

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2013-2014

**DEVELOPMENT CONTROL
COMMITTEE
7 NOVEMBER 2013**

**REPORT OF: SERVICE
DIRECTOR PLANNING**

	Agenda Item No.
APPLICATIONS RECOMMENDED FOR APPROVAL	

1. PURPOSE OF THE REPORT

Members are asked to determine the planning applications outlined in Appendix 1.

2. RECOMMENDATION

To approve the applications subject to the conditions outlined in Appendix 1.

1. Application No. 12/1313 - Residential development (276 houses) along with associated open space, landscaping, access (vehicle, cycle and pedestrian), drainage and highways works (Amended plans received 16/8/13), Duffryn Bach Farm, Station Road, Church Village, Pontypridd.
2. Application No. 13/0179 - Construction of a shared use community route between Talbot Green and Cross Inn together with access links to Llantrisant, Glamorgan Vale Retail Outlet, Talbot Green and Church Village, to include site clearance, boundary fencing, a new wooden bridge on the link to the Glamorgan Vale Retail Outlet, structural repairs to railway bridges, drainage works and associated works. (Amended plans received Mon 30 Sept which show the deletion of access links 9 and 12a, a revised position of link 5 and the K barrier to the rear of the woodlands, and additional land for drainage works and reptile mitigation), former Taff Vale Railway Line Between Talbot Green And Cross Inn.
3. Application No. 13/0409 - Change of use from former Public House and part residential to full residential use, comprising of 6 no. flats with associated rear parking. Works to include demolition of existing side and rear extension (in part) and erection of new rear extension. (Amended Plan Received 30.9.2013), Crown Hotel, Ynyswen Road, Ynyswen, Treherbert, Treorchy.
4. Application No. 13/0458 - Construction of a two storey building to

- form two self contained flats, land adjacent to 13 Old Park Terrace, Treforest, Pontypridd.
5. Application No. 13/0466 - Variation of conditions 19, 20, 21, & 22 of planning approval 10/0292 to extend working hours on Saturday to 1600 Hours, Tower Surface Mine, Rhigos Road, Hirwaun, Aberdare.
 6. Application No. 13/0523 - Engineering works to bury existing 33kv power line, construct a surface water run-off interceptor ditch and an access track and restoration works (partly retrospective), Tower Surface Mine, Rhigos Road, Hirwaun, Aberdare.
 7. Application No. 13/0560 - Demolition of the existing building and the construction of 15 affordable dwellings and commercial / retail floorspace (use class A1 / A3 restaurant / cafe) and associated works. Additional supporting information received 24/09/13, Former Bingo Hall, Canon Street, Aberdare.
 8. Application No. 13/0561 - Demolition of the existing building and the construction of 15 affordable dwellings and commercial / retail floorspace (Use Class A1 / A3 restaurant /cafe) and associated works (Conservation Area Consent). - additional supporting information received 24/09/13, Former Bingo Hall, Canon Street, Aberdare.
 9. Application No. 13/0622 - To provide an extension to existing storage facility and the use of light manufacturing / assembly. To retain existing storage containers as use of office space. To provide limited outside storage of bulky goods, Colliers Way, Llwynypia, Porth.
 10. Application No. 13/0623 - Office notice sign, road sign from Colliers Way and general Company sign on side of building, Colliers Way, Llwynypia, Porth.
 11. Application No. 13/0705 - Erect 40.5 metre high anemometer mast for a temporary period of 18 months, land approximately 550 Metres South Of Maes Mawr, Tonteg, Pontypridd.
 12. Application No. 13/0721 - Demolition of one existing dwelling (Fairholme) and redevelopment of the site to provide 53 dwellings with ancillary car parking, open space, access arrangements and landscaping (Amended Plans Received 25th September), land off Cardiff Road to the south of St Luke's Avenue, Rhydyfelin, Pontypridd.
 13. Application No. 13/0744 - Construction of eight 1 bedroom affordable flats, Land At Mill House (Formerly Marton House) , Old Caerphilly Road, Nantgarw, Cardiff.
 14. Application No. 13/0762 - Conversion of existing ground games room and vacant room to residential care living accommodation and change of use of property from C3 dwelling house to C2 residential care home, Ty Llewellyn, Llewellyn Street, Trecynon, Aberdare.
 15. Application No. 13/0804 - One detached dwelling (resubmission), Land Adjacent To 23 Albert Street, Blaenllechau, Ferndale.
 16. Application No. 13/0814 - 8 new houses, Former Car Park, Francis Street, Thomastown, Tonyrefail, Porth.

