



LAND AT BRYNIAU ROAD, PANT, MERTHYR TYDFIL

Design and Access Statement

Prepared by LRM Planning Limited on behalf of Holbrook Homes
and Merthyr Tydfil Housing Association

December 2019



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Fig 1: Aerial View of the site and Pant Industrial Estate



1

Introduction

- 1.1 This Design and Access Statement has been prepared by LRM Planning with input from Pentan Architects on behalf of Holbrook Homes and Merthyr Tydfil Housing Association as part of a reserved matters application for the construction of 31 residential dwellings, landscaping, open space, car parking and associated works.

Background

- 1.2 The application site comprises a vacant triangular shaped parcel of land situated to the north of Pant Industrial Estate.
- 1.3 This application is made pursuant to the outline planning permission (ref: P/19/0284) which has already established the principle of residential development and the scale parameters.
- 1.4 This Design and Access Statement will demonstrate how the proposed development layout responds positively to the local context, site features and constraints whilst having regard for the relevant planning policy.

Purpose

- 1.5 TAN 12 defines a Design and Access Statement as *'a communication tool which outlines how the design of the proposal has been considered from the outset of the development process and how the objectives of good design have been used to inform this.'*
- 1.6 The purpose of this document is to analyse the context of the site in respect of planning policy and the local character of the area, whilst having regard to each of the five objectives of Good Design.

Vision

- 1.7 The vision for the development is to create a high quality, sustainable development which is both visually attractive and delivers healthy lifestyles, whilst also seeking to address a housing need by positive use of land within the settlement boundary.

Aim

- 1.8 The aim of this document is to:
- Provide an overview of the site context, which has aided in shaping the proposals;
 - explain the design principles and concepts that have been applied to the development;
 - demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - explain the policy or approach adopted as to access and how policies relating to access in the development have been taken into account; and
 - explain how specific issues which might affect access to the development have been addressed.

Fig 2: View of the site looking south from Bryniau Road



Fig 3: View of Bryniau Road



2

Context and site analysis

Location

- 2.1 The application site is located to the north of Pant Industrial Estate, which is situated to the northern extent of Merthyr Tydfil. The settlement of Pant lies to the north east, with Penybryn to the south. Open countryside forms the wider surrounding area to the north.

Features and Boundaries

- 2.2 The site comprises a triangular parcel of greenfield land which extends to approximately 0.89ha. It is characterised by unimproved grassland and scrub.
- 2.3 It is bound to the north by Bryniau Road, a single carriageway road with a footway along its southern boundary, to the south east by a commercial unit and Stagecoach premises in Pant Industrial Estate and to the south west by a multi use games area and playing fields.
- 2.4 In terms of the wider site context, Morlais Castle Golf Club is located to the north of the site, with existing residential development to the east, the

built up area of Merthyr to the south and open countryside to the west.

Access

- 2.5 There is no existing vehicular access to the site, however pedestrian access is available directly off Bryniau Road, along the northern boundary of the site through to the industrial estate.
- 2.6 The closest bus stops are located within 70m of the site along Heol Rhys-Y-Bedd. These stops provide services every 12 minutes throughout the day to Merthyr Town and other local destinations. Merthyr Rail Station is also located in the town centre, providing services to Bridgend, Barry Island and Cardiff Central amongst other local destinations.

Local facilities

- 2.7 In terms of access to local services and facilities, a convenience store is located within 820m to the south of the site along Pant Road. In addition, an ASDA superstore is located within 3km to the east of the site. Merthyr Town Centre which

provides access to a wider retail and employment offering is also located within a 20 minute bus journey of the site, with services operating at up to 20 minute intervals throughout the day.

- 2.8 With regards to education and healthcare, Pantysgallog Primary School and Pen Y Dre High School High School are located within 600m and 1.7km of the site respectively. Ivor Street Surgery is also located within 2km with Prince Charles Hospital located 1.15km to the west.

Fig 4: Examples of Local Vernacular along Heol Rhyd-Y-Bedd



Local architectural context

- 2.9 The local vernacular within the immediate surrounding area, along Heol Rhyd-Y-Bedd comprises predominantly two storey post war terraced housing finished in a combination of pale render and grey facing brick with grey concrete roof tiles. These properties have small front and rear gardens, with parking provided either on street or within parking courts to the rear of the properties. In addition, the buildings in the industrial estate to the south of the site are finished in a mix of cream render and corrugated metal sheet panelling.

Flood risk

- 2.12 Welsh Government's TAN 15 Development Advice Maps, as hosted by Natural Resources Wales, shows that the site is in Flood Zone A and therefore not at risk from flooding.

Highways and Transport

- 2.10 The Access Appraisal prepared by Acstro as part of the outline planning permission for the proposed development confirmed that the site is capable of accommodating around 35 dwellings and that safe access can be provided directly off Bryniau Road.

