

Penrhys Masterplan Phase 1A

Planning Statement

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theurbanists

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Contents

1. Introduction and Background	1
1.1 Background	1
1.2 Statement Structure	1
2. The Development Site	2
2.1 Site Location	2
2.2 Site Access	4
2.3 Village Context	4
3. Proposed Redevelopment	10
3.1 Phase 1A Proposals	10
3.2 Masterplan Proposals	13
4. Planning Policy Context	15
4.1 National Legislation and Planning Policy	15
4.4 Local Policy	16
4.5 Planning History	20
5. Planning Assessment	21
5.1 Local Policy	21
5.2 National Policy and Legislation	27
6. Summary and Conclusion	28
7. Appendix: Legislation and Planning Policy	29
7.1 Legislation	29
7.2 National Policy	30
7.3 Local Planning Policy	36

1. Introduction and Background

1.1 Background

The Urbanists Ltd. has prepared this Planning Statement on behalf of Trivallis to provide the planning context and considerations in the determination of the accompanying planning application for Phase 1A of the Penrhys Village Masterplan. Phase 1A of the masterplan proposes to deliver 121 new homes, which will kick-start the regeneration of Penrhys Village and the delivery of the masterplan.

The wider Penrhys masterplan proposed the delivery of approximately 850 new homes, plus a mix of uses to support the new housing. This includes a replacement primary school, church, community facilities, shop, and new commercial spaces. The proposed masterplan also proposes to deliver green spaces for walking and cycling, recreation, play, and biodiversity enhancement.

The regeneration of Penrhys village presents a rare opportunity to invest in an existing community with a strong sense of identity and local pride, and to support the future of a settlement that is important to the long-term viability of the local area and the north of Rhondda Cynon Taff County Borough Council. Phase 1A is critical to delivering the masterplan opportunity, marking the start of delivering new homes, and enabling the delivery of future phases of the village masterplan.

1.2 Statement Structure

This statement sets the relevant planning details for Phase 1A of the wider masterplan proposal. It describes the development site and proposed development; summarises the relevant planning legislation and policy against which future development will be considered; identifies the planning history; and provides an analysis of the proposals to identify the key planning considerations. The statement comprises the following sections:

- **Section two** describes the existing and proposed site in context
- **Section three** describes the development proposal.
- **Section four** describes the relevant legislative, planning policy, and planning history.
- **Section five** provides an assessment of the proposals in planning policy terms.

2. The Development Site

2.1 Site Location

Penrhys is situated between and towards the peaks of the Rhondda Fach and Rhondda Fawr Valleys, at the centre of the Rhondda Cynon Taff Borough. It is in a strategically significant location between several communities that are separated by the valley's topography. Penrhys is relatively isolated from nearby towns and amenities as a result of the site's location at the peak of two valleys. Its remoteness makes access to education, employment, shops, and services difficult. Phase 1A is located north west within the larger development area.

Figure 1: Penrhys Village Site Location (©Google Earth)

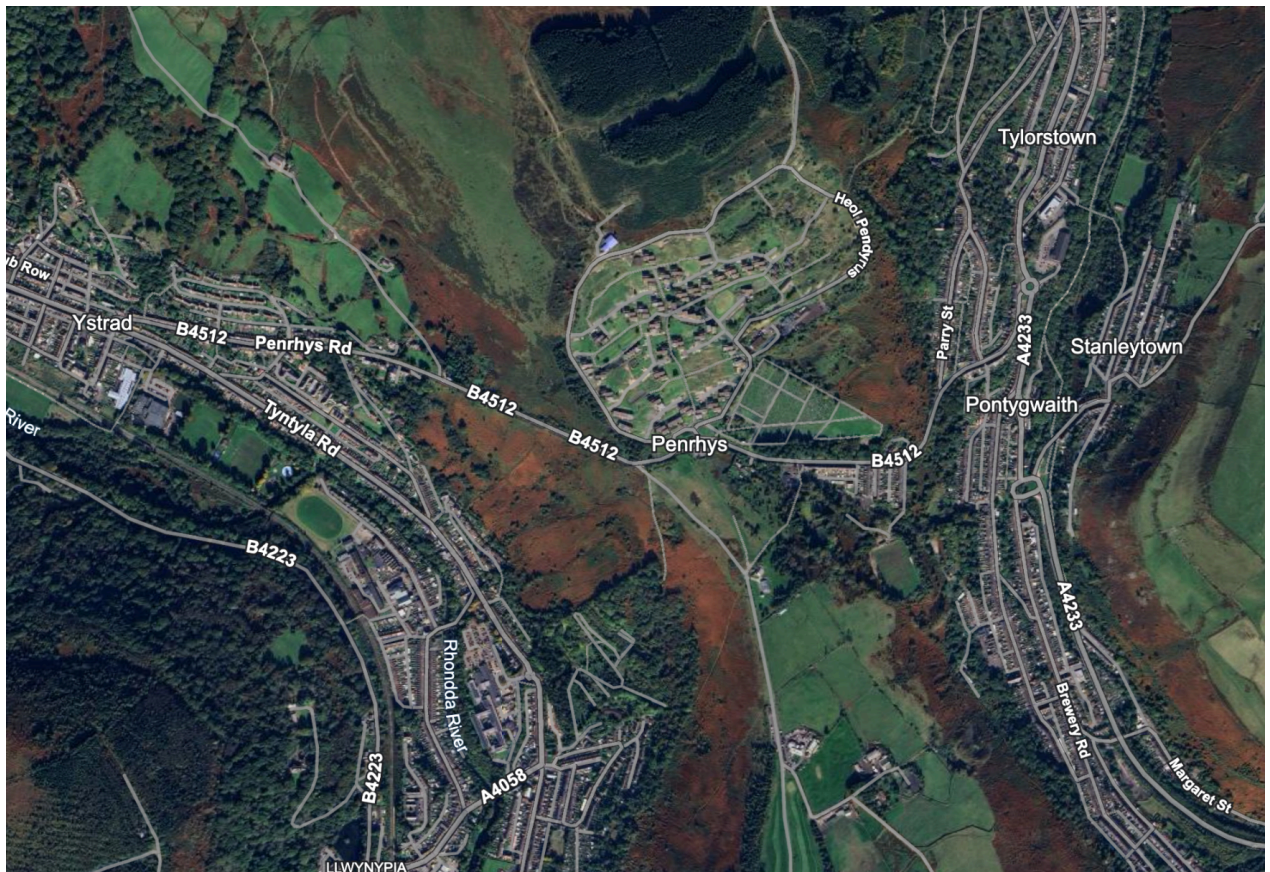
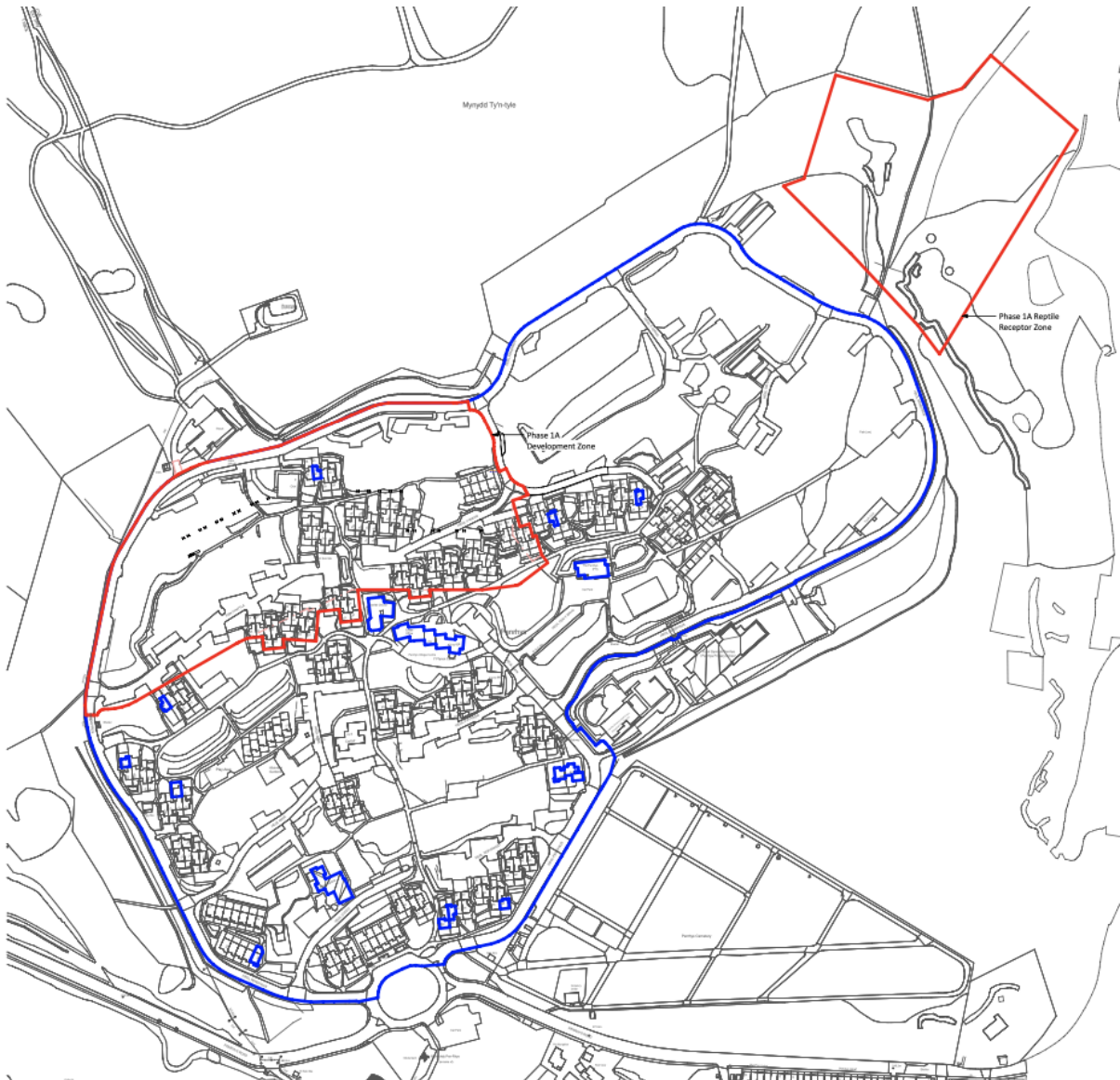


