

GOAT MILL ROAD | DESIGN AND ACCESS STATEMENT

Prepared by WSP – November 2026
GMR-WSP-XX-XX-RP-A-000001
CONFIDENTIAL

Cyngor Bwrdeistref Sirol
MERTHYR TUDFUL
MERTHYR TYDFIL
County Borough Council

1.0 INTRODUCTION

CLIENT

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1.0 INTRODUCTION

1.0 Executive Summary
1.1 Document Structure

1.1 EXECUTIVE SUMMARY

Merthyr Tydfil County Borough Council (MTCBC) proposes the development of an Enterprise Park on land at Goat Mill Road, Merthyr Tydfil (CF48 3TE). The scheme will provide a mixed-use commercial and industrial site to support business growth and local employment.

The proposals comprise enabling works, to be procured by MTCBC, and indicative individual plot arrangements, to be procured and developed by separate stakeholders. The masterplan integrates green spaces, efficient circulation routes and sustainable infrastructure.

This Design and Access Statement, prepared by Redstart and WSP at RIBA Stage 3, supports the planning application. It sets out the design principles and rationale for a high-quality, sustainable development that meets the needs of business users and contributes positively to the local community and wider economy of Merthyr Tydfil.

1.2 DOCUMENT STRUCTURE

This document is organized into four main sections, each designed to fulfil a specific purpose and collectively provide a detailed understanding of the project's complexities.

1. Executive Summary

This section presents an informative overview of the project, encompassing key highlights, significant findings, and recommendations. This part serves as a concise reference point for stakeholders seeking a high-level comprehension of the project.

2. Project Brief & Strategic Context

This section explores the strategic context of the project site, offering an introduction to the existing site that expands our understanding of the broader physical constraints and planning context surrounding the scheme and focuses on the imperative for change and the underlying motivations propelling the project forward.

This second section examines critical elements, ranging from capacity and demand to project objectives, design requirements, and an assessment of risks and dependencies. It aims to articulate the driving forces and considerations influencing the proposed scheme.

3. Project Proposal

Summaries masterplan design options and defines key requirements of the proposal separating the works into enabling works to be procured by MTCBC and indicative individual plot arrangements to be procured and developed by separate stakeholders.

4. Appendices.

Supporting reports developed during RIBA stage 3 design stage.

2.0 PROJECT BRIEF & STRATEGIC CONTEXT

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2.0 SITE DESCRIPTION

This report initiates a preliminary exploration into the site-specific constraints, establishing a foundational understanding and highlighting specific areas that necessitate further in-depth investigation. Within this initial phase, the primary objective is to delineate the key constraints intrinsic to the site, serving as crucial inputs that will inform the concept master planning process.
By focusing on the early identification and clarification of these constraints, the report establishes requirements for a robust and informed approach to the forthcoming stages of site analysis and master planning process.

Site Description

- Area Type: Urban
- Local Authority: Merthyr Tydfil
- Ward: Dowlais
- UK Parliamentary Constituency: Merthyr and Rhymney
- Country: Wales

Address:

Goat Mill Road, Dowlais
CF48 3TD

Site Description:

Open sparsely grassed gravel with wooded margin along western and eastern edges of site. Eastern flank forms shoulder of embankment to the A4060 dual carriageway.

Proposed Use:

Several parties have expressed interest in the site. The proposed use classes include the following:
B1 - Business
B2 - General Industrial
B8 - Storage or Distribution
Sui Generis (Vehicle sale and service)



Merthyr Tydfil County Borough Boundary Plan



Proposed Site Location Plan

2.1 EXISTING SITE

Over the past decade, Merthyr Tydfil has undergone significant transformation with revitalisation and substantial investments. Achievements include the successful retail development at Cyfartha and the active leisure/employment hub at Rhydycar. The housing landscape has also changed markedly, with the rapid construction of new homes by national builders like Redrow, Taylor Wimpey, Barratt, and Persimmon.

The town centre is simultaneously experiencing noteworthy changes, marked by substantial investments in public spaces and prominent projects.

Goat Mill Road is a strategically identified site presented by the Merthyr Tydfil County Borough Council. Situated within the administrative boundaries of Merthyr Tydfil, the site spans approximately 44.75 acres or 18.11 hectares, and is presently designated for development, specifically allocated for B1, B2, and B8 employment uses. The potential for alternative employment purposes is subject to planning considerations.

The site is strategically positioned for accessibility, situated just 1.5 miles from Merthyr Train Station and seamlessly connected via the A4060 link road strategically situated between the A470 and A465 Heads of the Valleys Road. Importantly, the site also features convenient road links to the town centre, presenting a promising development opportunity for the community.

To the north, the surrounding area is predominantly dedicated to employment use, featuring light industrial, general industrial, storage/distribution, and trade counter uses. Nearby, there are residential areas, and there are plans for new housing development south of the site.



Drone image from previous planning application reference P/22/0064 (jayplas)

2.2 SITE HISTORY

Founded on September 19, 1759, the Dowlais Ironworks Company holds historical significance as the second coke-fired furnace in South Wales, marking the onset of an era of industrialisation that would significantly alter the landscape of Dowlais and its surroundings. Over the 18th and 19th centuries, the ironworks expanded and innovated, becoming a powerhouse of industrial production. Playing a pivotal role in iron and steel production, the site substantially contributed to the economic growth of the area.

Goat Mill derives its name from the historic Dowlais Ironworks established in 1859. Goat Mill was a segment of the ironworks was specialised for rolling rails measuring an impressive 70 feet in length, showcasing the technological ambitions of the era. The construction of Goat Mill spanned two years, costing £50,000, reflecting the significant industrial advancements of the time.

As the years passed, the landscape of Dowlais experienced shifts mirroring the fluctuations in industrial fortunes. In the latter half of the 20th century, the iron and steel industries faced challenges, prompting a period of transformation and adaptation for Dowlais, akin to many industrial towns.

While the industrial prowess of Dowlais has diminished in recent decades, the town's history remains ingrained in its architecture, culture, and the resilience of its community. Today, Dowlais stands as a testament to the profound impact of industrialisation on communities and the enduring legacy of the Dowlais Ironworks in shaping the history of this South Welsh town.

In 1937, the former Goat Mill site witnessed preparations for the establishment of factories, a noteworthy initiative by Halls Telephone & Accessories that led to the employment of 250 individuals.

Dowlais Great Tip is a significant component of the historical landscape of the site and broader region that includes Trecatti, Trehir, and Twyn-y-Waun. This expansive area is characterised by reclaimed industrial land, with portions having undergone open-cast operations. Dowlais Great Tip holds historical importance, particularly due to its association with the industrial activities linked to Dowlais Ironworks.

As part of the industrial workings associated with Dowlais Ironworks, Dowlais Great Tip contributed to the extraction of coal and ironstone. However, with a shift to steel production, the demand and suitability of local resources changed. The decline in the area's mineral workings became apparent by the early 1870s.

The abandonment of many pits and levels within Dowlais Great Tip was accelerated by factors such as the importation of coal and iron ore from northern Spain, as the local ore's composition, rich in phosphorous and sulphur, became unsuitable for the evolving steel production processes.

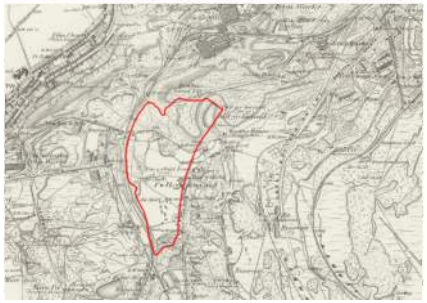
Today, Dowlais Great Tip stands as a testament to the industrial heritage of the region, reflecting the dynamic economic and technological changes that shaped its landscape over the centuries. The site serves as a historical landmark, offering insights into the industrial legacy.

In recent years the Goat Mill Road site underwent preparation as part of a land reclamation project led by Merthyr Tydfil CBC in collaboration with British Coal Opencast, completing in 1996. The primary objective was to facilitate employment use on the site, comprising level development plateaus covering approximately 13.15 hectares (32.5 acres), landscaped embankments extending to the A4060 dual carriageway, and fronting Goat Mill Road. Access is provided by two roundabout junctions at the northern and southern boundaries.

By delving into the attributes of the historical and physical landscape, we aim to develop a design-led scheme that appropriately addresses the context of Merthyr Tydfil.



Dowlais Great Tip (Circa 1970)



1840-1880



1945-1965

2.3 FLOODING

Within the site, there are a few small watercourses, presenting the potential for localised flooding in their vicinity. It is important to note that the risk is not extensive across most of the site. Specifically, the larger portion of the area which is not susceptible to flooding either from surface water of have watercourses present.
From desktop research the site does not appear to be located within a flood zone or TAN 15 defended zone
Further investigations will be carried out in later stages of design development to understand the hydraulic dynamics of the site to inform effective water management.
Detailed reference to site hydrology is captured within site Hydrogeological Assessment report contained in appendix Q

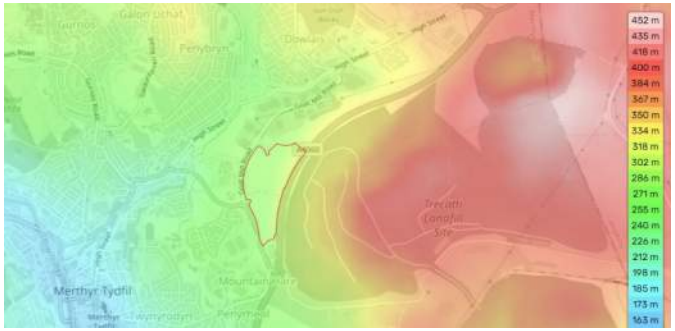


2.4 TOPOGRAPHY

Landscape Character: NLCA37 South Wales Valleys
The site is part of a broader landscape setting that is characterised by numerous urbanised valleys cutting through a vast upland area. The South Wales Valleys are known for their distinctive identity, industrial heritage, and are home to some of Wales' most iconic national images. Many valleys are filled with continuous urban development along the lower slopes, creating a striking contrast between urban and industrial features against the backdrop of steep hillsides, open moors, or forests. The valleys are interconnected by networks of railways and roads, facilitating movement between settlements. The wider topography poses constraints on travel between valleys, with only a limited number of high passes available. The bustling activity in the valleys contrasts with the relatively remote and wild characteristics of the nearby hill plateaux.

There has been significant alteration of the terrain of the site following the removal of the "Great White Tip," and ongoing efforts have reshaped the site, resulting in its mostly level topography. Towards the eastern boundary, a substantial embankment is present, providing a distinctive feature to the landscape.

Detailed reference to site geotechnical characteristics is captured within site Ground Investigation Factual Report contained in appendix N



Topographical Heat Map

2.5 GROUND CONTAMINATION

Based upon the information reviewed and data held on the area of the scheme obtained via other projects the following works will be required from a geotechnical perspective. The tasks are in accordance with requirements of BS EN 1997, which must be applied to all publicly funded schemes in Wales and will allow the management of geotechnical risk at the site up to the completion of site infrastructure and will provide a schedule of requirements for the development of each development plot.