APPLICATIONS RECOMMENDED FOR APPROVAL

APPLICATION NO: 12/1313/10 (HW)
APPLICANT: PMG CV Ltd and Persimmon East Wales
DEVELOPMENT: Residential development (276 houses) along with associated open space, landscaping, access (vehicle, cycle and pedestrian), drainage and highways works
LOCATION: DUFFRYN BACH FARM, STATION ROAD, CHURCH VILLAGE, PONTYPRIDD, CF38 1AH
DATE REGISTERED: 11/01/2013
ELECTORAL DIVISION: Church Village/Llantwit Fardre

RECOMMENDATION: Approve

REASONS:

The site is an allocated housing site within the adopted Local Development Plan and therefore the principle of housing is considered acceptable. The other main issues in determining this application are considered to be as follows:

- Impact on highway safety;
- Impact on neighbour amenity;
- Housing numbers;
- Site layout and design;
- Impact on trees and ecology;
- Provision of suitable drainage arrangements.

While there is some concern regarding the level of long-term tree retention that can be realistically be achieved on the site, it is considered that the above matters have been addressed to a satisfactory extent for approval to be recommended.

APPLICATION DETAILS

Full planning permission is sought for 276 dwellings on land south of the Ridings, Church Village. A variety of house types are proposed, ranging from 2 bedroom to 5 bedroom types, and eighteen 1 bedroom flats are also proposed. The buildings are largely two storey, but some two and a half storey dwellings are also proposed. The houses will be finished in a mix of brick, render and reconstituted stone and will have concrete tile roofs. 56 of the dwellings proposed are affordable homes, and are proposed to be a mix of social rented houses and houses for low cost ownership.

The site is proposed to be accessed from Station Road, to the south of Duffryn Bach Farmhouse. A second access, for pedestrian, cyclist and emergency vehicular use only is proposed onto Meadow Brook. The site is effectively split into two parcels, with a short road link joining them in the centre. The first is to the east of Station Road (Area 1) and the second is to the south of the Ridings (Area 2). A Locally Equipped Area of Play (LEAP) is proposed towards the centre of the site. It is also proposed to enhance an existing Public Right of Way in the east of the site to provide pedestrian and cyclist access to the Church Village Bypass Community Route.

The application is accompanied by:

- An Environmental Statement, which comprises a number of studies;
- A Transport Assessment and “Highways Brochure”;
- A Design and Access Statement.

SITE APPRAISAL

The site is 10.2 ha in size and is currently greenfield agricultural land. It has powerlines, supported by two pylons, running through it from north east to south west, which provide a significant constraint to the development of this site. There is also an existing Public Right of Way in the east of the site, connecting the Ridings in the north to the Church Village Bypass Community Route in the south. The topography of the site is varied, and parts of the site are boggy. There are a significant amount of mature trees both on the site itself and around the boundary of the site.

To the south and east of the site is the Tonteg Marsh Site of Importance for Nature Conservation (SINC). This can be characterised as a complex mosaic of wet and drier grasslands, wet scrub and species-rich woodland. Marshy grassland is a major habitat feature of the SINC. The SINC has a very high potential for invertebrates, including Marsh Fritillary Butterfly. The development does take a small part of the SINC in two places. The first is where the access road crosses from one parcel of land to the other. The second and larger part is along the eastern boundary of Area 1.

The site is also bound by Station Road and the Meadow Brook housing development in the west. To the north west is the rest of the land within this housing allocation in the Local Development Plan. In the north east the site is bound by the Ridings, which is a residential street with houses backing on to the site.

PLANNING HISTORY

The relevant planning history in respect of this site is as follows:

94/0843	Residential development at	Withdrawn
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	Tyn Y Waun (outline application).	17/03/95
92/0837	Provision of 4 sports pitches with ancillary changing facilities, car parking, roundabout and access roads (full application). Residential development (outline application) at Tyn y Waun.	Refused 19/04/93
91/0479	Golf course, sports pitch, tennis courts, bowling green, public open spaces, residential development at Tyn y Waun.	Refused 15/10/91
91/0210	Residential development (outline), proposed golf course (full) at Tyn y Waun.	Refused 24/06/91.

PUBLICITY

Neighbour notification letters were sent to surrounding properties, site notices were placed in the vicinity of the site and the application was also advertised via a press notice. The press and site notice advertised the site as a major application, a departure from the Development Plan, being accompanied by an Environmental Impact Assessment and potentially affecting a Public Right of Way crossing the site.

