

Planning Statement

Redevelopment of Cath's Farm Shop, Gelligaer Rd, Trelewis, CF46 6DN to 5 Detached Houses Including New Access and Parking



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1.0 The Site and Location

1.1 The site comprises of the well established Cath's Farm Shop, storage and parking area that lies to the south of Gelligaer Road and on the edge of the community of Trelewis which is 1.3 km north of Nelson. The use has been well established over many decades. The area of land covers 0.16 ha which is mainly flat but with a rise in topography to the main road necessitated and developed by the Highway Authority when the roundabout and highway alignment and infrastructure were changed as part of the large housing development to the north of the site.



1.2 The building on site is currently used as a farm shop. The building is T shaped and in relatively good order. The property has a slate roof which has a ridge that runs from south west to south east and a second ridge that runs from north west to south east. The site is served by car parking and storage on the western, northern and eastern sides.

1.3 The site is bounded to the north-west by Gelligaer Road with housing opposite, to the south-west by new residential development currently under construction, to the south-east and north-east onto open pasture field with site boundary hedges.

1.4 The site lies within a predominantly residential area and within the defined settlement boundary of Trelewis. As described in greater detail in the supporting Transport Note supplied by Lime Transport, the site is highly accessible with many local amenities and facilities within walking distance. A bus stop is located 85m south west of the site on Gelligaer Rd with Quakers Yard railway station lying 3.5km away.



1.5 Hedges enclose the site on three sides. The habitats on and adjacent to the site comprise of improved grassland, hedgerow, scrub, scattered trees, a building and hard standing. Street trees (Lime) form an important visual feature of the immediate local landscape.

1.6 The existing residential properties within the immediate vicinity of the site largely comprise of detached and semi-detached properties. Most dwellings face onto Gelligaer Rd although gables onto the road and open space are found at the junctions of Gelligaer Rd with Tydfil Close and Nant Gwyn. Properties are largely two storey although some dwellings are one storey in nature.

Images of Local Residential Development





1.7 The site immediately to the west of the proposed site is currently under completion in the form of four detached houses allowed under numerous planning applications but in particular P/21/0366 and P/22/0053. These houses face onto Gelligaer Rd and are serviced by drives. The nearest neighbouring property to the proposed site has an eaves height of 171.65 AOD and a ridge of 175.35 AOD.

2.0 Planning History

2.1 The site does not have an extensive planning history, although an application for the erection of a single storey extension to the existing building to provide storage was approved with conditions in July 2012 (planning ref. P/12/0163).

3.0 Proposed Development

3.1 The application is made in outline with all matters reserved.

3.2 It is proposed to relocate the existing vehicle access to the site approximately 20m to the south-west along Gelligaer Road to maximise the developable area on-site. The new access has been designed as a simple priority junction with a 5m wide carriageway and 6m radii, which is more than sufficient to accommodate the anticipated number of vehicle trips associated with the proposed development.

3.3 Pedestrian access to the site will also be gained via the relocated vehicle access, with the provision of a 2.0m wide footway along the western side of the carriageway, that will tie into the existing footway along the southern side of Gelligaer Road. Three car parking spaces are to be provided for each three-bedroom house. Car ownership in this area is low and so it is probable that not all spaces would be required to be in constant use (for greater detail see Access and Parking section).

3.3 In line with the outline application, dwelling parameters are provided below. It will be noted from Drwg 2312-SK06 that the eaves and ridge height of the proposed five dwellings would complement the existing housing being developed to the west.

plot schedule				
plot ref.	building parameter	finished floor level	eaves level	ridge level
1	7250 - 7500mm wide / 9500 - 10000mm deep	166.90	171.00 - 172.00	175.00 - 176.00
2	7250 - 7500mm wide / 9500 - 10000mm deep	166.75	171.00 - 172.00	175.00 - 176.00
3	7250 - 7500mm wide / 9500 - 10000mm deep	166.75	171.00 - 172.00	175.00 - 176.00
4	7250 - 7500mm wide / 9500 - 10000mm deep	166.75	171.00 - 172.00	175.00 - 176.00
5	7250 - 7500mm wide / 9500 - 10000mm deep	166.75	171.00 - 172.00	175.00 - 176.00
site area	1607 m ² (0.1607 ha)			

3.4 In terms of layout, Plot 1 would site forward of the site and would help 'book end' the village and signify the end of housing development on this southern side of Gelligaer Rd. The principal orientation of Plot 1 would be east – west. To the frontage of the site would be a landscaped area necessitated by the need to provide adequate.

