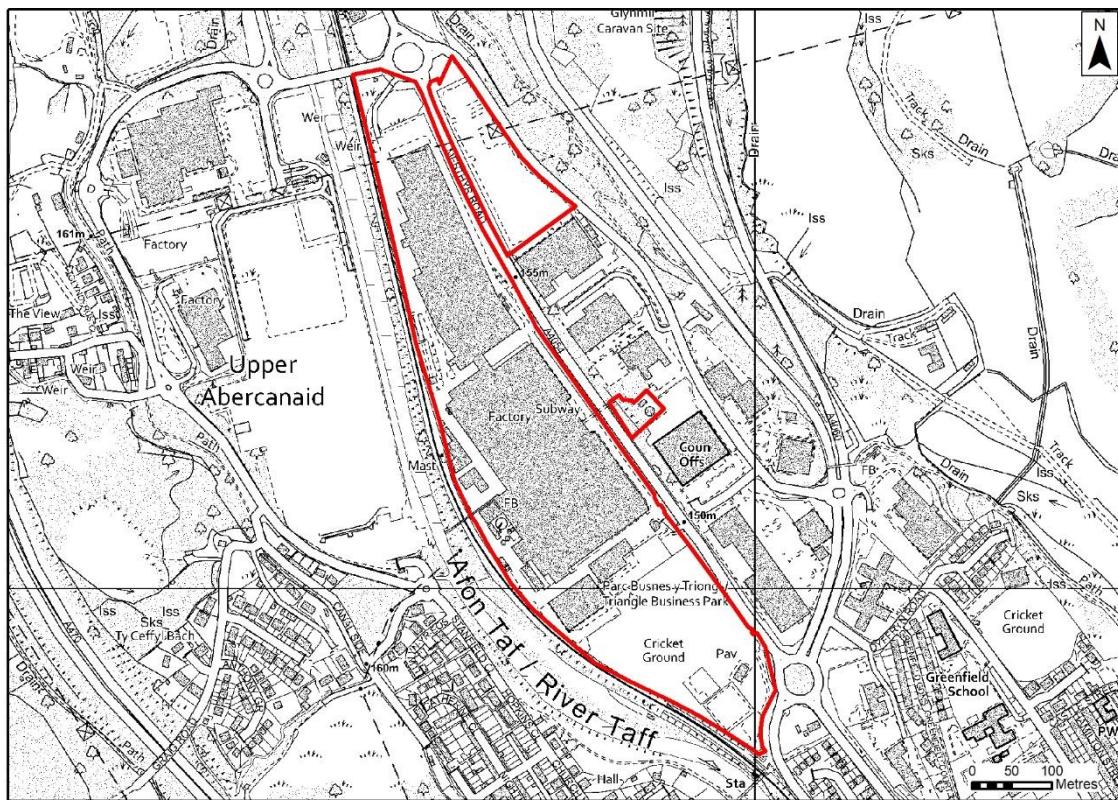


Agenda Item 7

DATE WRITTEN	19th December 2025
REPORT AUTHOR	Judith Jones
CASE OFFICER	David Cross
COMMITTEE	Planning and Regulatory
COMMITTEE DATE	7th January 2026

Application No.	Date	Determining Authority
P/25/0165	4th June 2025	MTCBC
Proposed Development	Location	Name & Address of Applicant/Agent
Demolition, ground reclamation and remediation and outline planning application with all matters reserved (except for the main access points) for the comprehensive redevelopment of the former Hoover site to create a new neighbourhood, including up to 441 new homes, 1.5 hectares of employment land (including B1 (business), B2 (general industrial), B8 (storage and distribution) and sui generis uses), community hub (including A1 (shops), A2 (financial and professional services) A3 (food and drink), B1 (business), D1 (non-residential institutions) and sui generis uses, community heat hub, metro station and transport hub (including transport interchange and parking), a network of open spaces (including parkland, active travel routes, areas for informal recreation and SUDS attenuation features) together with associated works, including improvement/works to the highway network.	Former Hoovers Site Pentrebach Road Pentrebach CF48 4TU	Meryl Lewis Walters Land Limited Hirwaun House Hirwaun Industrial Estate Hirwaun



P/25/0165

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APPLICATION SITE

The application site is located within Pentrebach, in the southern part of the main settlement of Merthyr Tydfil approximately 1.3km from the town centre. The site comprises three parcels of land, which overall cover an area of approximately 15.93 hectares and would encompass the Hoover factory site (circa 14.11 hectares), being the bulk of the development area, a former car park (circa 1.61 hectares) to the north-east of the Hoover factory and a small area of land (circa 0.21 hectares) to the east, which was formerly used as a pumping station.

Within the immediate surroundings to the west of the site is the residential area of Abercanaid and a new residential development (Dragon Parc) for 200 houses that is currently under construction. These areas are separated from the Hoover factory site by the River Taff and a railway line which generally run north to south. To the east are a number of commercial properties that form part of the Triangle Business Park and the Pentrebach Retail Park, that are separated from the site by Merthyr Road, which forms part of the main route to the town centre. To the south is the residential area of Abercanaid, and beyond is the Merthyr Tydfil Industrial Park and General Dynamics. To the north are a few commercial properties including car show rooms, garages and the Abercanaid Industrial Estate and further north is the residential area of Twynyrodyn and the town centre.

The Hoover factory site predominantly comprises disused industrial buildings that extend across much of the land with hardstanding areas. The southern part of the site includes a large grassed area, which was previously used as a bowling green, pavilion

and cricket pitch. Several mature trees and hedgerows, that extend along the length of the south-west and north-east boundaries, form part of the wider green infrastructure, which includes a green corridor that runs along the railway line and River Taff and the avenue of trees along Merthyr Road.

The Hoover factory is seen as a local landmark which operated from 1948 until 2009, after which the site has been used for warehousing and distribution. Although the former factory is of local interest, it is noted that the building does not afford statutory protection as a Listed Building. The site is deemed to be brownfield in nature which requires remediation and forms part of the Hoover Strategic Regeneration Area allocated in the Local Development Plan.

The former carpark sits to the north of the Triangle Business Park and north-east of the Hoover factory. It comprises a large area of hardstanding that has been poorly maintained and has evidently deteriorated over time. The carpark is enclosed by fencing along its perimeter which includes established trees and hedgerows. This site is notably bound by Merthyr Road to the west and an un-named road to the north-east where there are two points of access into the carpark which are currently blocked.

The application includes a small parcel of land situated within the Triangle Business Park, adjacent to the Council's highway depot, which accommodated a former pumping station and is heavily overgrown with access from the un-named road serving the business park.

The site is strategically located between the A470 Trunk Road to the west and the A4060 slip road to the east, which links to the Heads of the Valleys trunk road to the north. The Hoover factory sits alongside Merthyr Road which provides a key link to the aforementioned trunk roads, the town centre and the wider County Borough. To the north of the Hoover factory is a roundabout which branches out across the railway line and the River Taff to provide connectivity to Abercanaid. To the south is a roundabout where the access to the commercial areas, residential areas and links to the trunk roads all converge. In the same vicinity is Pentrebach train station with a pedestrian underpass that links to the lower part of Abercanaid.

PROPOSED DEVELOPMENT

Outline planning permission with some matters reserved is sought for the comprehensive redevelopment of the former Hoover site, to create a new neighbourhood, which would include up to 441 new homes. Provision would be made for 1.5 hectares of employment land (including B1 (business), B2 (general industrial), B8 (storage and distribution) and sui generis uses. The proposal includes the provision of a community hub including A1 (shops), A2 (financial and professional services), A3 (food and drink), B1 (business), D1 (non-residential institutions) and sui generis uses. The development would incorporate a potential community heat hub, metro station and transport hub (including transport interchange and parking). Across the site a network of open spaces (including parkland, active travel routes, areas for informal recreation and SUDS attenuation features) would be provided together with associated works, including improvement/works to the highway network.

All matters relating to the layout, scale, landscaping and appearance of the development are reserved for future consideration and would form part of a separate 'reserved matters' application. However, matters relating to the proposed means of access into the site is to be determined under this application.

In support of the application a Parameter Plan has been submitted which set outs the strategic design principles for the layout of the development, indicating spatially where the various land uses could be located. In this respect it is noted that the community hub with associated local services and facilities could be positioned in the southern part of the site opposite Pentrebach Retail Park where a pedestrian link could be provided to reinforce and provide connectivity to existing local services.

The former carpark in the northern part of the site could be utilised for employment opportunities where it would sit alongside existing commercial businesses and could utilise the existing access off the un-named highway. This would have the potential to be situated close to an area of land safeguarded for a potential new/replaced Metro Station with associated interchange and parking facilities. The existing pumping station on the small parcel of land could be redeveloped adjacent to commercial buildings to accommodate a community heat hub that could serve the wider development.

The means of access into the site would be via two new junctions located at either end of the site to the north and south off Merthyr Road. These would likely be connected via a road that crosses through the centre of the site and would incorporate active travel links to the existing highway. Along the entire western boundary a green corridor could be provided which could include the active travel routes linking the site to the surrounding area to the north and south. This could then tie into a series of strategic areas of public open green space, some of which could be utilised for recreation and some to support a sustainable drainage solution for the site. The green corridor could also be reinforced with additional tree planting and incorporate play facilities, public art and heritage opportunities. The plan also indicates much of the existing trees alongside Merthyr Road could also be retained.

Some of the highway improvement works would include the provision of an active travel route along Merthyr Road along with the provision of bus stops along its length. A new pedestrian crossing at the roundabout could be provided to the north of the site and a new pedestrian crossing could be provided towards the Pentrebach Retail Park to further enhance connectivity with the surrounding area that link to the existing routes.