Ecology

- 2.11 As part of the outline planning permission for the proposed development, BE Ecological Ltd undertook a Preliminary Ecological Appraisal which confirmed that overall the site is of low/negligible ecological value and advised that any site clearance should be undertaken in accordance with a precautionary approach to ensure that there would be no adverse impact to protected species.



Fig 5: Examples of Local Vernacular along Tai-Yr-Efail

Heritage

- 2.13 There are no Scheduled Ancient Monuments, Historic Parks or Gardens or any other heritage assets within the site boundary or within the immediate vicinity. The site is however located in a landscape of historic interest. This has been considered as part of the design of the proposed dwellings.

Noise

- 2.14 Whilst there are a number of commercial premises located to the south of the site, it should be noted that these premises operate either as offices or storage facilities with opening hours during the standard working day between 8am and 6pm, and are therefore not likely to give rise to unacceptable levels of noise or disturbance.

Planning History

- 2.15 The local authority website indicates that the site has the following planning history. Of note, it benefits from an extant outline planning permission for residential development (ref: P/18/0392) with all matters reserved for subsequent approval. This outline planning permission was subsequently amended by a S73 application ref: P/19/0284. This reserved matters application is made pursuant to this planning permission.
- P/18/0257 – Residential development (Withdrawn)
 - P/18/0392 – Residential development

(Approved Feb 2019)

- P/19/0272 - Non material amendment to planning permission P/18/0392 to vary the approved scale parameters (non-material amendment) (Approved Oct 2019)
- P/19/0284 - Variation of condition 1 of P/19/0272 to amend the approved scale parameters (Approved Dec 19)

Opportunities and Constraints

- 2.16 The nature and location of the site provides the opportunity to:
- Provide a sensitively designed development, making best use of existing land resources within the settlement boundary;
 - Provide range and choice of much needed housing; and
 - Promote access to, and use of the existing services and facilities in the surrounding area.
- 2.17 The site presents the following constraints:
- The proximity to the industrial area to the south; and
 - Topography of the site.
- 2.18 These constraints do not preclude development, but require a considered design response.

3

Planning policy framework

3.1 The planning context for the application site is provided by National and Local Planning Policy. The National Guidance is provided within Planning Policy Wales alongside its supporting Technical Advice Notes (TANs) whereas the Local Policy Guidance is set out by The Merthyr Tydfil Local Development Plan (2006-2021) and associated Supplementary Planning Guidance.

Planning Policy Wales

3.2 Planning Policy Wales (PPW) is the principal national planning policy document which sets out the land use policies of the Welsh Government (WG) against which development proposals should be assessed. The latest version is the tenth edition, published in December 2018.

3.3 The main thrust of PPW is to ensure that the planning system contributes towards sustainable development and improves the social, economic, environmental and cultural well-being of Wales. Placemaking lies at the heart of PPW, with policy and development management decisions

required to seek to deliver development that adheres to these principles.

3.4 In a bid to ensure placemaking is prioritised, and in order to aid in implementing the Well-being of Future Generations Act, policy topics within PPW have been grouped under four themes, namely '*Strategic and Spatial Choices*'; '*Active and Social Places*'; '*Productive and Enterprising Places*'; and '*Distinctive and Natural Places*'. Each of the four headed chapters is supplemented by detailed and interwoven policy, which seeks to work together in delivering sustainable places.

3.5 PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. In this regard it seeks to achieve the Welsh Government's well-being goals.

3.6 All statutory bodies in Wales carrying out a planning function must exercise those functions with the principles of sustainable development as defined in the Well Being Act. Accordingly,

paragraph 1.17 of PPW confirms that there is a presumption in favour of sustainable development.

3.7 Figure 3 of PPW covers the Key Planning Principles of the Welsh Government in seeking to achieve "the right development in the right place". Development proposals must seek to deliver development that addresses these outcomes, albeit paragraph 2.20 recognises that not all of these outcomes can necessarily be achieved under every development proposal.

Strategic and Spatial Choices

3.8 It is indicated that the first stage of the assessment of proposals is in respect of Strategic and Spatial Choices. In this regard it is stated that "*Effective strategic placemaking requires early collective consideration of placemaking issues at the outset... when developing specific proposals*" and "*This includes considering the design of a development and its impacts upon everyday lives as well as thinking holistically about where*

protected. These crucial, early decisions will have the greatest impact on the type of development which is ultimately delivered and its contribution to sustainable development and the environmental, social, cultural and economic well-being of Wales."

