



**DAS**

**DESIGN & ACCESS STATEMENT**

**FORMER TREHARRIS RUGBY CLUB, PERROTT STREET, TREHARRIS, CF46 5ET**

**PROPOSED RESIDENTIAL FLATS DEVELOPMENT**

**MARCH 2023**

**OUR REF: 22/905**

69 Walter Road, Swansea. SA1 4QA  
Tel: 01792 648380 - email: [sgwplanning@aol.com](mailto:sgwplanning@aol.com)

## **1.0 INTRODUCTION**

### **a) Aims and objectives**

The aims of the applicants for the purposes of this application are to put into viable use, an existing but unused former Rugby Club clubhouse/function suite building within the main town area of Treharris, that has been vacant for some 20 years. The application will consist of a Full change of use application for a flats development of some 15 residential units with associated access and infrastructure.

The proposals will provide a viable long-term use for the site and maximise the land available together with safe and accessible access to the adjoining highway and footway network.

### **b) Background**

The site is located on the eastern side of Perrott Street and to the south of the B4254 (Cardiff Road), a local distributor road serving Treharris from the east and west.

The site currently houses a former rugby club clubhouse and function suite, bar and club, which is an established two/three-storey building with its own highway access directly off Perrott Street. It is understood that the Treharris Rugby Club ceased using the clubhouse many years ago and the property left vacant with no viable use or user found within the preceding years.

The site is located in a predominately residential area with the local street network to the north and west being characterised by rows of established terrace properties.

There is a section of commercial properties along Perrott Street and onto Bargoed Street and Fox Street to the north of the site with a range of shops and retail outlets forming the core area of Treharris.

The site currently has a vehicular and pedestrian access from Perrott Street and a pedestrian access via the service lane to the east, which serves as an access road to the public car park located to the south of the site, having some 45 vehicle spaces.

The application site is located within the defined settlement limits of Treharris as defined within the Adopted LDP.

### **c) The proposals**

As indicated above, this application will be a Full change of use application for a flats development of some 15 residential units with associated access and infrastructure to put into viable use, an existing but unused former Rugby Club clubhouse/function suite building within the main town area of Treharris, that has been vacant for some years.

The proposals will provide a viable long-term use for the site and maximise the land available together with safe and accessible access to the adjoining highway and footway network.

The development proposals comprise: 15 x 1 bed apartments with associated internal access areas, storage, external garden, bin store and bicycle storage areas. All residential units will be private apartments with an element of affordable tenure apartments due to their size and associated value.

Access to the proposed development will be via the existing site access directly off Perrott Street and via the existing service lane to the east of the site with direct access to an adjoining public car park area.

The proposed development is easily and readily accessible to pedestrian and cyclist movements via the adjoining highway network with provision for pedestrian/cycle links to existing footways. The proposals allow for covered bicycle stands for some 6 bicycles but this can be increased as required.

#### **d) Purpose of the report**

The report has been produced to set out the design principles adopted in the scheme on behalf of the applicants. It is designed as an aid to the Local Authority and to explain the design thinking behind the application. Together with the accompanying drawings and details, it includes a written description of the proposals with photographs to illustrate the points being made.

The statement in particular looks at the proposed uses and their extent, the layout and how this has included public realm and permeability issues, the scale and mass of the proposed buildings and their appearance, with reference to materials used and how this fits into the environment.

#### **e) Structure of the report**

The report is structured into the following sections:

##### **A. Site analysis**

- Access points
- Boundaries
- Site features
- Topography
- Constraints and opportunities

**B. Context analysis**

- Character appraisal
- Local facilities
- Physical, social and economic issues
- Community/neighbour engagement

**C. Policy context**

- Relevant Unitary Development Plan policies and area designations
- Relevant sections of Supplementary Planning Guidance

**D. Movement**

- How does the proposal promote sustainable means of travel

**E. Access**

- How does the proposal ensure ease of access for all

**F. Character: amount of development**

- Sustain or enhancing local character
- Promote quality, choice and variety

**G. Character: layout**

- Promote legible development where it is easy to find your way around
- Promote a successful relationship between public & private space

**H. Character: scale****I. Character: appearance**

- Promote innovative design

**J. Character: landscaping****K. Community Safety**

- Ensure attractive, safe public spaces
- Achieve security through natural surveillance

**L. Environmental Sustainability**

- Achieve efficient use and protection of natural resources
- Enhance biodiversity
- Design for change

**M. Appendices**

- Supporting documents or photographs

**f) Limitations**

This statement is produced to provide a written description and justification for the accompanying planning application only and is not intended for any other purpose. It should be read in conjunction with the plans and information supplied in the context of the planning application and not read in isolation.

## **A. Site analysis**

### **a) Site and ownership**

The site is located on the eastern side of Perrott Street, a one way street and to the south of the B4254 (Cardiff Road), a local distributor road serving Treharris from the east and west.

The site currently houses a former rugby club clubhouse and function suite, bar and club, which is an established two/three-storey building with its own highway access directly off Perrott Street. It is understood that the Treharris Rugby Club ceased using the clubhouse in approximately 2002/2003 and the property has been left vacant with no viable use or user found within the intervening years.

The site is located in a predominately residential area with the local street network to the north and west being characterised by rows of established terrace properties.

The site currently has a vehicular and pedestrian access from Perrott Street and a pedestrian access via the service lane to the east, which serves as an access road to the public car park located to the south of the site, having some 45 vehicle spaces.



