

Design & Access Statement

Land at Twynyrodyn, Merthyr Tydfil

Document verification

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Foreword

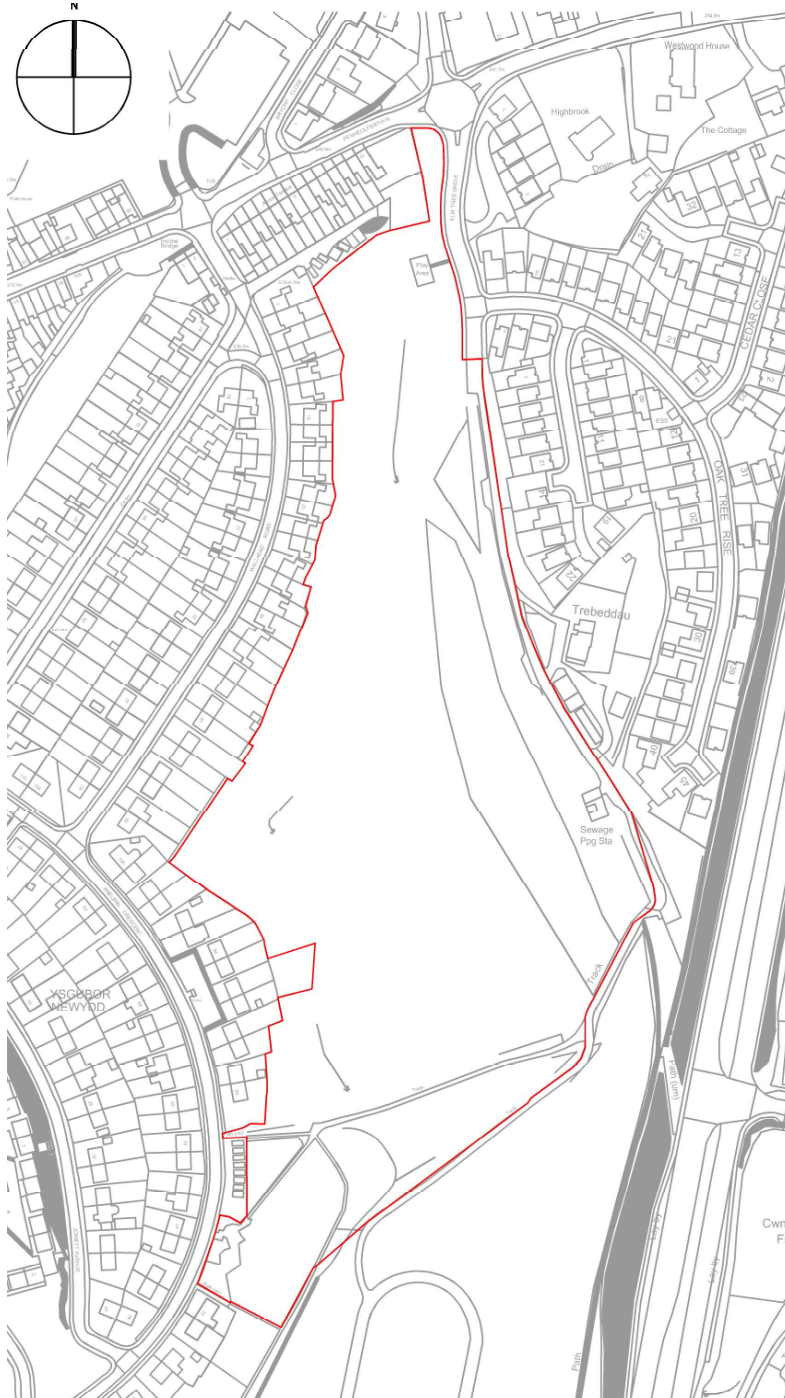
The report assesses the site and its surroundings to establish the **constraints** and **opportunities**. It sets out the design **rationale**, and its **relationship** to the surrounding area including matters in respect layout, design, scale, landscape planting, appearance and access.



Site Context

Twynyrodyn lies to the East of Merthyr Tydfil town centre. The town is situated on the A465 known as the Heads of the Valleys road, connecting Merthyr to the west through to Neath and east towards Abergavenny.

The land is well situated to promote sustainable alternatives to the car owing to its proximity to local services and amenities.



Site Legend

— Application Site

Context

Understanding the nature of the site and the opportunities and constraints that exist provides the foundation upon which any development should be established.

Location

The site is located in the Twynrodyn area of Merthyr Tydfil. The site lies to the East of Merthyr Tydfil town centre, which has a range of local amenities and services. The town is situated on the A465 known as the heads of the valleys road, connecting Merthyr to the west through to Neath and east towards Avergavenny and Hereford.

The site is bound by Elm Tree Grove and Oak Tree Rise to the east, existing residential development at Wallhead road to the west, existing residential development at Penheolferthyr to the north and existing greenfield land to the south.

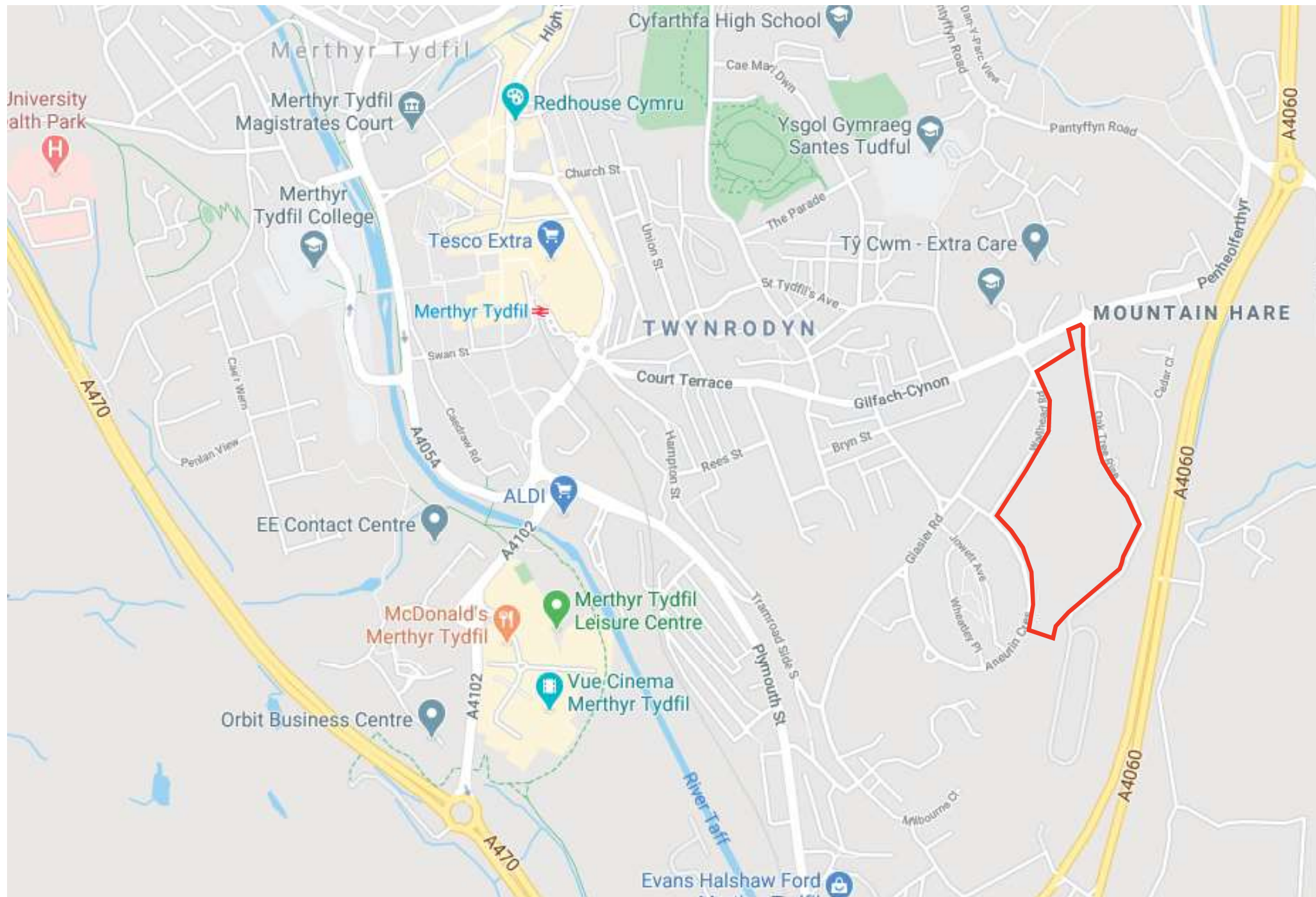
Accessibility

The A4060 which is located to the east of the site connects to the A470 (south) and the heads of the valley road (A465), the A4060 runs along side the major opencast coaling operation called Ffos-Y-fran. The A470 trunk road provides access to the north of Merthyr towards Brecon and to Cardiff in the south. The A470 provides access north of Merthyr towards Brecon and to Cardiff in the south. The A470 also adjoins the M4 via junction 32, which is 18 miles south of the application site. The M4 is the major road network connecting south east Wales and beyond.