- 3.9 Paragraphs 3.3 to 3.18 are subheaded 'Good design Making Better Places'. In terms of design, this Design and Access Statement demonstrates how design issues have been considered and the context appraised and how the proposals meet the 5 overarching aims of design which has been incorporated into the proposals from the outset - see section 5.
- 3.10 Paragraphs 3.19 to 3.24 are entitled 'Promoting Healthier Places'. The Welsh Government indicate that the built and natural environment is a key determinant of health and well-being. In this regard PPW seeks to maximise access to health facilities, encourage healthy places with access to a range of activities, and integrate key design features into proposals that encourage activity.
- 3.11 Paragraphs 3.45 to 3.48 deals with 'Accessibility'. This states that the overarching aim of spatial strategies should be minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.
- 3.12 PPW seeks to ensure that proposals achieve a broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Major generators of travel demand, such as housing should be located within existing urban areas or areas which are, or can be, easily reached by



walking or cycling, and are well served by public transport.

3.13 Higher densities should be encouraged in urban centres and near major public transport nodes or interchanges, to generate a critical mass of people to support services such as public transport, local shops and schools.

3.14 Paragraphs 3.51 to 3.53 cover 'Previously Developed Land', whereby PPW indicates that previously developed land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re use will promote sustainability principles and any constraints can be overcome.

Active and Social Places

3.15 A key theme of PPW is creating places that are active and social, this includes sustainable transport provision for housing and mixed-use development. The opening paragraphs to this chapter include the following aspiration of PPW:

"New development should prevent problems from occurring or getting worse such as the shortage of affordable homes, the reliance on the private car and the generation of carbon emissions."

3.16 PPW places importance on locating development so as to minimise the need to travel and increasing accessibility by modes

other than the private car.

3.17 In terms of car parking, paragraph 4.1.51 indicates that *"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down"*.

3.18 With respect to housing, the WG recognise the importance of a home to people's lives and indicates that the planning system must:

- *"identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;*
- *enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and*
- *focus on the delivery of the identified housing requirement and the related land supply."*

3.19 Paragraph 4.2.15 emphasises that local planning authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing judged against the general objectives and the

scale and location of development provided for in the development plan.

3.20 Paragraph 4.2.25 states that *"a community's need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications."*

3.21 Productive and Enterprising Places & Distinctive and Natural Places

3.22 These chapters are of lesser direct relevance to proposals for residential development, but amongst other things, advocate the future-proofing of development via sustainable technologies, and guard against causes of pollution.

Technical Advice Notes

3.23 TAN 1 informs and advises on Joint Housing Land Availability Studies and was published in January 2015. It provides guidance on the requirement for Local Authorities in Wales to maintain a five-year supply of readily developable land suitable for housing.

3.24 TAN 12 (March 2016) provides guidance on good design and is addressed in detail within this Design and Access Statement, including assessing how the current proposals adhere to the five objectives of good design in terms of:

- Character;

- Movement;
- Community Safety;
- Environmental Sustainability; and
- Access.

3.25 TAN 18 (March 2007), deals with Transport matters, and advocates locating development where there is good access by public transport, walking and cycling; generally advocating development at sustainable sites.

Local Development Plan

3.26 Section 38(6) of the Planning Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.

3.27 The statutory development plan for this site is The Merthyr Tydfil Local Development Plan 2011-2026 (Adopted 2011). Please refer to figure 10 for an extract of the LDP Proposals Map.

3.28 The site (outlined in red, figure 10) is shown as white land within the settlement boundary. In addition, the site benefits from an extant outline planning permission for residential development. Therefore, the principle of residential development is acceptable in this location, subject to other development management considerations.

3.29 A summary of the pertinent LDP policies is listed below.

3.30 Strategic Policies:

- BW1 - Development Strategy - Primary Growth Area
- BW4 - Settlement Boundaries/Locational Constraints
- BW5 - Natural Heritage
- BW7 - Sustainable Design and Placemaking
- BW11 - Transport, Cycling and Pedestrian Proposals
- BW12 - Development Proposals and Transport

3.31 Managing Development Policies:

- AS4 - Historic Landscape
- TB11 - Access, Parking and Accessibility of Local Facilities

Supplementary Planning Guidance

3.32 Merthyr Tydfil also has a number of adopted SPGs, amongst which it is considered that the following documents are relevant:

- Guidance Note 1 (Affordable Housing) – outlines the need for, and provides guidance in relation to the means of securing affordable housing in line with the relevant policies of the LDP.
- Guidance Note 4 (Sustainable Design) – provides guidance in relation to achieving sustainable development and good design in line with national and local policy.

4

The scheme

- 4.1 This section explains the evolution of the scheme as a result of the context appraisal and design process.

Pre-Application Consultation

- 4.2 Pre Application advice was sought from the Local Planning Authority with regards to the proposed scheme. The main comments in respect of design have informed the current layout.
- 4.3 In summary the comments recieved from the Local Planning Authority were as follows:
- No objection to the principle of 3 storey development, particularly at the southern end of the site in consideration of topograh.
 - The general design approach to the layout of the development is supported in principle and a suitable mix of housetypes would be incorporated into the scheme.
 - The successful integration of the dwellings along the northern part of the site would depend on the quality of the landscaping scheme to ensure an appropriate response to the boundary can be provided.
 - Given the central position of the block of flats, with its prominent corner location within the site, the building should be designed with two key frontages onto the street.