The application site is located within the defined settlement limits of Treharris as defined within the Adopted LDP and in the 'Lower Valleys' CIL Area for Residential (C3).

The site is located on an existing gradient against the slope down from Perrott Street down to the east.

The application site is generally clear of any vegetation with the front area once forming a limited and restricted the car park to the club.

The application site has very limited long-range public views given its location within an established residential street frontage and minimal changes to the exterior of the building are proposed. The main view of the site will be from the east albeit this is mitigated by the existing and established built form surrounding the site and lower dense treed area around the Taff Bargoed to the east.

Treharris is situated some 4 miles north of Pontypridd and some 8 miles from Merthyr Tydfil.

#### b) Surrounding land uses

The site is located in a predominately residential area with the local street network to the north and west being characterised by rows of established terrace properties.

There is a section of commercial properties along Perrott Street and onto Bargoed Street and Fox Street to the north of the site with a range of shops and retail outlets forming the core area of Treharris.

To the immediate north and west of the site are the established residential streets, Treharris Library and local public transport bus hub on Bargoed Terrace.

The site is therefore well served and well connected to local employment sites, convenience stores, retail outlets, community and leisure facilities, and, local public transport connections.

### **B. Context analysis**

#### a) Existing buildings and landscape

The site currently houses a former rugby club clubhouse and function suite, bar and club, which is an established two/three-storey building with its own highway access directly off Perrott Street. The existing property consists of three bars/function rooms with stage, kitchen, toilets and first floor managers flat.

It is understood that the Treharris Rugby Club ceased using the clubhouse in 2002/2003 and the property left vacant with no viable use or user found within the preceding years.

There could have been some instances of break-ins and vandalism and this remains a constant threat to the building the longer it is left vacant without a viable use going forward. On this aspect, it would appear that the building has few viable options going forward due to its age, vacancy period leading to degradation of the building and seeming wealth of other similar empty or underused buildings locally.

In relation to the site context, as has been indicated above, to the immediate north of the site are the established residential streets and the core of Treharris.

It is understood following discussions with the current Treharris Rugby Club's Secretary that the club ceased using the building in around 2003 with the last clubhouse presentation taking place at the end of that season.

Until that point, it is understood that the club had around 5 or so mini and junior teams playing on a Sunday and with a senior team playing on Saturdays. The club house was then used post match for refreshments, lunches, presentations and the like on match days and at evenings and weekends.

In addition to this, training nights would take place most weekday evenings for all age groups and as such, the clubhouse would again have been used for refreshments and snacks post training.

On this basis, there would have been a significant number of players registered to play for the club on matchdays and on training nights with associated family and friends supporting the players, particularly at junior and mini levels. This would provide a significant number of potential patrons for the clubhouse throughout the week and at weekends.

It is also understood that the clubhouse was used as a general purpose venue for line dancing and dancing classes, by all teams from the rugby club and other local teams for their presentation evenings at the end of the season. The bars were also used ad-hoc by patrons and members of the club throughout the week and at weekends as a social venue as well as a rugby club.

An approximation of the capacity of the various function suites of the clubhouse has been made via Fire and Rescue Service 'Venue Capacity Calculator', used for fire certification for various commercial venues.

For the main bar area/function suite on the ground floor (excluding the stage area) at some 174 square metres of floor area, using the Fire Services capacity calculator, this calculates to a capacity of some 580 people.

For the other ground floor bar area/function suite at some 34 square metres of floor area, using the Fire Services capacity calculator, this calculates to a capacity of some 110 people.

For the first floor bar area/function suite at some 56 square metres of floor area, using the Fire Services capacity calculator, this calculates to a capacity of some 186 people.

On the basis of the available bar area/function suite floor areas alone, the property could have hosted nearly 880 people at any one time if all function suites were used to capacity.

The attached photographs at Appendix A, show the site from both an aerial and ground level perspective.

#### b) Views and zones of visual influence

The site is located and built against the natural sloping valley side topography of this part of Treharris from Perrott Street to the west down to the easternmost part of the site and on down to the Taff Bargoed.

There is a three-storey difference between the westernmost part of the building with an external path level of some 152.44 aod down to a level of some 145.22 aod, a difference of some 7.22 metres.

The main view of the site will be from the east albeit this is mitigated by the existing and established built form surrounding the site and lower dense treed area around the Taff Bargoed to the east.

It is not intended to significantly change or extend the existing building and as such, there will be little change in visual influence in the locality over and above the existing, pre-development position.

The existing terraced streets provide natural screening and a visual 'buffer' between the site and surrounding established properties to the extent that there will be little visual change following completion of the proposals.

Any short-range views are seen against the context of the existing residential street pattern with any long-range views similarly seen against and mitigated by the existing and established pattern of local development.

#### c) Local Facilities

As has been indicated above, the area is well served by the close-by small-scale retail and commercial outlets with convenience stores, post office, hairdressers, take-aways, library, public houses and churches.

These facilities provide opportunities for shopping, leisure and employment, all within a short walk of the application site.

The site is well served by public transport with existing bus stop facilities located some 50 metres to the south on Perrott Street (Post Office bus stop) and at the Treharris bus stop hub some 140 metres to the north west on Bargoed Terrace, affording bus routes in all directions from Treharris.

The site is well served by public footpaths, public roads and public transport to all local areas with 'Quakers Yard' (Edwardsville) railway station being located some 1.4km to the west.

Treharris Park is located to the north-west of the application site with playing fields, public open space and countryside walks.