3.5 The SUDs area would be landscaped on its periphery and this along with the retention of the majority of the street Lime Trees (one would have to be lost for the new access) would provide a pleasing visual frontage to the site.

3.6 Plots 2 – 5 would be located to the south of a courtyard with dwellings facing north allowing for sunny rear gardens. These plots would be a minimum of 2m apart. Frontage areas would be distinguished by short lengths of hedging with Plot 5 having a small front garden.

3.7 In terms of overlooking or overshadowing, there would be no adverse impact in terms of neighbour amenity. Principal elevations on Plot 1 would be west (front) and east (rear). Windows in the south side facing Plot 2 would be limited to serving hall, landing or w.c.s The nearest dwelling would be Plot 2 but due to the orientation of Plot 1 and Plot 2, there would be no overlooking of habitable room windows.

3.8 All dwellings would have rear private gardens commensurate in size with a three bedroom dwelling. While a matter of detail, each rear garden has sufficient space for a good size patio area as well.

3.9 The southern and eastern boundaries would retain a strong green landscape and would provide biodiversity corridor movement and would build on the ecological principles adhered to on the site to the west. The eastern boundary would also assist in enclosing the village on this eastern end of the village.

3.10 Swept path analysis by Lime Transport shows that the car parking spaces can be readily accessed.

4.0 Landscaping and Trees

Landscaping

4.1 We commissioned Mackley Davies, landscape architects and arboriculturalist to provide green infrastructure advice in relation to the proposed development. Their report is attached but a summary of the main findings is replicated below.

'Hedges enclose the site on three sides. The existing access from Gelligaer Road (B5254) will be relocated further along the road, the new access point will require removal of a category C tree, one of a single avenue of limes planted in the highway verge around 15 years ago. The hedgerows provide useful screening and wildlife habitat, short sections will require removal to accommodate the new access 9.6linm of H1 (hawthorn dominated on low hedge bank to 1.5m) and Rain Garden 02 14.5linm of H2 (cypress maintained to 2m). Hedge and tree locations are shown on Soft Landscape Strategy Plan 23/946/03. Refer to the Tree Survey by Mackley.

Due to intervening trees and hedges, the site is not visible even in winter from a nearby public footpath to the east (part of the Rhymney Valley Ridgeway Walk) which follows the Nant Caeach and runs along the boundary with Llancaiaich Fawr Manor. Views from Gelligaer Road are likely to be improved by the proposal. The highway verge trees and deep verge with hedging provides good screening. The existing car park, shop and other hedge boundaries are not attractive and residential development offers the potential for enhancement, including the introduction of above ground SUDs planting, tree planting, and new native hedges, with the detention basin located close to the site frontage providing public views onto the open space and an attractive outlook for the neighbouring development.

A suitable native hedge buffer onto adjacent open pasture is required as the site will continue to have a gateway role into the settlement lying close to the roundabout. The aim is to conserve and enhance the site and wider landscape setting, to provide screening or softening of new buildings, parking and bin stores, improve the biodiversity and amenity resource, and provide any replacement planting.

At this Outline planning stage, the following landscape character types and approximate quantities are proposed as shown on Soft Landscape Strategy Plan 23/946/03. This will provide the framework for a detailed soft landscape plan, plant schedule, outline planting and maintenance specification which will be submitted as part of a Reserved Matters application.

- 6no trees
- 115 linear meters native hedges
- 19 linear meters ornamental hedges
- 57sqm SUDs turf to detention basin
- 62sqm rain garden planting
- 60sqm species rich grass to detention basin (excluding private gardens)

2.0 PROPOSED SOFT LANDSCAPE

Indicative native trees and hedge mixes are based on species found at or near the site, with ornamental varieties proposed where space will be too limited to accommodate a mature canopy. Ornamental hedges will provide year round interest and rain garden planting will meet Drainage Standards for Amenity and Biodiversity and support pollinators.