- The provision of a well landscaped communal area is supported.
- The provision of a SUDS pond would be welcomed in principle and would help to provide a focal point to the communal space and would contribute to the ecological value of the area.
- Parking areas should be split up with landscaping to soften their apperance.
- It was agreed that 2 parking spaces would be sufficient for each of the dwellings with 1 space for the one bedroom flats.

Outline parameters

- 4.4 The proposed development has been designed in accordance with the following parameters as shown on the indicative site layout (ref: 2449 C.La.2 Rev B). Please note the original Indicative Site Layout Plan (ref: 2449 C.La.2) has been updated via a S73 application to vary the original parameters. The latest revision of this layout is therefore Rev B, approved as part of the S73 application.
- A single point of access off Bryniau Road in the form of a priority junction with provision for both vehicles and pedestrians;
 - A mix of semi-detached and detached dwellings;
 - The provision of an open space area within the site boundary; and

- Landscaping along the boundary with the industial estate.

- 4.5 In addition, the Access Appraisal undertaken by Acstro as part of the outline application confirms that the site is capable of accomodating up to 35 dwellings.
- 4.6 Finally, whilst the indicative layout originally included the dwelings along the northern boundary of the site facing away from Bryniau Road, further work has been undertaken in respect of levels, which confirms that a reduction in height difference between Bryniau Road and the site can be achieved. On this basis the proposed site layout re-orientates these dwellings to provide an active frontage along Bryniau Road (as shown in figure 12 below). This also allows gardens to be provided within the site with secure rear access. All the proposed dwellings are also within the height, depth and width parameters as outlined on the indicative site layout.

The development proposal

- 4.7 The proposed development comprises the construction of 31 dwellings, including 15no. 1 bedroom walk up flats, 12no. 2 bedroom houses, 2no. 2 bedroom bungalows and 12. 3 bedroom houses.

Fig 11: Site Layout

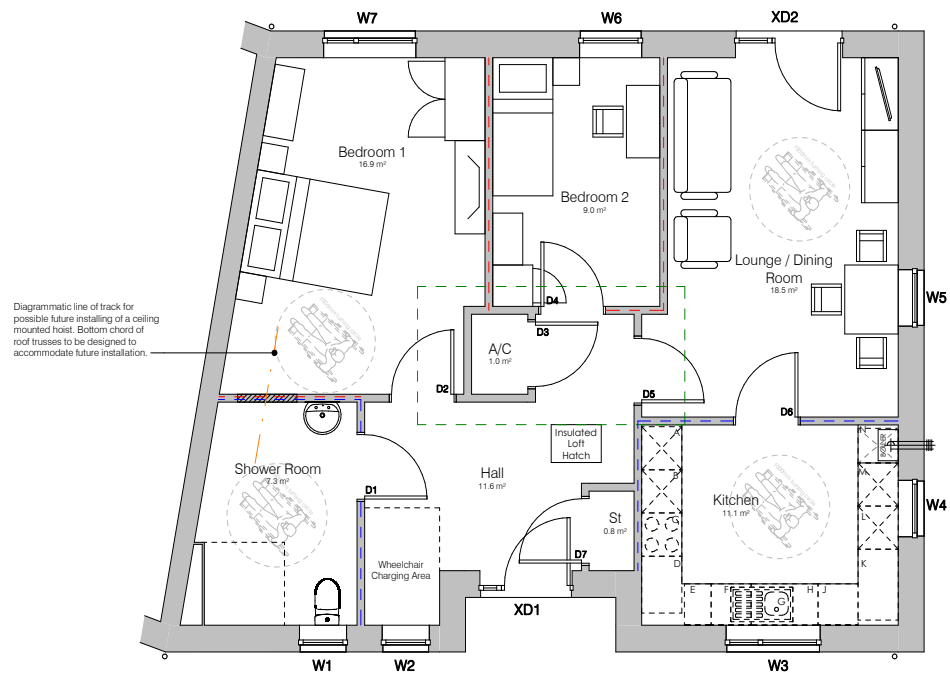


- 4.1 Dedicated bin storage is provided to the front of the flats, with a cycle store to the rear. Further bin and cycle storage will be provided within the amenity area to the rear of each plot.
- 4.2 A total of 53 car parking spaces are provided within the site curtilage. Whilst this is below the Council's adopted standards, this level of parking is considered appropriate given the proposed tenure of the development and the site's sustainable location in close proximity to a wide range of local services and facilities.
- 4.3 It is proposed that the buildings will be finished in a combination of high quality facing bricks, including 'Flemish Antique', 'Bradgate Medium Grey' and 'Leicester Wakerley Multi Stock'.
- 4.4 Roof tiles will comprise Eternit Rivendale in blue/black with dressed edges. Windows and doors will be grey UPVC to remain in keeping with the brick and roof tile.