## **C. Policy context**

This section sets out the relevant Policy approach to the proposals and addresses the contextual Policies that formulate the approach to development in this locality. Material considerations will include current circumstances, current UDP or LDP policies, policies in an emerging Development Plan, and planning policies of the Welsh Government and the UK Government where applicable. All applications should be considered in relation to up-to date policies.

### **a) National Planning Policy**

#### **□ Planning Policy Wales' (PPW)**

Government guidance is to be found in 'Planning Policy Wales' (PPW), first issued in March 2002 and currently at Edition 11, (February 2021) and 'Future Wales: The National Plan 2040', together with the accompanying Technical Advice Notes (TAN's).

Paragraph 3.1.2 of PPW requires that regard is to be had to the Development Plan and the determination shall be made in accordance with the Plan, unless material considerations indicate otherwise.

Similarly, Section 38 of the Planning and Compulsory Purchase Act 2004, requires that, in determining a planning application, the determination must be in accordance with the Development Plan unless material considerations indicated otherwise.

Sustainable development is the key theme running through PPW and Chapter 4 details the main principles and objectives for delivering sustainable development, with paragraph 4.1 of PPW promoting sustainable development through good design and sets out objectives of good design as being related to Access, Character, Community Safety, Environmental Sustainability and Movement.



Similarly, paragraph 4.2.2 states that:

*"The planning system provides for a presumption In favour of sustainable development to ensure that social, economic and environmental issues are balanced and Integrated, at the same time, by the decision-taker when:*

- Preparing a Development Plan; and*
- In taking decisions on individual planning applications. "*

In this regard, Paragraph 4.1 of PPW defines sustainable development as:

*'Enhancing the economic, social and environmental well-being of people and communities, achieving a better quality of life for our own generation in ways which:*

- Promote social justice and equality of opportunity, and,*
- enhance the natural and cultural environment and respect its limits – using only our fair share of the earths resources and sustaining our cultural legacy.*

*Sustainable development is the process by which we reach the goal of sustainability.'*

Paragraph 4.4.3 sets out a number of Key Policy Objectives, stating that planning policies and proposals should, inter alia:

Promote resource-efficient and climate change resilient settlement patterns; Locate development so as to minimise the demand for travel; Support the need to tackle the causes of climate change; Play an appropriate role to facilitate sustainable building standards; Contribute to the protection and improvement of the environment; Ensure that all local communities have sufficient good quality housing, including affordable housing, for their needs; Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space; Foster improvements to transport facilities and services; Foster social inclusion; and Promote quality, lasting, environmentally-sound and flexible employment opportunities.

Paragraph 4.6.1 recognises the strengths of urban communities, stating that the priorities for urban areas are to, amongst others, *"foster sustainable change, in particular making it possible to live with less noise, congestion and traffic pollution, and improving the quality of life",*

Para. 4.9.1 of PPW is supportive of these proposals as it states that:

*'Previously developed (or Brownfield) land should, wherever possible, be used in preference to Greenfield sites', this includes sites; 'in and around existing settlements where there is vacant or underused land or commercial properties...'*

Previously developed land (Brownfield) is defined in PPW as: *'land... which is or was occupied by a permanent structure... and associated fixed surface infrastructure. The curtilage of the development is included.'*

Further, paragraph 4.11.1 seeks to promote good design, stating that design goes beyond aesthetics and includes the social, environmental and economic aspects of development and its relationship to its surroundings, while Section 4.12 seeks to ensure that the causes of climate change are tackled through the provision of sustainable buildings and Practice Guidance – Planning For Sustainable Buildings.

Chapter 5 of PPW details the principle objectives for the conservation and improvement of the natural heritage, which are to: Promote the conservation of landscape and biodiversity, in particular, the conservation of native wildlife and habitats; Ensure that action in Wales contributes to meeting international responsibilities and obligations for the natural environment; Ensure that statutorily designated sites are properly protected and managed; Safeguard protected species; and Promote the functions and benefits of soils, and in particular their function as a carbon store.

Paragraph 5.1.4 continues this theme by stating that:

*"It Is Important that biodiversity and landscape considerations are taken into account at an early stage In both Development Plan preparation and development management. The consequences of climate change on the natural heritage and measures to conserve the landscape and biodiversity should be a central part of this."*

Chapter 6 of PPW seeks to conserve the historical environment, with paragraph 6.1.2 stating that;

*"Local Planning Authorities have an important role in securing the conservation of the historic environment while ensuring that it accommodates and remains responsive to present day needs."*

The Welsh Government's objectives for conserving the historical environment are to, amongst others:

Preserve or enhance the historic environment, recognising its contribution to economic vitality and culture; Protect archaeological remains; Ensure that the character of historic buildings is safeguarded from alterations, extensions or demolition that would compromise a building's special architectural and historic Interest; and Ensure that Conservation Areas are protected or enhanced.

Chapter 8 of PPW addresses transport and, as with the majority of transport planning policy over recent years, seeks to tackle climate change by promoting sustainable modes of transport and seeking to minimise the need to travel, especially by private car. The policy guidance also proposes locating development where there is good access by public transport, walking and cycling and by locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys.