Objections have been received from 24 neighbouring properties. In addition, 3 Community Councillors have raised separate objections, 2 letters have been received from neighbours stating they do not object, but they have made comments, and 1 query has been submitted in writing. The concerns raised are summarised as follows:

Highways/ Traffic

- The development will increase already substantial traffic flows and congestion along Station Road and on the new bypass, particularly given that planning permission has also been granted for housing on the Western Power Distribution Site;
- Since the construction of the bypass, Station Road is heavily used by large vehicles and traffic in general has increased;
- A complete review of the highway network needs to be undertaken;
- The development will result in traffic moving back towards levels seen in Church Village prior to the bypass being built and would exacerbate existing problems, such as the bottleneck at the bottom of Power Station Hill/ Upper Boat Roundabout and at the Talbot Green Roundabout;
- A wider Transport Assessment should be carried out;
- The number of cars leaving the site between 8am and 9am is underestimated in the Transport Assessment;

- Concern that the Transport Assessment has not tested for enough units (figure of 450 used);
- Additional traffic causes high levels of wear and tear on roads, leading to road works;
- Concern that public transport options in the local area are very limited;
- In reality there are only a few buses a day using Station Road and the local shops being up a steep hill and lack of employment opportunities in Church Village will encourage car use;
- Concern about lack of traffic controls on Main Road;
- That there are local facilities is unlikely to deter car use;
- The development will cause an increase in traffic and will cause extra noise, disturbance and pollution in the area;
- There should be a traffic light controlled crossing on Station Road, due to the increase in pedestrians using what is already a very busy road;
- The proposed access opposite Coed Dowlais may cause conflict with vehicles entering and exiting the existing junction;
- The second access to the north should be provided to create a loop and spread the risk causes by access on to Station Road. This would also mean an emergency access is not required through Meadow Brook;
- One access seems insufficient for the number of vehicles likely to be using it;
- The access should be sited further down the road, where the existing farm access is currently located;
- The access should be located nearer the roundabout, or be from the Ridings;
- There is already excessive speed on Station Road, and additional traffic and the construction of a new junction would impact on road and pedestrian safety and increase the potential for accidents;
- The crossing should be close to the bus stop and main entrance to the new estate;
- A pavement should be provided along the whole eastern side of Station Road;
- The estate does not have enough parking, which could result in parking spreading elsewhere;
- There should be a turning circle at the end of every cul-de-sac;
- Traffic calming should be provided on Station Road.

Secondary/ Emergency Access Road to Meadow Brook

- The method for controlling access to this road is not shown;
- Even with controls over the access, there is concern that over time the barrier may fall into disrepair and the road may become available for general use;
- People may ignore that the access is for an emergency only;
- It would be unacceptable for this road to allow access for traffic in anything other than an emergency;
- There would be a substantial increase in traffic flow through Meadow Brook;
- The proposed access road would change the character of Meadow Brook from a quiet cul-de-sac to being more urbanised;

- The road would substantially reduce privacy through increase in pedestrians passing the frontage of properties in Meadow Brook;
- The location of this is flawed, as it does not provide suitable access to Area 2, should the road between Area 1 and Area 2 become blocked;
- The road would severely impact on safety in Meadow Brook, particularly for children;
- Why is a second road needed- other developments do not have one;
- Parking is limited in Meadow Brook, there is no visitor parking and residents/visitors often have to park in the road and in the area by the proposed access road. This would increase safety risks if traffic volumes increase, including leading to problems for large vehicles and pedestrians;
- The area by the proposed access road is used for turning;
- The section of Meadow Brook leading up to this is in reality only suitable for a single carriageway and due to parking and there is limited visibility and space around cars;
- The road would make entry to and exit of driveways in Meadow Brook more difficult;
- The road would increase noise, disturbance, nuisance and pollution levels in Meadow Brook;
- Concern that new residents may park cars in Meadow Brook and walk to their houses;
- Concern regarding pedestrians and cyclists using Meadow Brook. This would become the natural route for pedestrian and cyclist access from Church Village, increasing noise, including late at night, and potential for crime, anti-social behaviour and leading to loss of privacy;
- Concern that construction vehicles may use the emergency access.