The site at Goat Mill Road reflects the varied geological and geomorphological history of the northern extents of the South Wales Coalfield, together with the impacts of historic industry, including ironstone mining, underground coal extraction, open cast coal mining, ironworks and the disposal of wastes associated with these industries. This history gives rise to various geotechnical hazards, including underground voids and mine entries, shafts and adits, settlement/collapse of back-filled open cast workings, differential settlement as a result of the presence of highwalls within the open cast workings, obstructions, contaminated soils/wastes and aggressive ground conditions.

It should be noted that while elements of these tasks will help to inform the contaminated land requirements, the desk study and ground investigation, those issues directly required to discharge the contaminated land requirements will need to be addressed by geo-environmental staff who are outside of the remit of the geotechnical team.

Detailed reference to site coal mining risk is captured within Geotechnical & Coal Mining Risk Assessment contained in appendix P

2.6 NEIGHBOURING LAND USE

Near the development site there are a range of land uses, encompassing residential, industrial, and commercial zones as well as green spaces, each contributing to the multifaceted character of the surrounding area. To the east of the site lies Ffos-y-fran, a now closed open-cast mine, a notable heavy industrial feature.

To the south and west of the site there are large residential communities and open green space. Further east, some green spaces are allocated for community activities, such as use as allotments or sports fields. Residential areas form a significant component of the surroundings, reflecting the presence of local communities. Dotted with homes and neighbourhoods, these residential zones contribute to the social fabric of the region, offering a mix of housing styles and fostering community life.

The site itself lies south of an existing commercial/industrial estate along Goat Mill Road. To the east lies the Ffos-y-Fran mine, up a steep embankment across the A4060. The Industrial and commercial areas include various facilities and complexes near the development site. The industrial presence underscores the historical and economic aspects of the area, reflecting its role in supporting local employment and trade.

The open-cast mine to the east introduces an industrial facet that significantly influences the visual and functional aspects of the surroundings. This mining activity is a distinctive element to the landscape, emphasising the coexistence of natural resource extraction with other land uses in the broader area





Industrial area to the north of the site (Google Maps)



Residential area to the west of the site (Google Maps)



A480 to the east of the site (Google Maps)

2.7 ACCESS

The site has good connectivity through road infrastructure, being near the A4060. Access to the site is facilitated by two existing entry points via roundabouts along Goat Mill Road, positioned to the north and south of the development area.

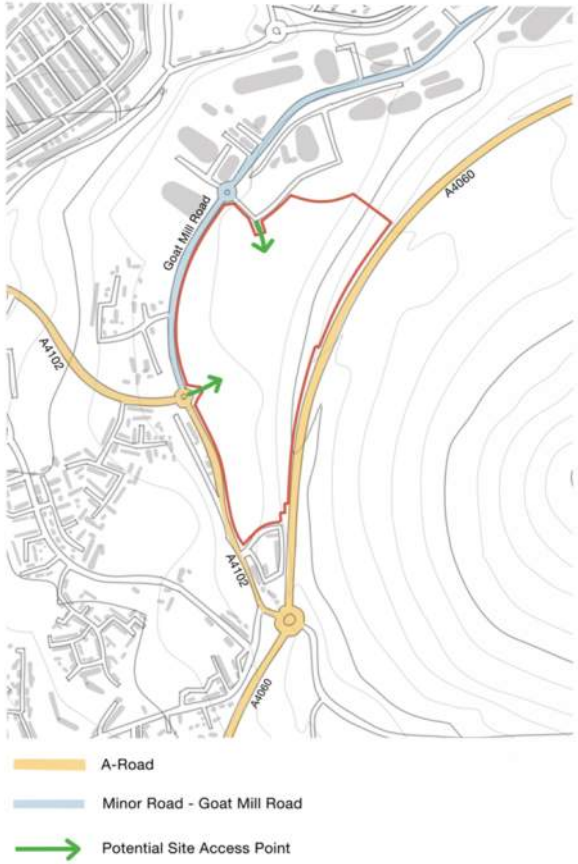
While the site benefits from road connectivity, it's important to note that the nearest bus stops are located at a moderate distance, requiring a 10–15-minute walk. This underlines the importance of the road network as the primary mode of transportation to and from the proposed site.

For those relying on public transportation, the nearest train station is Merthyr Tydfil Station. Commuters have the option of either a 26-minute walk or a 19-minute journey, combining bus and walking, to reach the station. This transportation hub serves as a key link for individuals commuting to and from the proposed site, providing accessibility to wider regional and national transport networks.









2.8 LOCAL DESIGNATIONS

The site is geographically divided between two wards, with Dowlais situated to the north and Town to the south.

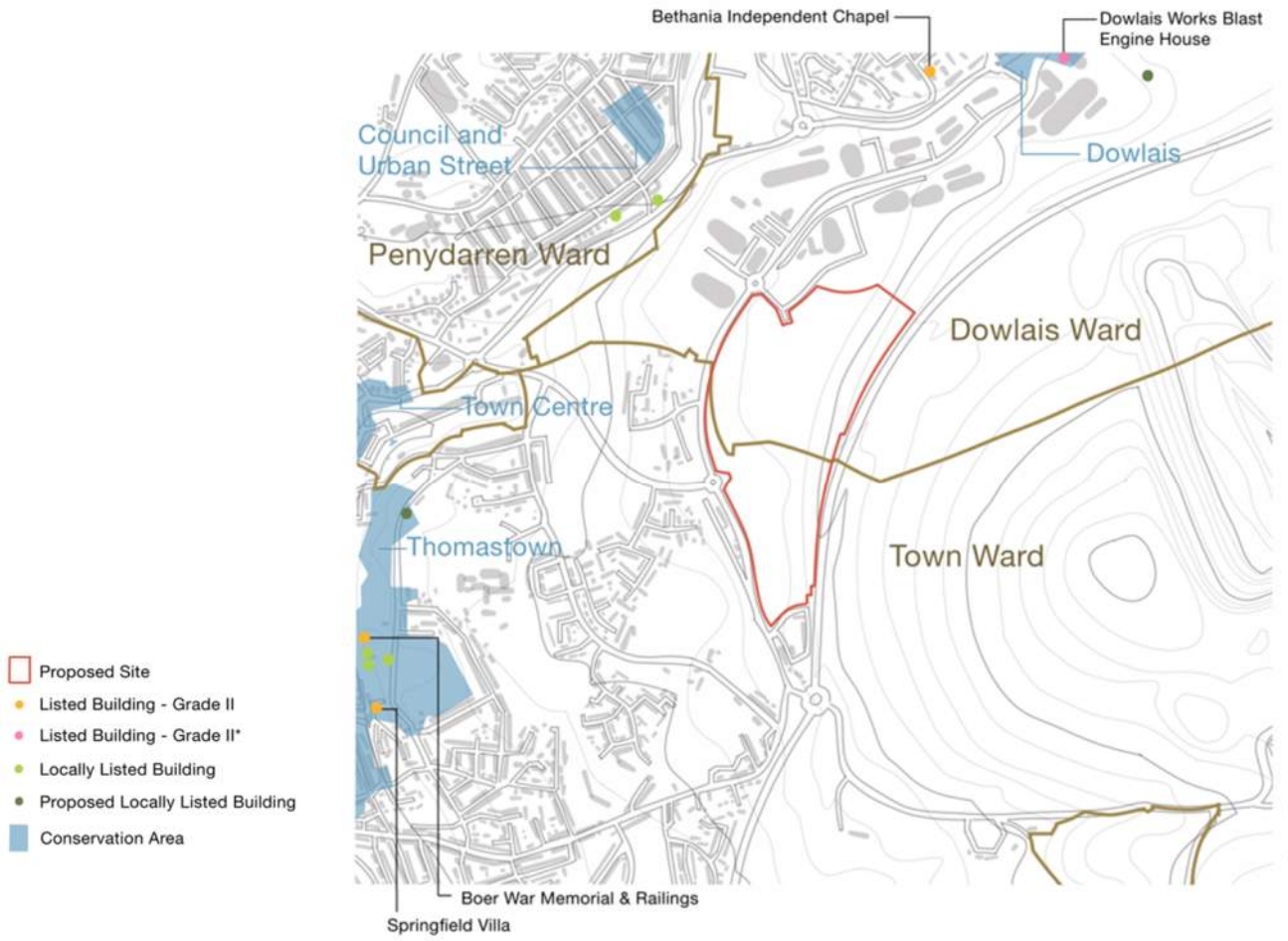
The site does not fall within the boundaries of a Site of Special Scientific Interest (SSSI) or a Conservation Area. The nearest SSSI, Cwm Glo a Glyndyrys, is recognised for its expansive grassland and fungi-rich areas. However, this designated site is positioned over 2 kilometres to the west of Merthyr Tydfil, specifically on the northeast and east-facing slopes, and is thus more than 2km from the proposed development site at Goat Mill Road.

There are no Special Protection Areas, Special Areas of Conservation, or Ramsar sites in close proximity to the proposed development site, underscoring that the area lacks direct ecological or environmental designations that would impact the proposed development.

Detailed reference to site ecological characteristics is captured within site Preliminary Ecological Appraisal Report contained in appendix E.

In terms of Conservation Areas, the closest to the Goat Mill site include Council and Urban Street Penydarren (located over 400m away to the Northwest), Dowlais (over 700m away to the northeast), Thomastown (over 800m away to the west), and Town Centre (over 800m away to the west).

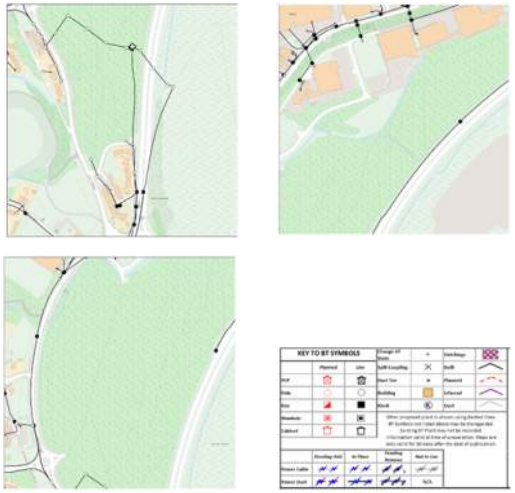
There are no formally listed buildings within a 500m radius of the proposed site. The nearest structures with local listing status, Norton Inn and St Johns Church, are situated approximately 300m from the site.



2.9 EXISTING SERVICES

Telecomms
BT

Images include plans of the site indicating information as to the position of apparatus.