Trees – 14-16cmg size
Sorbus aucuparia (rowan)
Sorbus aria (whitebeam)
Betula alba Fascination (birch)
Prunus sp (ornamental cherry) eg Prunus Umineko [Japanese cherry snow goose]

Crataegus sp (ornamental hawthorn) eg Crataegus x lavellei [Lavallees hawthorn]

Mixed native hedges – site frontage hedge to be hawthorn dominant to match existing Hawthorn [Crataegus monogyna] 50%

Hazel [Corylus avellana] 18%

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Privet [Ligustrum vulgare] 10%

Dogwood [Cornus sanguineum] 10%

Holly [Ilex aquifolium] 10%

Old mans beard [Clematis vitalba] 3%

Underseeded with Emorsgate EH1 Hedgerow Mix

New native mixed hedges (apart from the site frontage) will generally be maintained to around 1.5-1.8m, with the aim of providing a food and shelter resource ideally by cutting in February on a three year rotation for face and top. The site frontage hedge will be cut annually.

Mixed ornamental hedges

Viburnum tinus Eve Price

Choisya dewitteneana White Dazzler

Escallonia Apple Blossom

Ceanothus Italian Skies

Fronted by low ornamental ground cover where required:

Skimmia Japonica Rubella

Prunus Otto Luyken

Euonymus fortunei Silve

Tree Survey

Trees

2.1 The survey area is as indicated on the accompanying tree constraints plan, which is based upon a topographical survey plan provided by the Client.

2.2 The site consists of Cath's Farm Shop and surrounding yard enclosed by hedging on three sides with new residential development to the south-west. The shop is accessed from the B4254 (Gelligaer Road) on the northern corner of the yard.

2.3 The trees are all located off site within the adjacent highway verge or surrounding properties.

2.4 Two mature hedgerow oaks (4 & 6) are considered to be of moderate/high quality and have been valued as retention category 'B' trees.

2.5 There is a single avenue of limes planted within the highway verge (approximately 15 years old) which have been valued as retention category 'C' trees, due to their current size however they have the potential to grow into large important street trees.

2.6 The hedgerows are considered to be of generally low arboricultural value and have been graded as retention category 'C' hedges, however they do provide useful screening and wildlife habitat.