Residential Amenity

- Concern that the layout plan is inaccurate as it does not accurately show the boundaries of gardens in the Ridings, many of which extend to the boundary of the site;
- Concern that there are not as many trees along the boundary with the rear of properties in the Ridings, as stated in documents submitted, and that planting will not be provided as stated due to lack of space;
- There should be a corridor of vegetation/ trees between the site and the Ridings, or garages and houses built further away from the boundaries, and there is concern that the level of planting suggested by the Environmental Statement in this area will not be provided;
- Concern regarding the proximity of plot 160 to the boundary of one of the houses in the Ridings;
- Concern regarding the level of the ground behind the Ridings and that if ground levels are not lowered here, it will cause houses, particularly the 2 ½ storey ones, to tower over houses in the Ridings. The houses should be no higher than the existing ones on the Ridings;

- The houses and garages to the rear of the Ridings will cause loss of light and overshadowing to gardens, and development will cause loss of light to the area in general;
- In the dark, headlights from those using the junction will shine into properties in Duffryn Bach Terrace causing annoyance;
- The development would impact on privacy of local residents, including in the Ridings due to houses looking directly into existing properties;
- The development will increase noise levels in the area due to the loss of the fields to development, increased people and traffic, and will destroy the tranquillity of the area;
- The section of Public Right of Way adjacent to no. 52 The Ridings is a stone/gravel walkway and is noisy when people walk over it- the development will increase this noise.

Flooding/ Drainage

- The land helps take surface water and is usually boggy, so there is concern the development of this might increase flood risk elsewhere;
- Concern the development may exacerbate flooding on the site behind the Ridings and cause flood risk to properties;
- Welsh Water's comments should be noted and monitored.

Wildlife/ Ecology/ Trees

- There would be detrimental impacts on wildlife;
- Trees would need to be cut down;
- Tree Preservation Orders should be placed on the trees;
- The development would take away countryside widely used by local people that is of outstanding natural beauty;
- The loss of SINC means an alternative location for these houses should be found;
- Woodland/ field walks will be destroyed and walking on a footpath across the fields is not the same as walking on one across an urban site;
- There should be measures to protect dormice.

Education Places

- Most schools in the area are full, so there are no places for children from this development;
- The demand for Welsh education in the area is very high and this proposal will put further pressure on places;
- Ysgol Garth Olwg has no capacity for providing for existing local demand for Welsh medium places, causing children to have to go to school elsewhere and increasing traffic;
- A new school should be provided on the site, and this is suggested by the Local Development Plan;
- Extra demand on school places mean that schools have had to introduce temporary classrooms;

- Any provision of school extensions should not involve temporary classrooms.

Other

- There is a drop between Meadow Brook and the site which is not shown accurately on the plans;
- The loss of this open land would make the whole area less attractive;
- The developers indicate good local facilities, but the local doctor's surgery appears oversubscribed and it is difficult to get an appointment, the local dental practices are also full, and the Royal Glamorgan Hospital is overstretched;
- New local facilities should be provided in the area;
- Parking at local facilities is very difficult;
- The infrastructure of the area is not designed for such a big increase in people and vehicles;
- Church Village has been swamped with new housing developments and this will exacerbate existing problems caused by this;
- There should be a footpath up and on to the main road, particularly for children attending the schools;
- Concerns regarding noise, disturbance, debris and mess caused by construction;
- Health and safety concerns relating to the power lines crossing the site
- Concern regarding the location of an old coal gas main;
- Concern that the park and ride at Treforest Station is not really an option for residents of the new development as demand already outstrips availability;
- The proposed development is an eyesore and will enclose the open land it will sit on;
- The link between the Ridings and the site is not acknowledged in the submitted documents;
- Concerns there are inaccuracies in the submitted documents.

Non-planning related concerns

- The access road to Meadow Brook is within one of the property's front gardens;
- Impact on the value of houses in the area;
- The state of the building trade and mortgage market means there is little benefit in granting planning permission for this;
- Loss of views;
- Concern that an adjoining landowner's hedge should not be removed.

CONSULTATION

Transportation – no objections raised subject to conditions. Have recommended that a Transport Tariff of £658,752 be paid via a Section 106 Agreement.

Land Reclamation and Engineering -no objection raised, subject to conditions.

Countryside - are unsure of how the management of the SINC and Public Open Space will be implemented and have concerns that the loss of boundary trees will be greater than suggested by the plans. In respect of drainage, measures to try and mimic existing hydrological inputs to the SINC are an important mitigation issue, but again there is concern about the level of drainage detail submitted. The Council's Public Rights of Way Officer also has advised that both a Diversion and an Extinguishment Order will be required for the Public Right of Way running through the site, and that if opposed it may be difficult arguing that this is necessary.

Public Health and Protection – have requested conditions in respect of restricting hours of construction and a site investigation, and suggested that proposals for the minimisation of dust and noise should be submitted.

Strategic Housing - have requested 56 units of affordable housing, comprising both houses for social rent and houses for low cost home ownership.