Figure 2: Phase 1a Site Location (demarcated by red line boundary)



2.2 Site Access

There are two vehicle access points into Penrhys from a roundabout on Penrhys Road (the B4512), which links the village to the A4058 at Ystrad in the west and to the A4233 at Tylorstown in the east. Penrhys Road is one of the few instances of a west-east link between the Rhondda Fawr and Rhondda Fach. The surrounding residential areas to the village include Tylorstown located 1km to the east, Ystrad located 1.4km to the west and Llwynypia located southwest of the village.

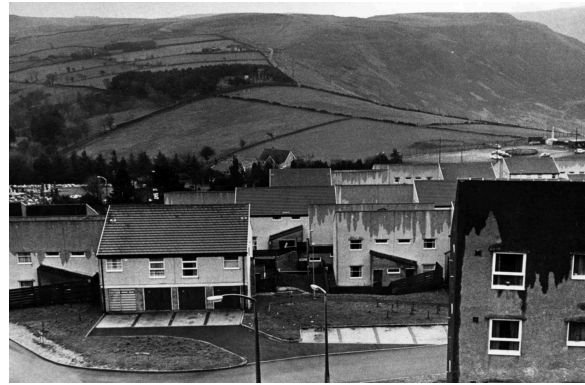
The two vehicle access points from Penrhys Road connect to Heol Pendyrus, which is a perimeter road that encircles the village. From Heol Pendyrus, there are a number of secondary roads that then run into the centre, creating a series of cul-de-sacs. The current road network arrangement creates a strong visual focus on the gateway to Penrhys from the roundabout on the B4512.

The majority of Penrhys is within 200m of a bus stop (under 3-minute walk); however, only one service (the 170) uses all three stops within the village. Bus frequency Mon-Sat 06:00-18:00 is approximately every two hours, providing connections to Tonypany, Porth, Ferndale, Aberdare, and Bridgend. There are two train stations within a 30-minute walk and a 10-minute cycle from the village, although there is a notable level change between the village and the stations.

2.3 Village Context

2.3.1 History of Modern Penrhys

Penrhys Village has a significant history, and its back story has had a considerable influence upon future vision for the village and ambition to invest in establishing a sustainable future. Penrhys was built between 1966 and 1969 as a new modern council housing development by Alex Robertson, Peter Francis & Partners. The houses consisted of short two and three-story terraces with cement-rendered concrete walls and mono-pitch roofs. When it was officially opened in 1968, it consisted of 951 houses.

Figures 3 and 4: Penrhys in 1971 (left) and in 1986 (right)

An innovative feature of Penrhys Village was the district heating system, where water was heated in a central coal-fired boiler, and a network of insulated pipes served each house with space heating and hot water, with the cost included in the rent. This proved very expensive following the Oil Crisis of 1973, and the village became unviable for residents who did not have access to the state benefits (which paid housing costs), and resulted in many residents leaving the estate.

In an attempt to rejuvenate the village, the Priority Estate Programme was undertaken in the late 1980s, with all houses refurbished and environmental improvements made throughout the community. This had limited success as new occupants could not be found in sufficient numbers to move to the village and many of the newly refurbished houses remained vacant. By the 1990s, the Local Authority had begun a relocation program for Penrhys, with many buildings demolished once the tenants had been relocated.

2.3.2 Penrhys Today

The original development and management of the area created a concentration of economic and social deprivation. The village area has experienced crime, drug use, and antisocial behaviour, and there have been problems with the deterioration of the buildings and the district heating system. Many of the homes have been demolished following the relocation programme, and many are vacant and boarded up. As a result, there are noticeable amounts of vacant land and properties mixed in and around the remaining homes. The arrangement and extent of parking provision in the area also dominates the village landscape and is detrimental to the character and sense of place. **The delivery of the village masterplan and Phase 1A of the development is critical to help address this and create a sustainable future for the village.**

Figure 5 and 6: Google Earth Imagery in 2001 (left) and Google Earth Imagery in 2024 (right)



There are now approximately 300 properties remaining in the village, including some empty properties, with around 550 residents. This is a notable reduction from the original development and vision for the village. Nearly all the remaining properties are owned by Trivallis, with limited owner-occupiers.

2.3.3 Topography

The topography of the site creates a slope running north-south, punctuated by plateaus of existing and demolished housing plots. The Village is tiered, starting at the B4512 and then ascending up the hillside. The geography and 1,100 ft above sea level location of Penrhys makes it highly exposed to the elements, and the limited tall vegetation and structures across the majority of the site offer little shelter. The location makes living there in extreme weather challenging and has likely contributed to the deterioration of the buildings. **Phase 1a is located in an upper tier in the north-west of the site.**

Figures 7 and 8: Site Topography

2.3.4 Existing Properties and Landscape

The existing properties in the village are typically two storeys tall and are similar in massing and detail; most are post-modern architectural style and vary in condition. Many of the properties have issues of overlooking, have limited private amenity space, have limited fenestration, and are in a poor state of repair, which significantly impact the character and sense of place of the village. As referenced previously, there are noticeable void properties creating a visual blight.

Figures 9 and 10: Existing Properties

Given the geographic and topographical position of Penrhys, there are areas of Penrhys that are visually prominent from within the surrounding context. The eastern portion of the village is particularly visible on the approach along the A4233 road coming from Porth towards Penrhys. Whilst in the past this area would have been densely developed, it has now been cleared, leaving a fairly green setting of grassland habitats and areas of tree and shrub planting.

Figures 11 and 12: Key Village Views

Immediately to the north of the village is land owned by Natural Resources Wales, which is currently a plantation managed woodland. To the south of the village is the shrine to ‘Our Lady of Penrhys’ statue and the car park located adjacent to it. To the west and east is upper valley scrub habitat and open fields, in mixed ownership. Rhondda Cynon Taff County Borough Council is a significant adjacent land owner. The wealth of natural assets to the north and south of the village is currently underutilised and not well integrated to the village.