Merthyr Tydfil Railway Station is located less than one mile away from the application site, providing a half-hourly service to and from Cardiff central.

Landscape Character

The landscape character of the site is informed by the vegetation areas of grassland, bare earth and scrub.



Local Amenities and Services

The site is situated to the south east of Merthyr Tydfil town centre which has a range of local facilities including Post Office, Doctor Surgery, Public House, Take Away Restaurant, Shops and Convenience Stores.

The local primary and infant's schools are within 225 metres of the site. Cyfarthfa High School is 1.20km away from the site.

The site is located 200 metres from a bus stop on Wallhead Rd. With an additional stop located on Penheolferthyr Road. These stops provide convenient access to Merthyr Tydfil town centre.

Merthyr Tydfil Railway Station is located approximately 0.7 miles by foot to the west of the site. Merthyr Tydfil Railway is part of a valley line and operates a 30 minute service Monday to Sunday.

Settlement Pattern

The settlement pattern has been shaped by its setting. The western approaches are characterised by built form with open countryside to the eastern periphery owing to the nature of the topography of the land.

Land Uses

The application site is bound by residential development to the north and the west. The existing site is vacant and vegetation has taken hold.

Topography

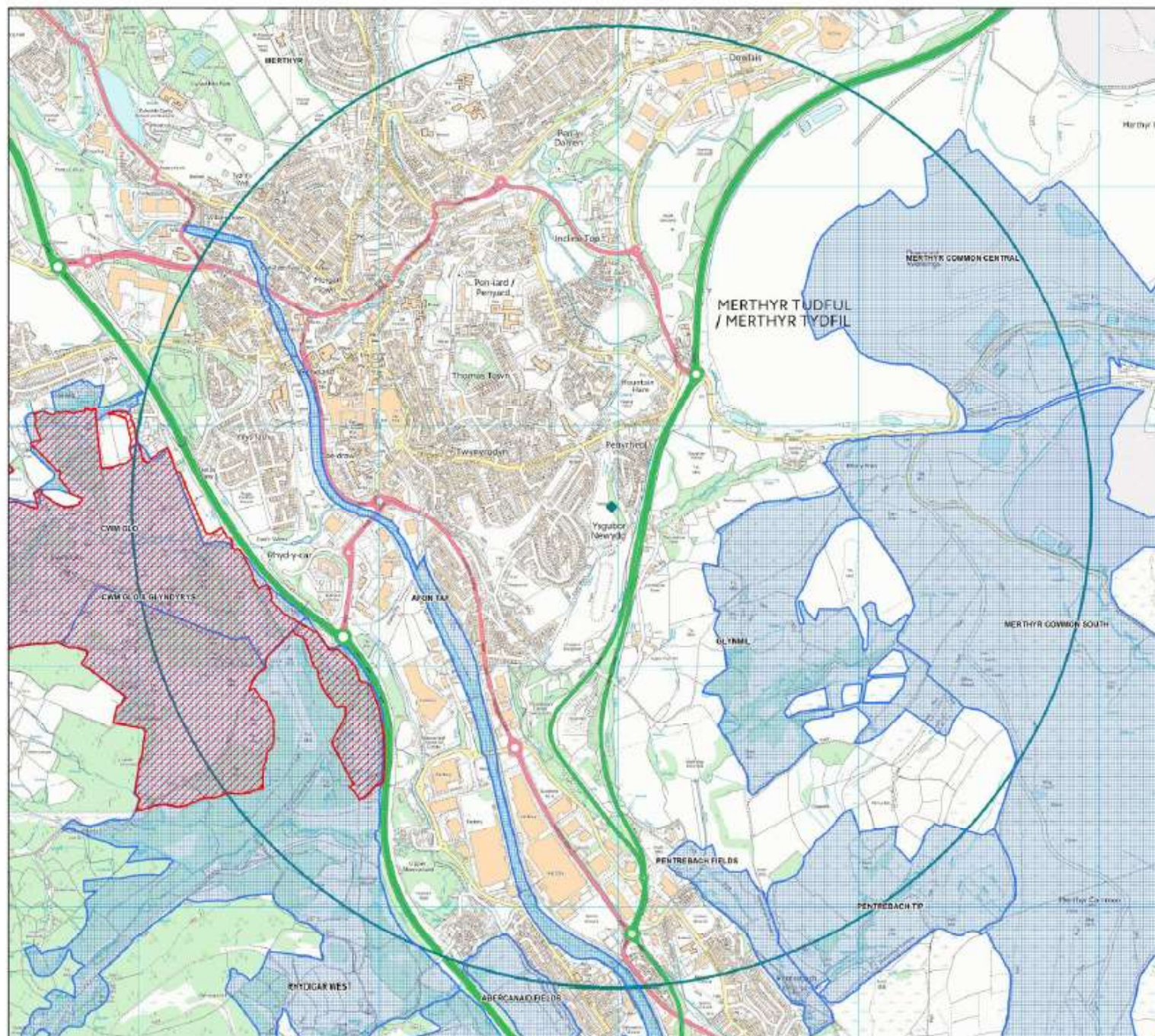
The site is relatively flat but is split by a 3m change in level into 2 plateaus, the southern plateau being outside of the application site. The topography of the land is such that no issues are envisaged in this respect.

Planning History

There has been no previous planning applications submitted on this site.







BIODIVERSITY INFORMATION SEARCH (SPECIES AND DESIGNATED SITES):

**TWYNRODYN
SQ0596905665**

- Centre of Search Area
- 2km Search Buffer
- Site of Special Scientific Interest
- Site of Importance for Nature Conservation
- Unitary Authority Boundary

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Plot produced on 24/10/2018 on behalf of TernAqua by

Site Assessments

Arboriculture

Steve Ambler & Sons Arboricultural Consultancy prepared a Tree Survey and Arboricultural Constraints Report to identify the location of trees and also assess trees in terms of their health, general condition, form and overall significance to establish the extent to which they might constrain the development of the land.

A detailed assessment of the tree's presence and their overall value is contained in the Tree Survey and Arboricultural Constrains Report that accompanies this submission.

Archaeology

Red River Archaeology prepared a desk-based assessment to identify the nature and extent of the recorded heritage resource with a view to identifying any potential heritage constraints to development. The assessment concluded that the development would not adversely impact upon any designated historic assets through alterations to their setting. A detailed assessment of the impact is provided in the assessment that accompanies this submission.

Ecology

A Phase 1 Extended Habitat Survey was carried out by TerrAqua Ecological Services out in order to establish the ecological value of the site. The survey concluded that there were no conservation designations of regional, national or local significance and that the most part of the application site was characterised by semi-improved grassland of poor floristic value and species poor.

Transport

A transport assessment was prepared by Lime Transport, the scope of the assessment has been based on the guidance within the Department for Transport's 'Transport Evidence Bases in Plan Making and Decision Taking. 2015'. The assessment concluded that based on the sites location and allocation within the LDP the proposed development can be accommodated on the highway network.

The survey identified the need for additional surveys to assess the potential for reptiles and bats. The findings of these surveys are listed in the table below.