Fig 12: Proposed Site Context Section

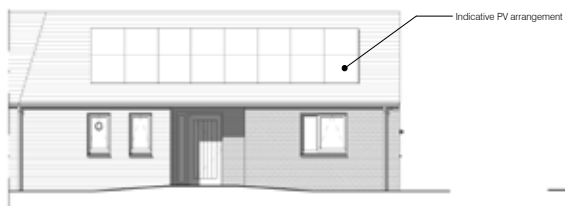


Fig 13: Proposed Bungalow Floor Plans and Elevations

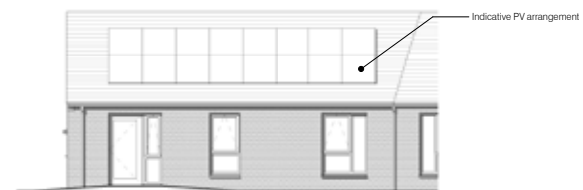


Ground Floor Plan

Floor Area - 80m² (GIA)

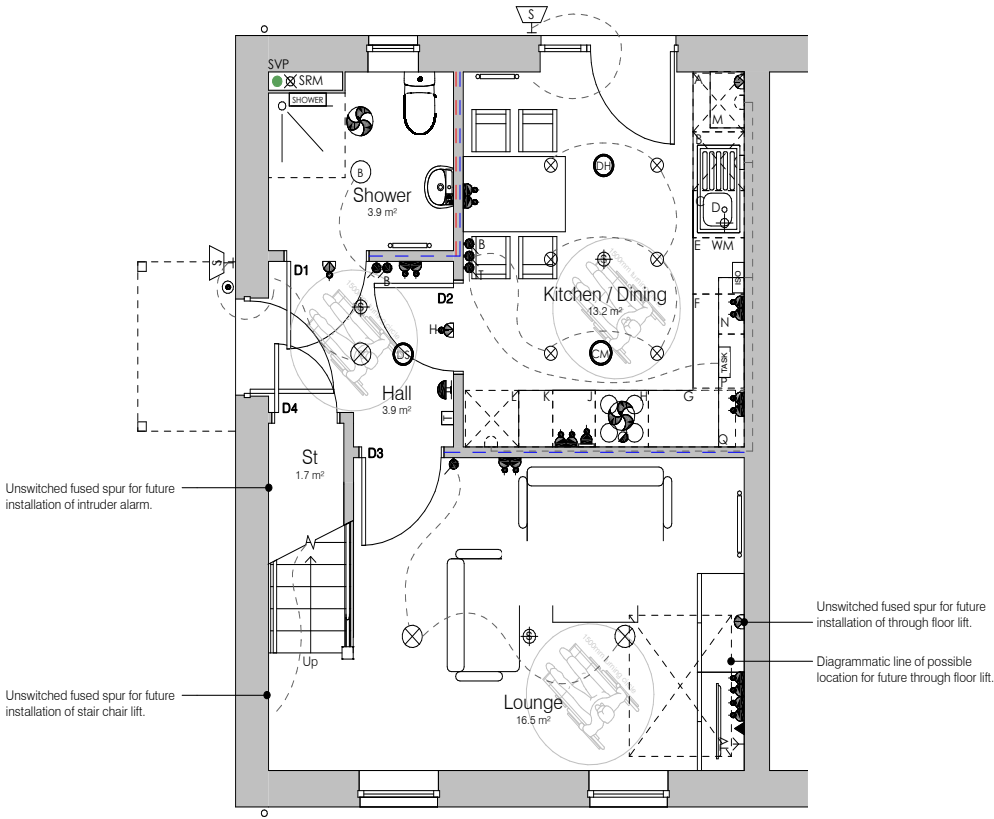


Side Elevation



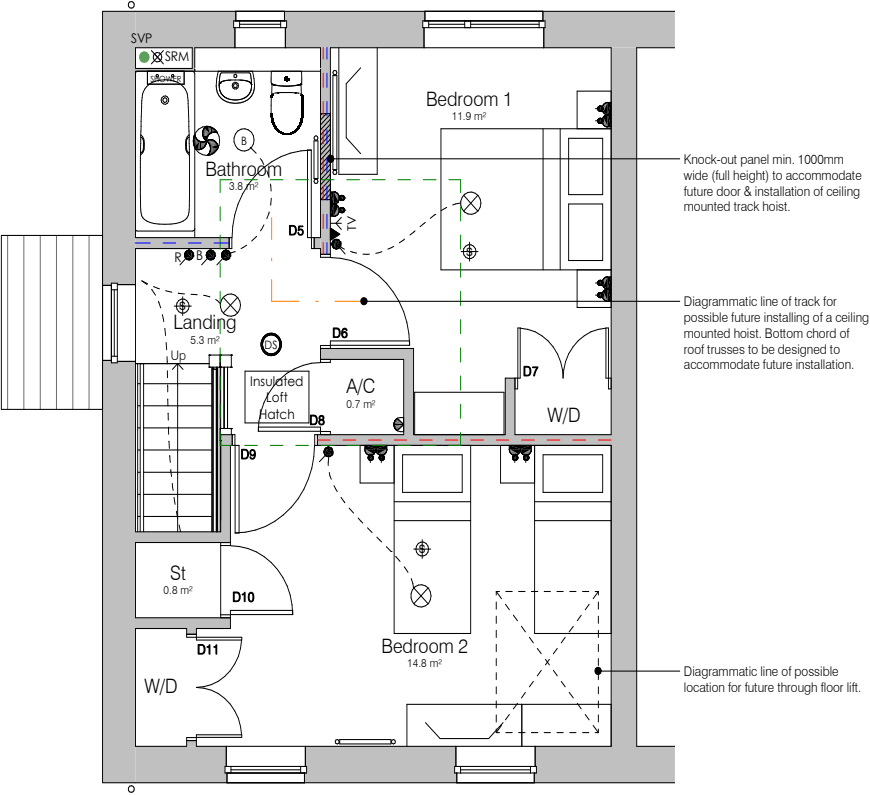
Rear Elevation

Fig 14: Proposed Floor Plans



Ground Floor Plan

Floor Area - 84.4m² (GIA)
(DQR GIA - 83m²)