Penrhys Primary School is located in the east of the village and is a key community asset. It is due to be redeveloped and modernised as part of the Council’s school investment programme. Llanfair Uniting Church is located in the centre of the village and is another key community facility serving the village.

2.3.5 Flooding

Penrhys village has areas of surface water flooding, which includes Phase 1A. **Whilst this does not pose a significant risk to the village itself, there is an opportunity to mitigate the impact on the surrounding area as part of the masterplan and Phase 1A.**

2.3.6 Religious Heritage - The 1953 Statue

Until the late 16th century, Penrhys was one of the holiest sites for Christian pilgrims in Wales, it was significant due to its medieval monastery, and the holy shrine of “Our Lady” built at the holy spring of Ffynnon Fair. In 1538 the shrine was destroyed during the English Reformation, and the area appeared to fall into decline. The Shrine of Our Lady was still visited throughout the following centuries, with records showing devotion up until 1842; though by this date little of the original shrine survived. With the arrival of industrialisation in the Rhondda Valley during the 19th century, interest in the religious history of Penrhys increased, and an archaeological dig at the old chapel was carried out in 1912, and a new statue of the Virgin Mary was unveiled in 1953. More

than 20,000 people attended the first pilgrimage after the erection of the new statue. Due to its religious importance, Penrhys is part of the Cistercian Way, and many people still make pious pilgrimages to the site every year.

3. Proposed Redevelopment

3.1 Phase 1A Proposals

Phase 1A of the Penrhys masterplan proposes to deliver 121 new homes. These will be a combination of two to four-bedroom homes and a single apartment block. The development proposes to deliver 71 market homes and 50 affordable units. This is deemed to be a good balance to meet affordable housing needs in the local area, but also increase the presence of market homes, which are critical to the long-term sustainability of the vision. Delivery of these market homes will also demonstrate confidence for further market home provision in later phases of the masterplan. The Design and Access Statement includes a breakdown of the architectural design approach proposed for the new homes.

Figure 13: Phase 1A Site Layout



Access to Phase 1A will remain from Penrhys Road. There are proposals associated with the wider development to improve this roundabout, though these do not form part of the Phase 1A proposals. Access to the Phase 1A area will be from a series of access routes, most of which will be from Heol Pendyrus, which will be retained in its current alignment but upgraded in key sections to reduce vehicle speeds. This will be secured through build outs.

All existing, improved and proposed junctions within Phase 1A will include provision for active travel, primarily in the form of 2 m footways. Cycling can be accommodated on-road within the development as the design of the streetscape with low speeds and good forward visibility will lend itself to cycling. Within the site, crossings will be at-grade and are proposed to be facilitated through raised tables and appropriate uncontrolled crossing facilities, to promote the priority of movement by these modes. An active travel route is proposed to connect the north of Heol Pendyrus to the southernmost area of Phase 1A. This will be provided in a central landscaped area and will include accessible compliant ramps and stepped access.

The proposed Phase 1A will include appropriate parking provision within the maximum local parking standards. It is proposed to follow the parking provision below for each property type:

- 2 bedrooms - 1 space per unit
- 3 bedrooms - 1 space per unit
- 4 bedrooms (6 persons) - 3 spaces per unit
- 4 bedrooms (7 persons) - 3 spaces per unit

In respect of cycle parking, 1 long-stay cycle parking stand is required per 5 apartments. No specific local requirement is set for cycle parking standards for houses; however, it is assumed that most bicycle storage is provided within dedicated garages.

The landscape design is a key feature of the development and will draw heavily on mountain flora, or local 'Fridd' habitat that characterises the village surroundings. The village's expansive views will be taken advantage of, with opportunities integrated into the village landscape to enjoy them, with space created for the community to meet and for residents to relax and enjoy the site's habitat.

The central 'Greenway' is the key multi-functional landscape core to the site. This will be a multi-use space, providing an active travel route as described above, but also providing drainage infrastructure and amenity spaces. Gabion retaining structures are proposed to manage the level change and create functional spaces for seating, play, including a LEAP and habitat creation.

The planting strategy draws heavily on the site's native ecology and Fridd landscape, with large areas of to be left to naturally cultivate. Trees are carefully selected to thrive in the environment and other plants are selected to survive and with regards to amenity with seasonal interest and function; rain garden, defense, habitat. A notable feature of the 'Greenway' is the use of platforms, coordinated with tree planting which will frame views of the wider South Wales Valley landscape.

Figure 14: Phase 1A Landscape Layout



In preparing the Phase 1A proposals, there has been extensive community engagement, with a series of design events and workshops undertaken in the village. These workshops with residents helped to shape an understanding of life in the village and how the Phase 1A proposals can meet local needs and the nature of living in Penrhys. The workshops also helped to shape the wider Penrhys masterplan. A summary of the engagement process followed by the applicant team is included in the Design and Access Statement.

The Penrhys master plan is still in progress but proposed approximately 850 new homes across the village. The masterplan will also include for the redevelopment of the Penrhys Primary School and provision of new community facilities, local commercial spaces, and landscape and play space enhancement, highway and active travel upgrade and integration of a sustainable drainage network.

- 850 homes, 35% of which are to be affordable.
- A mix of house types, sizes, and arrangements to suit a variety of needs.
- Inclusion of community facilities and commercial facilities where viable.
- Inclusion of potential future school proposals on the existing school site.

- Celebration of historic structures with enhanced links and supporting community /education/commercial use.
- Creation of new ecology and landscape ‘corridors’ as part of a new green corridor network, incorporating trim trails, play on the way, and micro allotments.
- Extensive public open space provision incorporating equipped and natural play areas.
- Creation of new pedestrian/cycle links within and through the site to enable major new links to key destinations, including Penrhys Park, Tylorstown Rugby Club, and Ystrad Rhondda Train Station.
- New transport link to the Rhondda Golf Club.
- Improve the connection between the village and the natural context, contributing towards happier and healthier living.
- Pedestrian prioritisation design primary roads towards the edges of the site
- High-level SuDS strategy is integrated into the placemaking strategy and provides a distinct character.
- Creation of a new local centre and providing key community facilities.
- Creation of a direct link to St Mary’s Well that ties the heritage feature to the existing amphitheatre and Lady of Penrhys Statue.
- Medium to high density across the village in line with local policy and aspirations to establish a sustainable future.

4. Planning Policy Context

This section of the statement identifies the planning context relevant to the proposed development. This section summarises the relevant planning policy only; a more detailed breakdown of each legislative and policy document is provided as an appendix. The section also identifies the relevant planning history.

4.1 National Legislation and Planning Policy

The key national legislation and planning policy that provides material context to the proposed development is as follows:

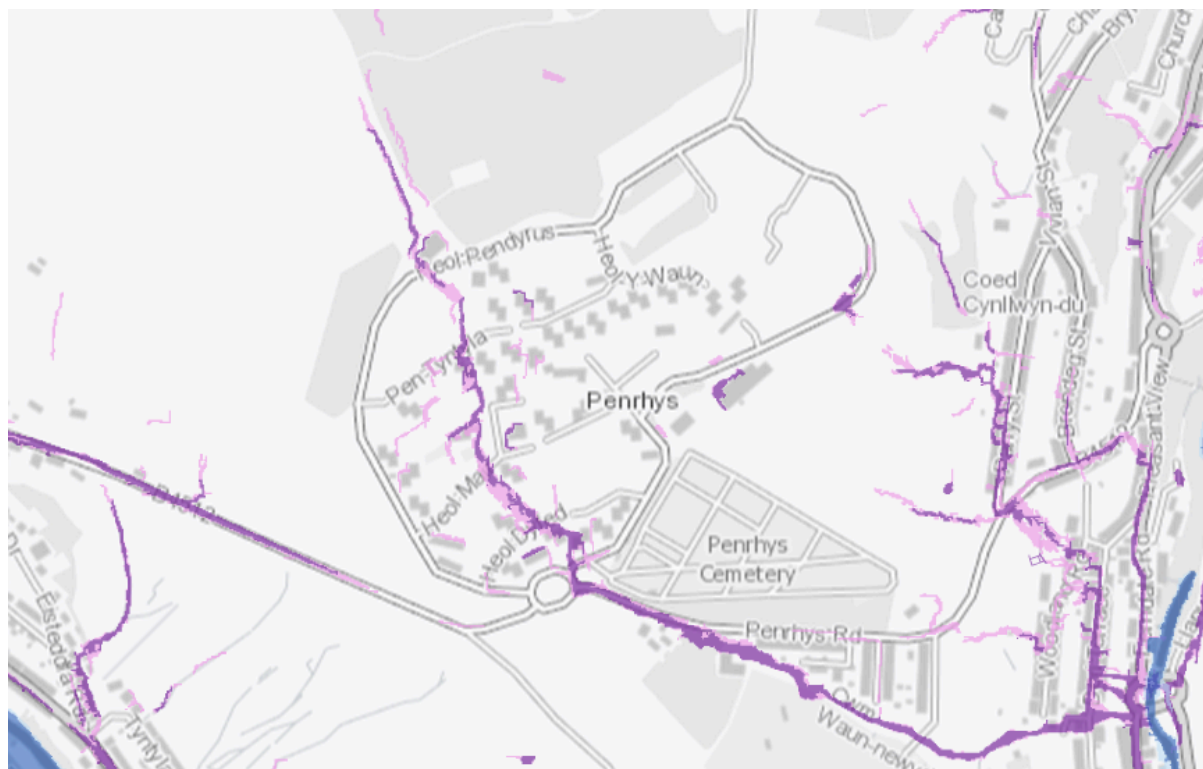
- Wellbeing of Future Generations (Wales) Act (2015)
- Environment (Wales) Act
- Active Travel (Wales) Act
- Planning Policy Wales (Ed. 12)
- Future Wales: The National Plan 2040
- Technical Advice Notes

These policy documents and national legislation place a presumption on sustainable development and a requirement to ensure that development provides the same quality of life for future generations as we do now. Within **Planning Policy Wales and Future Wales: The National Plan 2040**, placemaking is identified as the statutory process to achieve such development.

Future Wales established a series of key development policies to guide development; it also established growth areas across Wales. The development site is located in the south-east region, which is a National Growth Area, allocated within Future Wales. Well-planned and sustainable development is encouraged within the Growth Area.

In addition to the above overarching development policy, a series of Technical Advice Notes provides design guidance to development proposals. TAN 15, which addresses flood risk, is particularly important and is supported by the Flood Maps for Planning, which account for increased risk of flooding from climate change. **The development site does not fall within a flood risk zone.** TAN 12, which addresses good design and aligns with a placemaking led development approach, is also important.

Figure 16: Flood Maps for Planning Extract



4.4 Local Policy

4.4.1. Adopted Rhondda Cynon Taf Local Development Plan 2006-2021

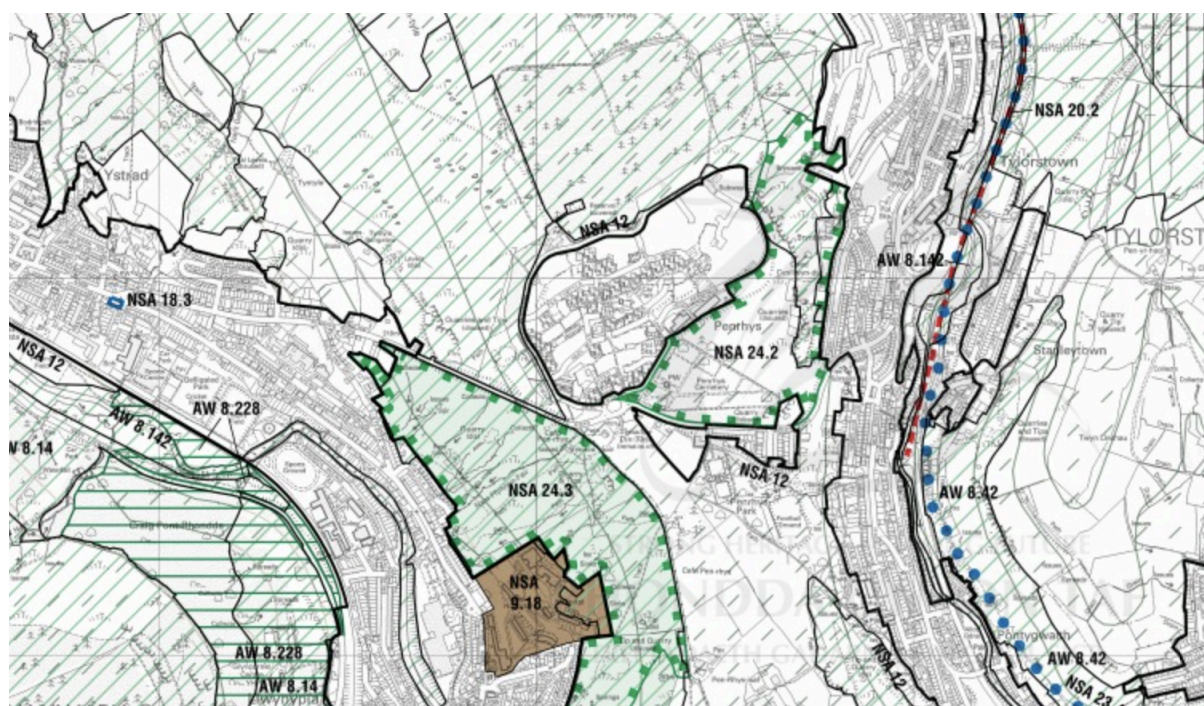
The statutory development plan for the site comprises the Rhondda Cynon Taff Local Development Plan 2006-2011, which was adopted in March 2011.

The overarching vision of the LDP is that “Rhondda Cynon Taf will be a County Borough of opportunity” and that by working together, individuals and communities can achieve their full potential, in terms of work and social life. The LDP identifies a series of spatial objectives. These include: creating sustainable communities through the provision of housing and high quality built environment that promotes opportunities for living, working and socialising; developing a sustainable economy that provides a diverse range of employment opportunities; protecting the rich culture and heritage of the County Borough; providing an environment that encourages a healthy environment and promotes wellbeing and active travel; and, protecting the County Borough for future generations by mitigating and managing the effects of climate change and protecting biodiversity.

The adopted LDP Proposals Map identifies that Penrhys Village is included in the settlement boundary (under Policy NSA 12 - Development within and adjacent to Settlement Boundaries) (demarcated by a black line in the image below). It also identifies that the Village has no environmental designations, although there are designations adjacent to the Village.

These include a Site of Importance for Nature Conservation to the north, west, and east of the Village (under Policy AW 8 - Protection and Enhancement of the Natural Environment) (demarcated by green horizontal lines), a Green Wedge to the south east (under Policy NSA 24.2 - Green Wedges), and a Special Landscape area to the south west. A Sandstone Resourcing area is also located around the site (under Policy AW 14.2 - Safeguarding Minerals) (dashed black line). The LDP Constraints Map identifies that there are no constraints in Penrhys Village. Part of the proposed allocation is located outside of the settlement boundary and is part of the wider Site of Importance for Nature Conservation.

Figure 17: LDP Proposal Map



The LDP Constraints map shows that the site is not within any designated area that would be considered as a constraint to the proposed development. The nearest designated areas are the SSSI on the West side of the site and an Air Quality Management Area on its East.

The map shows the town of Penrhys at its center, surrounded by various geographical features and infrastructure. Key locations include Tynllyle to the northwest, Brynbedw to the northeast, and Penrhys Park to the south. The map is marked with a grid system, with letters A through J along the top and numbers 1 through 10 along the left side. Various landmarks are labeled, including 'Reservoir (lowered)', 'Quarries and Tips (disused)', 'Penrhys Cemetery', and 'Penrhys Park'. The map also shows roads, paths, and areas of disused land. A red outline is drawn around the town of Penrhys, and a blue hatched area is visible in the bottom left corner.