Chapter 8.1.3 of PPW indicates that: *'The Welsh Government supports a transport hierarchy in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and then finally by private motor vehicles. Careful consideration needs to be given to the allocation of new sites which are likely to generate significant levels of movement in Local Development Plans to ensure that access provisions which promote walking and cycling, as well as by public*

*transport are included from the outset. Similarly, the Welsh Government expects that Design and Access Statements give consideration to accessing developments by modes other than private motor vehicles.'*

Chapter 8.1.4 states:

Land use planning can help to achieve the Welsh Government's objectives for transport through:

- reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- improving accessibility by walking, cycling and public transport;
- ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- promoting walking and cycling;
- supporting the provision of high quality public transport;
- supporting traffic management measures;
- promoting sustainable transport options for freight and commerce;
- supporting sustainable travel options in rural areas;
- supporting necessary infrastructure improvements; and
- ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

Chapter 9 of PPW backs up the reuse of the site and indicates that: *'Local planning authorities should address the scope and potential for rehabilitation, conversion, clearance and redevelopment when considering suitable sites for housing development. Maximising the use of suitable previously developed land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites. In particular, local authorities should consider the contribution to the overall provision of land for housing that can be made by reclaimable or reclaimed urban land and by disused or underused buildings. Sites which are no longer likely to be needed for office or industrial purposes may also be appropriate locations for housing.'*

Sections of Planning Policy Wales have been updated into Ministerial Interim Planning Policy Statements (MIPPS), including issues on Sustainability, Housing and Planning for Good Design.

The following summarised points are of particular relevance to the issue of infill development:

- Sensitive infilling of small gaps within small groups of houses, or minor extensions to groups, may be acceptable, though much will depend upon the character of the surroundings and the number of such groups in the area (MIPPS – Housing 01/2006 - para 9.3.2).
- Insensitive infilling that could damage an area's character or amenity should be avoided (MIPPS – Housing 01/2006 para 9.3.3).

- Increases in density are noted to help to conserve land resources, and good design can overcome adverse effects, but where high densities are proposed the amenity of the scheme and surrounding property should be carefully considered (MIPPS – Housing 01/2006 - para. 9.3.4).
- Sensitive design and good landscaping are particularly important if new buildings are to be fitted successfully into small vacant sites in established residential areas. ‘Tandem’ development, sharing the same access, may cause difficulties of access to the house at the back and disturbance and lack of privacy to the house in front and should be avoided (MIPPS – Housing 01/2006 - para 9.2.13).

#### ❑ **Future Wales: The National Plan 2040**

The National development plan is Future Wales: The National Plan 2040. The following policies were relevant to the consideration of the application: Policies 1, 2 and 9.

**‘Policy 1 – Where Wales will grow’** of The National Plan 2040 indicates that:

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

- *Cardiff, Newport and the Valleys*
- *Swansea Bay and Llanelli*
- *Wrexham and Deeside*

*The National Growth Areas are complemented by Regional Growth Areas which will grow, develop and offer a variety of public and commercial services at regional scale. There are Regional Growth Areas in three regions:*

- *The South West*
- *Mid Wales*
- *The North*

*Development and growth in towns and villages in rural areas should be of appropriate scale and support local aspirations and need.’*

**‘Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking’** of The National Plan 2040 indicates that:

*‘The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure.*

*Urban growth and regeneration should be based on the following strategic placemaking principles:*

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- *increasing population density, with development built at urban densities that can support public transport and local facilities;*
- *establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot based approach to development, which provides opportunities for the development of small plots, including for custom and self builders; and*
- *integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.*

*Planning authorities should use development plans to establish a vision for each town and city. This should be supported by a spatial framework that guides growth and regeneration, and establishes a structure within which towns and cities can grow, evolve, diversify and flourish over time.'*

**'Policy 9 – Resilient Ecological Networks and Green Infrastructure'** of The National Plan 2040 indicates that:

*'To ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the Welsh Government will work with key partners to:*

- *identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and,*
- *identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well being.*

*Planning authorities should include these areas and/or opportunities in their development plan strategies and policies in order to promote and safeguard the functions and opportunities they provide. In all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature based approaches to site planning and the design of the built environment.'*

#### ❑ **Technical Advice Notes (TAN's)**

Technical Advice Notes (TAN's) should be taken into account by Local Planning Authorities and should be read along with PPW. They provide more detailed planning policy guidance on technical disciplines that are broadly covered within PPW.

Technical Advice Note - *TAN 5: Nature Conservation and Planning (2009)*; sets out how the planning system should contribute to protecting and enhancing biodiversity and geological conservation.

Technical Advice Note - *TAN 6: Planning for Sustainable Rural Communities (2010)*; sets out guidance on how the planning system can support sustainable rural communities and provides advice on: sustainable rural communities, sustainable rural economies, rural affordable housing, rural enterprise dwellings, one planet developments, sustainable rural services and sustainable agriculture.

Technical Advice Note - *TAN 12: Design (2014)*; provides more detail on the design aspects set out in PPW as well as providing detail on five key aspects of good design that should be integrated into proposed developments. TAN 12 now also incorporates key aspects of TAN 22. The key aspects of TAN 12 are:

- Access Objective: Ensuring ease of access for all.
- Character Objectives: Sustaining or enhancing local character; Promoting legible development; Promoting a successful relationship between public and private space; Promoting quality, choice and variety; and Promoting innovative design.
- Community Safety Objectives: Ensuring attractive, safe public space; and Security through natural surveillance.
- Environmental Sustainability Objectives: Achieving efficient use and protection of natural resources; Enhancing biodiversity; and Designing for change.
- Movement Objective: Promoting sustainable means of travel.

Technical Advice Note - *TAN 18: Transport (2007)*; continues the theme established in PPW of minimising the need to travel, especially by the private car, and to seek to encourage the increased use of sustainable modes of travel, including public transport, walking and cycling. These initiatives will help to reduce road traffic growth, which is causing increased local air pollution, greenhouse gas emissions contributing to climate change and global warming and, in some areas, congestion, which can affect economic competitiveness.