Survey	Recommendation
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Reptile	The presence of reptiles has been confirmed by the results of the survey. To ensure that no reptiles are injured or killed during the proposed works the following works are required: • Reptiles should be removed and excluded from the development footprint prior to any clearance works commencing. If possible the animals should be relocated within the site boundary or as close as possible to the site, to an area with suitable habitat and which is guaranteed free from any potential damage or disturbance. If relocation within the site is not possible an alternative safe site with appropriate habitat should be selected on advice from an approved ecologist. • The collection of animals should take place using recognised methods, at an appropriate time of year and over a timescale of sufficient duration to ensure the maximum number of animals have been rescued before works commence. The collection and relocation of any animals should be carried out by or supervised by the ecologist present on site. • If a receiver site cannot be found within the existing boundary the selection of alternative site should be made with advice from an ecologist and all necessary habitat improvements completed before any ground clearance works are started at the development site. • The vegetation manipulation should take be undertaken by hand and take place over a number of days allowing time for animals to move away from the manipulated areas. • The habitat manipulation should be undertaken under the supervision of an appropriate ecologist who will move any animals observed to safe locations. • The perimeter of the construction zone should be fenced with reptile exclusion fencing to prevent animals returning to the working area. • Common Toad were recorded within the site boundary, with all recorded beneath the artificial refugia associated with the reptile survey. • No other ground clearance works should commence until the ecologist is satisfied that the site is clear of reptiles
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Planning Policy Context

The proposed development has been formulated in light of the relevant design policies within the adopted **Local Development Plan** as well as the advice contained in **SPGs**, and the **TANs**.



Planning Policy Context

The following section will provide a brief overview of the planning policy context at the national and local scale which comprises of Planning Policy Wales, the 21 topic based Technical Advice Notes and the Merthyr Tydfil County Borough Council's Local Development Plan was adopted in January 2020.

A comprehensive consideration of the planning policy context can be found in the planning statement that accompanies this submission.

National Context: Planning Policy Wales: 10th Edition December 2018

Planning Policy Wales (PPW) 11th Edition sets out the land use planning policies of the Welsh Government, it defines design as:

“Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surroundings area.”

The objectives of good design are summarised as follows;

“A Design and Access Statement communicates what development is proposed, demonstrates the design process that has been undertaken and explains how the objectives of good design and placemaking have been considered from the outset of the development process. In preparing design and access statements, applicants should take an integrated and inclusive approach to sustainable design, proportionate to the scale and type of development proposal. They should be ‘living’ documents dealing with all relevant aspects of design throughout the process and the life of the development, clearly stating the design principles and concepts adopted and include illustrative material in diagrams, plans, elevations and sections where relevant.”

Technical Advice Note 12: Design

This document provides guidance on the preparation of Design and Access Statements and the fundamental principles of good design.

Technical Advice Note (TAN) 18: Transport (2007)

TAN18 promotes resource and travel efficient settlement patterns by locating development where there is or will be good access by public transport, walking and cycling to minimise the need for travel by car and fostering social inclusion by ensuring accessibility for everyone.

Local Context: Merthyr Tydfil County Borough Council Replacement Local Development Plan (LDP)

The Merthyr Tydfil County Borough Council's Local Development Plan was adopted in January 2020, and is the statutory development plan for the period 2016 – 2031. The following policies are relevant to this consideration:

- Policy SW1: Provision of New Homes
- Policy SW2: Provision of Affordable Housing
- Policy SW3: Sustainability Distributing New Homes
- Policy SW4: Settlement Boundaries
- Policy SW9: Planning Obligations
- Policy SW10: Protecting and Improving Open Spaces
- Policy SW11: Sustainable Design and Placemaking
- Policy SW12: Improving the Transport Network
- Policy EnW1: Nature Conservation and Ecosystem Resilience
- Policy EnW4: Environmental Protection

> Planning Policy Wales

Edition 11 | February 2021



Llywodraeth Cymru
Welsh Government





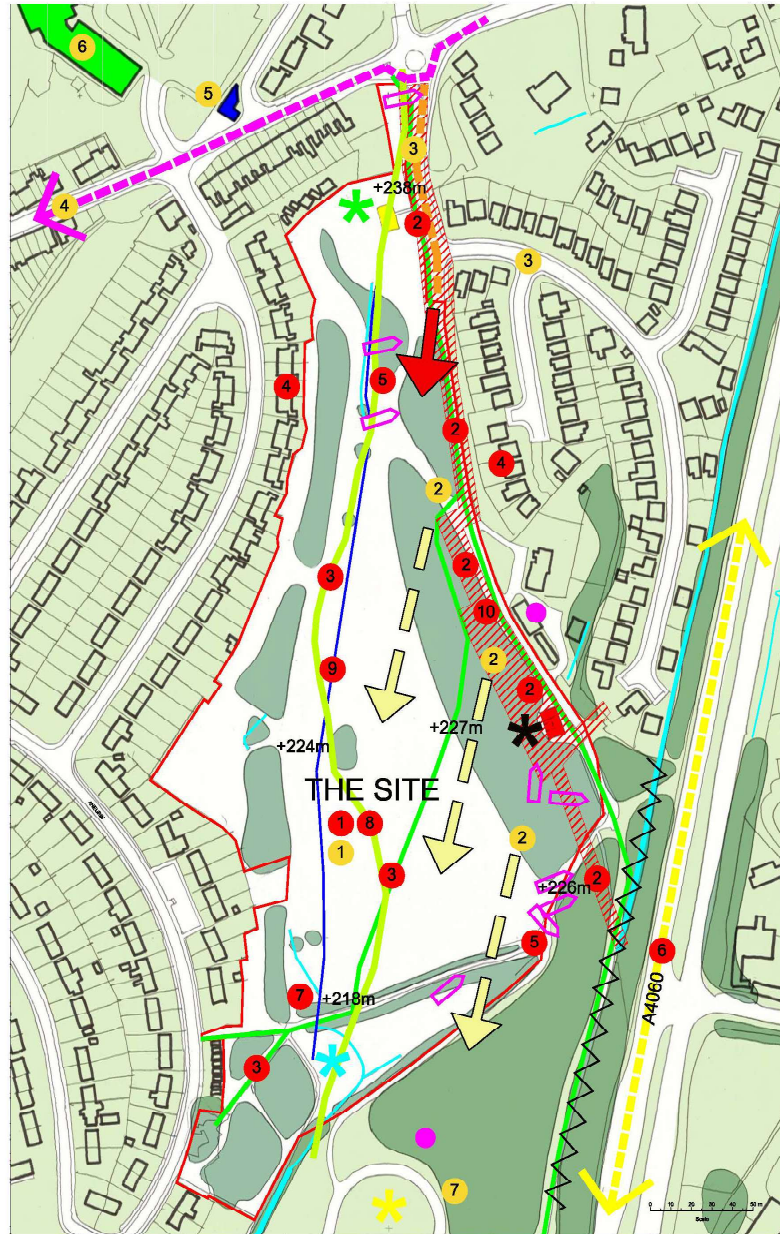
The map illustrates the proposed development at The Village at Foxfield, showing building footprints, parking areas, and surrounding infrastructure. Key features include:

- Proposed Building Footprint:** Shaded in light green.
- Proposed Parking:** Indicated by yellow hatched patterns.
- Proposed Roadway:** Shown as grey lines.
- Proposed Landscaping:** Represented by green circles and irregular shapes.
- Existing Features:** Shown in white or light grey.

A scale bar at the bottom left indicates distances from 0 to 100 feet. A north arrow is located in the top left corner. The map also shows existing roads like Highway 101 and various utility lines.



-  Site boundary: gross area approx 13.60 Acres
NOTE: Red line area to be confirmed
-  A4060
-  Penheolferthyr Road
-  Existing access road
-  Existing foul pumping station
-  Approximate location of mine shaft
-  Approximate location of mine entry
-  Legal bridleway
-  Legal footpath
-  Possible noise nuisance from A4060
-  Existing surface drainage channels
-  Existing culvert (approx location)
-  Site access location
-  Existing trees and vegetation
-  Twynrydyn Community School
-  Local convenience store
-  Potential location for drainage attenuation basin
-  Good views over the valley to the south and west
-  Existing athletics / recreation track
-  Existing play area
-  Easement for existing foul and surface water



Opportunities

- 1 Develop the vacant council owned strategic site for approx 135 units
The site is allocated but with no existing planning permission
The approx net dev area is 7.04 acres (Refer to BP01)
- 2 Opportunity to maximise the excellent views over valleys to the south
- 3 Entrance road shared with completed Taylor Wimpey development to the east
- 4 Merthyr Tydfil town centre and station is less than 1 mile to the west
- 5 Local convenience store close to site entrance
- 6 Twynrydyn Community Primary School close to the site
- 7 Existing recreation / athletics track to the south of the site

Constraints

- 1 The site is influenced by workings of 2 coal seams
Drilling and grouting will be likely be required (refer to engineering reports)
- 2 Existing surface and foul sewers run along eastern boundary (easement required)
- 3 Legal bridleway and footpaths cross the site (position to be confirmed)
- 4 Existing properties back onto the site
- 5 Potentially untreated mine entries / adits may be present beneath the site surface
10 recorded mine entries within site or within 20m of boundary. No record of any treatment
- 6 Potential noise nuisance/ mitigation measures from A4060
- 7 New pumping station required as existing does not have capacity / location
- 8 10% affordable required and 3 x 6m garages if to count as a parking space
- 9 Culvert crosses the site from north to south
- 10 Area of Japanese Knotweed

Constraints and Opportunities

Understanding the constraints and opportunities that exist is fundamental to the development of a coherent, balanced and sympathetic layout that responds to the challenges of its context. The extent to which the design principles identified earlier can be applied is dependent upon the proposals ability to successfully overcome, incorporate and mitigate the constraints facing the development.