The policies considered relevant to the proposed development are identified below; **these are the policies the development will need to satisfy in order to secure planning permission.** A summary of what each policy requires is included in the appendix.

- Policy CS 1 - Development in the North
- Policy CS 5 - Affordable Housing
- Policy CS 8 - Transportation
- Policy CS 10 - Minerals
- Policy AW 1 - Supply of New Housing
- Policy AW 2 - Sustainable Locations
- Policy AW 4 - Community Infrastructure and Planning Obligations
- Policy AW 5 - New Development
- Policy AW 6 - Design and Placemaking
- Policy AW 7 - Protection and Enhancement of the Built Environment
- Policy AW 8 - Protection and Enhancement of the Natural Environment
- Policy AW 10 - Environmental Protection and Public Health
- Policy AW 14.2 - Safeguarding of Minerals
- Policy NSA 10 - Housing Density
- Policy NSA 11 - Affordable Housing
- Policy NSA 12 - Housing Developments Within and Adjacent to Settlement Boundaries

- Policy NSA 20.2 - Major Road Schemes (Upper Rhondda Fach Relief Road)
- Policy NSA 23.4 - Cycle Network Improvement (Pontygwaith to Maerdy)
- Policy NSA 24 - Green Wedges

4.4.2. Revised Rhondda Cynon Taf Local Development Plan 2022-2037

The Revised Local Development Plan 2022 - 2037 is currently being prepared. This process formally began in April 2022, and it is expected that the deposit plan will be issued for consultation in early 2026 and adopted in May 2026. To date, the Preferred Strategy for the Revised Development Plan has been prepared, and this identifies Penrhys village as a key development site, where over 700 new homes are earmarked for delivery, alongside the replacement and improvement of public facilities and services. **The Preferred Strategy identifies that the redevelopment of Penrhys is strategically important to the County Borough's Northern Strategy Area, which has had little large-scale development over the current Development Plan period.**

4.4.3. Supplementary Planning Guidance

Supporting the development plan policies are a series of Supplementary Planning Guidance documents. Those relevant to the development are listed below, with an overview provided in the appendix.

- Design and Placemaking
- The Historic Built Environment
- Affordable Housing
- Nature Conservation
- Planning Obligations
- Access, Circulation, and Parking

4.5 Planning History

This section sets out the planning history of relevance to the site and the proposed development. The following explores previous planning applications that were submitted in the Phase 1a area, followed by planning applications that were submitted in the wider Penrhys area.

Within Phase 1a Area:

- **11/1450/FUL** - The refurbishment and alteration of an existing building for mixed community uses (Use Classes D1 & D2) with retail (A1) and café (A3) facilities with associated car parking and external works - Granted (03.04.12)

Within the wider Penrhys Area:

- **05/0953/FUL** - Provision of fencing, hard and soft landscaping to derelict area, for community use - Granted (26.07.05)
- **09/0811/GREG** - Proposed single-storey day nursery - Granted (17.12.09)
- **12/0201/OUT** - Outline planning for residential development (Penrhys Phase 1) - Granted (13.09.12)
- **12/0623/GREG** - Provision of a Broxap Yard Shelter - Granted (18.07.12)
- **14/1533/RES** - Phase 1 of regeneration scheme to include a co-housing scheme for 10 units and a shared community house facility - Granted (19.08.15)
- **16/0631/RES** - Layout, scale, appearance and access for Phase 1B Cluster 1 of the Regeneration of Penrhys - Granted (28.07.16)

The planning history for the site and wider village is reflective of the area's residential and commercial character.

5. Planning Assessment

To demonstrate how the development proposal satisfies the adopted Development Plan, this section of the statement assesses the proposal against the relevant Development Plan policies. It also demonstrates how the proposal satisfies the requirements of national planning policy.

5.1 Local Policy

Table 1 Local Development Plan Analysis

Policy / Legislation	Assessment
Rhondda Cynon Taff Local Development Plan 2006-2021	
Policy CS 1 - Development in the North	The proposals fully meet the policy requirements for development to contribute to the creation of strong and sustainable communities in the Northern Strategy Area. This includes providing high-quality, affordable accommodation that promotes diversity in the residential market, removing and remediating dereliction by the re-use of underused and previously developed land and buildings, promoting large-scale regeneration schemes, protecting the cultural identity and historic heritage and natural environment of Strategy Areas. The development is fully compliant and will have a significant positive impact on the Northern Strategy Area.
Policy CS 5 - Affordable Housing	The provision of 50 affordable homes will make a significant local impact and help with the ambitions of the current Development Plan to deliver 1770 affordable units over a 15-year plan period, with approximately 415 of these in the Northern Strategy Area.
Policy CS 8 - Transportation	The Transport Assessment included in the planning application for Phase 1A sets out the transport and

	<p>highway case for the proposals. This includes appropriate new access routes, parking provision, and active travel provision that meet the requirements of the policy. Improvements of the existing Heol Pendyrus will help to enhance an existing part of the adopted highway network that is impacted by excessive vehicle speeds.</p>
Policy CS 10 - Minerals	<p>The development site is an established housing site that is not located within a mineral safeguarding area, nor is it part of the quarry buffer zone. A Sandstone Resource Area is located adjacent to the wider village, but this would remain unaffected by the Regeneration Masterplan and would therefore be safeguarded.</p>
Policy AW 1 - Supply of New Housing	<p>The proposals again fully meet the policy, which encourages the provision of new homes on suitable unallocated land. The site is unallocated in the current Development Plan, but within the settlement boundary, and is still a residential site. The development will increase new homes to a suitable density and therefore fully meet the policy's ambition.</p>
Policy AW 2 - Sustainable Locations	<p>The development is located in the settlement boundary and has good access to local amenities and transport connections. The identification of Penrhys village as a priority site in the Revised Development Plan shows it is deemed to be a sustainable location and meets the requirements of the policy.</p>

<p>Policy AW 4 - Community Infrastructure and Planning Obligations</p>	<p>The proposals are part of the Penrhys masterplan, which will help to reinvest in the community infrastructure serving the village and its residents. The Phase 1A proposals are critical to commencing the delivery of the masterplan and providing the momentum required to deliver later phases, including new community and commercial facilities. The policy is therefore considered to align with the purpose of the policy.</p>
<p>Policy AW 5 - New Development</p>	<p>The proposals fully meet the criteria set by the policy relating to amenity and accessibility. The residential proposals are fully appropriate to the existing village setting, ensuring that housing numbers increase and progress is made in delivering a higher and more sustainable residential population in the village. The new homes can be delivered without a detrimental impact on existing residents. In respect of accessibility, the new homes meet national housing and building regulation standards, and the site has been proven to be accessible by active travel and public transport. The proposals thus also meet the accessibility requirements of the policy.</p>
<p>Policy AW 6 - Design and Placemaking</p>	<p>The policy guides good design and placemaking. The Design and Access Statement included in the planning application demonstrates the inclusive and high-quality design approach that has been followed, and it is considered that the design approach fully meets the requirements of the policy. The density and scale of development are deemed appropriate to the village while reflecting the site constraints, which</p>