3 Arboricultural Impact Assessment:

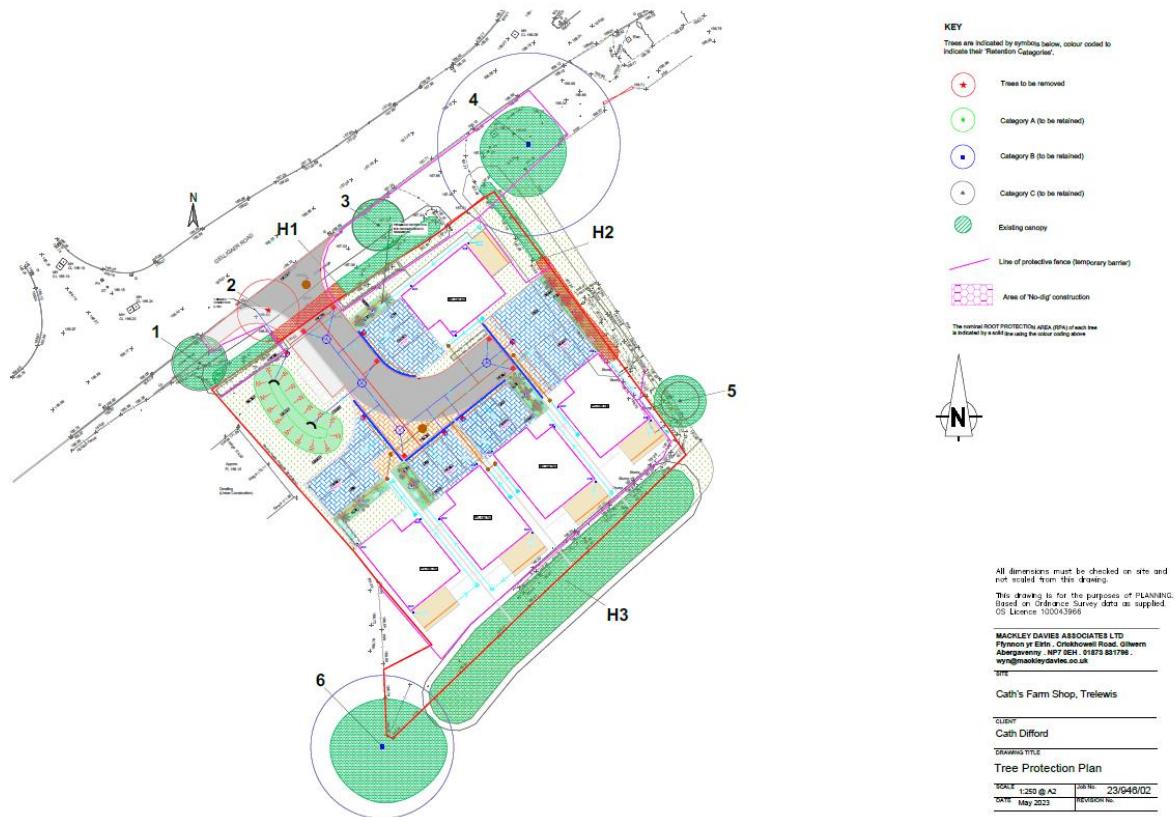
3.1 The proposed development is for the construction of detached residential dwellings with associated car parking, services and drainage infrastructure.

3.2 Boundary hedgerows H1 & H2 will require small sections to be removed to accommodate the new access road and proposed raingarden. This will result in the removal of 9.6 lin.m of H1 and 14.5 lin.m of H2 both of which are category 'C' hedgerows of low value.

3.3 The proposed access road will also require removal of a category 'C' lime (2) located within the highway verge.

3.4 Trees to be retained will need to be protected by the provision of suitable temporary barriers as outlined in the tree protection plan and Appendix 2A (type 2), together with appropriate ground protection measures where required.

3.5 Service runs and drainage infrastructure are to be located where possible to avoid the root protection areas (RPA's) of the retained tree and any proposed earthworks for the development should not extend into the construction exclusion zones defined by the root protection area of the retained trees.



5.0 Access, Parking and Circulation

5.1 Lime Transport has been commissioned to produce a Transport Note (TN) in support of the application to redevelop the site for five new detached houses. The

purpose of the Technical Note is to set out the connectivity of the site in terms of accessibility by walking, cycling and public transport to local facilities and amenities. The TN identifies suitable access and parking arrangements to serve the proposed development and highlights any mitigation measures that may be required to support the development.

5.2 Significant extracts of the TN are reproduced below;

'Walking'

2.2.1 The site is situated within a residential area, approximately 1.3km north of Nelson town centre. The majority of the roads within the vicinity of the site have footways on one or both sides of the carriageway which provide access to local facilities and amenities.

2.2.3 Local amenities and facilities within walking distance of the site include:

- *Joe's Fish & Chips Shop (115m to the west);*
- *West View Stores Supermarket (200m to the west);*
- *Trelewis Community Centre (450m to the north);*
- *Nelson Rugby Football Club (1.1km to the south);*
- *Trelewis Post Office (1.2km to the north);*
- *Trelewis Primary School (1.3km to the north);*
- *Taf Bargoed Community Park (1.6km to the north); and,*
- *Treharris Primary Care Centre Doctor (1.7km).*

Cycling

2.2.5 The nearest cycle route to the development site is National Cycle Network (NCN) route 47, which can be accessed 450m south-west of the site (approximately a 3-minute cycle journey) via Gelligaer Road by an off-road cycle route located to the south of Warren Terrace. NCN Route 47 is a mainly inland route starting at Newport and finishing at Fishguard passing through Neath and Carmarthen. More locally, this route provides connections to the B4255 and Treharris (to the north), as well as Nelson and Ystrad Mynach (to the south).