The plans submitted in relation to the proposed means of access into the site indicate that the roads would be constructed to adoptable standards with the carriageway measuring 6m wide with a 2.5m wide planted verge to support a sustainable drainage system. A 2m wide footway would also be provided and where it accommodates a cycle route, the footway would measure 3m wide. The new junctions onto Merthyr Road would accommodate driver visibility splays of 120m in both directions. Additionally, a right-hand turning lane would be provided for each junction along Merthyr Road to improve access into the site without impeding the traffic flow along the highway.

Whilst the layout of the proposed housing plots and the smaller streets are to be determined at this stage, the potential layout has been conceptualised in the Design and Access statement. It is noted that the dwellings could be positioned to provide key frontages onto the streets, to integrate them with the various greenspaces and active travel route and to provide a frontage towards Merthyr Road. Particular attention can also be given to the approach into the site adjacent to the community hub to provide a gateway and focal buildings at the entrance into the site. Given the scale of the development, a variety of house types and of varying architectural design and scale could be accommodated to response to the differing environments across the site.

In terms of the potential scale of the buildings, the Design and Access Statement sets out the plot parameters as follows:

Residential Footprint	Residential Storey Height	Flexible Hub	Commercial
		Width (frontage) 6m – 60m	
Detached House	2 Storey Home	Depth 8m – 30m	
Building width – 6m to 15m	Height to eaves 5.0m to 6.0m	Height 3.5m – 11.5m	
Building depth – 7m to 14m	Height to ridge 9.0 to 9.5m		
	Roof pitch 25 to 40 degrees	Flexible Energy Hub	
Seni-Detached Houses		Width (frontage) 20m – 30m	
Building width – 4m to 10m	2.5 Storey Home	Depth 15m – 30m	
Building depth – 7m to 11m	Floor to floor height 2.5m to 3.5m	Height 6m – 10m	
	Height to eaves 5.0m to 6.0m		
Terraced House	Height to ridge 8.0 to 11.5m	Flexible Employment Area	
Building width – 4m to 6m	Roof pitch 30 to 40 degrees	Width (frontage) 6m – 80m	
Building depth – 7m to 11m		Depth 12m – 30m	
	3 Storey Home/Flat	Height 6m – 14m	
Flats	Floor to floor height 2.5m to 3.5m		
Building width – 6m to 30m	Height to eaves 7.5m to 10.0m		
Building depth – 6m to 16.5m	Height to ridge 9.0 to 13.5m		
	Roof pitch 25 to 35 degrees		
Single Garage			
Building width – 3m to 3.6m	4 Storey Flat		

Building depth – 6m to 7m	Floor to floor height 2.5m to 3.5m	
	Height to eaves 9.0m to 13.0m	
Double Garage	Height to ridge 11.0m to 18.5m	
Building width – 6.5m to 7m	Roof pitch 25 to 35 degrees	
Building depth – 6m to 7m		
	5 Storey Flat	
Garage Height	Floor to floor height: 2.5m to 3.5m	
Floor to floor height 2.2m to 2.8m	Height to eaves: 11.5m to 17.0m	
Height to ridge 2.2m to 3.0m	Height to ridge: 13.5m to 22.0m	
Roof pitch 25 to 45 degrees		

A Preliminary Phasing Plan has been submitted to set out an indication of how the site would be developed. It is acknowledged that the initial phase of the development would be to demolish the existing buildings and structures within the site and proceed with the remediation and preparation of the site for development. At this stage further site investigations can be undertaken, which would then inform the detailed design of the proposal. Phase 1 of the development would be to deliver the residential element and the community heat hub. Phase 2 would then be to deliver the community hub and phase 3 would be to deliver the employment site.

The following documents have been submitted in support of this application:

- Planning Statement
- PAC Report
- Design and Access Statement
- Archaeological Assessment
- Green Infrastructure Statement
- Preliminary Ecological Appraisal
- Tree Survey
- Bat Survey Report
- Bat Activity Report
- Framework Travel Plan
- Transport Assessment
- Transport Note
- Environmental Noise and Vibration Assessment
- Ground Investigation Report
- Coal Mining Risk Assessment
- Site Investigation and Outline Remediation Strategy
- Drainage Strategy and Flood Statement

PLANNING HISTORY

It is acknowledged that there are historic applications relating to the application site that date between 1998 and 2003, all of which are deemed to be minor in nature. As such there is no recent planning history relevant to the consideration and determination of this application.

CONSULTATION

Internal consultees

Head of Engineering and Highways	-	No objection subject to conditions relating to traffic management, engineering works, parking and detailed highway design.
Planning Policy Officer	-	No objection.
Ecology Officer	-	No objection subject to conditions relating to management plans, external lighting, green infrastructure, ecological enhancements and invasive species.
Environmental Health Manager	-	No objection subject to conditions relating to hours of construction, land contamination remediation and management of waste material.
Rights of way Division	-	No comments.
Housing Division	-	Supportive of the proposal to provide additional homes which would significantly contribute to address local housing need across market and affordable tenures.
Director of Education	-	No objection - plans are being prepared to re-align school places/catchment areas.
Estates Division	-	No comments.

External consultees

Welsh Government Department For Economy and infrastructure	-	No objection subject to a condition
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	relating to a construction traffic management plan.
Natural Resources Wales	- No objection subject to conditions relating to land contamination, piling and construction environment management plan.
Mining Remediation Authority	- No objection subject to conditions for further intrusive ground investigations.
Heneb (formerly GGAT)	- No objection subject to a condition to secure a programme of archaeological works.
Welsh Water	- No objection subject to a condition relating to the discharge of foul water.
Transport for Wales	- No objection, however a series of points have been raised in respect of the future design of a potential metro station and the design intention of the active travel routes.
South Wales Fire & Rescue Services	- No objection.

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to nearby residential properties on 10.06.2025, site notices were displayed within the vicinity of the site and surrounding area on 17.06.2025 and a notice was displayed in local newspaper on 19.06.2025.

As a result of this publicity exercise a total of 5 representations were received, of which points are raised both in support of the development in principle but also highlight concerns, which are summarised as follows:

- There is a general support for the redevelopment of the brownfield land and the provision of much needed housing which would be for the benefit of the community.
- The Hoover building is locally listed and should be preserved, especially the facade of the Hoover building, being of an art deco appearance which contributes to the industrial and architectural heritage. The building is deemed to be of significance to the local area that reflected the past employment, innovation and community spirit of Merthyr's history, which is a symbol of its socio and economic history.

- Weight should be given a heritage-led regeneration of the site and measures should be put in place that seek the retention and integration of the Hoover building facade.
- Concerns with the inclusion of a new railway stations to serve the development. The distance between the proposed station and the existing stations is too short and will adversely affect the existing passengers and station, which has already been upgraded for electrification.
- There is no provision in the development for a new primary school and the existing schools would be unable to cope with the increased number of children
- Given the number of houses being proposed, there are concerns that each property may have 1 or 2 cars would could amount to more than 900 vehicles coming in and out of the site and using the local highway network.
- Concerns about increased traffic on the A470 and nearby roundabouts (Hoovers Top Gate and Pentrebach retail park) which may not have the capacity to accommodate the development.
- Disruption expected during demolition and construction phases would give rise to issues of noise, dust, emissions, pollution and potential for more road accidents especially during rush hours.
- The importance of providing space for wildlife and nature within the development is highlighted, along with the need for wildlife corridors, especially along the riverbank and around buildings. It is suggested that various ecological features be incorporated into the development.
- It is noted that appropriate wildlife surveys should be undertaken before any demolition, particularly for protected species like bats, and for safe relocation if found. Appropriate mitigation and enhancement should also be incorporated into the development which also supported mental health and well-being.
- Disappointment has been expressed over the loss of the Hoovers Cricket Ground, suggesting it could have been preserved.

POLICY CONTEXT

National Planning Policy

Future Wales - The National Plan 20240: sets out the national development framework with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and well-being of our communities.

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking: supports growth and regeneration of towns and cities that contribute towards building sustainable places and support active and healthy lives, with urban neighbourhoods

that are compact and walkable, organised around mixed-use centre and public transport and integrated green infrastructure.

Policy 7 – Delivering Affordable Housing: supports development that contributes to the delivery of affordable housing where there is an identified need which provides an opportunity for all members of society, especially those unable to afford to buy on the open market.

Policy 9 – Resilient Ecological Networks and Green Infrastructure: seeks to ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure in order to promote and safeguard the functions and opportunities they provide. This includes securing the maintenance and enhancement of biodiversity to achieve net benefits.

Policy 12 – Regional Connectivity: sets the priority for improving and integrating active travel and public transport to improve regional connectivity. The Active Travel Act supports the creation of comprehensive networks for local walking and cycling routes that connect places and people. Investment to develop integrated bus networks and increase modal shift to sustainable travel, including the improvements to the south-east Metro.

Policy 16 – Heat Networks: within priority areas should be identified where feasible to assist in providing the infrastructure for the most effective energy supply options.

Well-being and Future Generations (Wales) Act 2015: requires bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change. The Act puts in place seven well-being goals which public bodies are required to work towards achieving, which is a material consideration. These are as follows:

1. A prosperous Wales;
2. A resilient Wales;
3. A healthier Wales;
4. A more equal Wales;
5. A Wales of cohesive communities;
6. A Wales of vibrant culture and Welsh Language;
7. A globally responsible Wales.

Planning Policy Wales, Edition 12, February 2024:

Para 3.5 – 3.15 set out the importance of high quality design to ensure inclusive design, to promote environmental sustainability and ensure high environmental quality. Regard should also be given to the special characteristics of an area, community safety and to encourage sustainable forms of transport.

Para 3.19 – 3.23 highlights the importance of promoting healthier places which includes access to community facilities, places that support healthy and active lifestyles across all age and socio-economic groups, investment in walking and cycling infrastructure and green infrastructure that enhance health and wellbeing through

linking dwellings, workplaces and community facilities and providing high quality green spaces.