Constraints

- **Potential Contamination** - A site investigation shows we have ground contamination, so mitigation is required.
- **Pumping Station** - A new pumping station is required as the existing does not have the capacity to cope with the demand.
- **Noise Pollution** - Potential noise mitigation is required due to the A4060.

Opportunities

- **Public Open Space** - Create a series of interconnected open spaces that incorporate the proposed green infrastructure.
- **Green Infrastructure** - The retention of existing trees along with a suite of ecological mitigation measures will help reduce the impact of development.
- **Connectivity and legibility** - The application site is crossed by footways which provide access to the surrounding areas.
- **Proximity to Services** - The application site is located within a short walk of local amenities and services and enjoys good public transport links owing to the presence of nearby bus stops. As a consequence there is a real opportunity to deliver a scheme that promotes sustainable alternatives to the car.
- **Sustainable Drainage** - On-site attenuation will be provided to ensure that the development does not increase the risk of flooding elsewhere.
- **Supporting the local community**- The opportunities for employment during the construction phase of development together with the expenditure of future residents will help create and support employment in the community to the betterment of the vitality and viability of the settlement as a whole.



Access and Movement

Access and movement is a key component of the layout. It can be seen from the plan that the site benefits from a well connected pedestrian and cycle links which permeate out of the site, which in turn provide access to local amenities and services. The layout capitalises on these assets by incorporating these into the layout to create a pedestrian friendly proposal characterised by connectivity and permeability, enabling pedestrians to navigate desire lines through the site.

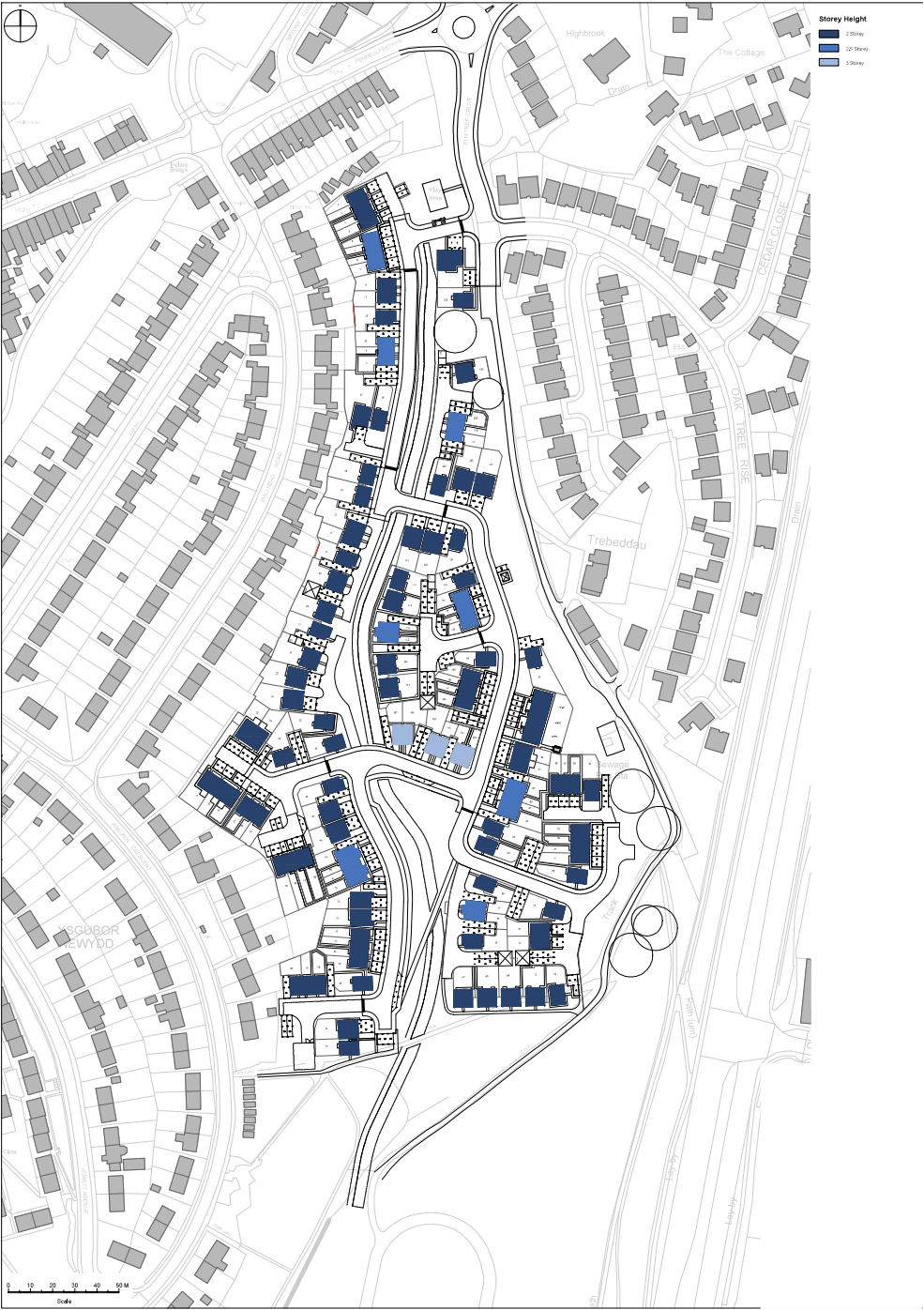
The connectivity embedded within the layout is complimented by a structured street hierarchy which defines the street scene and helps create a sense of place. All these factors combined will contribute to the creation of a pedestrian friendly layout that promotes sustainable alternatives to the car.