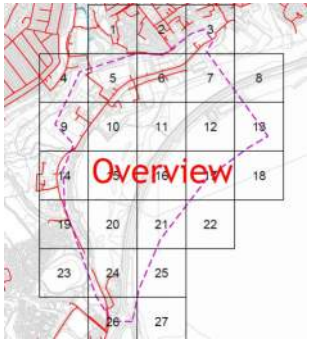


GTC Apparatus
GCT have confirmed there is no apparatus in the vicinity. However, it is advisable to note other asset owners may have apparatus in the area meaning consultation with any other asset owners is recommended.

Virgin Media
Mapping indicates there are no assets within the search area.

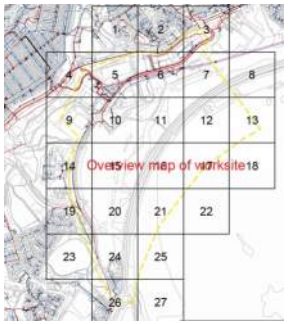
Wales & West Utilities

The below image indicates an overview of the area. The right includes views of grid references of the site. See report for full information.



National Grid Electricity Distribution

The below image indicates an overview of the area. The right includes views of grid references of the site. See report for full information.



Dwr Cymru Welsh Water

Images include plans of the site indicating information as to the position of underground apparatus.



City Fibre

Images include plans of the site indicating information as to the position of existing plant.



3.0 ECOLOGY & BIODIVERSITY

3.0 Ecology & Biodiversity
3.1 Green Infrastructure
3.2 Highways Infrastructure
3.3 Utilities And Infrastructure
3.4 Civils/Drainage
3.5 Requirements
3.6 Capacity & Demand
3.7 Commercial Property
3.8 Land Employment
3.9 Planning Appraisal

3.0 ECOLOGY & BIODIVERSITY

Biodiversity

Habitats present on site include plantation woodland, continuous and scattered scrub, scattered trees, semi-improved acid grassland, semi-improved neutral grassland, poor semi-improved grassland, semi-improved calcareous grassland, marsh/marshy grassland, standing water, running water, bare ground and hard standing.

The invasive species Japanese knotweed and cotoneaster species were present on site.

The Priority Habitat Open Mosaic Habitat on Previously Developed Land (OMH) was present on the site. Priority habitats in Wales are of principal importance for the purpose of maintaining and enhancing biodiversity in Wales as listed under Section 7 of the Environment (Wales) Act 2016. This places a duty on Welsh Ministers to “take all reasonable steps to maintain and enhance the types of habitat included in any list published under this section and, encourage others to take such steps”.

There was no evidence for active management of OMH on Site and semi-improved neutral grassland and dense scrub / scattered trees were encroaching on the more diverse areas of the habitat in the central area and this would be likely to continue in the absence of active management.

The National Vegetation Classification (NVC) survey undertaken, showed the majority of grassland on Site was broadly synonymous with neutral grassland MG5 and met SINC quality criteria for H4 Neutral Grassland.

The NVC survey concluded that whilst the Site meets criteria for OMH it is considered to be a relatively poor example of this Priority Habitat due to the regular disturbance by dog-walkers and recreational walkers, and the relatively low species diversity. It is likely that, in the continued absence of management of the Site (e.g., no activities such as cutting and clearing grassland/ scrub or exclusion of dog walkers) grassland habitat quality would continue to decline, leading to natural succession to scrub and eventually woodland. The long-term outcome of this gradual reversion from grassland to scrub and woodland would likely result in the Site no longer meeting either Priority Habitat or SINC qualifying criteria.

There were no statutory designated sites (e.g Sites of Special Scientific Interest (SSSI) or Special Area of Conservation (SAC)) at either international or national scale identified within 2km of the site and no SAC designated for bats within 10km of the site.

Two non-statutory designated sites (Site of Importance for Nature Conservation (SINC)) were identified approximately 800m from the site.

A B-line encompasses the site. B-Lines are a series of ‘insect pathways’ running through countryside and towns, along which a series of wildflower-rich habitat stepping-stones which are being restored and created. They link existing wildlife areas together, creating a network, like a railway, that will weave across the British landscape (Buglife, 2022).

Two parcels of Ancient Woodland (AW) were identified: Restored ancient woodland, 600m south and Ancient Semi Natural Woodland, 660m south-southeast.

Details of the Preliminary Ecological Appraisal and the NVC surveys can be found in Appendices ** and ** respectively.

The bat activity and static detector surveys recorded 2 species of bat during the walkover surveys (common and soprano pipistrelle) and 7 distinct species of bat and one group identified to genus level via the static detector survey.

Notable species recorded during the static detector deployment surveys included greater horseshoe Rhinolophus ferremequinum and lesser horseshoe R. hipposideros.

The Site was assessed as having regional importance for foraging habitat and commuting routes.

No roost sites will be impacted by the proposed works and therefore there is no anticipated impact upon breeding site or resting sites.

Details of bat survey and mitigation measures are included in the Bat Survey Report in Appendix K

The breeding bird survey concluded that the site was of no more than Local value for breeding birds. Similarly, the wintering bird survey concluded that the site was of no more than Local importance wintering birds.

Full details are provided in the relevant survey reports in Appendices F and G.



3.0 ECOLOGY & BIODIVERSITY

No reptiles were recorded during the reptile survey which took place over 7 survey visits between May 2024 and September 2024. Common frog and common toad, together with bank vole and filed vole were however, recorded as part of the survey.

The invertebrate survey undertaken in 2025 identified 15 species classed as “priority” for the surveys i.e. species considered to be rare or scarce, localised, S7 Environment (Wales) Act 2016 listed species, of Local Concern and/or of Local Interest (LI).

There were five S7 Environment (Wales) Act 2016 Priority species recorded during the survey and public bodies have an obligation to have regard for these species when carrying out their functions (Welsh Government, 2024). Maintaining and enhancing the diversity of habitats within the Site should therefore be a key aim of the mitigation strategy to ensure invertebrate diversity and productivity is maintained.

Full details of the Invertebrate survey are included within Appendix J

Mitigation and biodiversity enhancement (net benefit for biodiversity (NBB)) include the avoiding removal of important habitats far as practicable, especially Section 7 habitats and those of SINC quality. Due to the comprehensive development envisaged for the site it is also considered that local SINC sites (Glynmill SINC and Merthyr Common SINC) could be managed and improved to compensate for the loss of SINC quality habitat on Site, in consultation with the MTCBC ecologist.

Standard bat mitigation must be employed in the construction and operational phases including inter alia directional and shielded lighting, use of LED luminaries not exceeding a temperature of 2700K, retention of wooded areas and undertaking works during daylight hours.

Mitigation and enhancement for invertebrates concentrates on habitat retention, management and creation including the use of green/brown roof buildings. Habitat creation would include the construction of wildlife ponds, a bee bank and brash piles.

Detailed reference to site ecological characteristics is captured within site Environmental Impact Assessment (EIA) Screening report contained in appendix D.

EIA screening conclusions

The Proposed Scheme meets the criteria of Schedule 2, being included as an industrial estate development scheme under Infrastructure projects (Section 10 (a)) and as the Proposed Scheme area exceeds 5ha (the whole site covers 16.98 ha, with 14.75 ha of developable land). Requires screening for EIA.

There is potential for minor impacts on biodiversity, cultural heritage assets within the ASA and historic landscape as well as landscape and visual impacts. Impacts on biodiversity and archaeological features will be mitigated and compensated and therefore no significant effects are likely.

Impacts of visual and landscape features will be localised, the Proposed Scheme being well screened by existing vegetation that will be maintained, and the embankment of the A4060. In light of the above, we recommend that a Statutory Environmental Impact Assessment under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 is not required and request that, as the Competent Authority, Merthyr County Borough Council verify this screening opinion.

The design of the enterprise park presents an opportunity to integrate ecological principles and promote biodiversity. By conscientiously incorporating green spaces, sustainable landscaping, and wildlife-friendly features, the enterprise park can become not only thriving economic area but also a resilient ecosystem that contribute positively to the surrounding environment.

The design will allow for interconnected green spaces and biodiversity corridors, allowing for the free movement of plant and animal species. These corridors contribute to a healthier and more balanced local ecosystem, fostering biodiversity and supporting the natural habitat of various species.

The landscape design will prioritise the use of native plant species to promote regional biodiversity. Native plants are well-adapted to the local climate and provide crucial support for indigenous wildlife.

Water features will be implemented such as ponds and swales to provide habitats for aquatic plants and animals. These features will serve as retention basins to manage storm water runoff and enhance the ecological resilience of the landscape. Building design will feature bird friendly glass to reduce bird collisions, provide nesting boxes and provide green roofs to offer additional habitat space.

The layout of the enterprise will seek to preserve mature trees and woodland plantation that surround the site, recognising their ecological significance and contributions to the overall landscape structure and biodiversity of the site.

Detailed reference to site ecology is captured within Appendix D - Environmental Impact Assessment Screening Report



3.1 GREEN INFRASTRUCTURE

Green Infrastructure

Green infrastructure is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. Component elements of green infrastructure can function at different scales and some components, such as trees and woodland, are often universally present and function at all levels. At the landscape scale green infrastructure can comprise entire ecosystems such as wetlands, waterways, peatlands and mountain ranges or be connected networks of mosaic habitats, including grasslands.

At a local scale, it might comprise parks, fields, ponds, natural green spaces, public rights of way, allotments, cemeteries and gardens or may be designed or managed features such as sustainable drainage systems. At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks.

The Environment (Wales) Act 2016, provides a context for the delivery of multi-functional green infrastructure. Its protection and provision can make a significant contribution to the sustainable management of natural resources, and in particular to protecting, maintaining and enhancing biodiversity and the resilience of ecosystems in terms of the diversity within and connections between ecosystems and the extent and condition of these ecosystems, so that they are better able to resist, recover from and adapt to pressures. This means that the development of green infrastructure is an important way for local authorities to deliver their Section 6 duty.

Green infrastructure is capable of providing several functions at the same time and as a result offers multiple benefits, for social, economic and cultural as well as environmental resilience. The components of green infrastructure, by improving the resilience of ecosystems, can result in positive benefits to well-being including flood management, water purification, improved air quality, reduced noise pollution and local climate moderation, climate change mitigation and food production. These benefits are important in urban environments where they can facilitate health and well-being related benefits of open space, clean air and improved tranquillity, for example, as well as creating a sense of place and improved social cohesion. In addition, green infrastructure has a role in protecting local distinctiveness, providing economic benefits and social and community opportunities.

Integrating Green Infrastructure and Development

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

Detailed reference to Green Infrastructure is captured within Appendix L - Green Infrastructure Statement



3.2 HIGHWAYS INFRASTRUCTURE

The proposed highway infrastructure has been developed to provide safe and convenient access to the development plots whilst providing appropriate facilities for pedestrians, cyclists, servicing vehicles and other highway users. The highway layout has been developed with regard to Rhondda Cynon Taf County Borough Council design guidance, Manual for Streets principles and the requirements of the Active Travel (Wales) Act and associated Welsh Government Active Travel Guidance. The highway proposals have also been coordinated with the other infrastructure requirements associated with the development.