Technical Advice Note - *TAN 22: Sustainable Buildings (2010)*; recognises that the planning system can play an important role in improving the sustainability of new developments and that it has a role in encouraging and facilitating homes and buildings that meet higher sustainable standards, and continues what PPW advocates in terms of national minimum sustainable building standards.

Manual For Streets 2007, paragraph 8.3.6 indicates that; '*Provision below demand can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations such as jobs, schools and shops without the use of a car. This will normally be in town and city centres where there will be good public transport and places that can be accessed easily on foot and by cycle. For residents who choose not to have a car, living in such an area may be an attractive proposition.*'

## **b) Development Plan Policy**

By way of guidance on reference to the Development Plan, the Development Plan for the area comprises the Merthyr Tydfil Replacement Local Development Plan (2016 – 2031), adopted on 29<sup>th</sup> January 2020 (LDP).

Policies that may be of relevance include:

- **Policy SW1: Provision of New Homes**

2,250 additional homes are required to sustainably grow our population. To ensure these are delivered, provision is made for 2,821 additional homes.

- **Policy SW2: Provision of Affordable Housing**

During the plan period, development proposals will be expected to deliver up to 253 affordable dwellings across the County Borough in order to contribute to the identified level of housing need.

- **Policy SW3: Sustainably Distributing New Homes**

New homes will be concentrated within the main settlement of Merthyr Tydfil. The following sites are allocated for residential development within 'Primary Growth Area':

New homes will also be directed to our other settlements of Troedyrhiw, Merthyr Vale and Aberfan, Bedlinog, and Edwardsville, Quakers Yard, Trelewis and Treharris.

- **Policy SW4: Settlement Boundaries**

To encourage development within urban areas, support the re-use of previously developed land, and to protect and support the functioning of our rural economy and the countryside, settlement boundaries will be defined as follows:

Primary Growth Area:

- Merthyr Tydfil
- Trefechan

Other Growth Areas:

- Troedyrhiw
- Aberfan and Merthyr Vale
- Quakers Yard, Edwardsville, Treharris and Trelewis
- Bedlinog

- **Policy SW9: Planning Obligations**

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.

- **Policy SW11: Sustainable Design and Placemaking**

Development must contribute to the creation of attractive and sustainable places through high quality, sustainable and inclusive design.

Where appropriate new development will be required to:

1. be appropriate to its local context in terms of scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;
2. integrate effectively with adjacent spaces, the public realm and historic environment to enhance the general street scene and create good quality townscape;
3. not result in an unacceptable impact on local amenity, loss of light or privacy, or visual impact, and incorporate a good standard of landscape design;
4. contribute to the provision of green infrastructure, including open space in accordance with the Council's standards, sustainable drainage systems where appropriate, and ensure that the County Borough's network of green infrastructure is accessible and connected;
5. allow access for the widest range of people possible, and demonstrate that any traffic movements will not have an unacceptable impact on local amenity or highway safety and satisfy the Council's parking standards;
6. incorporate a range of inclusive/adaptable design specifications, a mix of house types, tenures and sizes to meet identified local needs;
7. incorporate resource efficient/adaptable buildings and layouts using sustainable design and construction techniques;
8. minimise the demand for energy and utilise renewable energy resources;
9. provide and protect relevant utility services and infrastructure without causing any unacceptable environmental impacts;
10. incorporate measures to improve ground and surface water quality wherever possible;
11. provide adequate facilities and space for waste collections and recycling; and
12. promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour.

- **Policy SW13: Protecting and Improving Local Community Facilities**

The provision of new and enhanced community facilities will be supported subject to satisfying other relevant LDP policies. The Council will protect and support the enhancement of the County Borough's existing community facilities.

Development proposals that would result in a loss of an existing community facility will only be permitted where:-

- alternative provision of at least equivalent value to the local community can be provided nearby, or
- it can be demonstrated that existing provision is inappropriate or surplus to the needs of the community and is no longer required, or
- it can be demonstrated there is no longer a viable community use for the facility.

#### **D. Movement**

The site is well served by public transport with existing bus stop facilities located some 50 metres to the south on Perrott Street (Post Office bus stop) and at the Treharris bus stop hub some 140 metres to the north west on Bargoed Terrace, affording bus routes in all directions from Treharris.

The site is well served by public footpaths, public roads and public transport to all local areas with 'Quakers Yard' (Edwardsville) railway station being located some 1.4km to the west.

#### **E. Access**

The site currently has a vehicular and pedestrian access from Perrott Street and a pedestrian access via the service lane to the east, which serves as an access road to the public car park located to the south of the site, having some 45 vehicle spaces.

The application site is located within the defined settlement limits of Treharris as defined within the Adopted LDP and in the 'Lower Valleys' CIL Area for Residential (C3).

The site is located on an existing gradient against the slope down from Perrott Street down to the east.

The application site is generally clear of any vegetation with the front area once forming a limited and restricted the car park to the club.

Given the nature of the proposals, the sites locality close to the main hub of Treharris and nearby public car park, it is not intended to provide any on site parking due to limitations with the current, long-standing access.

### **Inclusive Design**

Inclusive design means providing inclusive access into and around new developments for everyone. 'Everyone' includes parents with buggies, older people, people with less than perfect sight, less than perfect hearing, less than perfect mobility or less than perfect understanding of the world around them. Inclusive design puts people at the heart of the design process, aiming for good access into and around places and buildings so everyone can use them safely, easily and with dignity.