Scale & Massing

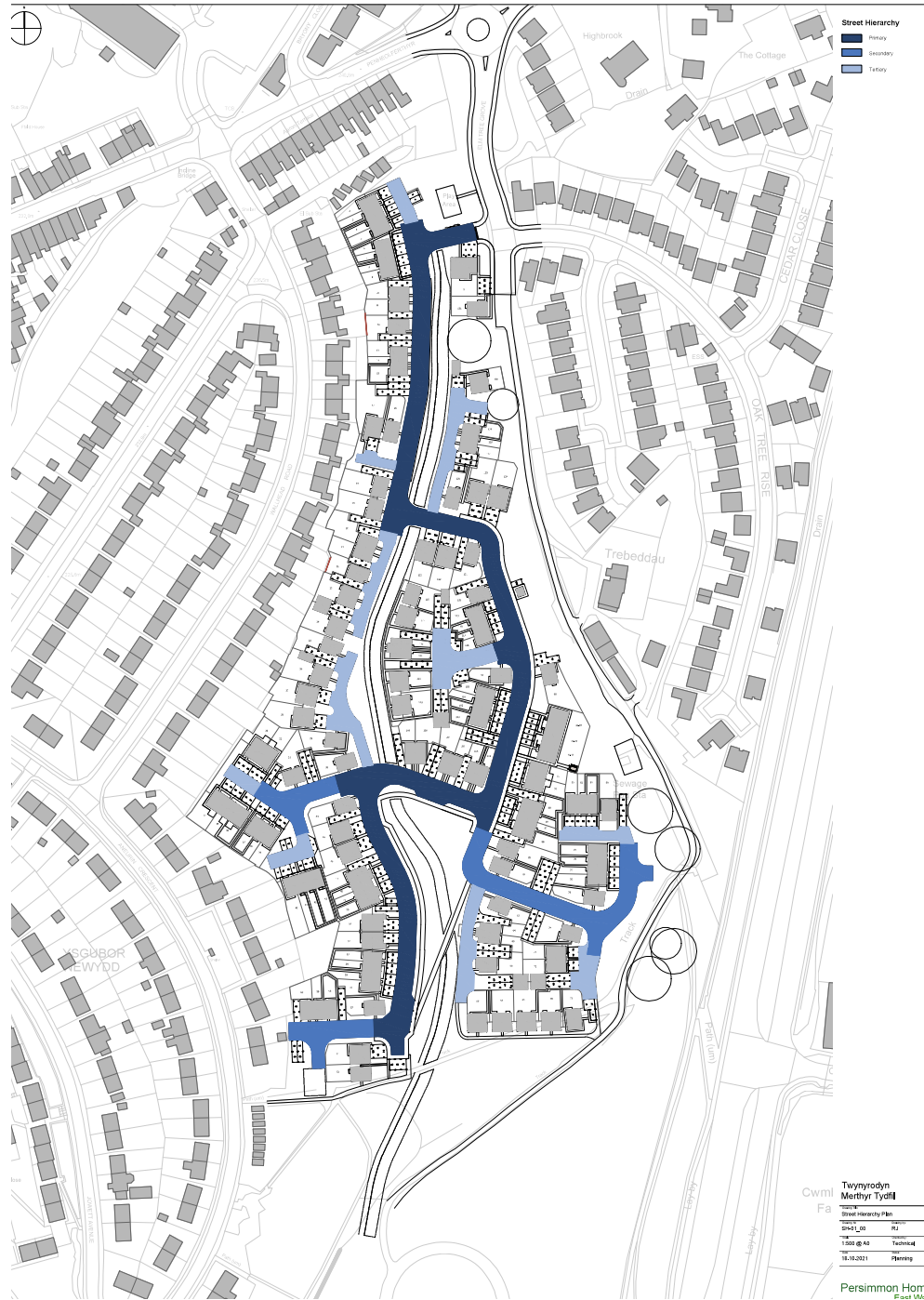
Housing density informs the street hierarchy, character, massing and design of the built form and subsequently the housetypes that occupy it, and as such form a fundamental element of the proposal.

Higher densities will be notable along the Primary Streets which are characterised by terraced and semi-detached houstypes interspersed with 2.5 storey housetypes which help create a sense of enclosure and add variety to both the street scene and roofscape. A slight reduction in density is observed along the Secondary Streets where terraced housetypes give way to an increased number of detached properties. Along the periphery of the development and adjacent to areas of public open space and green infrastructure reduced densities will be utilised to ensure a gradual transition from the built form to the River corridor and Park beyond enabling the proposal to sympathetically inhabit its context.



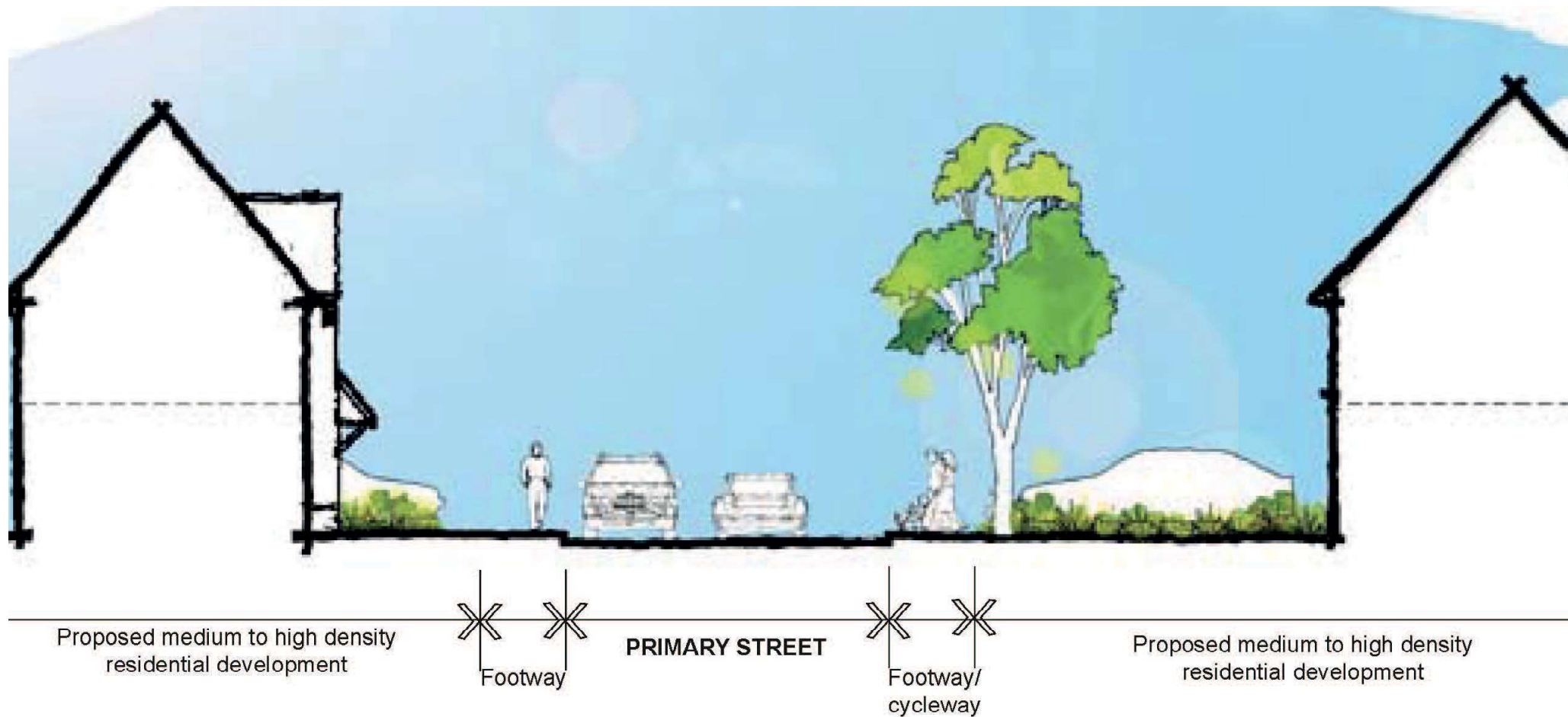
Storey Height

The proposed layout is punctuated by 2.5 storey housetypes, namely the Windermere and Carleton. These housetypes have been used sparingly across the development to punctuate the street scene and provide a degree of enclosure with the aim of defining the street hierarchy and creating a discernible sense of place.



Street Hierarchy

The street hierarchy organises the scale, massing, appearance and function of discernible areas within the development.



Primary Streets

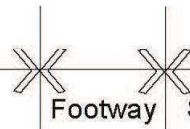
Primary streets form the basis of the arterial routes into the development. The Primary Streets are accessed via Elm Tree Grove. The Primary Streets will have a wide street frontage incorporating a 5.5m wide carriageway together with a 2m wide footpath either side.

To reinforce the role of the street as a main route a formal character will be created through the use of shared surface areas at junctions and logical locations to create focal spaces and to promote legibility. The shared surfaces will have pedestrian priority and will provide crossing points for the network of footways / cycleways through the development.

The housing fronting these streets will typically be of a higher density with a full range and mix of detached, semi-detached and terraced housetypes which will front onto the Primary Streets to create a sense of enclosure, reinforced through the use of 2.5 storey housetypes to aid legibility.