Vehicular access to the development will be provided from Goat Mill Road via a new spine road connecting the eastern arms of the two existing roundabouts. The spine road will provide the principal north-south route through the development, with individual access roads forming priority junctions from the spine road to serve the proposed development plots. The arrangement provides a clear highway hierarchy and accommodates access to the individual development areas.

The spine road will comprise a 7.3 m wide two-way carriageway (widening applied on radii), with the development access roads generally comprising 6.5 m wide carriageways. These widths reflect the nature of the development and the anticipated use of the highway network by larger commercial and servicing vehicles.

The vertical alignment of the spine road and development access roads has been developed having regard to existing ground levels, tie-ins to Goat Mill Road, proposed development platform levels and the requirements of the wider site infrastructure. To assist in achieving an efficient earthworks balance and minimise unnecessary excavation and import of material, the design has sought, where practicable, to establish the proposed carriageway level approximately 0.5 m above existing ground level.

The proposed spine road has a relatively gentle longitudinal profile, with an average longitudinal gradient of approximately 0.8%. The carriageway generally rises from the northern end of the development towards a crest at approximately Ch. 270 m, before falling towards the southern end of the site. Appropriate vertical curves are incorporated at changes in gradient to provide smooth transitions and an appropriate vertical alignment for the proposed 20 mph highway environment.

The carriageway will generally be provided with a 2.5% crossfall to facilitate positive surface water drainage, with superelevation applied through horizontal bends where required to suit the road geometry.

The carriageway will generally be bounded by kerbs with a 125 mm upstand. Localised gaps will be provided within the kerb line at appropriate locations to allow surface water runoff from the carriageway to discharge towards the adjacent swales, in accordance with the wider drainage strategy. The verge immediately adjacent to the carriageway will typically be 1.0 m wide and provided with a 12.5% crossfall away from the carriageway towards the swales. The detailed arrangement and spacing of the kerb openings, together with the design and operation of the swales and wider surface water drainage system, are addressed within the separate Drainage Strategy.

Junction geometry, turning facilities and access arrangements will be developed to accommodate the anticipated design vehicles, with swept-path analysis used to demonstrate that suitable manoeuvring space is available. A compact roundabout is proposed towards the southern end of the spine road to facilitate access and vehicle circulation between the adjoining development areas. The roundabout incorporates a central overrun area to accommodate the swept paths of larger commercial vehicles whilst retaining appropriate geometric deflection and speed control for general traffic.

Pedestrian and cycle provision forms an integral part of the highway strategy. A 3.0 m wide shared pedestrian/cycle route is proposed along the eastern side of the spine road, with a 2.0 m wide footway provided along the western side. The shared route will be separated from the carriageway by the proposed verge and swale corridor, providing physical separation from vehicular traffic. Uncontrolled pedestrian crossing points will be provided at appropriate locations along the route, incorporating dropped kerbs and tactile paving to provide accessible crossing facilities for all pedestrians. At the southern end of the development, a further shared-use route is proposed to provide a direct pedestrian and cycle connection between the development and the existing residential area at Mount View, improving permeability and active travel connectivity between the existing community and the development. These facilities are shown on the current highway General Arrangement.

The proposed facilities will connect with existing pedestrian infrastructure at Goat Mill Road and have been developed to facilitate connections to adjoining and future development areas. The detailed arrangement of the pedestrian and cycle facilities, including crossing points and interfaces with development accesses, will be developed in accordance with the relevant Active Travel Guidance.

A 20 mph speed limit is proposed throughout the internal highway network, with appropriate regulatory signing and road markings incorporated as part of the detailed design.

A clear and consistent signing strategy will be developed for the highway network to provide appropriate information and wayfinding for all users, including drivers, pedestrians and cyclists. Signing will identify routes through the development, individual development accesses and pedestrian and cycle connections, including the shared-use connection to Mount View. Road markings and associated highway signing will be developed as part of the detailed design.

The highway cross-section incorporates verge provision between the carriageway and adjacent swales, providing appropriate support to the carriageway edge and allowing the highway infrastructure to be coordinated with the wider drainage and street-lighting proposals. Maintenance access tracks will be provided around the proposed attenuation ponds to facilitate access for inspection and maintenance activities. The detailed drainage arrangements, including the attenuation ponds, swales and associated maintenance access requirements, together with the street-lighting strategy, are addressed separately within their respective planning submission documents.

The highway design has been developed through multidisciplinary coordination to ensure that the highway geometry is compatible with the wider development proposals. The layout submitted for planning establishes the principal highway geometry, access arrangements, vehicle circulation and pedestrian and cycle provision. Detailed construction information will continue to be developed through the subsequent detailed design, technical approval and highway adoption processes.

Detailed reference to Highways Infrastructure is captured within Appendix V.

3.2 HIGHWAYS INFRASTRUCTURE

Road Lighting

The proposed road lighting scheme serves the new Goat Mill Road development spine road, roundabout, access roads and cyclist/ pedestrian routes. Its purpose is to provide a safe night-time environment for vehicles, pedestrians and cyclists while limiting unnecessary light spill toward adjoining land, attenuation ponds and retained habitats.

Design Standards

The layout has been developed in accordance with the British Standard for Road Lighting BS 5489-1:2020 and BS EN 13201-2:2015, with the following lighting classes applied to the development:

- Class C4 (Eav 10 lux) for conflict areas including the roundabout.
- Class P3 (Eav 7.5 lux) for the main access spine road.
- Class P4 (Eav 5 lux) for spur access roads.
- Class P5 (Eav 3.5 lux) for active travel routes and footpaths.

Horizontal lux contours are shown on drawings 2107-WSP-XX-XX-DR-EO-0001 and 2107-WSP-XX-XX-DR-EO-0002, indicating anticipated illuminance values at ground level, excluding the screening effects of buildings, trees, hedges and other obstructions.

Ecology and control of obtrusive light

The design incorporates specific measures to protect retained habitats and reduce effects on protected and notable species:

- Full cut-off directional LED luminaires, Dark Sky Approved with no upward light, in accordance with ILP Guidance Note GN 01/26.
- Warm white 2700 K LEDs with no ultraviolet output and reduced blue-light content, in accordance with ILP and Bat Conservation Trust Guidance Note GN 08/23.
- A Telensa/CELtek central management system to allow Merthyr Tydfil County Borough Council to remotely switch and dim luminaires after construction.
- Constant light output technology to avoid excessive initial light output and maintain the intended lighting level through life.

Lighting equipment

The scheme generally proposes energy-efficient, post-top LED luminaires mounted on 8m aluminium lighting columns. The road and junction lighting comprises TRT Aspect Gen 2 luminaires photometrically optimised for the required distribution and lighting class. Footpaths and more sensitive peripheral locations use the TRT Lighting Optio Nano luminaires mounted on 6m columns, hinged for ease of maintenance.

All luminaires are specified at 2700K warm white colour temperature, while the full cut-off directional optics prevent light spill above the horizontal. Columns will be aluminium construction with flush doors, dual anti-vandal locking and root protection, installed in accordance with the manufacturer's requirements and with due allowance for local ground and wind conditions.

Equipment selections, electrical supplies, column foundation requirements and detailed cabling arrangements will be confirmed and coordinated at the detailed design stage. The installation will comply with Merthyr Tydfil County Borough Council's street-lighting specification, the Manual of Contract Documents for Highway Works and BS 7671 Requirements for Electrical Installations, 18th Edition.

3.3 UTILITIES AND INFRASTRUCTURE

Overview
Goat Mill Road Enterprise Park requires coordinated new and upgraded utility infrastructure to support the proposed development plots, buildings and site operations. Existing utility provision within and around the site is limited, and electricity capacity is the principal current constraint. Early resolution of capacity, connection, routing and land requirements is therefore critical to maintaining a deliverable masterplan.

Demand and network position
Preliminary stakeholder information indicates potentially significant demand from both the Enterprise Park plots and the proposed EV charging hub. Water, telecommunications, drainage and waste-service requirements will also require coordination, but they are not currently expected to present the same immediate strategic constraint.

EV charging hub
MTCBC has identified the site as a potential hub location because of its strategic position between the A465 and A470 corridors via the A4060. Its scale, operating model and electrical demand remain subject to confirmation with a prospective charging provider, the electrical designer and the Distribution Network Operator (DNO).



EV Charging Hub example

Purpose
This note sets out the developing electrical infrastructure strategy for Goat Mill Road Enterprise Park. It summarises current demand assumptions, the preferred network approach, and the land, design and stakeholder requirements that will inform the masterplan.

Current Assessment
The figures below are early planning assumptions, not confirmed connection capacities or final equipment requirements. The site is likely to need two substations: one for the EV charging hub and one for the remaining buildings. Detailed load assessments, the EV hub provider and the DNO connection process must confirm these requirements.

- EV charging hub: The current assumption is 16 fast-charging points rated at either 60 kW or 100 kW. At 100 kW each, the maximum connected charger load would be 1,600 kW before allowing for conversion losses, auxiliary loads, power factor, diversity and load management. The EV hub provider and electrical designer must confirm the operating profile, connection capacity and transformer rating.
- Remaining buildings: The estimated combined building load is approximately 1,700 kVA. Transformer capacity of approximately 2,000 kVA may be required, subject to confirmation of plot loads, diversity, future growth, resilience needs, transformer configuration and DNO equipment standards.
- Phasing: If plots are delivered over several years, transformer capacity may be installed in stages. Land and routes for substations, cables, ducts and draw pits must therefore be provided or protected early.

Preferred Delivery Approach
A DNO-adopted network is preferred. It avoids the Council having to operate a specialist private network, provides a clear route for adoption and maintenance, supports phased delivery across several plots or occupiers, and simplifies technical approval and energisation. The DNO must confirm the final adoption boundary, procurement route and responsibilities.

DNO-Adopted Network
The Council will protect the land and routes needed for the electricity network, including substation plots, cable routes, easements, wayleaves and operational access. Subject to commercial approval and funding, the Council is expected to procure or fund the connection works. The DNO or another adopting network operator will then own, operate and maintain the completed network. An accredited connection provider may deliver contestable works, while the DNO will control non-contestable works. The connection process must confirm the final division of work.

Design and Delivery Implications

- The masterplan shall protect suitable substation plots and access for installation, inspection, maintenance and replacement.
- Main cable routes, ducts and draw pits shall be coordinated with highways, drainage, landscaping, other utilities and plot development.
- Easements, wayleaves and access rights shall be included in the land and plot-delivery strategy.
- The site-wide electrical design shall support phased development without limiting final network capacity or causing avoidable future disruption.
- All assets intended for adoption shall meet the adopting operator's requirements for design, installation, testing and commissioning.