Education and Children's Services - require a contribution of £1,017,331 for the provision of additional school places at local primary schools.

Natural Resources Wales - have suggested a number of conditions in relation to biodiversity, drainage and preventing pollution of the water environment. Final comments are due to be received and will be reported orally to the Committee.

Dwr Cymru Welsh Water - have requested a condition stating that only 30 dwellings should be brought into beneficial use before works to improve the Rhiwsaeson Waste Water Treatment Works have taken place, but not before 1st September 2014. This is due to concerns regarding overloading the Treatment Works prior to the planned works taking place. Have suggested other conditions in relation to the drainage of the site.

South Wales Police - no objection, but have a concern that the Design and Access Statement contains insufficient detail to demonstrate how high levels of community safety are likely to be achieved. Have made a number of recommendations in respect of preventing crime and have asked for these to be considered as conditions.

South Wales Fire and Rescue Service - no objections raised.

Western Power Distribution - no objection raised to 20 metre buffer proposed.

National Grid - no objection.

Taff Ely Ramblers - no objection.

Open Spaces Society - no comments received.

Wales and West Utilities - no comments received.

Welsh Government Planning - no comments received.

Campaign for the Protection of Rural Wales - express concerns that this is a departure from the Development Plan.

Llantwit Fardre Community Council - believe that this development would cause highway issues, would be detrimental to residents living in the area, and cause additional traffic problems on the Church Village Bypass, Main Road, Church Village and surrounding streets. Individual concerns are also raised by 3 Community Councillors, which are incorporated into the neighbour comments above.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The site is within the Southern Strategy Area, within the settlement boundary and is allocated for residential development by Policy SSA 10.18 of the Local Development Plan.

A large area of the allocated site is a designated Site of Importance for Nature Conservation (SINC), and part of the allocated site is within a C2 Flood Risk Zone.

The relevant policies in the Local Development Plan are as follows:

Policy CS2 - Development in the South

Policy AW1 - Supply of New Housing

Policy AW2 - Criteria for Sustainable Locations

Policy AW4 - Community Infrastructure and Planning Obligations

Policy AW5 - New Development

Policy AW6 - Design and Placemaking

Policy AW8 - Protection and Enhancement of the Natural Environment

Policy SSA5 - New Education Facilities

Policy SSA10 - Housing Allocations

Policy SSA11 - Housing Density

Policy SSA12 - Affordable Housing

Policy SSA13 - Housing Development in Settlement Boundaries

The following SPG is also relevant to this proposal:

- Design and Placemaking;
- Affordable Housing;
- Planning Obligations;
- Nature Conservation;

- Access Circulation & Parking Requirements.

National Guidance

In the determination of planning applications regard should also be given to the requirements of National Planning Policy which are not duplicated in the Local Development Plan, particularly where National Planning Policy provides a more up to date and comprehensive policy on certain topics.

Planning Policy Wales Chapters 5 (Conserving and Improving Natural Heritage and the Coast), 8 (Transport) and 9 (Housing) set out the Welsh Government's policy on planning issues relevant to the determination of the application.

Other relevant policy guidance consulted:

- PPW Technical Advice Note 5: Nature Conservation and Planning;
- PPW Technical Advice Note 12: Design;
- PPW Technical Advice Note 15: Development and Flood Risk;
- PPW Technical Advice Note 16: Sport Recreation and Open Space;
- PPW Technical Advice Note 18: Transport;
- PPW Technical Advice Note 22: Sustainable Buildings;
- Manual for Streets.

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

Main issues:

- Local Development Plan Housing Allocation
- Impact on highway safety;
- Impact on neighbour amenity;
- Housing numbers;
- Site layout and design;
- Impact on trees and ecology;
- Provision of suitable drainage arrangements.

These matters are addressed in turn below:

Local Development Plan Housing Allocation

The site is the substantial part of allocated housing site SSA 10.18 within the adopted Local Development Plan and therefore the principle of housing on this site is considered acceptable.

Impact on Highway Safety

Following negotiations, The Transportation Section are satisfied with the location of the access and that there would be no adverse impact on highway safety, subject to conditions. Having reviewed the Transport Assessment, the level of traffic generation is considered to have an acceptable impact. A puffin crossing is proposed to the north of the site and condition 25 requires details of this. An additional shared cycle/footway is also proposed along the Station Road frontage of the development and again condition 25 requires details of this. The internal layout including provision for turning is considered acceptable apart from some concerns regarding vision splays being below standard. However, it is considered this matter can be addressed by traffic calming being provided (condition 26 refers). There are less spaces in total for the development than the maximum required by the Access, Circulation and Parking SPG, and it is noted that the parking provided for some of the plots is not actually attached to the plots themselves, making it less convenient to use. However, it is considered that if necessary these issues can be absorbed through on street parking within the development.