Para 3.55 notes that previously developed land wherever possible should be used in preference to greenfield sites where it is suitable for development and its re-use will promote sustainability principles.

Para 4.0.3 seeks to ensure new development is designed in a way that minimises the need to travel, reduced dependency on the private car and enable sustainable access to employment, local services and community facilities. This is achieved through integrating development with sustainable transport and maximise the provision and use of sustainable forms of travel.

Para 4.1.8 – 4.1.11 promotes the Welsh Governments commitment to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport, which would make a contribution towards decarbonisation, improving air quality, increase physical activity and improve health of the nation and realise the goals of the Well-being of Future Generations Act. Development proposal must seek to maximise accessibility by walking, cycling and public transport, which should include consideration of active travel routes and bus priority infrastructure.

Para 4.1.26 – 4.1.35 highlights the importance of promoting walking and cycling and how this supports valuable social and recreational opportunity which is integral to place making. Active travel routes should be identified, safeguarded and incorporated into development to make walking and cycling the preferred option for shorter everyday journeys, such as to and from places of work and education.

Para 4.1.40 encourages the use of ultra low emissions vehicles including the provision of charging points for electric vehicles.

Para 4.1.43 – 4.1.56 set out the need to reduce the level and speed of traffic in new development, the provision of car parking and how this may be integrated into new development to minimise the reliance on cars. Transport assessments are also an important mechanism to determine anticipated impacts a development proposal may have.

Para 4.2.18 notes that maximising the use of suitable previously developed and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites.

Para 4.2.21 notes that where new housing is to be proposed, developers will be expected to provide community benefits that is reasonably related to the scale and location of the development.

Para 4.2.26 – 4.2.35 sets out the need to consider the requirements for affordable housing provision that responds the identified need in the area, including the appropriate mix of housing.

Para 4.3.10 – 4.3.29 considers retail and commercial centres are hubs of social and economic activity and the focal point of a diverse range of services which support the need of local communities. A retail hierarchy should be established and where

appropriate sequential and retail need tests can be employed to justify the location, retail provision and capacity in a catchment area.

Para 4.3.41 notes the economic and social function of local shops, village shops and public houses.

Para 4.4.1 considers community buildings and spaces to provide an important focus for sustaining communities and their well-being. They contribute to the sense of place which is important to health, well-being and amenity of local communities and is often a key element to creating viable and sustainable places.

Para 4.5.1 – 4.5.7 considers recreational spaces are vital for our health, well-being and amenity and can contribute to an area's green infrastructure. They provide a place for play, sport, healthy physical activity and a place to relax. Formal and informal open green spaces should be protected, which not only enhance the quality of life, they also contribute to biodiversity, the conservation of the historic environment, nature and landscape.

Para 5.4.11 – 5.4.15 highlights the need to locate economic and employment opportunities in the right place. Development policies should support mixed use developments including flexible live/work units and commercial premises where appropriate. Careful consideration should also be given to the compatibility between employment and residential uses to minimise conflict between amenity and economic development opportunities.

Para 6.2.1 – 6.2.3 sets out the importance of green infrastructure as a network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. The Wales Environment (Wales) Act 2016 provides context for the delivery of multi-functional green infrastructure, particularly in protecting, maintaining and enhancing biodiversity and the reliance of ecosystems.

Para 6.4.11 – 6.4.14 highlights the need to follow a step-wise approach to maintain and enhance biodiversity, build resilient ecology networks and deliver net benefits for biodiversity by ensuring that any adverse environmental effects are firstly avoided, then minimised, mitigated and as a last resort compensated for. Enhancements should be secure on site over and above what is required for mitigation and compensation for any negative impact.

Para 6.4.35 – 6.4.36 highlights the need to have appropriate regard to protected species and their habitats. Where necessary ecological surveys should be carried out to confirm whether protected species are present and an assessment of the likely impact of the development.

Para 6.4.37 – 6.4.42 acknowledges that trees, hedgerows, groups of trees and areas of woodland are of great importance for biodiversity and connecting habitats for resilient ecological networks, as well as make a wider contribution to the landscape character, culture, heritage and a sense of place. The impact on such features should be carefully assessed and protected and the removal of trees, woodland and hedgerows will only be permitted where it would achieve significant and clearly defined

public benefits. Where trees are removed, this shall require replacement planting at a ratio of at least 3 trees of a similar type and compensatory size for every 1 lost.

Paragraph 6.9.16 notes whenever development or re-development potential exists the planning system will be the preferred means of addressing potential land contamination.

Paragraph 6.9.25 states that planning decisions will need to take into account; the potential hazard that instability could create to the development itself, to its occupants and to the local environment; and, the results of a specialist investigation and assessment by the developer to determine the stability of the ground and to identify any remedial measures required to deal with any instability.

Paragraph 6.9.27 states that where acceptable measures can overcome instability, planning permission may be granted subject to conditions specifying the necessary measures. If instability cannot be overcome satisfactorily, the authority may refuse planning permission.

The PPW I supported by a series of Technical Advice Notes (TAN):

- TAN 2 Planning and Affordable Housing
- TAN 5 Nature Conservation and Planning
- TAN 4 Retail and Commercial Development
- TAN 12 Design
- TAN 16 Sports, Recreation and Open Spaces
- TAN 18 Transport
- TAN 23 Economic Development

Local Planning Policy

Merthyr Tydfil County Borough Council Replacement Local Development Plan (LDP) 2016-2031:

The relevant LDP Objectives are:

- Objective 1 Sustainable Population Growth: To encourage a sustainable level and distribution of population.
- Objective 2 Welsh Language and Culture: To protect and enhance Welsh language and culture.
- Objective 3 Housing Provision: To ensure the sufficient provision of land for the delivery of a range and choice of housing and affordable housing to address local housing needs.
- Objective 4 Regeneration: To promote the suitable reuse of previously developed land and the continued regeneration of local communities.
- Objective 5 Infrastructure: To ensure that community infrastructure and open space supports the regeneration of local communities.
- Objective 6 Sustainable Design: To promote high quality, sustainable and inclusive design and support measures which mitigate the predicted effects of climate change.

- Objective 7 Transport: To support an integrated transport system, promote active travel and ensure new developments are accessible by walking, cycling and public transport links.
- Objective 8 Community Facilities: To support existing community facilities and suitable community led development.
- Objective 9 Heritage and Cultural Assets: To protect, enhance and promote all heritage, historic and cultural assets.
- Objective 10 Biodiversity: To improve ecosystem resilience and connectivity which support habitats and species of principle importance.
- Objective 11 Countryside and Landscape: To protect and enhance the character and appearance of the landscape and the countryside.
- Objective 12 Economic Development: To provide and safeguard appropriate land for economic and skills development.
- Objective 14 Town and Local Centres: To develop the town and local centres as accessible, attractive, viable and vibrant places.
- Objective 15 Leisure, Recreation and Tourism: To support sustainable tourism, leisure and recreation developments and encourage an all year round tourism industry.
- Objective 16 Renewable Energy: To promote renewable and low carbon energy.

The relevant LDP Policies are:

- Policy SW1: Provision of New Homes
- Policy SW2: Provision of Affordable Housing
- Policy SW3: Sustainably Distributing New Homes
- Policy SW4: Settlement Boundaries
- Policy SW6: Hoover Strategic Regeneration Area
- Policy SW9: Planning Obligations
- Policy SW10: Protecting and Improving Open Spaces
- Policy SW11: Sustainable Design and Placemaking
- Policy SW12: Improving the Transport Network
- Policy SW13: Protecting and Improving Local Community Facilities
- Policy CW1: Historic Environment
- Policy EnW1: Nature Conservation and Ecosystem Resilience
- Policy EnW2: Internationally and Nationally Protected Sites and Species
- Policy EnW3: Regionally Important Geological Sites, Sites of Importance for Nature Conservation, Local Nature Reserves and Priority Habitats and Species
- Policy EnW4: Environmental Protection
- Policy EnW5: Landscape Protection
- Policy EcW1: Provision of Employment Land
- Policy EcW2: Protecting Employment Sites
- Policy EcW3: Retail Hierarchy – Supporting Retailing Provision
- Policy EcW4: Retail Allocation
- Policy EcW6: Out-of-Town Retailing Areas
- Policy EcW7: Tourism, Leisure and Recreation Development
- Policy EcW8: Renewable Energy
- Policy EcW9 District Heating

The following supplementary planning guidance (SPG) is applicable:

- Guidance Note 1: Affordable Housing (March 2012)
- Guidance Note 2: Planning Obligations (March 2012)
- Guidance Note 4: Sustainable Design (July 2013)
- Guidance Note 5: Nature and Development (May 2015)

PLANNING CONSIDERATIONS

Principle of development

The application site lies within the settlement boundary and the 'Primary Growth Area' where new development is supported and encouraged by Policy SW4 of the LDP, particularly where it involves the re-use of previously developed land.

In order to sustainably grow the population within the County Borough, Policy SW1 of the LDP acknowledges that provision for 2,250 additional homes is required. In addition to this, Policy SW2 of the LDP indicates that during the plan period, development proposals will be expected to deliver up to 253 affordable dwellings across the County Borough, to contribute to the identified level of housing need.

Under Policy SW3 of the LDP, which considers the sustainable distribution of new homes across the County Borough, the Hoover Factory Site is allocated for residential development for 440 homes. This is by far the largest housing allocation in the LDP, which would have a significant contribution towards housing provision identified in the plan, amounting to approximately 20% of the housing allocations across the County Borough.