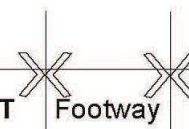


Proposed medium to high density
residential development



Footway

SECONDARY STREET



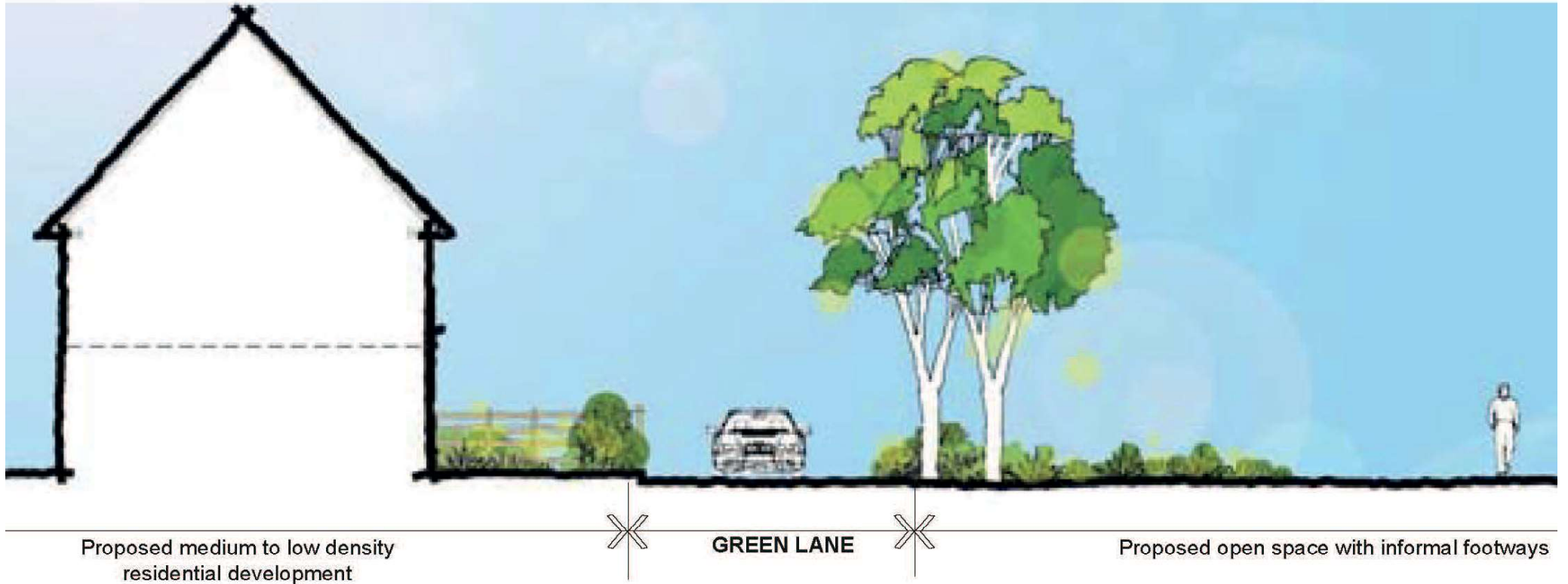
Footway

Proposed medium to high density
residential development

Secondary Streets

Secondary Streets will provide circulation through the core of the development, providing connectivity between the higher order Primary Streets to the lower order Shared Driveways.

The Secondary Streets are accessed via table and shared surface areas from Primary Streets. These include a 6m wide carriageway with a single 2m wide footpath. Properties will be positioned to maintain a sense of enclosure. Well defined boundary treatments will help to define the interface between the public and private realms.



Proposed medium to low density
residential development

GREEN LANE

Proposed open space with informal footways

Tertiary Streets

Private Driveways contribute to the distinctive character of the areas adjacent to public open spaces and development edges. Their location overlooking areas of public open space will provide natural surveillance which will contribute to community safety. The design will include measures to sensitively integrate residents vehicles to create an attractive street scene.

Private driveways will be accessed via secondary routes and will be discernible by their narrow carriageway width. They will serve a relatively small number of properties, typically ranging from 3 - 5 dwellings.

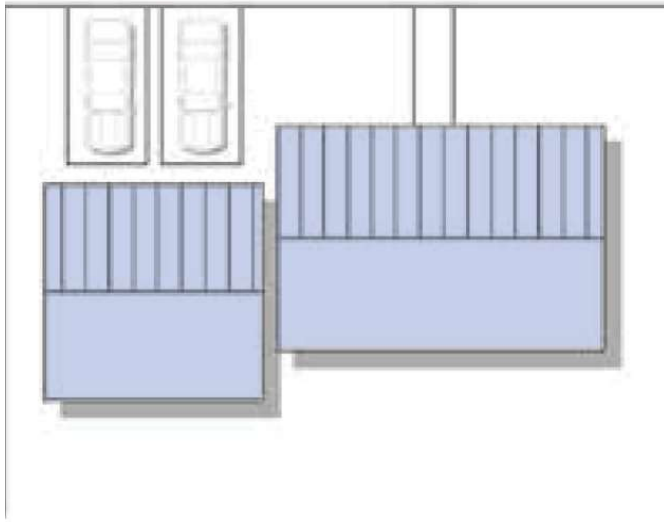
The carriageway width will generally vary from 3.5m to 5m wide.



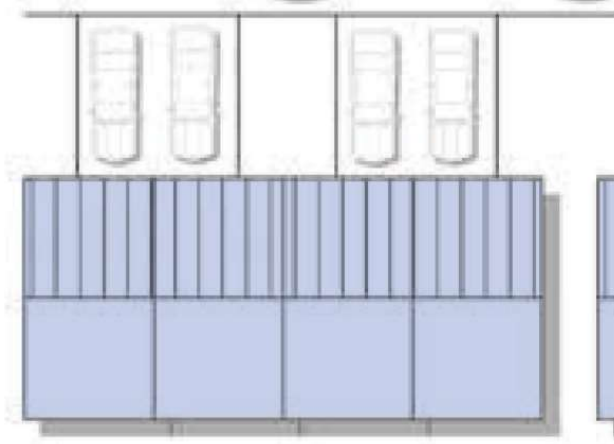
Figure 10: A row of three-story brick houses with dark roofs, set against a backdrop of trees and a clear sky.

Car parking approach

Parking has been provided on the basis of one space per bedroom for open-market dwellings (with two parking spaces for the two bedroom and for the three bedroom affordable homes). Parking provision will be provided to the front of plot with the exception of the four bedroom properties where parking provision and a garage will be provided to the side of plot.



On-plot to the side of detached dwelling



On-plot to the front of terraced & semi-detached dwellings



On-plot to the site and rear of semi-detached dwelling

On-plot to the side of detached dwelling

- Plot parking spaces will be measured 2.6m wide x 4.8m long.
- Configuration provides natural surveillance of the parking space.
- Front garden helps soften the visual impact.
- Garages may be set back further as appropriate or integrated to the dwelling.

On-plot to the front of terraced & semi-detached dwellings

This arrangement for semi-detached and terraced units will be used on secondary streets and primary streets adjacent to public open space.

- Spaces within the curtilage overlooked by windows on the front of the property.
- Robust structural landscaping.
- To confirm with visibility splay requirements the structural planting will not exceed 600mm and all trees will be 'clear stemmed' trees.

On-plot to the site and rear of semi-detached dwelling

This arrangement will be commonplace on the semi-detached dwellings along with front parking only along the Primary Streets

- ½ on-plot parking spaces per dwelling (in addition to garage)
- Configuration provides natural surveillance of the parking space.
- Front garden helps soften the visual impact.