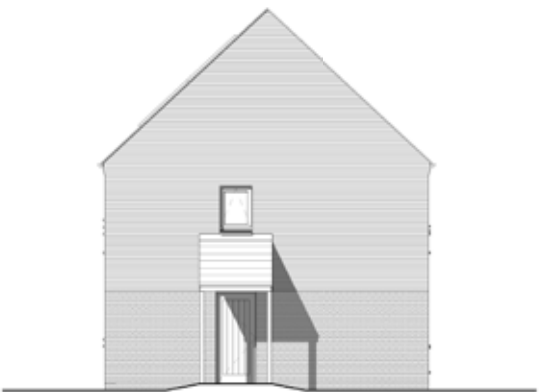


First Floor Plan

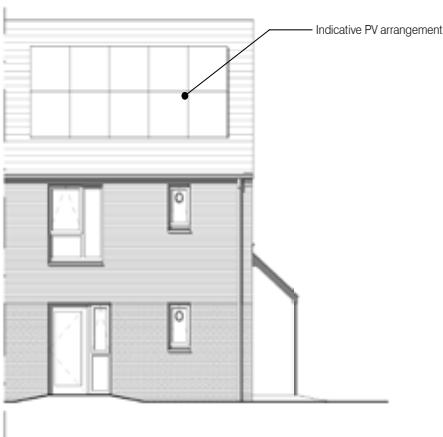
Fig 15: Proposed Elevations



Front Elevation- Plots 1, 2, 7 & 8



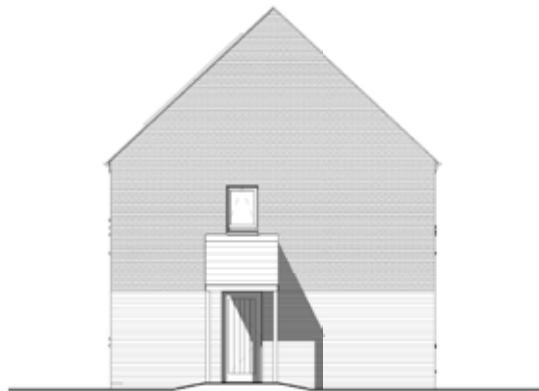
Side Elevation



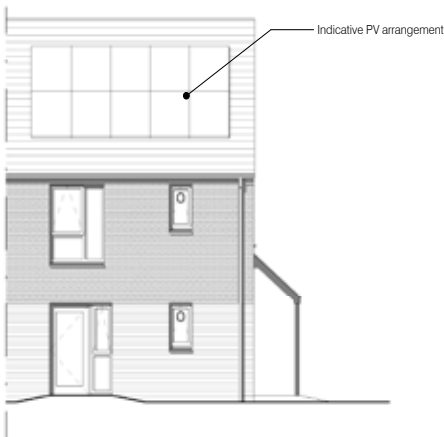
Rear Elevation



Front Elevation- Plots 5, 6, 9 & 10

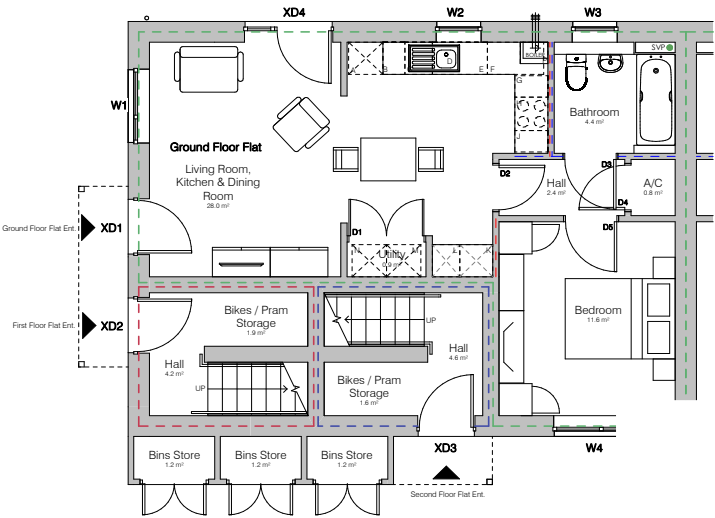


Side Elevation

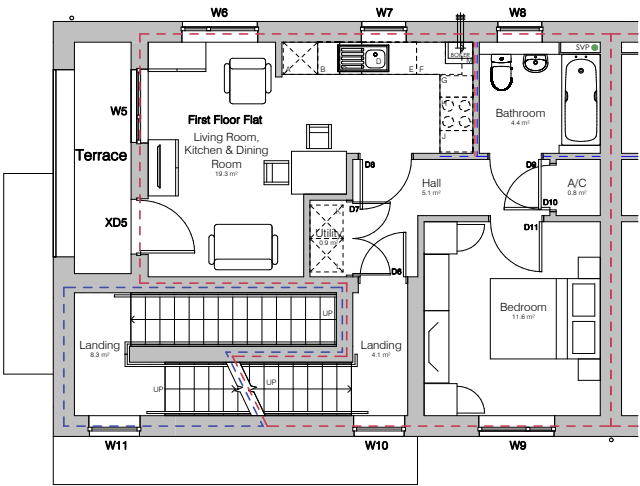


Rear Elevation

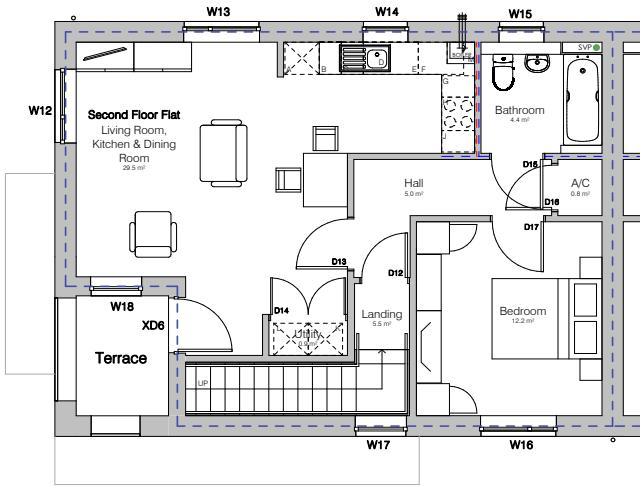
Fig 16: Proposed Walk up Flats Floor Plans



Ground Floor Plan



First Floor Plan



Second Floor Plan

Areas Schedule Key:

—	Ground Floor Flat Floor Area - 50.2m ² (GIA)
—	First Floor Flat Floor Area - 56.5m ² (GIA inc. stair)