Within the Primary Growth Area, Policy SW9 of the LDP seeks 10% on-site provision of affordable housing on sites of 10 or more homes. In this instance, the development would be required to accommodate at least 44 affordable homes. This would amount to a significant contribution (approx. 17%) towards the identified target under Policy SW3 and would be secured by condition to ensure it is delivered as part of the future reserved matters application.

The former Hoover factory site is also allocated under Policy SW6 of the LDP as the Hoover Strategic Regeneration Area (HSRA) to facilitate a major mixed-use development comprising:

1. 440 homes,
2. Local retail provision of 400sqm,
3. New employment of 1.5 hectares of land,
4. Pentrebach Station Park and Ride,
5. Provision of a new footbridge/cycle bridge to Abercanaid,
6. Safeguarded land for a new Metro station, and
7. A minimum of 1.79 hectares of open space.

In conjunction with this, the former Hoover car park to the north-east of the factory site is allocated as employment land (1.5ha) under Policy EcW1, to support economic development for B1(b), B1(c), B2 and B8 uses.

The former Hoover factory site and its carpark would evidently have a significant contribution to the provision of housing and make a considerable contribution towards the provision of affordable housing. The development would incorporate a mixture of uses to include employment opportunities in both business and retail uses which would further assist in the regeneration of the area. The proposal also incorporates the provision of a community centre with improved links to public transport, active travels routes and accessibility to a variety of green spaces. The development is appropriately located within a sustainable location and would integrate effectively with the mixture of existing surrounding uses.

For the reasons above, the development of a significant strategic regeneration site would clearly have a positive impact on the local area and the wider objectives for the County Borough. Therefore, the principal of development is acceptable and would comply with Policies SW1, SW2, SW3, SW4, SW9 and EcW1 of the LDP.

Design approach and amenity

At this stage the proposed development is largely being considered in outline and matters relating to the design in terms of its layout, scale, landscaping and appearance are reserved for future consideration. Where scale is reserved, it is necessary for the scale parameters, which set out the potential footprint and height of the proposed buildings be taken into consideration, which would later inform any future reserved matters application. Similarly, where layout is reserved, an indicative plan is required setting out the potential location of the buildings, routes and open spaces within the site, how they are situated and orientated in relation to each other and to buildings and spaces outside of the site. Additionally, a Design and Access Statement has been submitted in support of the application, which considers the constraints and opportunities for the site, reviews the context of the surrounding area and sets out the strategy for the development.

The proposed development seeks to adopt a placemaking-led, sustainable design approach, aiming to transform a significant brownfield site into a vibrant, well-connected and inclusive mixed-use neighbourhood. Policy SW11 of the LDP relating to sustainable design and placemaking, requires development to contribute to the creation of attractive and sustainable places through high quality, sustainable and inclusive design and to this end, sets out the criteria of what is expected. Essentially, the development should be appropriate to its local context, integrate effectively with adjacent spaces, public realm and historic environment. It should not have an unacceptable impact on local amenity, contribute to the green infrastructure and open spaces, be accessible with appropriate links. It should incorporate a mixture of house types and tenures, support the use of renewable energy and energy efficiency, incorporate sustainable drainage and support safe and healthy environments.

In respect of the proposed uses, the majority of the development would comprise a range of housing types and tenures to support a mixed and affordable community. Integrated with this would be a new community hub with flexible space for local retail and community uses to support social interactions. The indicative layout plan suggests this could be situated adjacent to Merthyr Road where it could form a focal point into the site with improved connectivity to the adjacent Pentrebach Retail Park. To the

north on the former Hoover carpark, it is proposed that this part of the site could be used for employment purposes in line with the objectives of the LDP. This would effectively integrate with other business uses within the wider Triangle Business Park and the commercial properties further north along Merthyr Road. Additionally, its location close to bus stops along Merthyr Road and the links to the area safeguarded for a potential metro station adjacent to the railway line, can help encourage a modal shift to sustainable travel via public transport.

The proposed community heat hub would be sensitively located on land that was previously used as a pumping station adjacent to commercial buildings and away from residential properties and open spaces. Incorporating this use into the development provides an opportunity to support low-carbon energy objectives.

As noted above, an area of land has been safeguarded along the western boundary of the site, which could be developed in the future to accommodate a metro station. The development of the metro station itself does not form part of this application, as this would need to be delivered by Transport for Wales who are responsible for the railway network. However, the intention is to ensure sufficient land remains available for such purposes should this come forward in the future.

In regards to the potential layout of the development across the former Hoover factory site, the intention is to have two points of access off Merthyr Road in the northern and southern parts. This would link to a primary corridor that extends through the middle of the site, with secondary roads branching off to serve various streets, which would help to form blocks of housing that are orientated to have a frontage onto the street. The Design and Access Statement considers the northern and southern approaches to the site could provide an opportunity to create gateways that bookend the site to create distinct arrival points. This could be reinforced through appropriate landscape, focal buildings and legible active travel routes. In the southern part of the site, it is suggested that the land would be multifunctional to provide planted attenuation basins that support biodiversity, informal play with clear links to the train station.

Along the western boundary of the site it is suggested that an active travel route could be provided which forms an integral part of a green corridor that extends through the entire site. At various intervals it could connect with a series of open spaces that provide access to areas for informal play and recreation. The provision of additional landscaping along this corridor would reinforce the quality of the environment making it an attractive route through the site, that reinforces the place-making principles, whilst also enhancing the ecological environment that ties in well with the existing habitats along the railway line and River Taff.

The Design and Access statement sets out some consideration of how the built form and appearance of the dwellings and commercial buildings might be development. The target is to have an average of 35-45 dwellings per hectare with the height of the buildings largely being 2 storey to align with the existing residential properties in the surrounding area. Where appropriate to assist in defining areas of open space or to provide key focal buildings, it is suggested that some of the residential units could be 3 to 5 storeys. Given the relatively flat nature of the site, and its separation from other buildings, some of which are large commercial buildings, such scale would be appropriate and would assist in creating identity and interesting townscape.

It is noted that the min/max dimensions for the buildings within the proposed community hub have a wide range to enable flexibility in their eventual layout, which could include single units, paired buildings or small terraces. They are likely to be one to two storey in height with some flexibility to create interesting facades and varied roof forms. Similarly, the potential buildings within the employment area would have a wide range in their potential footprint to cater for multiple building types whether that be workshop spaces, studios or light industrial uses. Again these units would likely be one to two storey in height with some flexibility to accommodate higher operational spaces.

It is acknowledged that requests have been made to protect and preserve the front facade of the Hoover building that is recognised for its local importance including its art deco appearance. It is noted that the building does not afford statutory protection as a Listed Building and therefore the building could be demolished without consideration of its historic merit. Notwithstanding this, it is recognised that the Hoover building is a key element to the site's identity and that reference to the building should be incorporated into any future design. In this respect the Design and Access Statement has indicated that there is an opportunity for the community hub to draw reference to the architectural style, with a curved frontage, elongated windows and similar brickwork finishes and detailing. Consideration can also be given to the retention of the original Hoover signage either being incorporated into the fabric of the community hub or utilised as an element of public art. This would assist in drawing reference to the historic use and identity of the site.

In respect of the potential impact on the local amenities, whilst the site is close to neighbouring residential area, there is considerable separation typically of at least 100m from any nearby dwelling, often with intervening features i.e. the railway line, the River Taff, commercial buildings and highway infrastructure. As such, there would be a negligible impact in terms privacy or overbearing concerns. Additionally, once the site is developed, traffic movements would be concentrated along Merthyr Road away from the residential areas. There would be potential for more activity in the area with people utilising the active travel route and public open spaces, but this would likely enhance the overall vibrancy of the area rather than give rise to any significant amenity concern.

The greatest impact would likely come from the demolition, remediation and development of the site itself, where an increase in the level of noise, dust and disturbance in the area would be anticipated. It is acknowledged that this is a concern that has been raised as a result of the publicity exercise. Such impacts would be deemed as temporary in nature and would not normally amount to a sufficient reason for refusal. To minimise the effects of these temporary impacts, suitable mitigation can be provided through the preparation of a Construction Environment Management Plan (CEMP), to ensure appropriate measures are put in place and by restricting the demolition and construction hours to appropriate times, which can be secured by a planning condition.

For the reasons above, it is considered that the application has adequately demonstrated that the development of the site could achieve an acceptable design that responds well to the context of the site and the surrounding environment. Accordingly, it complies with the criteria set out in Policy SW11 of the LDP.

Ecological and green infrastructure

Policy EnW1 of the LDP requires development proposals to promote the resilience of ecosystems with the objective of maintaining and enhancing biodiversity interests. As such, the development should clearly outweigh the biodiversity value of the site, and any impacts of the development should be satisfactorily mitigated and appropriately managed. Policy EnW2 of the LDP seeks to avoid any adverse effect either directly or indirectly on the conservation value of designated sites and protected species. Additionally, Policy EnW3 of the LDP seeks amongst other things, to avoid adverse impacts to priority habitats and species. Where impacts are identified, appropriate and proportionate mitigation and compensation measures will be required, along with biodiversity enhancements.

When assessing the potential impact of the development on the ecological environment, Chapter 6 of Planning Policy Wales (PPW) notes that the step-wise approach must be followed to maintain and enhance biodiversity, build reliant ecological networks and deliver net benefits for biodiversity, by ensuring that any adverse environmental effects are firstly avoided, then minimised, mitigated and as a last resort compensated for.

To determine the ecological value of the site, a number of surveys have been undertaken including, a Preliminary Ecological Appraisal (PEA), Bat Report, Bat Activity Report and an assessment of the trees to support bats.