DNO Engagement
Early DNO engagement is needed to confirm the connection point, network capacity, reinforcement works, number and ratings of substations, adoption boundary, and division between contestable and non-contestable works. The DNO should also confirm the proposed land, access, cable routes, phasing and future capacity. This information will allow the project team to finalise the electrical strategy, protect the required land and routes, and update the masterplan, cost plan and programme.

3.4 CIVILS/DRAINAGE

Surface Water:
The site in its existing condition drains towards two watercourses which cross the site from east to west. The surface water drainage strategy will mimic the existing conditions by splitting into two separate drainage systems, for the north and south of the site respectively, with discharge rates into watercourses set to Qbar greenfield run-off rates via flow controls and attenuation basins near to the outfall locations.

The design has accounted for the full drained areas from all parcels and highway drained area, with the master drainage strategy to stipulate that each of the individual parcel drainage systems will be required to restrict to the Qbar rate for the parcel area - as has been incorporated into the overall design drainage model.

Infiltration rates from infiltration testing showed variable rates across the site and have not provided sufficient information to confirm the viability of infiltration along with some areas of contamination being identified and thus the solution will be progressed on the basis that infiltration is not viable.

Attenuation basins will provide secondary water quality treatment to all run-off for both the highways and private land parcels. Highway run-off will be conveyed by swales which are drained via kerb breaks for carriageway where possible and laterally from footways and shared use paths to provide a first stage of treatment. Combined with the basin, this will provide sufficient water quality treatment for the proposed land use of industrial highway.

As the SuDS features for the enabling works are all proposed as green features, the amenity and biodiversity benefits of the design are included, with planting proposals to be developed alongside landscape architects and ecology to provide a significant biodiversity benefit.

Design and development of the individual parcels will need to include additional first stage treatment SuDS features so that the water quality. treatment provided by the treatment train of all surface water is sufficient for the proposed land uses.

Full details of the proposed drainage will be submitted as part of the SAB application including but not limited to construction details, drainage layout and levels, hydraulic modelling of the proposed system and full drainage strategy report outlining compliance with SAB standards and principles.

Foul Drainage:
Review of existing combined and foul infrastructure identified that a foul connection via gravity was not possible for systems to the north due to topography and drainage invert levels.

Therefore, the design proposes a single foul drainage system to serve all private land parcels within the development, which is proposed to discharge via gravity into an existing DCWW combined sewer to the west of the site and adjacent to the A4102. Pre-planning advice with DCWW has been undertaken and ongoing correspondence with DCWW is confirming the appropriate route of which the preferred option is to provide a new connection to the combined sewer via Incline Top to the west of the development.





3.5 REQUIREMENT

As outlined in the MTCBC Employment Land Review of 2018, although there has been a notable decrease in unemployment rates since the conclusion of the national recession, Merthyr Tydfil County Borough Council (MTCBC) continues to contend with the highest levels of unemployment within the broader Cardiff Capital Region. This persisting challenge is attributed to issues surrounding skill and education levels, particularly noteworthy is the substantial segment of the population lacking formal qualifications.

The report further reveals that the areas exhibiting resilience in employment within MTCBC are public sector roles and local manufacturing positions. Despite a considerable portion of the workforce commuting out of Merthyr, the borough draws labour from neighbouring regions such as Caerphilly, Rhondda Cynon Taf (RCT), and Blaenau Gwent.

The conducted studies underscore a desire for growth among the borough's major businesses. Across the Welsh Valleys, there exists promising potential for inward investment, especially in B2 uses. However, in addressing this demand, stakeholders emphasise a pronounced scarcity of industrial and warehouse units across all size categories.

Goat Mill stands is one of the largest parcels of level development land within the County Borough. It has gathered considerable interest from B-Class occupiers. The allocation and protection of this land in the Local Development Plan (LDP) now accurately reflect its intended use.

This report develops the RIBA Stage 3 phase aims to examine the potential feasibility of the site, ensuring alignment with strategic objectives while evaluating its inherent capacity and capability. Through collaboration with key stakeholders and specialised consultants, this collective endeavour involves exploring how the site aligns with broader aims and physical constraints, fostering an understanding of both its possibilities and limitations.

3.6 CAPACITY AND DEMAND

The MTCBC Employment Land Review of 2018 highlights the need for diverse industrial spaces in Merthyr Tydfil and the Welsh Valleys. Local micro-businesses require units up to 250 square meters, while larger companies need B2/B8 category spaces up to 5,000 square meters. Office demand is low and local, but a modern serviced office scheme could stimulate growth. Merthyr Tydfil County Borough Council (MTCBC) has engaged with local businesses to understand employment land needs, leading to strategic planning and responsive decision-making. The Welsh Government supports investment in housing and employment.

Goat Mill Road, a 16.98-hectare site with 14.75 hectares of developable area, is identified as a key opportunity to meet local demand, with a preference for larger land parcels of 2-5 hectares for mixed-use business facilities.

Key topics to consider

- Sustainable Design
- Adaptable Infrastructure
- Community Integration
- Diverse Business Mix
- Infrastructure Optimisation
- Synergies and Collaboration

3.7 COMMERCIAL PROPERTY

REPORT FINDINGS

The following provides a summary of relevant findings from the 2020 Commercial Property: Market Analysis and Potential Interventions report to the Welsh Government by SQW.

Regional Market Analysis:

The manufacturing base in the region is described as diverse. There are clear sub-sectoral concentrations, including automotive and food manufacturing sub-sectors with large concentrations of both identified in Merthyr. Merthyr Tydfil is identified as one of seven ‘strategic hubs’ as a focus for intervention in the Our Valleys, Our Future document.
Evidence that industrial supply is very tight in relation to demand.

Rental levels are low and aside from Newport and Cardiff, there has been little commercial development.
Weak supply of smaller units, compounded by ageing stock.
Limited stock in the 5,000 - 15,000 sq ft category across the region.
Evidence that firms are constrained to existing premises due to restricted opportunities for movement.
In 2018/19 there were around 99 million sq ft of industrial floorspace across South East Wales.
There is a high concentration of manufacturing activity across the region, comprised of large established industrial estates, strategic developments, and smaller estates.

Demand for Industrial Space in South East Wales:

The manufacturing sector is described as ‘vitally important’ to the region.
The manufacturing share of employment across most of South East Wales and all of the Valleys is substantially greater than the UK average.

Demand for Industrial Space in Merthyr:

There is evidence in Merthyr that industrial supply is tight relative to demand, due to the loss of some older industrial stock over the last 15 years.
The 2020 report identified the following:

- There was less than a year’s (notional) supply in Merthyr.
- Methyr’s Employment Land Review identified a county borough-wide vacancy rate of 7.9%.
- Merthyr Tydfil County Borough Council have identified the need for industrial space.

3.8 LAND EMPLOYMENT

REVIEW FINDINGS

The 2018 Employment Land Review was compiled to support the Merthyr Tydfil Replacement Local Development Plan (LDP).

Relevant findings include the following:

- Strong shortage of industrial and warehouse units of all sizes.
- Local micro firms require units up to 250 sqm
- Larger B2/B8 require units of up to 5000 sqm to allow company growth and encourage inward investment.
- Demand for both leasehold and freehold options.
- Market rents are £3-5/sqft (£32-54/sqm) depending on size and quality.

Analysis:

The Goat Mill Road site (identified Candidate Site ID 33, or Employment Site E4 in existing LDP) is considered a major development site, second in a hierarchy of employment areas. Overall, the site is a high value estate of sub-regional value, to be protected under the emerging LDP Policy EcW22. The site is one of the largest parcels of flat development land in the County Borough and is considered to be a site larger than Local Authority wide importance.

Land is subject to interest from a confidential single B-Class occupier, likely to take the majority of the site for waste management facilities. Approx. 3 hectares will be reserved for smaller scale local employment uses. Alternative interest from a National House builder, for a southern portion of the site, for residential development.

The site size is 16.98 hectares, with 14.75 hectares comprising the developable area and previous LDP allocation boundaries (B2/B8).

At Goat Mill Road, development will be permitted if:

- Within Use Classes B1, B2, or B8, or
- Provides ancillary facility or service to primary employment use, or
- Acceptable commercial service unrelated to B Class uses, or
- Appropriate waste management facility compatible with existing industrial and commercial activities.

Recommendations:

- Site to be safeguarded or identified for employment uses.
- Land to be allocated and protected under Policy EcW22 of LDP.
- Single B-Class occupier likely to take majority of site.
- Consider separating estate into trade and general employment areas in LDP to protect remaining areas of general B1/B2/B8 use from encroachment of trade uses.
- Appropriate mitigation required against new housing proposed to south.
- 3 hectares to be reserved for smaller scale local employment uses.
- Likely delivery period of 0-2 years.

ID: Site Name	Location	Size, ha	Description	Floorspace, Sqm							Vacant Parcels of Land on Existing Site	Site Scoring, Max 30
				B1 Office	B1 Other	B2	B8	Other Uses	Total Vacant Units	Site Vacancy Rate (%)		
Area 3: Goat Mill Road	Goat Mill Road, Dowlais	22.07	Modern industrial estate dominated by larger manufacturing units including Triumph, OP Chocolates, Mayphill and Stephens and George Printers, combined with some more recently developped small/mid-sized industrial space.	-	25,832	16,833	5,660	2,417	0	0	*Parcel 1:* Candidate Site 33 (LDP Site E4) (16.98 ha) – See Above *Parcel 2:* Land north and west of Candidate Site 33, north east of estate road roundabout - Area of brownfield scrubland on a valley plateau, extension to Candidate Site 33, but separated from that site by estate roads (0.56 ha) *Parcel 3:* Flat, grassed area west of Stephens and George Printers, north of the company's car park. Likely expansion land for that company, but has estate road frontage and could be developed separately (0.44 ha) *Parcel 4:* Flat, grassed area to rear (south) of Triumph. Likely expansion land for that company but has Goat Mill Road frontage and could be developed separately as well (0.70 ha)	29

3.9 PLANNING APPRAISAL

This report consolidates the relevant provisions of the Merthyr Tydfil Replacement Local Development Plan 2016–2031 and the Council's pre-application advice dated 30 October 2025 (reference PA/25/0031) for site infrastructure and an EV charging hub at Goat Mill Road, Dowlais. The Council considers the highways, supporting infrastructure and charging facility acceptable in principle, subject to detailed design, assessment and mitigation.

Planning Policy and Principle of Development

Employment allocation: Policy EcW1 allocates the site as EcW1.2 Goat Mill Road for B1(b), B1(c), B2 and B8 economic development. The allocation comprises approximately 16.98 hectares gross and 14.75 hectares net. Waste-related development would also need to satisfy Policy EcW14.

Settlement strategy: Under Policy SW4, the site lies within the settlement boundary and Primary Growth Area, where urban development and the reuse of previously developed land are supported.

Employment protection: Policy EcW2 protects employment uses. The EV charging hub is outside the principal B-use classes but is considered an acceptable ancillary and complementary service supporting the wider employment allocation.