—	Second Floor Flat Floor Area - 73.6m ² (GIA inc. stair)

Total - 180.3m² (GIA exc. terraces)

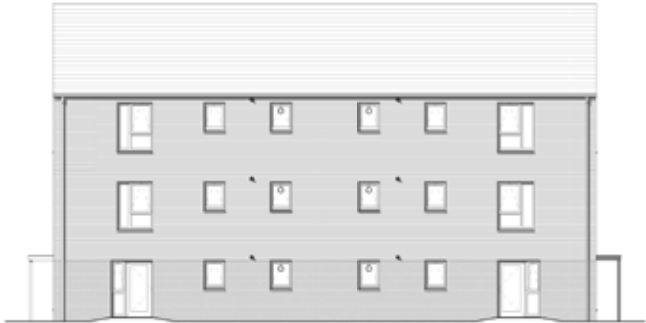
Fig 17: Proposed Walk up Flats Elevations



Front Elevation- Plots 17-22



Side Elevation



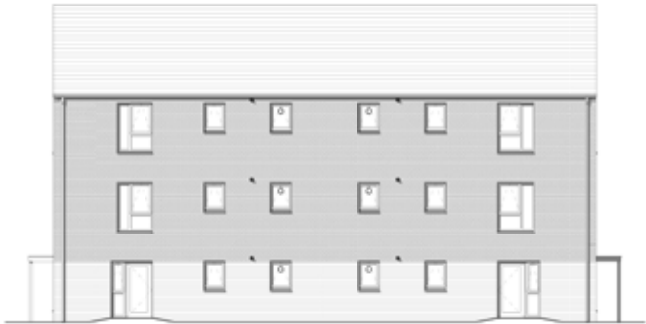
Rear Elevation



Front Elevation- Plots 23-28



Side Elevation



Rear Elevation

5

Design response

Design objectives

- 5.1 TAN 12 breaks 'design' down into five key objectives Access, Movement, Character, Community Safety and Environmental Sustainability, and describes the process as one of 'analysis and synthesis'. This section of the Design and Access Statement will explain how the final scheme meets each of the design objectives.