The PEA report has identified that across the site, there is a mixture of habitat types, generally consisting of bare ground and hard standing around the Hoover building, cricket ground and northern carpark. Scattered trees are generally situated across the northern car park and along the boundary of the Hoover site, as well as broadleaved woodland around the old pumping station. Semi-improved and amenity grassland has been noted along the Hoover boundary adjacent to the highway and within the cricket grounds to the south of the site. Scrub vegetation has also been noted along the western boundary of the hoover site adjacent to the railway line and along the eastern edge of the carpark. The PEA considers the key ecological features on site are the buildings, scattered broadleaved trees and broadleaved woodland, which is deemed to be of moderate ecological value at the local level. The remaining habitats are considered to be of a low value at the site level.

In respect of protected species, multiple buildings within the site were identified as having potential for roosting bats due to their poor condition. None of the trees within or around the site were noted to support roosting bats and the vast majority of the site was deemed to offer negligible foraging potential. This may have in part been affected by the tree removal along the railway line as part of the electrification works. However, the cricket club has some potential to support bat foraging with the presence of trees, scrub and less light pollution.

In terms of bird nesting, two inactive nests were recorded in the scattered trees and there is a known gull colony roost on the roof of the main Hoover building with high activity observed in the area. The PEA notes that reptiles prefer areas of long vegetation close to areas of low vegetation for basking. It is considered that the

environment around the cricket club presents suitable habitat along its boundaries. However the report considers the presence of reptiles on site to have a low possibility. Nonetheless precautionary measures could be put in place to minimise any potential impact. Consideration is given in the PEA to the potential impact on Otters where there is suitable habitat along the River Taff. Given the presence of the railway line, the disturbance this generates, which also acts as barrier to the site, the development is not deemed to have any indirect or direct impact on their environment.

Given that the development would have the greatest potential to impact roosting bats, a series of bat surveys were conducted to assess their potential presence and activity in the buildings and trees. Following an assessment of all the buildings on site, the Bat Report concluded that the redevelopment of the site would not have any impact on bats. The report considers the site to generally be unsuitable for hibernation due to the damp, light, open nature of the buildings and the likely high fluctuations of internal microclimate. It is indicated that the presence of Pipistrelle hibernation roosts cannot be completely ruled out and therefore precautionary measures would need to be put in place e.g. avoid works in the winter months. Additionally, a bat activity survey was carried out, which noted that the site was being used by three species of bat, dominated by common and soprano pipistrelles. This appears to be largely around the car park to the north and the cricket club to the south where areas of scrub are located. The survey notes that the limited number of bats observed is likely attributed in part to the suboptimal habitat conditions, noise and activity in the area and light pollution. However, the report considers through the sensitive redevelopment of the site, there is potential to improve the habitat environment for bats.

In regards to the potential impact on any protected ecological environments, the PEA has identified the Cwm Glo Glyndyrys SSSI (Site of Special Scientific Interest) and 7 SINCs (Sites of Importance for Nature Conservation) within a 0.8km radius of the site, of which the majority are at least 0.2km away. However, it is noted that the Afon Taf/River Taff SINC lies directly adjacent to the western boundary of the site and is separated by over 30m from the development by the railway line and intervening land and at the widest point by more than 60m. As such the PEA concludes the development would have no direct impact on the SINC. Nor would it have an indirect impact in terms of lighting or disturbance due to the existing high levels of lighting from floodlights and the operational activity around the site. The redevelopment of the site would provide the opportunity to reduce the existing levels of lighting and introduce green spaces which may improve the general environment around the SINC.

To assist in demonstrating that a net benefit to biodiversity can be provided, a Green Infrastructure Statement has been submitted in support of the application, which provides a review of the existing green infrastructure features to be retained and lost. Whilst the majority of the green infrastructure around the perimeters of the site would be retained, the area of improved grassland associated with the cricket and bowling ground would be lost, along with scattered pockets of dense scrub. To compensate for this loss, the green perimeter around the site could be enhanced with additional tree planting. Multifunction open spaces of sufficient quantity and quality could be introduced, to include areas of natural play. New native planting could be introduced across the development within open spaces and within the various plots, which could include tree planting hedgerows, shrubs, perennials and wildflower meadow habitats.

Linear corridors could be introduced to enhance connectivity to other areas of green infrastructure and habitat environments. A range of sustainable drainage solutions can also provide appropriate management of surface water across the site that can enhance the ecological environments and habitats.

In addition to the green infrastructure improvements, the PEA sets out other measures to improve biodiversity benefits, which could include the provision of bird and bat boxes, hedgehog boxes, features to support invertebrates, the use of bat-friendly lighting to maintain dark corridors and improve connectivity and the careful selection of appropriate native plant species to benefit pollinators and foraging areas for birds and bats.

Sufficient information has been provided to assess the potential impact on the surrounding environment and that it has been adequately demonstrated that the development of the site would not give rise to any significant impacts on the adjacent ecological designation or any protected species or habitats identified within the site and surrounding area. There is sufficient capacity within the site to create key areas where the green infrastructure and ecological environments can be enhanced with appropriate connectivity across the site and to the surrounding areas of interest. Accordingly, the proposal complies with the objectives set out in Chapter 6 of Planning Policy Wales and Policies EnW1, EnW2 and EnW3 of the LDP.

Highway implications

Details of the means of access into the Hoover site have been submitted for consideration and a Transport Assessment (TA) has been submitted in support of the application which reviews the potential highway implications. A Framework Travel Plan and detailed plans of the proposed junctions into the Hoover site have also been provided.

In essence two points of access are proposed, situated in the northern and southern parts of the Hoover site, both of which would directly link onto Merthyr Road. Each junction would incorporate a 6m wide carriage way to support two-way traffic movements with a 2m wide footpath on either side, separated from the road by a 2.5m planted verged to accommodate a sustainable drainage solution. The junctions would be constructed to appropriate adoptable highway standards with visibility splays of 2.4m by 120m in both directions, which is deemed appropriate for a 40mph road. Additionally, the highway works would involve alterations to Merthyr Road to accommodate a right-hand turning lane into the site on each of the junctions. It is acknowledged that the Head of Engineering and Highways has not raised any highway safety concerns with the proposed points of access, which would also be subject to separate highway agreements as part of the adoption process.

Whilst full details of the proposed access to serve the employment site and the heat hub have not been submitted at this stage, it is noted that the intention is to utilise the existing points of access into these areas, of which further details can be sought via condition. Nonetheless, there are no significant highway safety concerns with these areas being accessed from the un-named highway which serves the wider Triangle Business park.

As part of the sustainable design and placemaking principles set out in Policy SW11 of the LDP, there is a requirement to ensure the development allows access to the widest range of people and demonstrates that any traffic movements will not have an unacceptable impact on local amenity, highway safety with appropriate parking standards.

Using TRICS data to estimate the potential traffic movement, the Transport Assessment (TA) sets out the forecast trips rates and trip generations anticipated for the proposed development, which includes the main residential element and the proposed employment areas. The TA includes comparisons with the existing industrial use to determine the net change in vehicle movements to and from the site during peak times.

It is difficult to make specific comparisons to the traffic generated by Hoovers during its peak operations in the past. However, when taking into consideration the size of the Hoover site and its existing industrial use, the TA has forecast the trip generation that could be expected in the scenario where the industrial use were to continue and be fully operational. Utilising the TRICS data, the TA considers the trip generation could be expected to be between 231-313 two-way vehicle movements in the AM peak and 271-281 two-way vehicle movements in the PM peak times. It also estimates that the site could generate around 300 HGV's over a daily period.

In respect of the proposed private residential units, it is forecast that this would generate 170-231 two-way vehicular movements in the AM peak times and 171-225 two-way vehicular movements in the PM peak times. The affordable housing it is forecast to generate 9-20 vehicular movements in the AM peak times and 15-18 two-way vehicular movements in the PM peak times. The employment use (the end users are not yet determined) is forecast to generate 32-62 two-way vehicular movements during the AM peak times and 65-57 two-way vehicular movements in the PM peak times.

Accordingly, the development would equate to an overall forecast of 211-313 two-way vehicular movements during AM peak times and 243-308 two-way movements during the PM peak times along the highway network. The TA illustrates that the traffic movements would not be dissimilar to that which could already take place and that there would likely be a reduction of 20 vehicle movement during the peak times. Additionally, the TA notes that with the loss of the existing industrial use across the site, this would lead to a significant reduction in the potential number of HGV movements.

When considering the distribution of the traffic movements the TA considers the majority of traffic (approx. 72%) would travel south along Merthyr Road towards the Pentrebach Roundabout with the remainder travelling north. The traffic associated with the employment site would also likely utilise the highway that serves the Triangle Business Park. The TA considers the development would generate a maximum of 14 additional vehicles through any junction on the network in the peak times which would fall short of the potential impact of the industrial use which could generate 19 additional vehicles. It concludes that the junctions, including Pentrebach roundabout where the most traffic would occur, to be capable of accommodating the development. There would be a negligible difference in the traffic flow when compared to the industrial use of the site. Additionally, the proposed points of access into the Hoover site have been

reviewed and it is concluded in the TA that these junctions can accommodate the traffic generated by the development with minimal queuing for vehicles turning in and out of the site. It is acknowledged that the Head of Engineering and Highways has not raised any highway safety concerns with the proposed points of access into the site and that the trip generation has been adequately demonstrated to show the development would not have a detrimental impact on the existing highway network. To ensure traffic movements are appropriately managed during the demolition and construction phase of the development, it has been advised by the Welsh Government Highways Division and the Head of Engineering and Highways that a construction traffic management plan be conditioned.