All inclusive design issues identified have been addressed wholly in compliance with the requirements of the Disability Rights Commission Code of Practice "Rights of Access: Services and Premises" and Part M of the Building Regulation 2004 as amended along with reference to the provisions of BS8300/2009.

### **Features of the Inclusive Design**

#### Outside the Building

- (a) Given the existing inherent constraints of the site, the development proposal will ensure that the maximum gradient of driveways and footways to building entrances, together with non-slip pathways will be deployed in compliance with current regulations.
- (b) Car parking spaces will be surfaced firm and level, free from loose stones. Every effort will be made to ensure proposed parking facilities are well lit for all users in compliance with the requirements of Part M of the Building Regulations.
- (c) Hard landscaping will be wheelchair friendly and capable of access for all.
- (d) Colour contrast and tactile surfacing will be used at any pedestrian crossing points and parking will link safely with footpaths to avoid unnecessary vehicle/pedestrian conflicts, and storage areas for waste bins will not create obstructions.
- e) Access to the adjoining highway for bus routes and public transport is level and a continuation of the existing highway ensuring ease of access to public transport routes.

#### Building Structure

- (a) If required, access to an external doorway will be made available via a short, shallow ramp, which currently exists at the site. Handrails will be accompanying features on the ramp. Any necessary ramps will be in compliance with Part M of the Building Regulations.

- (b) One external doorway will be wheelchair compliant in compliance with Part M of the Buildings Regulations. That entrance shall be clearly identifiable to all users.
- (c) All internal doors will be compliant with Part M of the Building Regulations.
- (d) Entrance doors will avoid the use of large glass facades, and door thresholds will be flush in accordance with Part M of the Building Regulations, and similarly door closures will require a minimum use of force.
- (e) Hallways will have a clear turning circle in accordance with Part M of the Building Regulations.
- (f) Where possible, the placement of window cills and electrical sockets will have regard to the need for use by all users, and be in compliance with the Building Regulations.

The proposal will therefore ensure ease of access for all and 'everyone'.

#### **F. Character: amount of development**

The application is submitted in Full and it is intended to develop the whole of the application site within the red line area for the purposes of the new residential use. It is intended to use the whole of the existing building 'as is' without the need for any significant changes, demolition or extensions.

The overall application site area is some 1114.60 square metres (0.111 hect.) and the proposed development will be contained within this site area and site boundaries.

The building will retain the existing floor areas of:

|                          |                |
|--------------------------|----------------|
| Lower Ground Floor (LGF) | = 107.93 sq.m. |
| Ground Floor (GF)        | = 487.35 sq.m. |
| First Floor (FF)         | = 173.53 sq.m. |
| Total                    | = 768.81 sq.m. |

This breaks down into internal net development floor areas of:

Lower Ground Floor (LGF)

UNIT 1 - 39.40 sq.m.

UNIT 2 - 59.30 sq.m.

Ground Floor (GF)

UNIT 3 - 44.08 sq.m.

UNIT 4 - 47.40 sq.m.

UNIT 5 - 38.32 sq.m.

UNIT 6 - 37.46 sq.m.

UNIT 7 - 37.35 sq.m.

UNIT 8 - 37.06 sq.m.

UNIT 9 - 55.63 sq.m.

UNIT 10 - 34.42 sq.m.

UNIT 11 - 40.14 sq.m.

First Floor (FF)

UNIT 12 - 38.45 sq.m.

UNIT 13 - 37.60 sq.m.

UNIT 14 - 24.67 sq.m.

UNIT 15 - 33.37 sq.m.

**TOTAL - 609.02 sq.m****G. Character: layout**

As has been indicated above, the proposals are contained within the existing building structure and no extensions, demolitions or significant building changes are proposed.

Site layout plans are submitted as part of the application documentation but will generally consist of two flats on Lower Ground Floor with their own dedicated access on the eastern side of the building, nine flats on the Ground Floor utilising the current main access doorway and western side access doorway, and, four flats on the First Floor with their own dedicated access on the west of the building.

The rear curtilage area is laid out to an amenity space to include external clothes drying areas, communal gardens and covered cycle park areas.

### **H. Character: scale**

The scale of the development has been designed to suit the nature of the site, its existing fixed boundaries and within the existing building. The proposals are contained within the existing building structure and no extensions, demolitions or significant building changes are proposed and therefore, the scale of the proposals compared to the pre-development position will not change.

It is not intended to significantly change or extend the existing building and as such, there will be little visual influence in the locality over and above the existing, pre-development position.

The existing terraced streets beyond the site, together with larger established buildings such as the church and adjoining flats buildings provide natural screening and a visual 'buffer' between the site and surrounding established properties to the extent that there will be little visual change following completion of the proposals.

Any short-range views are seen against the context of the existing residential street pattern with any long-range views similarly seen against and mitigated by the existing and established pattern of local development.

### **Character: appearance**

The scale, layout and design of the site and buildings will be as shown below and on the submitted layout drawings.

As has been indicated above, it is intended to retain the existing building in its present form, together with the detailing of the building, fenestration and opening positions.

The final colour scheme will reflect the current exterior colour scheme with cream painted render walls, natural red brick, white uPVC windows and white uPVC fascias, soffits and bargeboards. The natural slate roof to the main area of the building will also be retained and repaired where necessary.