Access

- 5.2 *'Inclusive design principles that deliver adequate provision for all people including those with mobility impairments, sensory impairments learning difficulties.'*
- 5.3 The proposed layout seeks to develop the site within its context and promote access for all. In achieving this objective, the scheme has been designed to increase ease of manoeuvrability by wheelchair users by including level entrance platforms in accordance with Part M of the

Building Regulations. The dwellings will also be designed to comply with Lifetime Homes and DQR.

Movement

- 5.4 *'The ease of movement to, from and within the development for sustainable forms of transport by creating a safe and attractive environment.'*
- 5.5 By virtue of its location, the development site is within close proximity to a number of local facilities and services, as well as schools and links to the wider transport network. Regular bus stops are located within 70m, with rail links in the town centre providing services to Bridgend, Barry Island and Cardiff Central.
- 5.6 In addition, local employment opportunities are available in Pant Industrial Estate.
- 5.7 It is on the basis of the sustainable credentials of the site and the proposed tenure, that a minor reduction in car parking provision is proposed.

This is advocated by PPW, as set out in section 3.

- 5.8 Cycle parking will be provided within the curtilage of the site.

Character

- 5.9 *'Sustaining or enhancing local character. Promoting legible development. Promoting a successful relationship between public and private space. Promoting quality, choice and variety. Promoting innovative design.'*
- 5.10 The proposal for 31 units is deemed an acceptable level of development for a site of this size and nature. The resulting density of development ensures an efficient use of the land, whilst not compromising amenity for either the surrounding commercial premises, or future occupants.
- 5.11 The scale and massing of the proposed development reflects the existing residential development to the east of the site. In addition,

the proposed dwellings have been designed to complement the character of these existing properties utilising high quality facing materials such as red and grey brick with slate effect tiles.

- 5.12 The development proposal seeks to integrate new landscaping. Native species will be used to ensure integration with the surrounding area and provide a food source for local wildlife.
- 5.13 Boundary treatments include facing brickwork walls and railings of varying heights where they front the public realm, and 1.8m hit and miss fencing in more private areas.
- 5.14 The appropriate level of cycle parking & refuse storage is provided within the communal areas for the walk up flats and within gardens areas of each dwelling to allow for ease of access and security.

Community Safety

- 5.15 'High quality public realm and routes which are fit for purpose and will provide the opportunity for safe physical activity and recreation.'
- 5.16 The development layout has been designed to maximise natural surveillance by ensuring that habitable rooms overlook amenity areas, car and cycle parking. Robust boundary treatments and lighting will also ensure car parking and amenity areas are secure and lit after dark, reducing the risk of crime. Furthermore, there is no through

access for vehicles which improves the perception of the site being semi-private and allows greater surveillance and control over those entering and leaving the site.

Environmental Sustainability

- 5.17 'Achieving efficient use and protection of natural resources, enhancing biodiversity and designing for change.'
- 5.18 The design layout and orientation of the proposed development will seek to:
- promote the efficient use of resources;
 - minimise the use of non-renewable resources;
 - maximise energy efficiency;
 - reduce greenhouse gas emissions; and
 - minimise the generation of waste and pollution.

- 5.19 In terms of ecology and biodiversity, appropriate measures will be put in place to ensure there is no detrimental impact to protected species as a result of the development.



Fig 14: Planning Policy Wales objectives of good design

Fig 18: View of the site from Bryniau Road

6. Conclusion

- 6.1 This Design and Access Statement has been prepared in support of a reserved matters planning application for the construction of 31 dwellings, landscaping, car parking and associated works on land at Bryniau Road, Pant, Merthyr Tydfil.
- 6.2 The site is within the settlement boundary and benefits from an extant outline planning permission for residential development. Therefore, the principle of development is considered acceptable subject to other development management considerations.
- 6.3 The proposals are considered to accord with national and local planning policy in the form of PPW, its supporting TANs; and The Merthyr Tydfil Development Plan.
- 6.4 The site can be safely accessed via Bryniau Road and an appropriate amount of car parking is provided given the proposed tenure of the development and the site's sustainable location in close proximity to a wide range of local services and facilities.
- 6.5 Accordingly, it is considered that the scheme represents a suitable and well integrated form of sustainable development that will provide a mix of very much needed housing.
- 6.6 On this basis, it is respectfully recommended that Merthyr Tydfil Council put the application forward for approval.



Fig 19: Aerial view of the site and neighbouring commercial area



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