In regards to the parking provision, this is a matter that would need to be addressed as part of the future consideration of the reserved matters. However, in the TA it sets out the principles for the future parking provision and notes that due to the sustainable location a reduced level of parking could be provided. At present there is a requirement in the CSS Wales Parking Standards to provide 1 space per bedroom up to a maximum of 3. The TA suggests this maximum could be reduced by 1 space per residential unit (not falling below 1). Reference is made to the nearby Dragon parc development where a similar standard has been applied. The Head of Engineering and Highways has accepted the potential for there to be a reduction in the parking provision but has requested that at least 2 parking spaces be provided, which would be appropriate for 2+ bedroom properties. This is a matter that can be further discussed when consideration is given to the detailed layout of the development. It is suggested in the TA that 1 visitor parking space could be provided per 10 residential units, which is reduction on the parking standards (1 per 5 residential unit) given that there would likely be some capacity for street parking.

Accordingly, it has been demonstrated that the development would not give rise to an unacceptable highway safety impact and the means of access into the Hoover site would meet appropriate standards. Therefore, the proposal complies with Policy SW11 of the LDP.

Sustainable movement and connectivity

Development that encourages a modal shift towards sustainable transport is supported by Policy SW12 of the LDP. This would include enhancements to pedestrian, cycle, rail and bus facilities, in addition to any necessary road improvements.

To support this modal shift, an area of land would be safeguarded alongside the railway line in the northern part of the Hoover site, to support the potential for a Metro Station in the future, which would provide an opportunity to improve the train service. Notwithstanding this, the development is within walking distance of the existing Pentrebach Station to the south of the site. The provision of the active travel route would further support connectivity to this form of public transport. Furthermore, the development sits alongside Merthyr Road, being one of the main routes towards the town centre, where there are a number of bus stops that are well serviced. The employment site in the northern part of the site would also be appropriately located to take advantage of its close proximity to both the rail and bus facilities, with further potential for links to the Metro Station. It is also highlighted in the Transport

Assessment, that additional bus routes could be accommodated through the development if desired to provide further connectivity to the Metro Station if this is delivered in the future. Additionally, a new pedestrian crossing would be provided between the proposed community hub and Pentrebach Retail Park, which can improve access to the Trevithick Trail beyond. A new pedestrian crossing would also be provided in the northern part of the site alongside the roundabout improving access to the nearby residential and commercial area. These would be secured as part of any Section 278 highway agreements and as part of the CIL (Community Infrastructure Levy) contributions.

It is acknowledged that concerns were raised as a result of the publicity exercise in respect of the potential loss of the existing train station in favour of the Metro Station. At this stage there is only an intention to safeguard an area of land to accommodate a potential metro station in the future. There is no certainty that this would come forward or that it would impact on the existing Pentrebach Train Station. This would be subject to separate considerations in conjunction with Transport for Wales who are responsible for the railway line.

It has been adequately demonstrated that the site is well situated in a sustainable location where there is good access to public transport and the provision of the active travel route provides an opportunity to further encourage walking and cycling to support healthy living. Additionally, the community hub would accommodate local services and facilities within walking distance, alongside other nearby shops. Accordingly, the proposal complies with Policy SW12 of the LDP.

Public open space

Policy SW10 of the LDP sets out the requirement to improve the quality, quantity and access to open space. It is acknowledged that the existing cricket/bowling facility would be lost as a result of the development, which is a concern that has been raised as a result of the publicity exercise. However, the indicative master plan for the site illustrates where a series of new open spaces could be provided alongside the active travel route that could extend into parts of the residential areas. This would provide the opportunity to create a variety of new open spaces that are well connected, which could accommodate formal and informal recreational space to serve both the development and the surrounding communities. Additionally, there are opportunities within these spaces to introduce features that help to reflect the natural environment through habitat creation and sustainable drainage solutions, as well as areas of play and features that reflect the historic interest of the site through the means of public art or interpretation. This would assist in providing a sense of vibrancy through the development that contributes to the wider active and healthy living objectives and reinforcing the place making principles. Accordingly, the proposal complies with Policy SW10 of the LDP.

Ground conditions and remediation

It is set out in the Planning Statement that the applicant seeks permission to demolish the existing buildings and undertake the necessary remediation works in preparation for the development of the site. A programme of works is required to fully understand

the current ground conditions and any potential contamination (given its industrial use) that needs to be addressed.

A Ground Investigation Report together with and a Geoenvironmental & Geotechnical Site Investigation and Outline Remediation Strategy have been submitted in support of the application. As part of these assessments initial intrusive ground investigations were undertaken, which included shallow trial pits and exploratory boreholes, as well as the testing of soil samples to determine the potential for any land contamination.

A large proportion of the site is made up of hardstanding and internal floor slabs, together with topsoil, made ground and superficial deposits. It is noted that coal seams were encountered within the site, as well as a 3.8m high void approximately 40m below ground. The intention is to remove all the hardstanding and internal slabs as part of the remediation works. Given the location of the development close to the River Taff, relatively shallow ground water was encountered, which indicates particular regard should be given to the potential impact on any groundwater pathways. The soil samples taken indicated that there are some compounds present at concentrations above the appropriate thresholds, such as arsenic, barium, beryllium and nickel amongst other. Some asbestos was also detected in two of the samples.

A large extent of the application lies within an area identified by the Mining Remediation Authority to be at high risk to past coal mining activities. The initial ground investigation has revealed evidence of mining legacies, having encountered coal seams and voids, which may be associated to the working of the Nine Feet seam. Additionally, the reports highlight there are two mine shafts outside of the application site but within 20m of its boundary, located to the north-east, within the vicinity to the proposed employment site. The mine shafts would require further investigation prior to the submission of the reserved matters to determine their precise location and the appropriate no-build exclusion zone, which would inform the final layout of the development. It is acknowledged that the Mining Remediation Authority are satisfied with the initial investigations carried out and the recommendations for further intrusive investigation, which can be secured by condition.

Similarly, both Natural Resources Wales and the Environmental Health Manager are satisfied with the initial reports submitted, subject to conditions that further investigations are carried out, setting out the measures to minimise any land contamination risks and impacts on the ground water environment. It is also advised that a construction management plan be put in place setting out the pollution prevention measures.

The remediation strategy is set out in the above mentioned reports, which includes a series of measures to be undertaken, which would be split into two parts. Firstly, would be the remediation, reclamation and enabling works to prepare the site initially for development. The second part would be the importation of clean soil and the use of geotextile separation membrane in all gardens and areas of soft landscaping to provide a protective barrier between any potentially contaminated land.

In summary, the remediation works would initially involve the removal of any above ground structures, the excavation of made ground and any other unacceptable materials, as well as the breaking up of any floor slabs to a depth of 2m below the

foundation level. At this point, further intrusive site investigations would be undertaken beneath the un-investigated building footprints to fully understand the ground conditions and help inform the final scheme of mitigation. Any acceptable material would be compacted across the site to form the appropriate level for the development.

It is set out in the reports that the mitigation measures may involve drilling and grouting to stabilise the land in areas where there is a high to medium risk from old shallow mine workings. The foundation designs of any buildings would reflect the ground conditions of the site and finally 600mm clean soil to cap any areas of exposed ground. These works would be subject to environmental monitoring and a verification process, which can be secured by condition.

Accordingly, it has been adequately demonstrated that the development of the site would not result in an unacceptable impact on people or the natural environment and that any risks can be appropriately mitigated. Accordingly, the proposal complies with Policy EnW4 of the LDP.

Flood risk and drainage strategy

Given the scale of the development, a Drainage Strategy Report and Flood Statement have been submitted in support of the application. The report indicates that there is currently no obvious land drainage provision within the site, although there may be something in place for the cricket and bowls green. In terms of surface water drainage, it is noted that there are two main catchments, being the northern part of the site, which discharges into the River Taff and the southern part of the site which drains through a pipeline along Merthyr Road.

It has been acknowledged in the report that the development lies entirely within Flood Zone 1, being an area at little or no risk to fluvial or coastal/tidal flooding. The Flood maps for Planning, which are prepared by NRW (Natural Resources Wales), also indicates part of the site, notably around the building, are subject to potential surface water flood risks. The report notes this to be possibly due to inundation or blockage of the storm drains, which could be expected on a site such as this with localised flat areas. Such flood risk could be removed as a result of the remediation and re-profiling of the site.

Details of the sustainable drainage solution for the site would need to be agreed separately by the Sustainable drainage Approval Body (SAB). Given the past industrial nature of the site and the potential for land contamination, the use of infiltration systems (i.e. soakaways) to manage surface water through the ground may not be a viable option but would be explored further. The report indicates the best solution would be to maintain the discharge of surface water into the River Taff via the existing outlet in the northern part of the site. In the southern part, a connection could be made to an existing pipeline in the vicinity of the cricket/bowls club where appropriate discharge rates could be achieved.

To manage the surface water across the site, the intention would be to provide swales and bioretention strips that link back to detention basins, which could be located in places to enhance and encourage biodiversity and amenity within the development.

Such features would also assist in removing the localised surface water flood risks within the site.

It is acknowledged that the Head of Engineering and Highways have not raised any concerns with the proposed drainage strategy and early engagement with the developer is already taking place through the SAB process. Additionally, NRW are satisfied with information provided, which adequately demonstrates the consequences of flooding can be appropriately managed to an acceptable level and have therefore not raised any concerns. Accordingly, the proposal complies with Policy EnW4 of the LDP.

Heritage

To determine the historic value of the site an Archaeological Assessment has been submitted in support of the application. It is acknowledged that there are no designated historic assets within the site. However, it has been highlighted by Heneb that '*the site was previously developed in association with the Plymouth Ironworks. Specially it contained tramroads and tips of industrial waste. Subsequently the various phases of the Hoover Factory were constructed, beginning in 1948. This includes two historic assets, the Hoover Factory frontage, and the semi-circular security hut. As such due consideration should be given to preserving the structures within the proposed scheme*'.

'The previous construction of the factory buildings are likely to have had an adverse effect on any potential remains present within the underlying alluvial material. As such it is unlikely that significant below-ground remains will be encountered during the course of the proposed development'.