**J. Character: landscaping**

There is currently no landscaping or ecology on site and other than areas of grass or turf, it is not intended to add or create any additional areas of soft landscaping to the rear of the site albeit additional ecology enhancing features will be incorporated into the overall design.

**K. Community Safety**

The site has been vacant for some time and a potential target for vandalism, break-ins and arson.

Redevelopment of the site will remove this target and bring back into use a substantial building that has been left unused and potentially derelict for too long. The redevelopment will also provide a sustainable long-term use for the building, providing much needed, low-cost accommodation in the area.

The main communal front door and side entrance doors into the building will be locked with a keypad entry system and intercom.

Given the overall design and measures proposed, it is not considered that there will be any undue impact on adjoining neighbours nor any site specific security concerns that will be considered a negative impact of the development.

**L. Environmental Sustainability****a) Landscape/habitat**

Given the former use of the building, open roof and flat roof areas, it is not anticipated that there is any ecology within the building or on the site that would be affected by the proposals. No changes or extensions are being made to existing roof areas and as such, any disturbance will be kept to a minimum.

**b) Energy and resource efficiency**

The fabric first approach forms the basis of the energy efficient design. The three steps are:

- Reducing the demand for energy using enhanced levels of insulation, low air permeability, good daylighting design and the integration of natural ventilation strategies wherever possible within the buildings.

- Delivering the building's energy as efficiently as possible, providing efficient building services and high performance appliances, such as high efficiency lighting, close control heating strategies, heat recovery ventilation and low fan energy consumption.
- Generating energy from low or zero carbon (LZC) technologies. By reducing the energy consumption we can increase the impact and effectiveness of any LZCs. The most appropriate solutions have been considered in terms of technical, functional and economic viability.

The final scheme will be able to maximise the orientation of the site and location of buildings and photovoltaic panels may be installed to roofs where appropriate and practicable, particularly on south facing elevations.

In terms of this site therefore, it is considered that any impact of the new development on energy resources will be minimised and balanced through the provision of suitable energy efficient fixtures and fittings.

The site will remain largely naturally drained in a manner that will remain unchanged from the current state together with surface water and foul water drainage. Parking and access areas will remain surfaced in the existing concrete surface finish.

#### c) Waste

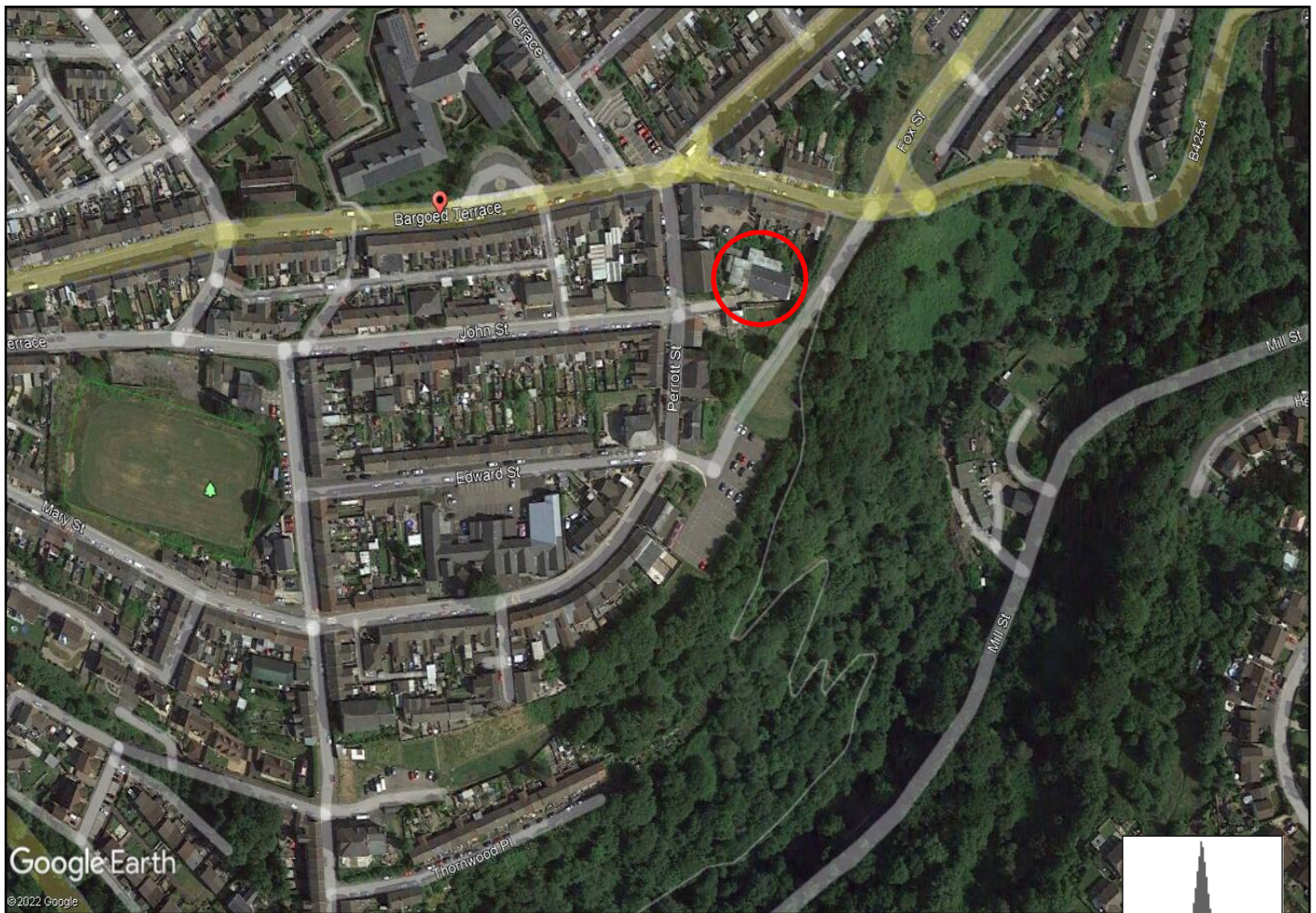
As discussed above, the proposals utilise the existing building in its current form without any demolitions so it is not considered that there will be any pre-construction or site clearance waste arising from the site.