District heating: Policy EcW9 identifies the area as a heat priority location. Major development should assess the viability of CHP, CCHP, district heating and future network connection through an energy strategy.

Sustainable design and movement: Policies SW11 and SW12 require high-quality placemaking, inclusive design, reduced reliance on private vehicles and improved walking, cycling and public transport connections.

Environmental and heritage policy: Policies CW1, EnW1, EnW4 and SW10 require the protection of historic assets, ecosystem resilience, environmental quality and open space.

Site Context and Development Framework

The approximately 21.67-hectare site lies east of Goat Mill Road and is broadly level, with a steep rise towards the A4060 along its eastern edge. It is served by northern and southern roundabouts, with a proposed spine road linking the two accesses and service roads providing access to future plots. The first phase includes an EV charging hub on Plot D near the southern roundabout, comprising 16 charging points, 10 layover spaces and a lightweight building accommodating café, retail and toilet uses with a partial canopy.

The wider layout should respond clearly to landscape, ecological, heritage, drainage, amenity and movement constraints, with principal buildings presenting clear frontages to key entrances.

Key Planning and Design Requirements

EIA screening: The site exceeds the 5-hectare Schedule 2 threshold for industrial estate or urban development projects. A formal screening opinion should be resolved before a planning application is submitted.

Design and landscape: The scheme should demonstrate how context and constraints have informed the spine road, service roads, plots and charging hub. A Landscape and Visual Impact Assessment and a comprehensive, ecologically appropriate landscape strategy will be required, including retention and enhancement of western boundary planting and structural peripheral landscaping.

Active travel and recreation: A publicly accessible north–south pedestrian and cycle route should be incorporated to offset the loss of informal walking routes and connect with the wider active travel network. Delivery and continued public access may need to be secured through a legal agreement.

Heritage: The site lies within the Merthyr Tydfil Landscape of Outstanding Historic Interest and near designated assets. An ASIDOHL2 assessment should inform the scheme. Archaeological consultation with Heneb will form part of the application process.

Ecology and green infrastructure: Potential Calaminarian Grassland and Open Mosaic Habitat may support priority and protected species. The scheme must follow the stepwise approach, avoid pre-emptive clearance, deliver a net benefit for biodiversity and provide proportionate compensation for unavoidable tree, woodland or hedgerow loss.

Residential amenity: The effects of construction and operation on properties at Incline Top and Bradley Gardens must be addressed, including noise, disturbance, traffic, machinery, lighting and, where relevant, air quality.

Transport and access: The spine road should be designed for a 20 mph environment without reliance on traffic-calming features. Detailed proposals must address circulation, visibility, turning, gradients, servicing, waste collection, cycle parking, construction traffic, active travel and Wales Parking Standards.

Ground and contamination: The site is within a high-risk former coal mining area and has potential contamination constraints. Japanese Knotweed and any other invasive non-native species must be appropriately managed.

Drainage: A drainage strategy should demonstrate the options considered, sustainable drainage design and pollution management. Separate approval from the Sustainable Drainage Approval Body will be required.

Planning Application Submission Framework

EIA screening opinion.
Landscape and Visual Impact Assessment and detailed landscape proposals.
ASIDOHL2 heritage assessment.
Ecological Impact Appraisal, Green Infrastructure Statement and long-term management plan.
Phase 2 NVC habitat assessment and proportionate invertebrate, bat activity, reptile and breeding bird surveys.
Transport Assessment, Travel Plan, Construction Traffic Management Plan and detailed highway drawings.
Coal Mining Risk Assessment, ground investigation and contamination assessment.
Drainage strategy and separate SAB submission.
Energy strategy and, where required, noise, air quality and lighting assessments.
Completed application forms and ownership certificates, 1:1250 site location plan, site layout, landscaping, elevations, floor plans, sections, supporting surveys and the appropriate fee.

Conclusion

The proposal is supported in principle by the site's employment allocation, location within the Primary Growth Area and established highway access. Progression to a planning application should be led by coordinated technical work that fixes the development framework around ecological value, landscape structure, active travel, heritage, residential amenity, highway design, drainage and ground conditions. Early resolution of EIA screening and agreement on the scope of surveys will reduce application risk and allow mitigation to shape the layout rather than being added retrospectively.

4.0 PROJECT OBJECTIVES

4.0 Project Objectives
4.1 Design Code
4.2 Low Zero Carbon

4.0 PROJECT OBJECTIVES

The project has received significant attention and interest from both individual developers and established companies, demonstrating a keen eagerness to participate in the development of the site. In response to this heightened interest, a series of engagement exercises have been conducted to discern and define the fundamental requirements that will serve as the guiding principles for the development of the site.

To facilitate the commencement of the project, necessary enabling works will be undertaken and delivered by MTCBC. This phase of the project will be made possible through strategic investments from key stakeholders, namely the HVI and CCR.

An integral part of the project involves the sale of individual plots of land within the designated area. This aspect not only contributes to the financial viability of the venture but also allows for a diverse range of developers and investors to actively participate in shaping the landscape of the project. This approach ensures a dynamic and inclusive development process, fostering a collaborative environment for the successful realisation of the project objectives.

Zoning Principles

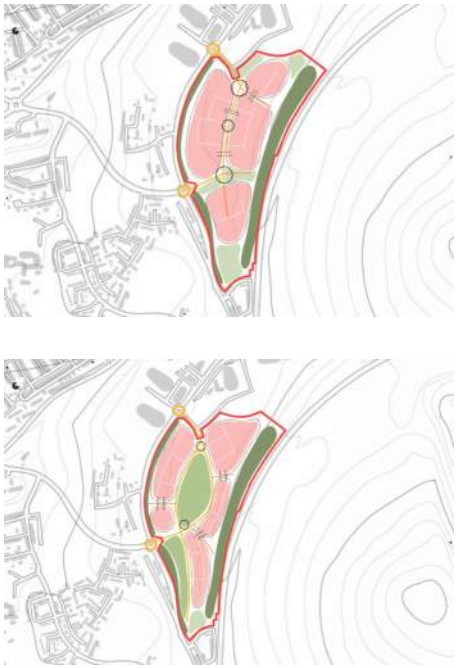
As part of a phased approach, the enterprise park will implement zoning strategies aimed at creating a well-organised and purposeful layout, cultivating a cohesive and vibrant sense of place. A varied mixed-use area will be positioned along the central spine, fostering collaborative interactions among businesses. Serving as both a connectivity enhancer and a focal point, this central axis will facilitate clear navigation, fostering a robust sense of community among both park occupants and visitors. Careful zoning delineation within the park will cater to B1, B2, and B8 uses, ensuring a balanced distribution.

B1 zones, designed for business and office spaces, will be placed to maximise accessibility and visibility, ensuring a thriving commercial presence.

B2 zones, catering to general industrial activities, will be located to optimise logistics and transportation access, minimising conflicts with other zones and enhancing industrial efficiency.

B8 zones, dedicated to storage and distribution, will be integrated with an emphasis on connectivity to key transportation routes. This ensures a seamless flow of goods while minimising the impact on other park areas.

Green spaces will be seamlessly integrated throughout the business park, acting as unifying elements that offer visual respite, elevate aesthetics, and contribute to overall well-being. Pocket parks and verdant buffers strategically placed between different zones will serve as natural dividers, alleviating potential conflicts and nurturing a balanced and sustainable environment. The central green spine, adorned with lush foliage, will form an inviting corridor promoting outdoor activities, relaxation, and informal gatherings.



Early Zonal Concept Sketches

4.1 PLOT STAKEHOLDER DESIGN GUIDANCE

Architectural design across the enterprise park shall be guided by the principles and requirements set out in Appendix B – Plot Stakeholder Design Guidance.pdf. The guidance establishes a common architectural language and series of design principles to ensure a unified, cohesive and high-quality development. Stakeholder proposals should demonstrate how contemporary architectural styles, building technologies and sustainable design measures have been incorporated in accordance with the guidance, supporting the creation of a dynamic and innovative business environment.

As outlined in Appendix B – Plot Stakeholder Design Guidance, materiality plays a crucial role in shaping both the visual character and functional performance of development proposals. The guidance promotes a design approach informed by historical context, local architectural traditions and regionally sourced materials, creating a distinctive built environment that responds positively to its South Wales setting. Stakeholders are encouraged to utilise local stone, metal cladding typologies and complementary material palettes to reinforce a strong and coherent identity across the enterprise park.

The guidance also seeks to strengthen the connection between development and its surrounding landscape through the considered use of local materials, landscape integration and cohesive façade treatments. Development proposals should demonstrate compliance with the façade typologies, material composition principles and architectural design standards contained within Appendix B – Plot Stakeholder Design Guidance.

Sustainability shall be a fundamental design consideration. Proposals should incorporate sustainable building standards, low-carbon materials, energy-efficient technologies, passive design measures, biodiversity enhancements, sustainable drainage systems, green or biodiverse roofs, and other environmental performance measures to reduce the overall carbon footprint of the development and contribute to long-term resilience.



4.2 LOW ZERO CARBON

Sustainability Appraisal is a systematic process that aims to promote the achievement of sustainable development through assessing the extent to which an emerging plan or project will help to achieve relevant objectives. Within Wales and in accordance with Section 2 of the WFG Act, sustainable development is the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, that is aimed at achieving the seven well-being goals.

Key sustainability issues

- The need to maintain and enhance biodiversity and the resilience of ecosystems, including sites designated for their nature conservation value.
- The need to address the climate emergency and nature emergencies together.
- The need to protect, conserve and enhance important landscapes for their intrinsic value and importance to Welsh identity.
- The need to support the protection and provision of accessible green space close to where people live.
- The need to protect the best and most versatile agricultural land.
- The need to plan for and secure a resilient and sustainable response to the effects of climate change on the natural and built environment.
- The need to ensure the timely provision of flood defence/management infrastructure, including nature-based solutions, that deliver resilience to the threats of climate change.
- The need to minimise waste arisings, encourage reuse and recycling, and support energy efficient waste processing.
- The need to promote the efficient use of mineral resources to ensure that there is a sufficient supply to provide for the infrastructure, buildings and energy that the

Sustainability and Adaptability

A sustainable and adaptable approach to the masterplan will not only address the immediate needs of businesses but also ensure resilience and longevity in the face of changing environmental, economic, and social conditions. Key principles that can be implemented to ensure a sustainable and adaptable environment.

Flexibility in Space Planning:
Open and flexible layouts that allow for easy reconfiguration of spaces allowing for adaptive reuse in the future. This approach accommodates evolving business needs and promotes a collaborative and dynamic work environment. Modular and movable partitions can be employed to facilitate quick adjustments, enabling businesses to scale their operations or adapt to new working trends.

Green Building Practices:
Implementation of sustainable construction materials and energy-efficient technologies can reduce the environmental impact of the enterprise park. This includes the use of recycled materials, energy-efficient HVAC systems, and green roofs for improved insulation. Adoption of renewable energy sources, such as solar panels and wind turbines, can contribute to on-site energy generation.