Bus services

2.3.1 The nearest bus stop to the site is located along Gelligaer Road, approximately 85m south-west of the site. This stop provides services and good connectivity to Pontypridd and Nelson, improving the sustainability of the site. The location of the bus stops, with the routes that call at these stops, and the frequency of services that call at these stops is detailed in Table 2.2 of the TN.

Rail services

2.3.2 The closest railway station to the development site is Quakers Yard, located in Treharris approximately 3.5km west of the site (approximately a 15-minute cycle journey).

2.3.5 Pengam railway station is approximately 4.7km east of the site, approximately 20-minute cycle journey or 15-minute bus journey via the x38 bus to Bargoed from Tydvil Close bus stop. This station is operated by Transport for Wales and provides frequent services to Penarth (every 15 minutes), Rhymney (every 50 minutes) and Bargoed (every 20 minutes).

3.2 Access

3.2.1 It is proposed to relocate the existing vehicle access to the site approximately 20m to the south-west along Gelligaer Road to maximise the developable area on-site. The new access has been designed as a simple priority junction with a 5m wide carriageway and 6m radii, which is more than sufficient to accommodate the anticipated number of vehicle trips associated with the proposed development.

3.2.2 Pedestrian access to the site will also be gained via the relocated vehicle access, with the provision of a 2.0m wide footway along the western side of the carriageway, that will tie into the existing footway along the southern side of Gelligaer Road.

3.3 Parking

3.3.1 On-site car parking provision will be provided in accordance with Merthyr Tydfil County Borough Council's adopted parking standards (set out in County Surveyors' Society (CSS) Wales – Wales Parking Standards 2008). The document introduces 'maximum' parking standards which aim to manage traffic and reduce car dependency whilst ensuring that a development is accompanied by sufficient on-site parking.

3.3.2 The site is located within Zone 2-6 resulting in a parking requirement of one space per bedroom (maximum requirement of three spaces) together with visitor parking of one space per five dwellings. It is therefore proposed to provide a total of 15 on-site car parking spaces for the five new residential dwellings (three spaces per dwelling).

3.3.3 It should be noted that existing car ownership within the LSOA (in which the site is located) is 1.39 vehicles per household and it is therefore anticipated that the proposed parking provision is more than sufficient to accommodate the likely demand. It is also anticipated that, based on the level of car parking proposed, there is sufficient capacity to accommodate an element of visitor parking on plot, rather than within a dedicated visitor parking space.

3.3.4 In accordance with the adopted cycle parking standards, it is anticipated that cycle parking will be accommodated within the curtilage of each dwelling.

3.4 Deliveries, servicing, refuse and emergency

Deliveries and servicing

3.4.1 It is likely that the majority of delivery and servicing trips to the site will be accommodated on-site, although some of the larger vehicles will have to stop along Gelligaer Road, in much the same way as existing dwellings along Gelligaer Road. There is ample opportunity for delivery and servicing vehicles to park in proximity of the development with long stretches of unrestricted parking to the north of the site.

3.4.2 It is anticipated that the development will generate less than one delivery and servicing trip per day, with up to three (delivery and service) vehicle trips throughout the week (6-days/week).

Refuse

3.4.3 It is anticipated that all refuse generated by the development will be collected by the local authority as part of the existing refuse collection in the area, and it is likely that residential refuse will be collected once a week.

3.4.4 Residential refuse will be stored separately in conveniently located bin stores in close proximity to the main carriageway and it is anticipated that refuse vehicles will stop along Gelligaer Road to the north of the site briefly during collection (as existing dwellings along Gelligaer Road).

Existing Vehicle Flows

4.2.5 It can be seen from the table above that it is estimated that the existing use could generate up to 104 vehicle movements (two-way) throughout the day (7am-6pm), with 11 vehicle movements (two-way) in the AM peak period and two movements (two-way) in the PM peak period.

Proposed Vehicle Flows

4.3.4 It can be seen from the table above that the proposed development of five residential dwellings could generate up to five vehicle movements (two-way) in the AM peak and six vehicle movements (two-way) in the PM peak, and a total of 28 vehicle movements (two-way) throughout the day.