Street Scene 1 - Plots 2-15

Standard style in Red brick / Render / Grey Tiles



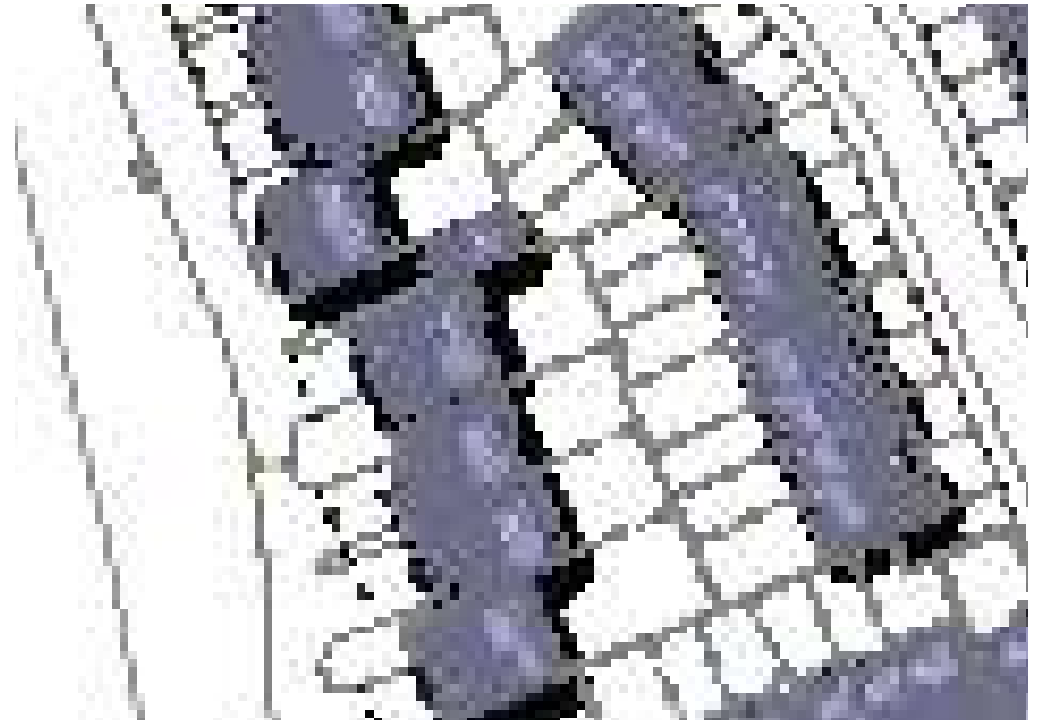
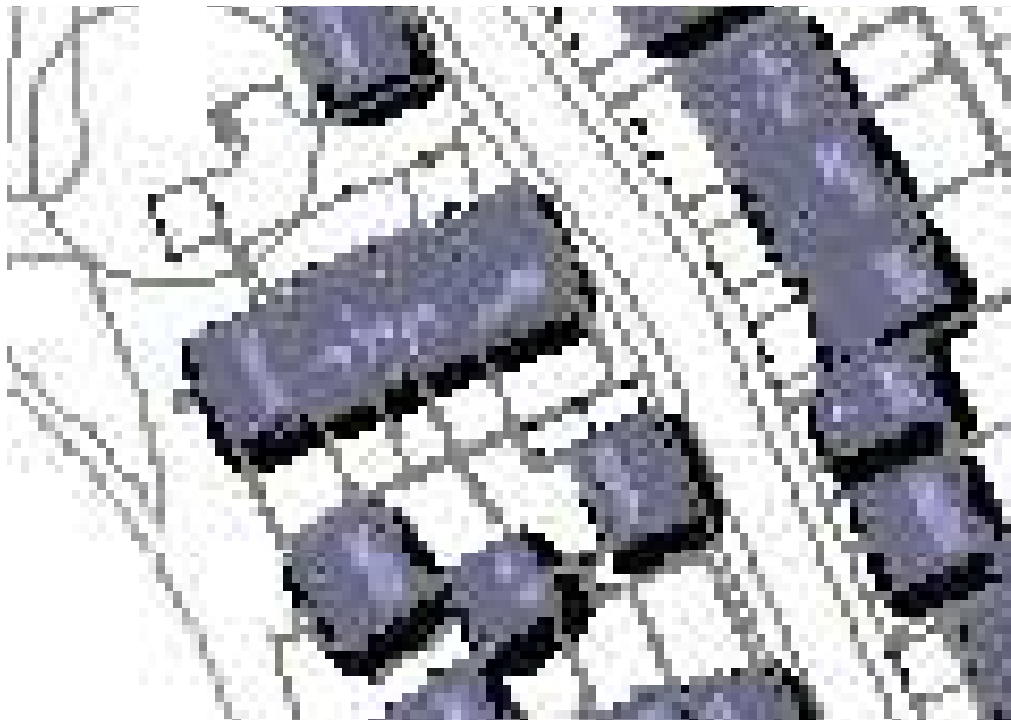
Street Scene 2 - Plots 16-27

Standard style in Red brick / Render / Grey Tiles



Proposed Layout

The layout **articulates** the **principles**, opportunities and constraints established during the **contextual analysis** and appraisal in order to deliver a form of development that respects its surroundings; integrates with the built form and creates an attractive environment.



The Proposal

The application seeks permission for a residential development comprising of:

- A range of 2, 3 and 4 bedroom homes;
- A mix of detached, semi-detached, terraced homes, at a scale that reflects the existing built form (i.e. between 2 and 2.5 storeys in height);
- Green Infrastructure in the form of public open space, landscape planting and retained trees; and
- An ecological SUDs zone

LAST YEAR THE UK HOUSE BUILDING INDUSTRY BUILT AROUND 140,000 NEW HOMES. ITS ECONOMIC FOOTPRINT WAS SIGNIFICANT

Investment



£12.5bn
invested in land and
buildings for homes



£5.5bn
spent on suppliers
[90% stays in the UK]

Jobs and Growth



£19.2bn

of Economic Output
based on the last quarter of
construction sector orders

**More than
600,000 jobs**

233,000 directly employed in the industry
(18% of the construction industry)



**4,3 jobs for every
home built**

**3,700 apprentices,
400 graduates and
500 other trainees**

each year, excluding those in
contractors and suppliers

Resources for Public Services



£1.4bn
of tax paid

Stamp Duty Land Tax, Corporation Tax,
NI, PAYE, and Residents' Council Tax



£3.1bn

of new 'affordable housing'
38% of all new homes built in the UK
are 'affordable'



£576m for infrastructure
including £225m on new and improved schools

Stronger Local Communities and Environment



6.5m trees and shrubs
planted or retained



£131m invested in
open space, community,
sport and leisure facilities



80% of construction
waste recycled

£3.8bn spent in local shops and
services by residents of new homes

Another £705m is spent to make each house "feel like home"



The UK should increase annual supply of homes by at least 100,000. Achieving this would mean:

£1.1bn
more net capital
expenditure

£13.6bn
Increase in
economic
output

430,000
extra jobs

£1.2bn
more tax paid

£432m
extra investment in
local infrastructure

£3.2bn
resident spending
on goods and
services

These extra benefits would be additional to the economic footprint of the current supply of 140,000 new homes.

Benefits of the Proposal

The benefits associated with residential development are both **proven and significant**. These benefits extend beyond the economic factors and can **deliver** a lasting social, environmental **legacy**.



Benefits of the Proposal

Social Roles

The development will deliver a range of modern 2, 3 and 4 bedroom homes, which will be available via the 'Help to Buy' scheme. These homes together with the affordable housing element of the proposal will contribute to the mix of housing available and provide the people of Merthyr Tydfil and beyond with an opportunity to access the housing market. The supply of affordable housing will also help safeguard the long-term viability and attractiveness of the settlement of Merthyr Tydfil by providing local people with an opportunity to live, work and play in their hometown.

Environmental Roles

The proposal recognises the importance of the green infrastructure that exists, and in accordance with the recommendations of the ecological reports, will safeguard a significant proportion of the hedgerow trees of ecological value through the creation of green corridors. These proposals will ensure that the ecological interests are safeguarded during the construction phase and habitats retained and where possible enhanced post construction.

Economic Role

The development will create economic benefits in the form of investment, job creation and spending attributed to future residents of the development. These impacts have been quantified utilising the Economic Toolkit developed by Nathaniel Litchfield & Partners (NLP). The toolkit draws upon industry-recognised datasets and methodologies to provide a robust methodological approach to assist the estimation of the headline economic impacts associated with the proposed development.

Construction Impacts

The proposed development represents an estimated capital investment of **£16,177,993** over a 3 year construction period. The additional value of the development can be assessed through its contribution to local GVA – a measure of the value that a specific sector or industry adds to the local economy. It is estimated that the scheme will deliver an additional **£15,720,787** of GVA over the build period.

Employment

Applying the average turnover per worker in the construction sector in Wales to the estimated construction cost indicates that the development would be expected to create **119 person years** of construction employment over the build period. This equates to **88 permanent direct jobs** in the construction industry over this build period. The initial direct spending can result in substantially larger economic benefits as this expenditure is transmitted through the economy in the form of:

- Purchases from a range of suppliers who, in turn, purchase from their own suppliers through the supply-chain (indirect jobs); and,
- Temporary increases in expenditure linked to the direct and indirect employment effects of the construction phase (induced jobs).

A report by CEBR for the National Housing Federation (2013) found that, on average, **1.51 indirect and induced jobs** are created for every FTE construction job. Applying this multiplier to the 88 jobs derived above indicates that an additional **132 FTE indirect and induced jobs** could be supported by the proposal.

Residential Expenditure Impacts

The economic benefits of the proposed development will not be limited to the construction period. Rather, it will create an opportunity to increase local expenditure by residents within the locality and the wider Borough.

Optional Extras Total Spend

The optional extras total spend for a development of this magnitude is estimated to be in the order of **£524,000**.

First Occupation Expenditure

A study commissioned by Planitherm Glass (2012) concluded that the average person spends **£5,500** making their house 'feel like home' within a year and a half of moving into a property. Drawing upon this research, we estimate that new residents to the site will spend a total of **£720,500** on their homes within the first 18 months of occupation.