To mitigate the potential impact on the Hoover Factory frontage and the semi-circular security hut, it would be necessary to preserve these structures by record. As such Heneb have advised that a condition be imposed to secure a programme of historic building recording and analysis prior to any works commencing. Given the value placed on the Hoover building and acknowledging the sentiment raised in the publicity exercise, it is considered appropriate that the historic importance of the site should form part of the placemaking approach to the development. To secure this, a condition would be imposed for a heritage strategy to be prepared, which can review the features to be retained and incorporated into the landscape, public spaces and community hub to reflect this historic value. Recognising that features of some historic importance would be lost as a result of the development, it is considered that appropriate mitigation measures can be implemented that have regard to the historic value of the site and contribute to the wider placemaking approach to the development of the site. Accordingly, the proposal complies with Policy CW1 of the LDP.

Representations

Whilst the concerns that were raised as a result of the publicity exercise have largely been addressed in the above relevant sections of this report, the following additional considerations have made:

Concerns have been raised that the development does not include the provision for a new primary school and that the existing schools would be unable to cope with the increased number of children in the area. In response to this, it has been acknowledged by the Director of Education that plans are already being prepared to re-align school places/catchment areas in anticipation of the proposed development, being a designated strategic regeneration site. Such plans would also take into account the Dragon Parc housing development for 200 homes within Abercanaid, which is currently under construction. Accordingly, appropriate measures would be put in place to ensure the existing schools continue to have sufficient capacity to accommodate the development.

CONCLUSIONS

The development of a significant strategic regeneration site would clearly have a positive impact on the local area and the wider objectives for the County Borough. As the largest housing allocation within the LDP, it would help to deliver a considerable number of much needed new homes, including affordable housing provision. The redevelopment of former industrial land would help to regenerate the area, with the creation of a new vibrant neighbourhood that embraces placemaking principles, along with new local services and employment opportunities. The development would also provide better connectivity to the surrounding area, with access to new open spaces, encouragement of active travel and enhancements to the natural environment to help create a healthy place to live.

The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act") has been taken into consideration when determining this application. In reaching the following recommendation, the ways of working set out at section 5 of the WBFG Act have been considered and thus the proposal is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by section 8 of the WBFG Act.

The proposed development is deemed to be acceptable and complies with the relevant national and local planning policies. Accordingly, following recommendation is made:

RECOMMENDATION: BE APPROVED subject to the following **CONDITIONS:**

1. Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development (other than demolition and remediation works) begins within the respective Phase of the development (as illustrated on the Preliminary Phasing Plan) and the development shall be carried out as approved.

Reason - To comply with Section 92 of the Town and Country Planning Act 1990 and Part (3)1 of the Town and Country Planning (General Development Procedure) (Amendment) (Wales) Order 2012.

2. Any application for approval of the reserved matters shall be made to the Local Planning Authority not later than three years from the date of this permission.

Reason - To comply with Section 92 of the Town and Country Planning Act 1990 and Part (3)1 of the Town and Country Planning (General Development Procedure) (Amendment) (Wales) Order 2012.

3. The development shall begin either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason - To comply with Section 92 of the Town and Country Planning Act 1990 and Part (3)1 of the Town and Country Planning (General Development Procedure) (Amendment) (Wales) Order 2012.

4. The development shall be carried out in accordance with the following approved plans and documents:

- High Level Plot Parameters
- Preliminary Phasing Plan - Dwg No. PP 01
- General Arrangement of Proposed Northern Site Access - Dwg No. C24127-ATP-DR-TP-001 P03
- General Arrangement of Proposed Southern Site Access - Dwg No. C24127-ATP-DR-TP-002 P03
- Swept Path Analysis, Northern Site Access - Dwg No. C24127-ATP-DR-TP-003 P01
- Swept Path Analysis, Southern Site Access - Dwg No. C24127-ATP-DR-TP-004 P01
- Geoenvironmental & Geotechnical Site Investigation and Outline Remediation Strategy, prepared by Integral Geotechnique Ref 14275/JJ/25/DS
- Coal Mining Risk Assessment, Ref 14275/JJ/25/CMRA
- Green Infrastructure Statement, March 2025
- Preliminary Ecological Appraisal V2.1, issued 05.10.2025
- Bat Survey Report V1.3, issued 29.09.2025
- Bat Tree Survey Report V1.4, issued 30.10.2025
- Tree Constraints Plan
- Framework Travel Plan, Ref C24127/TP01

Reason - To ensure compliance with the approved plans and clearly define the scope of the permission.

5. **Along with the submission of the reserved matters**, for the respective Phase of the development (as illustrated on the Preliminary Phasing Plan), full details of the proposed means of access to serve the Employment area and the Community Heat Hub, as illustrated on the Parameter Plan (Dwg No. DFP 01 Rev C), shall be submitted to and approved in writing by the Local Planning Authority, before any construction works begins and the development shall be carried out as approved.

Reason - In the interests of road safety in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

6. **Prior to or concurrent with the submission of the first reserved matters application**, details of the following shall be submitted:

- The undertaking of further intrusive investigations, designed by a competent person and adequate to properly assess the ground conditions on the site and establish the risks posed to the development by past coal mining activity (shallow mining/mine entries);

- A report of the findings arising from the further intrusive site investigations and any remedial and/or measures necessary, including the submission of the proposed layout plan which identifies zones of influence for all off-mine entries (worst case scenario), and the definition of suitable 'no-build' zones;

Prior to works commencing on site (other than demolition and remediation works), the identified remedial works shall be fully implemented in accordance with the approved details.

Reason - To ensure the site is safe and stable for development and to minimise risks associated with past mining activity in the interest of public safety and amenity, in accordance with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

7. **Along with the submission of the reserved matters**, an Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall set out the consideration of energy efficiency, the viability and technical feasibility for a district heating system and the provision of renewable energy.

Reason - To encourage the use of sustainable and renewable energy in accordance with Policy EcW9 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

8. **Along with the submission of the reserved matters**, for the respective Phase of the development (as illustrated on the Preliminary Phasing Plan), a Heritage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall set out the features to be incorporated into the design of the public open spaces and the design of the community hub buildings (incorporating any features retained from the demolition of the Hoover building) that reflect the historic value of the site.

Reason - To provide mitigation for the loss of features of local historic importance and to enhance the placemaking qualities of the development in accordance with Policies SW11 and CW1 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

9. Demolition, remediation and construction works shall not take place outside the hours of 08:00 to 18:00 Mondays to Fridays and 09:00 to 14:00 on Saturdays and at no time on Sundays or Public Holidays.

Reason - To ensure that the noise emitted/activities are not a source of nuisance to occupants of nearby properties in accordance with Policies SW11 and EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

10. **No development, including site clearance**, shall commence until a final version of a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Construction methods: details of materials, how waste generated will be managed;
- General Site Management: details of the construction programme including the timetable and details of any site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drainage.
- Soil Management: details of topsoil strip, storage and amelioration for re-use.
- CEMP Masterplan: details of the extent and phasing of development.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use.
- Traffic Management: details of site deliveries, plant on site, wheel wash facilities.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.
- A scheme for the retention and storage of original features within the site and on the building (including the Hoover signage), which can be re-used and incorporated into the development as part of a wider heritage strategy.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason - To ensure necessary management measures are implemented for the protection of the environment during construction and to accord with Policies SW11 and EnW4 of the Merthyr Tydfil Replacement Local Development Plan.

11. **No development shall commence** (other than demolition and remediation works) until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by both the Local Planning Authority in consultation with Welsh Government (Transport), as Overseeing Organisation

for the Strategic Road Network 9SRN) in Wales. The CTMP shall detail (as a minimum):

- a. The expected trip generation for the construction period;
- b. How the movement of construction traffic to and from the site will be managed, to minimise any disruption to the free flow of the trunk road during construction; and
- c. Construction vehicle routeing plans on approximately scaled drawing for all construction traffic.

The development shall be carried out in accordance with the approved details.

Reason - In the interests of the highway safety and free flow of trunk road traffic and to accord with Policies SW11 and EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

12. **Prior to any construction works commencing on site** (other than demolition and remediation works), a scheme for the provision of affordable housing as part of the development shall be submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN 2 or any future guidance that replaces it. The scheme shall include:

- i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 10% of the housing units/bed spaces;
- ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
- iii) the arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing (if no RSL involved)];
- iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason - To ensure an appropriate level of affordable housing is delivered in accordance with Policies SW2, SW9 and SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

13. **Prior to any construction works commencing on site** (other than demolition and remediation works) details, including structural calculations and facing materials, of any retaining wall which exceeds 1 metre in height shall be submitted to and approved in writing by the Local Planning Authority. The walls shall be completed in accordance with the approved details.

Reason - In the interest of safety and visual amenity in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

14. **Prior to the occupation of any residential unit** hereby approved, a plan indicating the positions, height, design, materials and type of boundary treatment to be erected shall be submitted to and approved by the local planning authority. The boundary treatment shall be completed as approved prior to the occupation of the respective residential unit.

Reason - To ensure that the new development will be visually attractive and boundaries protected in the interests of amenity in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

15. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with a phasing plan which has, **before any residential unit is occupied**, first been submitted to and approved in writing. If any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason - In the interests of biodiversity and to ensure that the new development will be visually attractive and to accord with Policies ENW1, EnW2, EnW3 and SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

16. **Prior to the occupation of any residential unit**, a phasing plan for the provision of the open space/recreation areas/foot paths/cycle paths and play facilities, along with a 25 year management and maintenance plan setting out the responsibilities and funding mechanisms, shall be submitted to and approved in writing by the local planning authority. The approved play facilities and open space/recreation/foot paths/cycle paths areas shall be provided in accordance with the approved details and phasing plan and thereafter managed and maintained for that purpose.