Due to the inherent cost of removal of site waste, the applicants are conscious to minimise any removals from site. Where there is a need to remove subsoil from site, this will be undertaken by a licensed waste carrier to a licensed waste facility. It is not intended to import any additional soil or subsoil onto site.

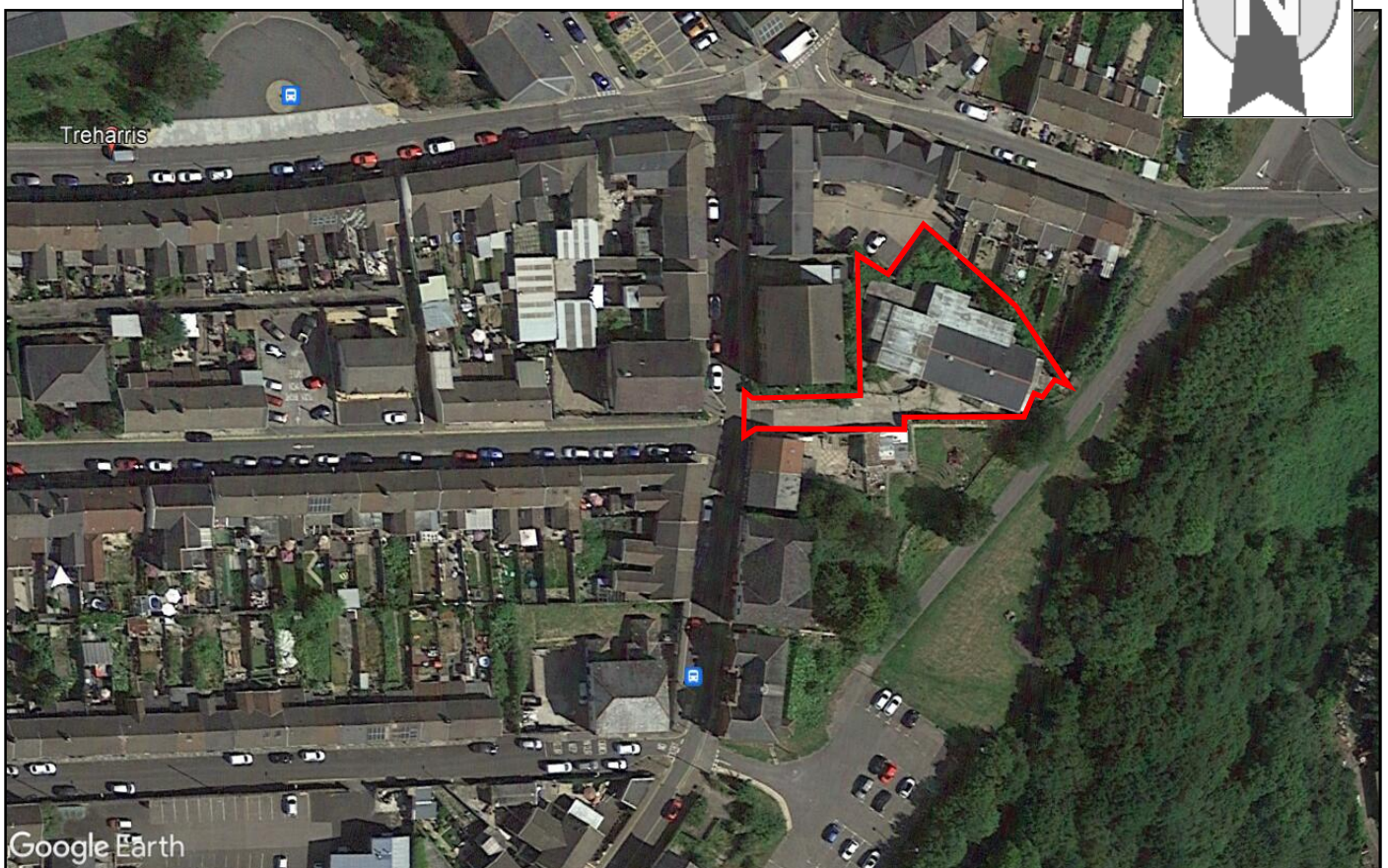
With regard to waste arising from the proposed end use of the site, a communal bin store area is provided for the collection and storage of waste away from the buildings but in an area that is accessible by waste refuse lorries and collectors. It is anticipated that this will be undertaken by the local authority domestic refuse collection, already in operation in the area.

## **M. Appendices**

## Appendix A – Site Photographs



Aerial photograph showing the application site and general locality



Closer range aerial photograph showing the approximate application site



Photograph of the existing access into the site from Perrott Street



Photograph of existing main entrance area on front elevation



Photograph of the lower front elevation



Photograph of the rear elevation



Photograph of the lower side elevation



Internal photograph of the main hall area