Water Conservation Strategies: Design of water-efficient landscaping that incorporates native and drought-resistant plants can reduce the need for irrigation.
Adoption of rainwater harvesting systems to collect and reuse rainwater for landscaping and non-potable purposes promote water conservation within the enterprise park.

Smart Building Technologies: Integration of smart technologies for lighting, heating, and cooling systems can optimise energy usage based on occupancy and environmental conditions. sensor-based systems for monitoring and controlling resource consumption contribute to energy efficiency and overall sustainability.

Multi-Modal Transportation Infrastructure: Consideration for infrastructure that supports various modes of transportation, including walking, cycling, and electric vehicles reduces the reliance on single-occupancy vehicles and promotes a more sustainable commuting culture. Incorporation of charging stations for electric vehicles encourages the adoption of eco-friendly transportation options.



5.0 PROJECT PROPOSAL

5.0 Outline Sketch (Options 1 - 4)
5.1 Masterplan Proposal
5.2 Highways Adoption
5.3 Construction Phases
5.4 Outline Application Phasing Plan
5.5 Summary

5.0 OUTLINE SKETCH OPTION 1

The site's unique geographical features present challenges with limited developable areas. In light of these constraints, the layout option seeks to maximize efficiency and functionality while harmonising with the convex curved nature of the site boundary.

To enhance circulation and accessibility throughout the park, the central spine road follows the curved contours of the site. This deliberate response to the site's unique geometry not only adds visual interest but also fosters a more intuitive and organic flow within the enterprise park. Pedestrian pathways, roads, and green spaces will be integrated throughout the site, creating a relationship between the built environment and the natural surroundings.

By optimising circulation space and embracing the curved nature of the site, the design not only addresses practical considerations but also contributes to a visually engaging and environmentally sensitive enterprise park.

Opportunities

The layout intricately aligns with the contours of the physical site, embracing its unique shape.
The layout utilises both existing entrances with a connected artery road that optimises traffic flow and accessibility.
Maximises site area, promoting efficiency and functionality.
Green features are dispersed throughout the site, fostering a sustainable and aesthetically pleasing environment that integrates with the surroundings.
Utilises existing green parameter as green boundary to the whole site minimising visual impact of units on the wider area.

Constraints

Limited opportunity for a large centralised Sustainable Drainage System (SuDS) attenuation pond necessitates a careful approach to storm water management.
Limited opportunities to provide ample green space for breakout areas and collaboration zones.





5.0 OUTLINE SKETCH OPTION 2

The design features a concave curved spinal road connecting the two entry points, serving as the central backbone from which different-sized zones branch out. A hierarchy of green spaces is strategically placed along the main route and between the plots, This layout ensures an organised and efficient utilisation of space.

At the entrance points of the site, the enterprise park will feature key central hub facilities. These facilities will be designed to facilitate business operations, providing essential services and amenities to meet the demands of the diverse range of enterprises housed within the park. By situating central hub facilities near entrance points, the business park aims to create a welcoming and functional environment for businesses.

As tenant operators establish their presence within the enterprise park, they will integrate into these purposefully designed zones, fostering a sense of specialisation and synergy. The allocation of distinct zones ensures an organised distribution of businesses based on industry or operational similarities, creating a cohesive and harmonious environment that enhances collaboration and shared resources.

Opportunities

The layout utilises both existing entrances with a connected artery road that optimises traffic flow and accessibility.
Green features are dispersed throughout the site, fostering a sustainable and aesthetically pleasing environment that integrates with the surroundings.

Constraints

Uneven distribution of zonal areas arises due to the concave configuration of the artery road, conflicting with the inherent convex nature of the site.
Limited opportunity for a large centralised Sustainable Drainage System (SuDS) attenuation pond necessitates a careful approach to storm water management.
Limited opportunities to provide ample green space for breakout areas and collaboration zones.





5.0 OUTLINE SKETCH OPTION 3

To enhance ecological opportunities and implement centralised Sustainable Drainage Systems (SuDS) features, this option proposes the establishment of a central retention pond and park area.

Plots and buildings will be arranged surrounding this park, fostering a cohesive and environmentally friendly design that contributes to the overall sustainability and aesthetic appeal of the area.

Given the linear layout of the site, this choice does limit the potential for parking spaces and ancillary buildings. Further investigation and consideration will be necessary during the concept development stage to address these aspects.

Opportunities

The design incorporates a centralised Sustainable Drainage System (SuDS) pond, enhancing ecology and biodiversity, while also providing an opportunity for breakout green space as a focal point.
The site's accessibility and circulation are facilitated through a central route for efficient movement.

Constraints

The central green area compresses the plots, resulting in inefficient utilisation of space.





5.0 OUTLINE SKETCH OPTION 4

An integrated strategy, crafted to align with the inherent contours of the site and incorporate a centralised park feature may be considered. This method embraces a landscape-led approach, leveraging the unique topography of the site to create a harmonious blend with the surroundings.

The deliberate inclusion of a centrally located park not only accentuates the aesthetic appeal but also serves as a pivotal element in fostering a sustainable and engaging environment.

Opportunities

The layout intricately aligns with the contours of the physical site, embracing its unique shape.

The design incorporates a centralised Sustainable Drainage System (SuDS) pond, enhancing ecology and biodiversity, while also providing an opportunity for breakout green space as a focal point.
The site's accessibility and circulation are facilitated through a central route for efficient movement.

Constraints

Slight compression of plots compared to Option 1





5.1 MASTERPLAN PROPOSAL

Developed Masterplan

Through engagement with interested plot stakeholder developers the masterplan proposal has developed to combine each stakeholders business requirements providing a whole synergy to the site development. Integration of these requirements has informed the enabling highways infrastructure and associated drainage solution combining swales and retention ponds to support the whole site development.

Site services will need to be developed with a suitable energy provider to satisfy the future energy demands required. Together with this MTCBC wish to incorporate a EV charging hub to supply the increasing demand for capacity and easy access to the area.

Development of the site infrastructure shall be aligned during the next stage of development with each stakeholder to ensure that capacity requirements align with enabling works provisions.

Optimisation of the plot arrangements will allow change of potential plot stakeholders with minimal impact to the enabling works site infrastructure. Detailed reference to site masterplan arrangement characteristics is captured within Masterplan drawings contained in appendix A





5.2 HIGHWAYS ADOPTION

Site Highway Design Strategy

Access is proposed via a Spine Road that links between two existing roundabouts on Goat Mill Road. Entry and exit from the development will be provided through the eastern arm of the roundabouts. The highways within the development will comprise a single carriageway two-way spine road which generally runs in a north to south direction. Access roads will form priority give way junctions with the spine road to provide access to the development plots

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The spine road will have a carriageway width of 7.3m. The access roads will have a carriageway width of 6.5m. The pavement will be constructed using a bituminous material.

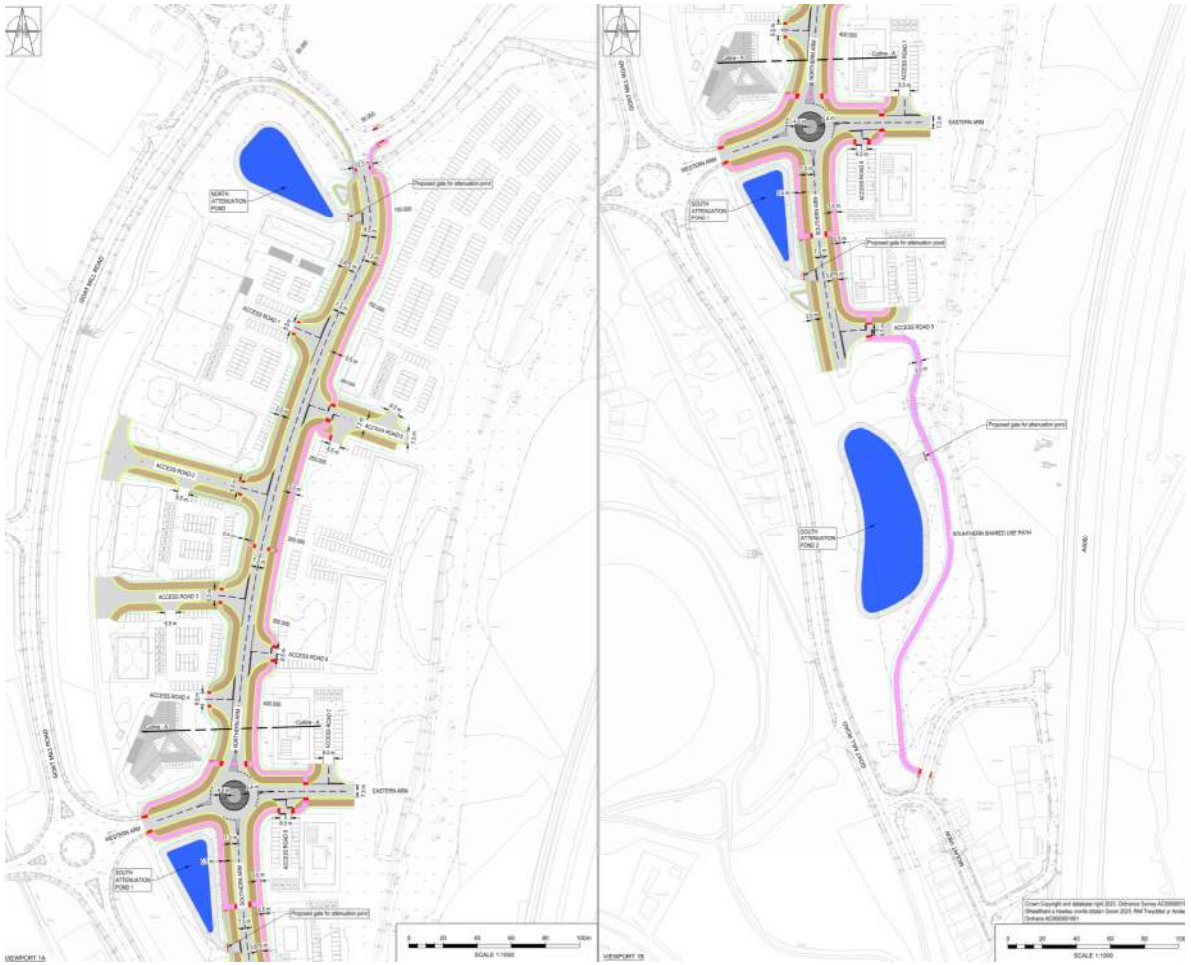
To enhance connectivity among the various industry accesses, a mini-roundabout is planned at the southern end of the spine road. The turning area requirements will be evaluated in the next phase of the project, focusing on the turning requirements of large vehicles.

The Spine Road / Access Road drainage will be achieved via shallow kerb drain units that connect to adjacent swales.