Summary and conclusions

5.1 Summary

5.1.1 Lime Transport has been commissioned by Cath Difford to produce a Technical Note in support of a planning application for the development of five residential dwellings on land off Gelligaer Road, Trelewis.

5.1.2 The purpose of this Note has been to review existing conditions within the vicinity of the site, outline the development proposals and how they will be integrated into the existing transport infrastructure, and identify the likely transport characteristics of the proposed development.

Connectivity

5.1.3 The site is situated within a residential area, approximately 1.3km north of Nelson town centre. The majority of the roads within the site have footways on one or both sides of the carriageway which provide access to local facilities and amenities.

5.1.4 The facilities within walking distance of the site include a convenience store, takeaway, community centre and Post Office. The site is within easy walking distance of bus stops providing frequent services to Nelson and Pontypridd. The closest railway station to the development site is Quakers Yard, located in Treharris approximately 3.5km west of the site (approximately a 15-minute cycle journey).

5.1.5 Personal injury collision data has been collected for the area surrounding the site and it is considered that the development is likely to generate a low level of vehicle trips and highway safety will be unaffected by the proposals.

Development proposals

5.1.6 As part of the redevelopment of the site, it is proposed to construct five no. 3-bed residential dwellings as well as a new vehicular access from Gelligaer Road, on-site car parking and associated infrastructure.

5.1.7 The on-site car parking provision will be provided in accordance with the adopted parking standards (set out in County Surveyors' Society (CSS) Wales – Wales Parking Standards 2008), equating to a total provision of 15 spaces, with three allocated to each dwelling.

Travel characteristics and likely impact

5.1.8 It is anticipated that the proposed development of five residential dwellings could generate five vehicle movements (two-way) in the AM peak and six vehicle movements (two-way) in the PM peak, and a total of up to 28 vehicle movements (two-way) throughout the day.

5.1.9 Based on a comparison of similar uses from the TRICS trip generation database, it is estimated that the existing use generates 104 daily vehicle movements (two-way). This is a significant decrease compared to the number of vehicle trips generated by the existing use on-site and it is considered that the proposals will have a net positive impact on traffic on the surrounding highway network.

5.2 Conclusions

5.2.1 In summary, it is considered that the impact of the proposed development on the free-flow and safety of the immediate highway network will be negligible, and that the development can be accommodated within the existing highway and public transport networks, both in highway safety and capacity terms.

6.0 Ecology

6.1 We commissioned Beth Evans of BE Ecology to undertake a Preliminary Ecological Appraisal and provide indicative recommendations to support ecology on this outline application. Beth Evans provided ecological advice on the next-door site and so this assisted in ensuring continuity of ecological advice in the local area.

6.2 The non technical summary and conclusions are provided below.

NON-TECHNICAL SUMMARY

An ecological assessment was undertaken of land at Cath's Farm Shop Trelewis in support of a planning application to demolish the building and replace it with housing.

The work involved a phase 1 habitat survey to categorise the habitats present, an assessment of the site's ability to provide suitable habitats for protected species and recommendations for further survey and actions if considered necessary.

The habitats on and adjacent to the site comprise of improved grassland, hedgerow, scrub, scattered trees, a building and hard standing.

None of the trees to be removed have potential roosting features. The trees present on the site to be removed (scrub) are young, thin stemmed and not suitable for roosting bats. It is probable that bats will forage over the site. Surveys undertaken did not reveal any bat roosts to be present.

There isn't enough scrub onsite to support dormice in the long term, the bramble appears to have been cut back. There are no records within 2km, food sources are not abundant at the site. As such, providing that this habitat is cleared in accordance with a method statement and ecological

supervision, there will be no requirement for further survey effort. If at any point dormice or evidence of dormice are found, all works will cease and a licence from Natural Resources Wales must be applied for prior to works recommencing.

There were no waterbodies on or immediately adjacent to the site which could be suitable for use by breeding great crested newts (or other amphibians). There are records greater than 1500m away from the site, however, these are isolated by roads, houses and other infrastructure.