Total Gross Expenditure

A measure of the total expenditure associated with the proposed development can be obtained through a review of the characteristics of the area in terms of average expenditure patterns and levels. Taking account of the open market and affordable components of the scheme, the Office for National Statistics (ONS) Family Spending Survey (2013) indicated that the total expenditure from all residents within the development is expected to be **£3,895,102** per annum.

Council Tax Receipts

The proposed development will generate an estimated **£218,377** in Council Tax each year following completion. This additional income would be used to fund the services provided by the Council for residents of the new dwellings.

Community Infrastructure Levy

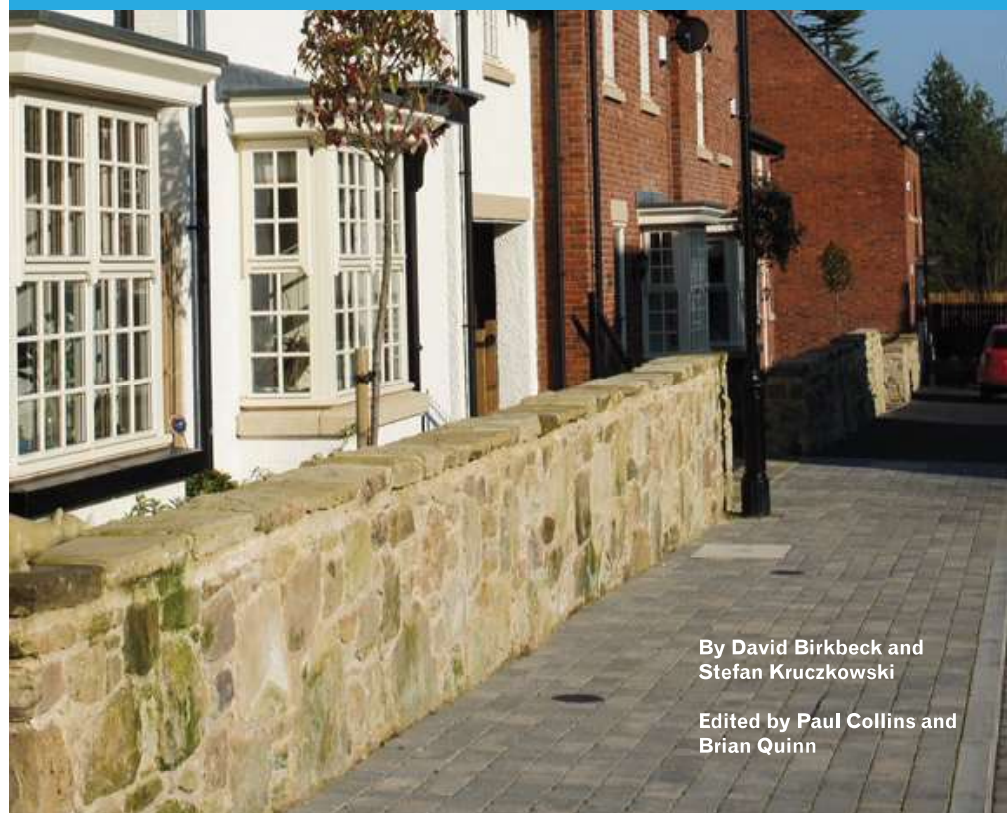
The application site is located in charging zone C3 Merthyr Tydfil. In this zone a community infrastructure levy charge of £25 / m² is applicable.

BUILDING FOR LIFE 12



**The sign of a good
place to live**

www.builtforlifelifehomes.org



By David Birkbeck and
Stefan Kruczkowski

Edited by Paul Collins and
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Buildings for Life Assessment

Building for Life 12 is a government-endorsed **industry standard for well-designed homes** and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.

Buildings for Life Assessment

Building for Life 12 is a UK government-endorsed industry standard for well-designed homes and neighbourhoods which local communities, local authorities and developers are encouraged to use to guide discussions on the creation of good places to live.

Building for Life 12 identifies the 12 questions that housebuilders should ask when designing new development. These questions are grouped under three broad categories; Integrating into the Neighbourhood; Creating a Place; and Street and Home. These categories are listed below together with a brief assessment of how these questions have been addressed in the masterplan.

Integrating into the Neighbourhood

1. Facilities and Services - Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés?
 - **The development is located within walking / cycling distance of local amenities and conveniences such as schools, a post office, public house and Doctors Surgery.**
2. Public Transport - Does the scheme have good access to public transport to help reduce car dependency?
 - **The scheme is well placed to promote sustainable modes of transport and thereby reduce dependency on the car owing to the close proximity (0.1 mile) from a bus stop. The bus stops provide regular and convenient access to Brecon Beacons National Park, Pontypridd and Cardiff.**
3. Meeting local housing requirements - Does the development have a mix of housing types and tenures that suit local requirements?

- **The scheme will deliver a range of 2, 3 and 4 bedroom homes at attainable prices that fall within the 'Help to Buy' scheme. The provision of housing at this location will help address the housing land supply shortfall that exists in the borough and contribute to the need for affordable housing.**

Creating a place

4. Character - Does the scheme create a place with a locally inspired or otherwise distinctive character?
 - **The scheme draws on the analysis of the local vernacular to create a form of development that is sympathetic to its surroundings and represents a an attractive, pleasant environment for future residents.**
5. Working with the site and its context - Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
 - **The scheme incorporates a significant element of green infrastructure in the form of trees and landscape planting. The retention of this green infrastructure together with the retention of pedestrian connectivity ensures a sympathetic form of development informed by its context.**
6. Creating well defined streets and spaces - Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
 - **Housetypes have been positioned to ensure active frontage and natural surveillance along prominent locations and adjacent to areas of open space, with dual frontage housetypes located at key interchanges. Landscape planting will be used throughout the site in tandem with**

boundary treatments to help define the public and private realms and soften the built form.

7. Easy to find your way around - Is the scheme designed to make it easy to find your way around?

- **The layout of the proposal is based on a structured street hierarchy complimented by an area of open space. The street hierarchy together with distinct character areas create a sense of place within the development which aids legibility enabling residents and visitors to navigate the site.**

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Street & home

8. Streets for all - Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

- **The structure of the street hierarchy and the layout of the development is conducive to low vehicle speeds whilst secondary and tertiary streets provide pedestrian friendly spaces.**

9. Car parking - Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

- **Parking provision has been provided in accordance with the requirements of the adopted supplementary planning guidance. Where possible reductions have been sought in order to promote sustainable alternatives to the car and reduce the impact of the car on the street scene.**

10. Public and private spaces - Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

- **An appropriate landscaping strategy together with a series of boundary treatments will help define the street hierarchy and denote the transition from public to private realm.**

11. External storage and amenity space - Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

- **The structure of the layout allows for adequate plot size for amenity and storage purposes.**





Conclusion

Twynnyrodyn, the land of Oak Tree Rise is a **deliverable** development in a **sustainable location** and is allocated in Merthyr Tydfil LDP. Twynnyrodyn is currently a brownfield site which will provide Merthyr with good quality private housing and more importantly aid in the delivery of affordable houses in the area.

Conclusion

It is considered that the proposal accords will deliver a sympathetic development that integrates into the fabric of the built form through improved connectivity and appropriate interface. The retention of existing trees together with the ecological mitigation zone will ensure that the proposal is one that is characterised by green corridors and areas of open space that safeguard sensitive habitats and provide an attractive environment for future residents.

The finishes and appearance of the housetypes proposed articulate the architectural cues of the local vernacular to deliver a proposal with a real sense of place and discernible character areas along prominent locations overlooking areas of public open space.

The significant economic, environmental and social benefits that the proposal will deliver will contribute to the vitality and prosperity of the locality and in doing so help deliver a lasting legacy for the people of Merthyr Tydfil as a whole.

The site is capable of making a significant and immediate contribution to the Council's housing land, including the delivery of affordable housing, on this sustainable site that is allocated for residential development.

The **land at Merthyr Tydfil** is capable of delivering a **sympathetic** development in a **sustainable** location which will contribute to the economic **prosperity** of the borough as a whole.

Persimmon Homes believe that the site could deliver up to 131 high-**quality** homes which will provide affordable housing and social/economic benefits for the local community.

PERSIMMON HOMES EAST WALES

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