	<p>are notable (topography and ground conditions). The houstypes are taken from the approved national pattern book (produced by Tai ar y Cyd), which reflects excellent design quality, but have been tailored to respect local character and the landscape setting. It is considered that the appearance of the new homes will be striking and modern, while complementing the landscape and withstanding the local weather conditions. Surrounding the new homes will be a multi-purpose landscape that creates opportunities for social activity, rest and relaxation, and biodiversity enhancement. The 'Greenway' in particular is a striking feature providing a key green resource for Phase 1A and setting the basis for a landscape framework that can be delivered across the wider village as future phases come forward. In summary, it is considered that the design of the Phase 1A proposals meets the design and placemaking guidance provided by the policy.</p>
Policy AW 7 - Protection and Enhancement of the Built Environment	<p>The Phase 1A site area was previously fully developed for housing. The likelihood of unknown heritage assets in the site is therefore very low.</p>
Policy AW 8 - Protection and Enhancement of the Natural Environment	<p>The planning application includes an Ecological Impact Assessment, which has fully identified the ecological value of the Phase 1A area. Fauna findings include the presence of reptiles and bats, which are being fully mitigated through the provision of bat boxes as part of the Phase 1A proposals, and the relocation of reptiles to a suitable receptor site adjacent to the village. The proposed landscape design is critical to delivering biodiversity net gain for</p>

	the Phase 1A area, and thus includes appropriate tree, shrub, and grassland planting to enhance the diversity of the site. The planting palette proposed draws heavily on the site's native ecology and Fridd landscape, with large areas of to be left to naturally cultivate. The ecological-led design approach ensures the development meets the requirements of the policy to protect and enhance the natural environment.
Policy AW 10 - Environmental Protection and Public Health	The proposed residential development complements the existing residential use of the site and will have no public health or environmental protection effects on the existing village.
Policy AW 14 - Safeguarding of Minerals	As per Policy CS 10 - Minerals.
Policy NSA 10 - Housing Density	The density of the site is deemed to be suitable for the nature of the village and site constraints relevant to Phase 1A. The site itself has a notable level change and challenging ground conditions. The proposed 121 homes are deemed to be an appropriate number when accounting for these constraints and will ensure a high-quality residential environment.
Policy NSA 11 - Affordable Housing	The proposals significantly exceed the policy requirement for a minimum of 10% of new homes to be affordable on residential sites in the Northern Strategy Area.
Policy NSA 12 - Housing Developments Within and Adjacent to Settlement Boundaries	The proposals fully meet the policy, which states that development in the settlement boundary will be

	permitted where it can be demonstrated that no unacceptable effects will arise. This planning statement and the wider package of technical reports demonstrate that the Phase 1A proposals can be delivered without unacceptable effects (amenity, transport, ecology, ground conditions, noise, and lighting).
Policy NSA 24 - Green Wedges	The development is within the settlement boundary in an existing residential area. It would therefore have no impact on any designated green wedges.
Supplementary Planning Guidance	The guidance documents provide advice on the above development plan policies relating to design and placemaking, the historic built environment, affordable housing, nature conservation, and planning obligations. The above policy analysis sets the development's case for satisfying each of these topics through good design as proposed.

The above analysis fully demonstrates that the Phase 1A proposals are fully in accordance with the Local Development Plan. While the Revised Local Development Plan has only formally reached the Preferred Strategy stage, the inclusion of the Penrhys village as a priority site where significant new homes are required demonstrates that the proposals will be fully in line with the future version of the Local Development Plan also.

5.2 National Policy and Legislation

The analysis of the development against the relevant local policy demonstrates that the Phase 1A proposals, which are essential to delivering the wider Penrhys masterplan vision, are sustainable and reflect good design and placemaking. **In this respect, the development complies with the placemaking-led approach of Planning Policy Wales and Future Wales.**

The nature of the development is suitable to the priorities identified in Future Wales for the South-East Region, helping to improve the quality of housing stock, and quality of life and

wellbeing, and contributing to economic investment, which is critical to the success and growth of the legion.

In being sustainable and reflecting good placemaking practice, the development will also comply with the Wellbeing of Future Generations (Wales) Act, ensuring that future generations in the local area will have a good quality place and home to live in. The key role that Phase 1A has in unlocking future phases of the Penrhys masterplan is also important with respect to future generations, as the wider masterplan delivery will have a transformative impact on the village, significantly improving the community and commercial infrastructure, the quality of homes, and the physical environment. This would have a significant positive effect on the lives of future (and current) generations.

In respect of the Technical Advice Notes, the Phase 1A site is not included in a flood zone, and localised surface water flooding will be improved through the development's drainage design. **The proposals, therefore, comply with TAN 15. Meanwhile, the design credentials of the proposals meet the requirements of TAN 12 for high-quality design that is appropriate for the local setting.**

6. Summary and Conclusion

This planning statement accompanies the full planning application for Phase 1A of the Penrhys masterplan. The statement set out all of the details for the application; it describes the site and proposed development, summarises the planning history of the site and the relevant planning policy which the development should be considered, and offers an analysis of the proposed development against the relevant planning policy.

The principle of delivering Phase 1A of the masterplan is considered sound on planning policy grounds, with the proposals meeting the definition of sustainable development as required by national planning policy and legislation, and the specific requirements of the adopted Local Development Plan policies. Phase 1A is critical to delivering the masterplan, kick-starting the process of delivering significant investment to the village; investment that will generate confidence for the delivery of the wider masterplan.

The design of the Phase 1A proposal is of high quality, and will create a living environment that offers high-quality health and wellbeing, a combination of modern attractive homes (taken from the national pattern book) and a pleasant green setting that creates opportunity for social interaction, activity, and biodiversity enhancement. Furthermore, the design has progressed through extensive community engagement, reflecting the needs and local expertise of the community. It is considered that the design approach and development that will be created represent high-quality placemaking.

To conclude, the proposal is considered to meet the material planning considerations and is deemed to be suitable for the grant of planning permission.

7. Appendix: Legislation and Planning Policy

7.1 Legislation

7.1.1 Active Travel (Wales) Act

This act set out that Welsh ministers must publish annual reports on the amount of active travel journeys made in Wales. There is also a requirement for Local Authorities to identify and plan for active travel routes and increase the provision for walking and cycling, and encourage users to rely less on cars. Local highway authorities are required to give greater consideration to walkers and cyclists and provide greater infrastructure provision for them. The act also highlights the need to build connections between key sites such as workplaces, hospitals, schools and shopping areas, with active travel routes. The Act mandates a "joined-up" approach to managing natural resources in Wales, requiring Natural Resources Wales (NRW) to produce a "State of Natural Resources Report" assessing the state of the environment and identifying key issues.

7.1.2. Environment (Wales) Act

The Environment (Wales) Act 2016 is a Welsh law that aims to manage the natural resources of Wales in a more sustainable and joined-up way, placing a strong emphasis on biodiversity conservation, climate change mitigation, and responsible resource management by requiring public authorities to actively maintain and enhance biodiversity in their decision-making, while also setting targets for greenhouse gas emissions reduction and establishing frameworks for waste management and marine licensing; essentially putting environmental considerations at the forefront of policy decisions in Wales.

7.1.3. Wellbeing of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act requires public bodies in Wales to consider the long-term impact of their decisions. The Future Generations Act defines Sustainable Development in Wales as: *"The process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals."* The Act identifies seven well-being goals; that are illustrated below. The Act makes it clear that the public bodies must work to achieve all of the goals, not just one or two. The Act also sets out five ways of working needed for public bodies to achieve the seven well-being goals. These include the fundamental requirement to balance short-term needs with the needs to safeguard the ability to also meet long-term needs.

- A Prosperous Wales
- A Resilient Wales
- A More Equal Wales
- A Healthier Wales
- A Wales of Cohesive Communities
- A Wales of Vibrant Culture and Welsh Language
- A Globally Responsible Wales

7.2 National Policy

7.2.1. Planning Policy Wales (2024) Ed. 12

Planning Policy Wales (Edition 12) (PPW) is the Welsh Government's land use planning policy for Wales. The primary objective of PPW is to ensure the planning system contributes towards the delivery of sustainable development, and improves the social, economic, environmental and cultural well-being of current, and as required by the Wellbeing of Future Generations (Wales) Act, future generations. PPW identifies key planning principles to include: growing our economy in a sustainable manner; delivering educational facilities; creating healthy and accessible environments; creating and sustaining communities; and, maximising environmental protection and limiting impact.

PPW sets out the **four key themes** which contribute to placemaking:

- **Strategic and spatial choices**, including how to achieve good design that enables access and inclusivity, environmental sustainability and respect for local character; and healthier places, including enabling opportunities for outdoor activity and recreation.
- **Active and social places**, including encouraging the multiple use of open space and facilities, where appropriate, to increase their effective use.
- **Productive and enterprising places**, including the promotion of healthy lifestyles, and physical and mental health and wellbeing; provision of integrated green infrastructure and resilience to climate change.
- **Distinctive and natural places**, including the need to conserve and enhance the historic environment and its assets; protecting and enhancing green infrastructure assets; protection and enhancement of biodiversity; protection of trees and woodland where they contribute towards the ecological, character or green infrastructure functionality of an area; and to integrate Sustainable Drainage Systems to minimise flood risk and maximise other benefits.