In respect of the "emergency access proposed, this has been recommended for use of vehicles in emergencies only when it is not possible to access/ leave the new estate via the main access on to Station Road. This is considered desirable as in the case of an emergency (e.g. a flood or serious accident at the main access) vehicles, including emergency service vehicles, would have difficulty in accessing/ exiting the site. In addition, this route will be open to pedestrians and cyclists at all times, providing a further route for them to use, making it easier for residents in some parts of the new development to access services by these modes of travel and increasing the connectivity between the new development and the existing local area. In respect of the concerns raised regarding privacy and disturbance caused by pedestrians using this access, this is not considered to be an issue significant enough to warrant refusal of the application.

It is anticipated that the emergency access will be rarely used by vehicles, and a controlled access is shown on revised submitted plans, details of which are recommended to be submitted via a condition. It is also anticipated that the access will be surfaced in grasscrete or a similar material, rather than more hard wearing tarmac due to its rare likelihood of use by vehicles, and it is considered this matter can be addressed through condition 22 recommended below. It is not considered that the access will have an unacceptable impact on available parking and turning in Meadow Brook. In respect of the concern regarding its use by construction vehicles, it is not anticipated this will be the case, and this matter can be addressed via condition 29. It is acknowledged that the access will not be able to be used by those in Area 2 if the road between Area 1 and Area 2 becomes blocked, but the land to

the north west not being put forward for development at this stage means there is not a feasible option to have an emergency vehicular access within this part of the development.

In respect of the concerns raised regarding the adequacy of the Transport Assessment, it is only considered reasonable for the Council to require that the applicant assesses traffic impacts for the amount of units they are intending to build. No concerns have been raised by Transportation that the level of cars leaving the site between 8am and 9am have been underestimated. In respect of whether there is a need for a Transport Assessment covering the whole of the Bypass route and a complete review of the transport network, the capacity of the highway network, including the Bypass, was considered when sites were allocated during the production of the Local Development Plan. Therefore, it is not considered that further assessment should be requested in this respect. In addition, the Transport Tariff, applicable to this development, is in place to seek contributions from developers towards addressing problems on the Strategic Highway Network, including the Church Village Bypass.

Turning to other concerns raised by neighbours, in respect of the capacity of Treforest Station, while it is accepted that there may be capacity issues making it difficult to park, it is not considered that this would prevent residents of the development from using the station, as they could not be prevented from driving there, may use other locations to park and may use other modes of transport. It is acknowledged that the bus service along Station Road is infrequent, but the bus service is much more frequent along Main Road. As the land within the housing allocation to the north west of the site is not included as part of this application, any proposal for an access closer to Coed Dowlais will be considered as part of any application to build on this land. It is not considered that additional wear and tear on roads is a significant issue in the determination of this planning application. It is also not considered that the traffic generation would significantly increase levels of pollution. Traffic calming is not proposed on Station Road and it is not considered this is necessary to accommodate the development.

Impact on Neighbour Amenity

It is considered the development is acceptable in terms of its impact on existing neighbours, with distances between the rear of existing houses and the proposed houses being sufficient not to unacceptably impact on privacy, light nor be significantly overbearing.

It is acknowledged that most of the existing properties within the Ridings do adjoin the development site as gardens have been extended through purchase of the former railway route. The double garages proposed on plots 158- 160 are close to the edge of the site and are therefore between 1 and 2 metres from the rear boundaries of neighbouring properties in the Ridings. This situation is not ideal in terms of neighbour amenity as it results in a significant expanse of garage roof close

to the rear gardens of existing properties. However, the gardens affected are between 25 and 30 metres long, and it is therefore considered that the impact is not significant enough to be unacceptable.

Turning to the concern regarding the proximity of the house at plot 160 to the adjoining property in the Ridings, it is accepted that this will be adjacent to the existing rear boundary. However, it is considered that given the length of the existing garden of this property and the drop in level to the application site from the usable garden area at this point, the impact is again not significant enough to be unacceptable.

In respect the concerns regarding the height of proposed dwellings and ground level of the houses to the rear of the Ridings, a condition is recommended in respect of final ground/ floor levels on the site (condition 35). However, given the distance of over 30 metres between the proposed dwellings and existing houses in the Ridings it is not anticipated that ground levels will cause a significant issue in terms of neighbour amenity.