Reason - To ensure that adequate open space/recreation area is provided and maintained in accordance with policies SW10 and SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

17. **Prior to the occupation of any residential unit hereby approved**, a hard-landscaping scheme setting out the details/samples of the material finishes for any hard surfaced areas and street furniture that form part of the areas of public open space, access, parking areas, including a phasing plan for its implementation, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the new development will be visually attractive in the interests of amenity and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

18. **Before any demolition or site clearance works commences on site**, an Invasive Non-Native Species (INNS) Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Invasive Non-native Species Strategy shall be fully implemented in accordance with the approved details prior to the commencement of any works.

Reason - To prevent the spread and ensure the eradication of highly invasive species to accord with Policy EnW4 of the Merthyr Tydfil County Borough Replacement Local Development Plan.

19. **Prior to the installation of any external lighting**, a detailed lighting scheme that conforms to current best practice lighting guidance, shall be submitted to and approved in writing by the local planning authority to protect bat foraging/commuting areas. The details shall include, but not be limited to:

- the results of an onsite ambient light level survey for use as a baseline;
- horizontal and vertical illuminance plans demonstrating dark corridors/routes to be maintained around and through the site and linking to up to adjacent offsite dark areas, together with dark routes for access to any bat boxes and connectivity to nearby foraging areas;
- details of the siting and type of external lighting to be used together with the proposed colour temperatures;
- Isolux drawings setting out the light spillage in key sensitive areas;

The lighting scheme shall be carried out in accordance with the approved details.

Reason - To protect the natural environment and important habitats in accordance with Policies EnW1, EnW2 and EnW3 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

20. **Along with the submission of the reserved matters**, for the respective Phase of the development (as illustrated on the Preliminary Phasing Plan), a Landscape/Habitat Establishment, Management, Maintenance + Monitoring Scheme shall be submitted to and approved in writing by the local planning authority, which shall include but not be limited to:

- Details of retained landscaping/habitat/green infrastructure;
- Details of new landscaping/habitat/green infrastructure;
- A planting plan consisting of native species of local provenance;
- Immediate and long term (for the lifetime of the development) maintenance and management measures for all onsite landscaping/habitat/green infrastructure (both retained and new);
- Details of all the biodiversity/ecological enhancements measures, (e.g. bat boxes, bird boxes, hibernacula, gaps in boundaries for hedgehogs and invertebrate coils etc), which shall be marked on relevant plans/drawings;
- Monitoring post-development for all onsite landscaping/habitat/green infrastructure and other ecological measures;
- How a net benefit for biodiversity will be achieved within as short a time as possible and be locally responsive and relevant to local circumstances;

- Details of the funding mechanisms to meet the maintenance, management and monitoring objectives, which must anticipate and take account of costs rising over time;
- A phasing plan for its implementation;
- Details of review periods and reporting of long-term (for the lifetime of the development) landscaping/habitat/green infrastructure management objectives;
- How a net benefit for biodiversity will be achieved within as short a time as possible and be locally responsive and relevant to local circumstances;
- Details of the responsible person to ensure compliance with the scheme.

The development shall be implemented in accordance with the approved details.

Reason - To protect the natural environment and important habitats in accordance with Policies EnW1, EnW2 and EnW3 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

21. **No development shall take place**, including any ground works or vegetation clearance, until a Construction Environmental Management Plan - Biodiversity (CEMP-B) has been submitted to and approved in writing by the local planning authority. The CEMP-B will include, but not be limited to:

- A risk assessment of potentially damaging construction-type activities;
- Identification of "biodiversity protection zones" and areas where invasive species have been identified;
- A Precautionary Working Method Statement (PWMS) for bats, reptiles, amphibians, hedgehog and nesting birds;
- Identification of practical measures, both physical measures and sensitive working practices to avoid impacts during development;
- The location and timing of sensitive works to avoid harm to biodiversity features;
- Biodiversity management details of tree and hedgerow protection, species and habitat protection, avoidance and mitigation measures;
- Use of exclusion fences, protective barriers and warning signs;
- Cross referencing with other relevant ecological documents; and
- Details of the responsible person to ensure compliance with the CEMP-B.

Reason - To protect the natural environment and important habitats in accordance with Policies EnW1, EnW2 and EnW3 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

22. **Along with the submission of the reserved matters**, for the respective Phase of the development (as illustrated on the Preliminary Phasing Plan), a detailed Green Infrastructure Statement (GIS) shall be submitted to and approved in writing by the local planning authority. The GIS must include, but not be limited to:

- A description of how green infrastructure has been incorporated into the development;

- A demonstration of how the step-wise approach (the means of demonstrating the steps taken towards securing a Net Benefit for Biodiversity) has been applied;
- The highlighting and description of up-to date baseline data considered and up-to-date surveys and assessments undertaken, sustainable drainage statements, landscape and ecological management plans etc;
- Consideration of ecosystem resilience by using the DECCA (Diversity, Extent, Condition, Connectivity, Adaptability) framework; and
- Cross referencing with other relevant ecological documents.

Reason - To protect the natural environment and important habitats in accordance with Policies EnW1, EnW2 and EnW3 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

23. **No development shall commence** (other than demolition and remediation works) until details of piling or any other foundation designs using penetrative methods sufficient to demonstrate that there is no unacceptable risk to groundwater have been submitted to and approved in writing by the Local Planning Authority. The piling/foundation designs shall be implemented in accordance with the approved details.

Reason - Piling/foundation details should be submitted to ensure there is no unacceptable risk to groundwater during construction and methods/design are agreed prior to the commencement of development and to accord with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

24. **No phase of the development shall commence** until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are

complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Reason - To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination, in accordance with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

25. **Prior to the occupation of the development** a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Reason - To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation. To prevent unacceptable risks to controlled waters and ecological systems in accordance with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

26. **Prior to the occupation of any residential unit** a scheme for the phased submission of verification reports across the development to demonstrate the completion of the remedial mitigation measures, in-line with the remediation strategy, including capping soils in private gardens and public open spaces, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason - To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation. To prevent unacceptable risks to controlled waters and ecological systems in accordance with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

27. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has

been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

Reason - To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks. To accord with policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

28. **Prior to the commencement of development** (other than demolition and remediation works), details of a scheme for the provision of electric vehicle charging infrastructure (to be provided within the site), shall be submitted to and approved in writing by the local planning authority. All works shall be completed in accordance with the approved details prior to the occupation of the dwellings.

Reason - To encourage the use of ultra-low emission vehicles, in accordance with Planning Policy Wales and Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

29. **Prior to the occupation of any dwelling** a detailed Travel Plan for future occupiers shall be submitted to and approved in writing by the Local Planning Authority, which shall take into consideration the Framework Travel Plan. The plan should contain the following:

- Bus/Train Service providers, their contact details, frequency of service, timetable, bus stops/train stations, current ticket costs and financial incentives to encourage use of public transport;
- Park and Ride/Park and Share facilities and associated costs and restrictions on use of such facilities;
- Pedestrian links to public transport services, to local facilities, areas of employment, education and leisure;
- Local and national cycle routes;
- Any other measures that would encourage use of sustainable modes of travel.
- Any other relevant information set out in the travel document.

Reason - To encourage a modal shift towards sustainable modes of travel in accordance with Policy SW12 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

30. **No works shall commence on site** until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority

Reason - As existing buildings are of architectural and cultural significance the specified records are required to mitigate their loss and accord with Policy CW1 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

INFORMATIVES

1. The applicant is advised, under the Schedule 3 of the Flood and Water management Act 2010, to contact the Sustainable Drainage Approval Body 9SAB) in regards of any separate permissions necessary for the sustainable management of on-site surface water. Further details can be found on the Council's website www.merthyr.gov.uk
2. The applicant should be made aware that the proposed scheme will require a highway agreement and should therefore contact the council's Highway Development Control Team regarding the approval of a Section 278 Agreement in relation to any of the proposed construction on the existing adopted highway. This this must be obtained separate to this planning permission.
3. The applicant should be made aware that the proposed scheme will require a highway agreement and should therefore contact the council's Highway Development Control Team regarding the approval of a Section 38 Agreement. This this must be obtained separate to this planning permission.
4. The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (ClfA), (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a ClfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.
5. This planning permission does not provide consent to undertake works that require a European Protected Species (EPS) licence. All bats and their roosts are protected under UK and European legislation. It is an offence to deliberately kill, injure, capture or disturb a bat or to recklessly damage or destroy their breeding sites or resting places.

If works are planned on a building/tree in which bats are found to be roosting, Natural Resources Wales (NRW) must be contacted. on 0300 065 3000 or at <https://naturalresources.wales/permits-and-permissions/species-licensing/apply-for-a-protected-species-licence/bat-licences/?lang=en>.

If work has already commenced and bats are found, or if any evidence that bats are using the site as a roost is found, work should cease and NRW should be contacted immediately.

Under these circumstances, an EPS licence is likely to be required to undertake the works within the law.

6. All birds, their nests and eggs are protected by law under the Wildlife and Countryside Act 1981 (as amended) while they are breeding.

If works to any trees, hedgerows and/or other nesting bird habitat (including buildings with suitable features) are to be undertaken, they will take place outside of the bird nesting season. If the works must be undertaken during the nesting season (generally from 1st March until 31st August, although birds are known to nest outside of these dates in suitable conditions), a breeding bird

survey will be required and must be carried out by a suitably qualified ecologist. Any active nests identified will be protected until the young have fledged.

Where a Schedule 1 species (as defined in the Wildlife and Countryside Act - <https://www.legislation.gov.uk/ukpga/1981/69/schedule/1>) is involved, compensation for impacts, e.g., loss of nesting sites, will be devised and implemented.