No evidence of badger activity was recorded within or immediately adjacent to the site boundary. It is possible that badgers will use the site for foraging, however, no evidence of badger was found throughout. It is unlikely that badgers will use the site for sett building to the high levels of disturbance present at the site.

It should be assumed that all areas of scrub, hedgerow and trees will be utilised by nesting birds during the breeding season. There is no habitat suitable for ground nesting species.

The site provides reptiles with limited habitat for some foraging, basking, sheltering and hibernation purposes. It is likely that reptiles will be present, however, due to a number of factors justified within this report, the number of reptiles present if any are likely to be low if any.

All site clearance works should be undertaken in accordance with a method statement and ecological supervision to ensure that species are not harmed at any stage of the project.

Mitigation will be required and is outlined within the various habitat and species sections contained herein.

6 CONCLUSION AND RECOMMENDATIONS

Overall, the site is of a low to moderate ecological value at a local level due to the habitats present, and the species that may reside on the site.

Breeding birds should be assumed to be present on the site. Mitigation for these groups is therefore required. All site clearance should be undertaken under ecological supervision.

A viable Ecological Mitigation Strategy (MS) will be included at reserved matters stage for nesting birds, reptiles and invertebrates.

A method statement for the dismantling of the building will be required in order to safeguard the presence of roosting bats.

13cm x13cm gaps will be created at the bases of fences at the site boundaries to allow passage of hedgehogs across the site. Cautious working will be undertaken when clearing the site to prevent killing or injury to this species.

It is recommended that the mitigation measures, outlined in the various sections above are incorporated as far as is possible into the design process for this development. and construction methodologies.

A wildflower meadow will be planted within the garden of the properties to benefit invertebrates. The wildflower areas will be seeded with Emorsgate EM3

<https://wildseed.co.uk/mixtures/view/4/special-general-purpose-meadow-mixture>

Any proposed lawned areas will be seeded with EL1 – Flowering Lawn Mixture, this contains slow growing grasses with a selection of wild flowers that respond well to regular short mowing

(<https://wildseed.co.uk/mixtures/view/56>).

Native planting will need to be included as part of the final design.

The following sparrow terrace or similar will be integrated into the new properties

<https://www.nhbs.com/vivara-pro-woodstone-house-sparrow-nest-box>

The following bat block https://www.nhbs.com/bat-block?bkfno=246596&ca_id=1495&adlocale=uk&gclid=CjwKCAiAnO2MBhApEiwA8q0HYTrIltmUdfXS

mZQgvmupqeYj1cFwdN5KLrnJOB2F_rfrsEINTpQV1BoCx1EQAvD_BwE or similar will be integrated in to the new properties

There will be no lighting of retained habitats , dark corridors will need to be implemented throughout the development to allow light intolerant species to continue using the site should they wish Any new lighting (internal or external will conform to the following guidelines:

<https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/> . There will also be dark routes for access to the integrated bat boxes. A plan showing the areas to be kept dark will be included.

This report will need to be updated once the final development layout has been agreed. It is considered that due to the application being outline only, details of planting, specification and management of retained and newly created habitats can be covered by a LEMP at reserved matters stage or as a condition on the planning application. The LEMP will need to include details of the following:

- 1) Details of retained existing habitat
- 2) A non-licensed method statement for bats
- 3) Details of new native planting
- 4) Wildflower areas (Emorsgate EM3)
- 5) Lawned areas (EL-1 Flowering Mixture)
- 6) A 5 year establishment, maintenance and management plan for retained and new habitat
- 7) Details of the above mentioned bat and bird boxes
- 8) Lighting details
- 9) Areas to be kept dark
- 10) A mitigation strategy for nesting birds, bats, reptiles and invertebrates (should any vegetation require removal/pruning)
- 11) Details of gaps in all boundary fences (13cmx13cm) for passage of hedgehogs and other species

7.0 Foul and Surface Water Sewage

7.1 We commissioned Vale Consultancy to provide drainage advice. Vale Consultancy acted as drainage engineers on the next door site that is now nearing completion. This ensures continuity and expertise in drainage decisions on the site. Vale Consultancy advise that each SuDS feature has been sized for the 100-year rainfall event, plus 30% climate change allowance. All foul drainage has been drawn, and a Y-branch connection into the DCWW foul sewer within the road has

been proposed. Details of the proposed drainage strategy are included in the planning application documents.