In respect of concerns raised about landscaping in the Ridings, the current layout seems to offer little opportunity for a landscape buffer between the new houses and the Ridings. While it is acknowledged that the site will significantly alter the outlook of residents within the Ridings, it is considered the distances between new and proposed houses are sufficient to prevent unacceptable impacts on neighbours without such planting.

Turning to the concern raised about headlights, this is not considered to be a significant issue in the determination of this application. In respect of the concern regarding the potential to be disturbed by the surface of the Public Right of Way between houses, surface details are recommended in condition 24.

Housing Numbers

This site and the land to the north west are allocated for 500 houses in total by policy SSA 10.18 of the Local Development Plan. However, due to the constraints on the site, mainly the power lines and the trees surrounding and on the site, it is estimated that the whole allocated site will yield 420 dwellings.

Policy SSA 11 requires a minimum density of 35 dwellings per hectare unless it can be demonstrated that a reduction in density can be justified. The number of dwellings proposed on the application site is 276, and the area of the application site is 10.2 ha, which provides an overall density of 27 dwellings per hectare.

However, the developable area is in reality smaller than 10.2 ha due to site constraints and the provision of open space. The net developable area has been calculated to be approximately 8.52 hectares, giving a density of 32.4 dwellings per hectare. It is acknowledged that this is still below 35 per hectare, and 22 additional

dwellings would be required for the density to reach this figure. However, this is not considered to be a significant enough shortfall to warrant refusal of the application.

Site Layout and Design

Following negotiations between the Council's Urban Designer and the applicants, the layout and design are considered acceptable. The key changes to the proposed layout in respect of Urban Design are detailed below.

The route of the main street through Area 1 has been significantly realigned to avoid running along the powerline corridor. This helps to avoid long views towards the pylons, and reduces the visual impact of the pylons on the character of the development. This has also resulted in the creation of a better defined public space and built form close to the site entrance, aiding legibility within the development and creating a more attractive environment.

In a number of instances, buildings on corners have been rearranged or altered to avoid the dominance of blank gable walls in prominent or highly visible locations. This has included inserting gable windows into some buildings to ensure that buildings turn corners well and provide a sense of natural surveillance over surrounding streets. In some cases, houses have been reoriented or the house type changed in order to ensure that long vistas are closed in an appropriate manner.

The street hierarchy and design of streets has been refined to create a balance between highway movement and place creation. This included extending 'secondary streets' with formal footpaths further into the site, improving legibility and pedestrian accessibility.

The layout and arrangement of the LEAP and surrounding open space has been amended to create a more useable play area, and providing a larger surrounding area for informal play. The surrounding layout has been amended so that more houses face onto the open space, creating a sense of natural surveillance over the play area, and creating a stronger urban form that helps the open space to be more of a focal point within the development.

The Parks Section have verbally indicated that they are satisfied with the play space now provided. It is noted that the amount of equipped play space provided does fall short of the standard set out in the Planning Obligations SPG. The SPG requires that the site should provide 2,247.5 square metres of equipped play space, but the LEAP is approximately 1,226 square metres of such space.

Two Local Areas of Play (LAPs) were originally proposed on the site, which would have provided an additional 1095 square metres of equipped play space, meeting the above target, but it was requested that these were removed as it was considered that they would best serve the development as multi-purpose open space.

Given the above, the amount of informal open space on the site, including the pathway along the powerline corridor in Area 1, and access to the open space within the adjacent SINC from the site, the amount of equipped play space provided is considered acceptable. In addition, it is noted there is a children's play facility in close proximity in the Ridings.

In respect of the concerns raised by the Police, the Council's Urban Designer has reviewed the plans against the conditions they have proposed. It is considered that the plans largely address those that are relevant to the planning process and therefore further conditions are not required.

Impact on Trees and Ecology

Within the boundary of the Local Development Plan residential allocation there is a large Site of Importance for Nature Conservation (SINC). The intention for this SINC has always been to protect it and it was specifically included in the allocation boundary to allow for its effective management and enhancement as part of the residential development. This is recommended to be secured via a Section 106 Agreement.

In order to facilitate the development including the provision of the access point and to allow a sufficient number of houses, the applicants propose to develop designated SINC land within the site boundary, as described above. Through discussion with the Council's Ecologist it has been agreed to allow these areas to be developed subject to the appropriate mitigation being secured, however it is recognised that in line with policy AW8 of the Local Development Plan, this loss of SINC requires robust mitigation to off-set drainage impacts, tree and hedgerow loss, light pollution, physical disturbance and the urban edge impacts which will be associated with the proposed development.