The way these different principles, themes, and targets integrate when considering planning proposals is summarised below. The conclusion of this process should result in a proposal that contributes towards a sustainable place and achieving the Well-being Goals and National Sustainable Placemaking Outcomes that developments are expected to meet.

Figure 19: Applying PPW principles in decision-making



The updated chapter 6 has been initially set out in guidance, titled 'Addressing the nature emergency through the planning system: update to Chapter 6 of Planning Policy Wales. This has now been incorporated into the Edition 12 of PPW. The main Chapter 6 changes to policy requirements are:

- **Green Infrastructure:** A stronger emphasis would be placed on a proactive approach, covering cross-boundary considerations, identifying key outputs of green infrastructure assessments, the submission of proportionate green infrastructure statements with planning applications and signposting Building with Nature standards.
- **Net Benefit for Biodiversity and the Step-wide Approach:** Off-site compensation is acknowledged as a last resort, and the need to consider enhancement and long-term management at each step is recognised. Green infrastructure statements are set out as a requirement to demonstrate the 'step-wide approach' i.e. avoid, minimise, mitigate/restore, compensate on-site, compensate off-site. This links to the DECCA framework of ecosystem resilience to evidence adequate enhancements (Diversity, Extent, Condition, Connectivity and resultant Adaptation/resistance/recovery aspects).
- **Trees and Woodlands:** A close alignment is taken with the step-wise approach, as well as promotion of new planting as part of development based on securing the right tree in the right place. For any trees that may be removed as part of a proposed development, consideration of their GI value including carbon, landscape amenity and ecological

resilience sets a baseline from which a proportionate ratio of planting compensation shall be considered. Furthermore, the prescribed minimum ratio or areas of tree cover to compensate for any tree/woodland loss should be regarded.

7.2.2. Future Wales: The National Plan 2040

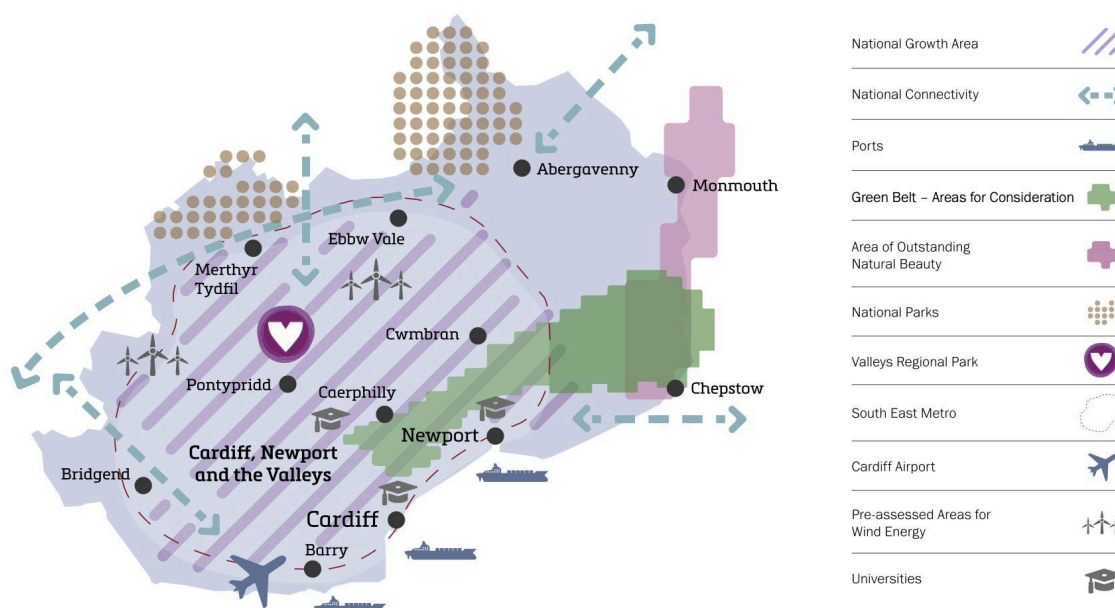
Future Wales: The National Plan 2040 was adopted in February 2021 as the national development framework setting the direction of development in Wales to 2040. The document is part of the development plan. The plan provides a strategy to address key national priorities through the planning system, including developing a vibrant economy, developing strong ecosystems, achieving decarbonisation and climate resilience and improving the health and wellbeing of communities.

The plan also sets out 11 Future Wales Outcomes, which forms the vision for Wales in 2040. The aim is for a Wales where people live: In connected, inclusive and healthy places; In vibrant rural places with access to homes, jobs and services; In distinctive regions that tackle health and socio-economic inequality through sustainable growth; In places with a thriving Welsh Language; In towns and cities which are a focus and springboard for sustainable growth; In places where prosperity, innovation and culture are promoted; In places where travel is sustainable; In places with world-class digital infrastructure; In places that sustainably manage their natural resources and reduce pollution; In places with biodiverse, resilient and connected ecosystems; and In places which are decarbonised and climate-resilient.

Future Wales divides Wales into 4 regions, with Penrhys falling within the Rhondda Cynon Taf within the South-East Region, as covered by the Regional Strategic Diagram below. It shows that Rhondda Cynon Taf is included within the National Growth Area. Well planned and sustainable development is encouraged within the Growth Area.

Figure 20: South-East Region Strategic Diagram

Regional strategic diagram



Future Wales also provides a series of national policies (Ch. 4: Strategic and Spatial Choices) including:

Policy 1 identifies that South Wales is a key location for future growth and **Policy 2** sets out the key Strategic Placemaking Principles: mixtures of uses; a variety of housing; walkable scales; increased densities in towns and cities; integration with street networks; plot-based development; and green infrastructure. **Policy 3** sets out how the Welsh Government will play an active, enabling role to support the delivery of urban growth and regeneration. **Policy 7** sets out how funding for affordable homes will be effectively allocated and utilised. **Policy 9** ensures development proposals contribute towards the protection and enhancement of biodiversity, ecosystems and green resources) are key policies against which the development proposals should be considered.

Policy 12 emphasises the importance of Active Travel and explains how planning authorities must plan the growth and regeneration of the National and Regional Growth Areas to maximise opportunities arising from the investment in public transport.

Overall, Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region. A strong approach is taken towards key locational decisions focusing on the

most sustainable and accessible locations, addressing congestion, reducing car-based commuting and improving air quality.

7.2.3. Technical Advice Notes

In addition to the above overarching development policies, a series of Technical Advice Notes (TANs) provide design guidance to development proposals. Technical Advice Notes should be read in conjunction with Planning Policy Wales (PPW) and are to be taken into account during the preparation of Development Plans. Those relevant to the development are identified below. These documents provide practical guidance that the development scheme will need to consider and apply as the design progresses.

TAN 2: Planning and Affordable Housing (2006)

This Technical Advice note provides practical guidance on the role of the planning system in delivering such housing. The guidance provides advice to local planning authorities on how to determine affordability, to undertake local housing market assessment, include affordable housing targets, and outlines the planning obligations and conditions in securing affordable housing provided through the planning system.

TAN 5: Nature Conservation and Planning (2009)

This Technical Advice Note instructs how planning should be used to protect and enhance biodiversity and geological conservation. It sets out the key principles for nature conservation, which can be summarised as creating a partnership between the local and national authorities and key stakeholders whilst integrating nature conservation into all aspects of planning. There is a main focus on reducing the effects of climate change, which can be achieved by encouraging development that would reduce the damaging emissions and energy consumption to protect the environment.

TAN 12: Design (2016)

This Technical Advice Note aims to equip all those that are involved in the design of the development with advice on how sustainability, through good design, may be facilitated through the planning system. It sets out the core design principles that any development proposal must follow to help create a sustainable environment and exhibit a high level of design quality. These are structured via the five key objectives of good design, illustrated below.