Pedestrian and cycling provisions will be designed in accordance with the Active Travel Wales document. A 3m wide combined footway / cycleway is proposed on the eastern side of Spine Road, while a 2m wide footway is available on the western side. The shared footway / cycleway will be separated from the carriageway by the proposed swales.

A 20mph speed limited is anticipated to align with the All Wales “20 is Plenty” policy.

Detailed reference to site masterplan arrangement characteristics is captured within Masterplan drawings contained in appendix A and V



5.3 CONSTRUCTION PHASES

INDICATIVE

The strategic progression of enabling works for the development of the Enterprise Park will be undertaken through four distinctive phases:

1. Site Preparation:

In the initial phase, focuses on establishing a physical presence on the site. This involves the linking the northern and southern entrance points by a road that utilises existing spurs from Goat Mill Road. To facilitate operations, a site compound will be constructed, featuring essential facilities such as a site office, welfare facility, store, and a designated put-down area.

2. Utilities, Infrastructure, Services, Attenuation Ponds:

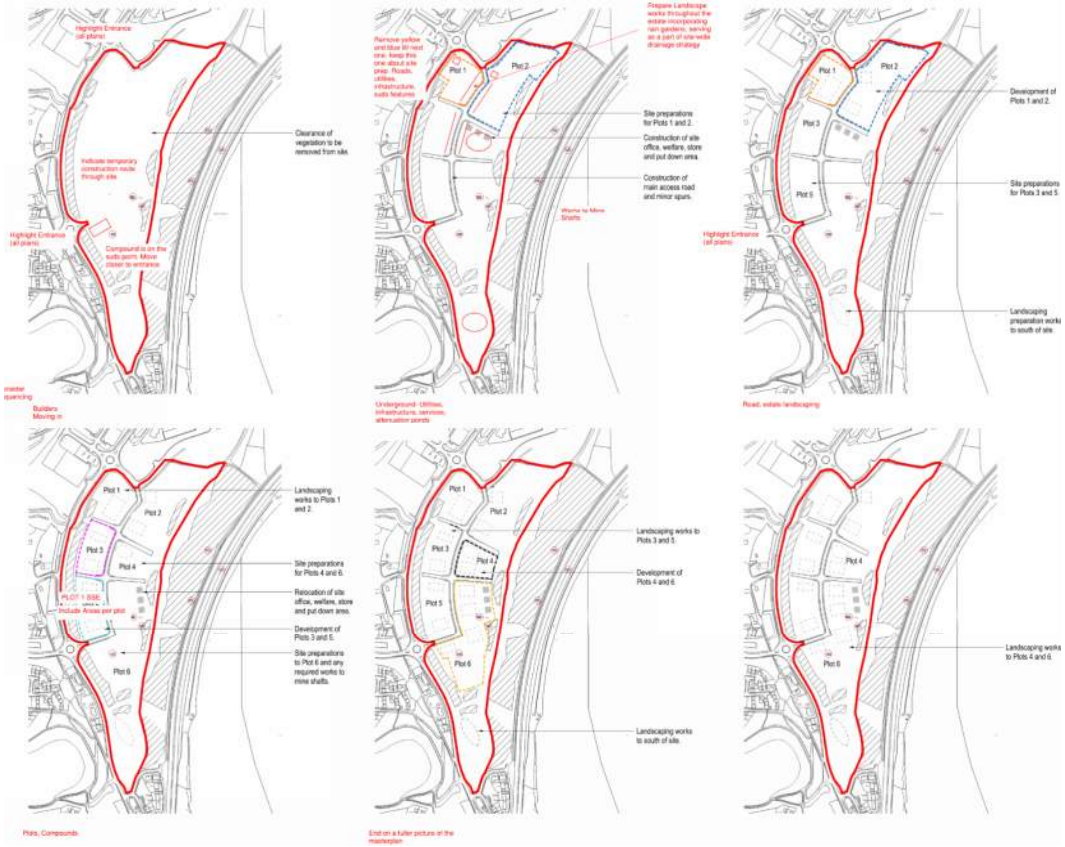
Phase 2 is dedicated to the integration of utilities and services
A comprehensive landscaping strategy will be initiated across the estate, complemented by the preparation of attenuation ponds strategically positioned in the central and southern areas of the site.

3. Roads & Estate Landscaping:

The third phase is pivotal in the development time-line, focusing on the completion of the main access road and associated minor spurs. Estate-wide landscaping will be undertaken, setting the stage for the subsequent development of individual plots.

4. Plot Development:

Phase 4 marks the culmination of enabling works, primarily concentrating on the development of individual plots. The progression of works on each plot may be staggered, influenced by land purchase, project scheduling, and potential phasing considerations. Individual site compounds will be integrated into each plot, providing a tailored approach to construction within the business park.



5.4 OUTLINE APPLICATION PHASING PLAN

1. GENERAL
The phasing plan establishes the proposed delivery sequence for strategic infrastructure and development plots forming part of the Goat Mill Road Enterprise Park outline planning application.
Plot phases are indicative only and may be delivered in any order unless otherwise restricted by planning conditions, infrastructure dependencies or statutory approvals.
The phasing plan does not define detailed building layouts, finished floor levels, architecture or landscaping within individual plots. These matters shall be addressed through Reserved Matters Applications or separate Full Planning Applications where appropriate.

2. PHASE 1 INFRASTRUCTURE
Phase 1 comprises the strategic enabling infrastructure required to facilitate all future plots, delivered in line with the enabling works sequence in Section 5.3.
No development plot shall be occupied until the relevant strategic infrastructure necessary to serve that plot has been completed or otherwise secured through an agreed delivery programme.
Phase 1 infrastructure shall include:
- Principal site accesses from the existing Goat Mill Road roundabouts.
- Spine road, priority junctions and southern compact roundabout.
- Secondary access roads.
- Surface water drainage network, including kerb drainage and swales.
- Foul drainage network and connection to the DCWW combined sewer.
- Northern and southern attenuation basins.
- Strategic SuDS features.
- Utility corridors and service easements.
- Street lighting.
- Footways, shared footway/cycleway and active travel routes.
- Structural landscape planting.
- Ecological mitigation measures.
- Site-wide earthworks and development platforms.

The current masterplan, infrastructure proposals and site-wide development approach are based upon delivery of strategic infrastructure prior to individual plot development (Phase 4 in Section 5.3).

3. DEVELOPMENT PLOTS
Each plot identified shall constitute an independent development phase.
Individual plots may be developed through:
- Reserved Matters Applications pursuant to the approved Outline Planning Permission; or
- Separate Full Planning Applications.

Development of any plot shall demonstrate compliance with:
- Approved parameter plans.
- Approved drainage strategy.
- Approved Green Infrastructure Strategy.
- Approved Ecological Mitigation Strategy.
- Plot Stakeholder Design Guidance and Design Code

Plot development proposals shall not prejudice the delivery of adjacent plots, strategic infrastructure, ecological mitigation areas or active travel routes.

4. DRAINAGE AND SuDS
Strategic surface water and foul drainage, including northern and southern attenuation basins and principal conveyance systems, shall be delivered as part of Phase 1.
Each plot shall restrict surface water discharge to the Qbar greenfield rate for its parcel area, connecting to the relevant strategic network.
Detailed plot drainage, including additional first-stage SuDS treatment, shall be the responsibility of individual plot developers.
The site incorporates separate northern and southern drainage systems, with attenuation near the outfalls, and site-wide SuDS designed to support phased plot development. Detailed design is subject to SAB approval.

5. ECOLOGY AND GREEN INFRASTRUCTURE
Strategic ecological mitigation and green infrastructure shall be delivered in advance of, or alongside, Phase 1 infrastructure works.
Identified habitat creation areas, ecological corridors, attenuation basins, structural planting and landscape infrastructure shall be retained throughout the development of the site.
Individual plot development shall provide biodiversity enhancements in accordance with the approved Green Infrastructure Statement.

6. HIGHWAYS AND ACTIVE TRAVEL
The principal spine road shall provide the primary access route through the site as a 7.3 m two-way carriageway, connecting to the eastern arms of the existing northern and southern Goat Mill Road roundabouts. 6.5 m access roads shall form priority junctions with the spine road.
Active travel routes shown on this drawing, including the 3.0 m shared route (east), 2.0 m footway (west) and the Mount View connection, shall be safeguarded throughout all development phases.
Plot development shall maintain continuity of pedestrian and cycle routes identified within the approved infrastructure framework.
Carriageway drainage shall discharge via kerb openings to adjacent swales, with maintenance access around attenuation basins. Highways shall be designed for technical approval and adoption, with a 20 mph limit.

7. INFRASTRUCTURE RELEASE TRIGGERS
No plot shall be released for development until:
- Vehicular access from the spine road or access roads is available.
- Surface water and foul drainage connection points are established.
- Utility connection points are identified.
- Relevant ecological mitigation measures are implemented.
- Development constraints associated with mining, contamination and ground conditions have been addressed.
- The timing and sequencing of infrastructure delivery (indicative, Section 5.3) may be adjusted provided that the operation and servicing of individual plots is not prejudiced.

5.5 SUMMARY

This Design and Access Statement supports the planning application for Goat Mill Road and sets out the design rationale developed to RIBA Stage 3 (Spatial Coordination). The proposals have been shaped by input from design consultants and engagement with interested parties.

The layout responds to the site's context and constraints through green spaces, efficient and legible circulation routes, and the optimisation of land use, with sustainability embedded in the approach.

Site surveys covering topography, soil conditions and environmental considerations will inform the technical design and the discharge of planning conditions, ensuring a robust and deliverable scheme.

A design code will provide a framework for future development, setting out architectural guidelines and environmental sustainability measures to secure consistency and quality across plots. Continued engagement with prospective developers and wider stakeholders will inform its detail.

Further detail is provided in the appendices at the end of this document.



6.0 APPENDICES

6.0 APPENDICES

6.1	Appendix A - Masterplan
6.2	Appendix B - Plot Stakeholder Design Guidance
6.3	Appendix C - Heritage Impact Assessment
6.4	Appendix D - (EIA) Screening report
6.5	Appendix E - Preliminary Ecological Appraisal Report
6.6	Appendix F - Breeding Bird Survey Report
6.7	Appendix G - Wintering Bird Survey Report
6.8	Appendix H - Reptile Survey Report
6.9	Appendix J - Inverts Report
6.10	Appendix K - Bat Survey Report
6.11	Appendix L - Green Infrastructure Statement
6.12	Appendix M - Arboricultural Impact Assessment
6.13	Appendix N - Ground Investigation Factual Report
6.14	Appendix P - Geotechnical & Coal Mining Risk Assessment Reports
6.15	Appendix Q - Hydrogeological Assessment
6.16	Appendix R - Existing Culvert Survey
6.17	Appendix S - Noise Assessment Report
6.18	Appendix T - Transport Scoping Note
6.19	Appendix U - Existing Services
6.20	Appendix V – Highways Infrastructure

END