8.0 Coal Mining Risk Assessment

8.1 Based on advice from Rhondda Geotechnical Services, Richard Davies is confident that it is outside the CA defined "development high risk" area.

9.0 Compliance with National and Local Planning Policy

National

9.1 The development would comply with PPG Wales. The site lies within the settlement boundary and is on previously developed land. The development would be highly accessible and not totally reliant on the private car. The houses and access would not adversely damage any known built environment features and a PEA demonstrates that biodiversity interests are protected and where necessary enhanced.

Local planning policy

9.2 The development meets the criteria set out in the Merthyr Tydfil Replacement Local Development Plan (LDP) 2016-2031 in the following ways.

:

Policy SW1 - Provision of New Homes

This policy recognises that the County Borough requires 2821 houses to be built over the plan period with 572 of these houses being windfall sites. The provision of 5 x three bedroom houses will assist in delivering this target.

Policy SW2 - Provision of Affordable Housing

See SW9

Policy SW3 - Sustainably Distributing New Homes

The development would be considered as a small windfall site in the designated 'other growth area' of Trelewis. The development of 5 houses in this sustainable and well established community and would further the aims of this Policy.

Policy SW4 - Settlement Boundaries

The site lies within the 'other growth area' of Trelewis. The development proposed makes efficient use of previously developed land and supplies dwellings in an existing and accessible urban area.

Policy SW9 - Planning Obligations

This Policy states....

Where appropriate and having regard to development viability, planning obligations will be sought for:

1. On site provision of affordable housing on sites of 10 homes or more at a level of:

- **10% in the Primary Growth Area.**
- **5% in the Other Growth Area.**

2. A financial contribution towards the provision of affordable housing:

- **On sites of between 5 and 9 homes or;**
- **On sites of 10 or more homes, where on-site provision is not appropriate.**

The question of any financial contribution towards the provision of affordable housing can be examined at future planning applications after the principal of development has been agreed on the site. Such discussions will also factor in the case that MTCBC operates a CIL policy in line with Policy SW9 and SPG.

Policy SW11 - Sustainable Design and Placemaking

The development responds well to the local environment and is of scale, mass and orientation that aids the principals of good place making. The parameters set respond well to the new development next door. The design shows that five x 3 bedroom houses can be accommodated on the site without harming the amenity for future occupiers. Detailed matters of design can be agreed at future planning application stages.

The design takes account of green infrastructure and is supported by a PEA, arboricultural tree assessment and landscaping strategy. The important landscape corridors to the south and east are protected and while one lime tree would have to be removed there are opportunities for soft landscaping to the west side of the site entrance.

The development would not cause any environmental harm or damage any heritage features.

Policy SW12 - Improving the Transport Network

The development would support walking and cycling and bus and rail transport as demonstrated in the Lime Transport TN. The site is served by connecting segregated footways and close to public transport facilities. The site can be accessed safely and the layout allows for parking and manoeuvrability.

Policy CW1 - Historic Environment

The development would not damage or interfere with any known above ground or archaeological features and is currently occupied by a farm shop and car parking.

Policy EnW1 - Nature Conservation and Ecosystem Resilience

Policy EnW3 – Regionally Important Geological Sites, Sites of Importance for Nature Conservation, Local Nature Reserves and Priority Habitats and Species.

The supporting PEA illustrates that the development would not adversely impact on biodiversity and opportunities will be taken to provide biodiversity enhancement throughout the site. In particular the southern and eastern boundaries are retained and can be enhanced as wildlife corridors building on the development of 4 houses to the west.

Policy EnW4 - Environmental Protection

There is no known contamination and the development would not give rise to concerns of noise, air or water pollution. The site does not lie in a Coal Mining Risk Assessment Area. The development is supported by a Drainage Strategy that at this outline stage demonstrates that foul and surface water can be adequately managed to safeguard local amenity.