Figure 21: design objectives



TAN 15: Development and Flood Risk (2025)

This TAN provides a framework within which the flood risks arising from rivers, the sea and surface water, and the risk of coastal erosion can be assessed. It also provides advice on the consequences of the risks and adapting to and living with the flood risk in relation to development and flooding. This TAN has recently been updated and replaces the previous 2004 advice. The updated TAN refers to the Flood Map for Planning which identifies flood zones. It takes a risk-based approach, so that a locally appropriate approach can be taken during the development management process.

TAN 16: Sport, recreation and open space (2009)

This Technical Advice Note provides technical guidance to supplement policy set out in PPW. It advises on the role of the planning system in making provision for sport and recreational facilities and informal open spaces, as well as protecting existing facilities and open spaces in urban and rural areas in Wales.

TAN 18: Transport (2007)

This Technical Advice Note recognises that the integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development. It states that both PPW and Wales Transport Strategy aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities. This includes integration of transport and land use planning.

TAN 24: The Historic Environment (2017)

This Technical Advice Note provides guidance on how the planning system considers the historic environment during the development plan preparation and decision-making. It provides specific guidance on how the following aspects of the historic environment should be considered: World Heritage Sites, Scheduled Monuments, Archaeological remains, Listed Buildings, Conservation Areas, Historic Parks and Gardens, Historic Landscapes, Historic assets of special local interest.

7.3 Local Planning Policy

7.3.1. Local Development Plan Policies

The development plan policies considered relevant to the proposed development are identified below; **these are the policies the development will need to satisfy in order to secure planning permission.** A summary of what each policy requires is included in the appendix.

Policy CS 1 - Development in the North

This Policy sets out the emphasis on how the development of strong and sustainable communities in the Northern Strategy Area will be achieved. This includes providing high-quality, affordable accommodation that promotes diversity in the residential market, removing and remediating dereliction by the re-use of underused and previously developed land and buildings, promoting large-scale regeneration schemes, protecting the cultural identity and historic heritage and natural environment of Strategy Areas.

Policy CS 5 - Affordable Housing

The housing requirements identified in Policy CS4 will be expected to contribute to established community housing needs by providing 1770 affordable units over a 15-year plan period. The Council's approach will deliver approximately 415 new affordable dwellings in the Northern Strategy Area and 1355 in the Southern Strategy Area.

Policy CS 8 - Transportation

This policy sets out the improvements to the strategic transportation networks in Rhondda Cynon Taff, which will be secured through a combination of safeguarding and provision of land for the improvement of the strategic highway network including the development of a series of roads, and the implementation of strategic transport corridor management system in specified strategic corridor areas. The provision of additional improvements in the highway network, public transport improvements and walking and cycling provision will be sought in accordance with policies.

Policy CS 10 - Minerals

The Council will seek to protect resources and to contribute to the local, regional and national demand for a continuous supply of minerals, without compromising environmental and social issues, through a series of strategies.

Policy AW 1 - Supply of New Housing

In order to meet the housing land requirement in Rhondda Cynon Taf, a series of strategies will be implemented, this includes; the development of unallocated land within the defined settlement boundaries of the Principal Towns, Key Settlements and Smaller Settlements; the provision of Affordable housing; the development of land at density levels which accord with the requirements of Policies NSA 10 and SSA 11. Residential development proposals will be expected to contribute to meeting local housing needs.

Policy AW 2 - Sustainable Locations

This policy sets the criteria that define sustainable locations. Development proposals will only be supported in sustainable locations.

Policy AW 4 - Community Infrastructure and Planning Obligations

Planning obligations may be sought where development proposals require the provision of new, improved or rely on existing services, facilities, infrastructure and related works, to make the proposal acceptable in land use planning terms.

Policy AW 5 - New Development

This policy sets out a series of criteria that new development proposals are required to meet in regards to amenity and accessibility, to be supported by the Council. This includes criteria relating to amenity and accessibility, to ensure development is compatible with existing adjacent uses and inclusive to all, including those who do not have access to a car.

Policy AW 6 - Design and Placemaking

This policy sets out a series of development and design proposals that are supported by the Council. These include; appropriate appearance, scale, height, massing, materials, layout, they reflect the character of the wider area, they make a positive contribution to the streetscene, landscaping and planting enhance the site and wider context, they integrate a mixture of uses and efficient use of land. Developers will be required to submit comprehensive masterplans for residential proposals of 50 dwellings and over; for commercial developments of 10,000m² net and over; and for schemes where the Council considers the issue of place making can only be fully

considered through the submission of a masterplan. Masterplans must have regard to the need to create high quality, sustainable and locally distinct places.

Policy AW 7 - Protection and Enhancement of the Built Environment

Development proposals which impact upon sites of architectural and / or historical merit and sites of archeological importance will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

Policy AW 8 - Protection and Enhancement of the Natural Environment

This policy highlights how the natural heritage of Rhondda Cynon Taf will be preserved and enhanced by protecting it from inappropriate development. Development proposals will only be permitted where they demonstrate a series of measures.

All development proposals, including those in built up areas, that may affect protected and priority species will be required to demonstrate what measures are proposed and management of the species and the mitigation and compensation of potential impacts.

Policy AW 10 - Environmental Protection and Public Health

Development proposals will not be permitted where they would cause or result in a risk of unacceptable harm to the health and / or local amenity because of any identified risk to the environment, local amenity, and public health or safety, unless it can be demonstrated that measures can be taken to overcome any significant adverse risk.

Policy AW 14 - Safeguarding of Minerals

This policy sets out the following mineral resources that shall be safeguarded from any development which would unnecessarily sterilise them or hinder their extraction; the resources of Coal, will be safeguarded from development.

Policy NSA 10 - Housing Density

Proposals for residential development will be permitted where the net residential density is a minimum of 30 dwellings per hectare. Lower density levels may be permitted where it can be demonstrated that; they are necessary to protect the character of the site or the surrounding area; or they are necessary to protect the amenity of existing or future residents; and they still make adequately efficient use of the site.

Policy NSA 11 - Affordable Housing

This policy sets out the provision that at least 10% of affordable housing will be sought on sites of 10 units or more.

Policy NSA 12 - Housing Developments Within and Adjacent to Settlement Boundaries

Development in the Northern Strategy Area will be permitted within the defined settlement boundaries where it can demonstrate no significant risk, or measures taken to overcome any significant adverse risk regards to open space; highway network and accessibility; the provision of car parking; and site contamination.

Policy NSA 24.2 - Green Wedges

Green Wedges have been identified in order to prevent coalescence between and within settlements, in the case of the site; the land between Penrhys (including Penrhys Cemetery and Tylorstown). Within these areas, development that prejudices the open nature of the land will not be permitted.

Policy NSA 24.3 - Green Wedges

Green Wedges have been identified in order to prevent coalescence between and within settlements, in the case of the site; the land between Penrhys and Llwynypia. Within these areas, development that prejudices the open nature of the land will not be permitted.

7.3.2. Local Development Plan Policies**Design and Placemaking**

This SPG sets out in greater detail how development should comply with the objectives of good design (TAN12) which should be demonstrated through a Design and Access Statement. It provides guidance including: energy efficiency; water conservation; green infrastructure; and designing out crime. The principles and approach set out in this SPG are consistent with TAN12, and PPW.

The Historic Built Environment

This SPG offers guidance in respect of the historic built environment and is a material consideration in the determination of relevant planning applications, consistent with LDP Policy AW7.

Affordable Housing

This SPG provides detailed guidance on how the Council will implement the affordable housing policies contained within the LDP in order to meet housing needs as identified in the Local Housing Market Assessment, consistent with LDP Policies CS5, NSA11, SSA12.

Nature Conservation

This SPG sets out how development proposals should conserve or enhance ecology and biodiversity, linking it to TAN5 and LDP Policy AW8. The approach advocated through this guidance is now also covered by the national requirements for the consideration of development to follow the step-wise approach, for Green Infrastructure Statements, requirement for net benefit for biodiversity, building ecosystem resilience, and Sustainable Drainage Systems.

Planning Obligations

This SPG clarifies how planning obligation requirements may be applied to proposed development, if the need is identified during the planning process.

Access, Circulation and Parking

This SPG provides guidance on the provision of parking, developer contributions, travel plan and transport assessments.