Securing the management of the rest of the SINC and mitigation for the SINC land lost and associated impacts of development is therefore of vital importance if the planning application is to satisfy policy AW8. In addition, to compensate for direct SINC loss an additional area of land is proposed as mitigation to the south of the Church Village Bypass. It is proposed the mechanism for management will be addressed via the Section 106 Agreement. The Council's Countryside Section is keen to ensure that the establishment and management of all parts of the SINC are delivered to a recognised and appropriate standard which can illustrate through Local Development Plan monitoring that the SINC and other features have not deteriorated through the granting of planning permission, the Maintenance Companies employed are of a competence and capability to undertake the different management functions, that sufficient funding is available, and that if works are not satisfactory, the Council is able to ensure compliance with the S106 agreement. As recognition of their ecological, landscape and amenity importance, the SINC and compensation area are proposed to become a Nature Reserve. Because these details have not yet been established or agreed these matters will be addressed via

clauses in the section 106 Agreement. There is therefore a very important requirement for robust and controllable mechanisms to be delivered through the S106 negotiating process.

There are numerous trees and hedgerows across the site. These are distinctive elements of the site and form the traditional field boundaries, which play an important role in the wider landscape. These trees and hedgerow are not subject to any Tree Preservation Orders (TPOs), however, they are considered to be ecologically important and form important landscape features. Their protection, where practically possible, is considered to be a key element of the design and layout of the proposed development.

Although it is accepted that trees will be lost, negotiations have taken place with the applicants to ensure that as many trees in these areas are retained as possible. However, Countryside have raised concern that more mature trees are likely to be lost than shown when the scheme is built. This is particularly a concern in relation to the following areas:

- Plots 160-161 in Area 2- Due to the ground works proposed, Countryside consider trees in this area may well be severely compromised by development and there is potential for significant trees works to be required and tree die-back to occur;
- Plot 32 in Area 1 - Although the tree behind here (T85) is shown as retained, Countryside consider that given its proximity to the house, it is not likely to be retained in the long term;
- Eastern boundary of Area 1 in general- Countryside are concerned that due to the proximity of the hedgerow trees to the fence line, there may be a problem retaining the trees in the long term due to maintenance difficulties;
- Group 91 (southern boundary of Area 1)- Countryside again consider that more trees are likely to be lost in this location than shown on the submitted plans, and consider that trees in this area may well be severely compromised by development and there is potential for significant trees works to be required and tree die-back to occur.
- Trees adjacent to plots 64, 65 and 69 in Area 1- Countryside are concerned that due to ground works and associated filling in this area, these trees again may well be severely compromised by the works and there is potential for significant trees works to be required and tree die-back to occur.

It is considered that landscaping and tree management conditions, and the ecological management plan will provide some mitigation against further tree loss than is shown by the plans and allow for additional vegetation planting. In respect of plots 160-161 a condition has been recommended specifically to address ground works. However, it is accepted that given the above advice there is likely to be further tree loss than shown on the submitted plans.

While such potential tree loss is regrettable, it is considered this should be weighed against the allocation for residential development in the Local Development Plan and that due to site constraints the number of houses delivered on the allocated site is already likely to be significantly less than the site is allocated for in the Local Development Plan. Therefore, on balance, the risk of this additional tree loss is accepted, and conditions will be used to try and mitigate this as far as is possible.

In respect of the neighbour comment that Tree Preservation Orders should be placed on trees, none are proposed at present, and it is considered the uncertainty over the future of trees on some areas of the development boundary would make it difficult to successfully implement a Tree Preservation Order at present.

Concerns are also raised by Countryside regarding the landscaping plan, but it is considered these can be addressed through conditions.

In respect of bat survey work, the applicants have stated that all trees within the survey boundary were subject to ground-based bat inspections, including all trees identified as being retained. This is considered satisfactory.

In respect of the neighbour comment that dormice should be protected, it is the Council's Ecologist's view that sufficient survey work has been done. Condition 6 for the protection of wildlife during construction will require a method statement to be submitted in respect of working practices to ensure the protection of any protected species should they be found on site, including dormice.

It is noted that Natural Resources Wales have requested a condition for the provision of compensatory habitat given that the development does encroach on to the designated Tonteg Marsh SINC. However, it is considered that this matter is most appropriately dealt with through the Ecological Management Plan recommended as part of the Section 106 Agreement.

Provision of Suitable Drainage Arrangements

There are a number of small water courses and streams running throughout the site, and parts of the site are boggy. The area proposed for development lies on higher ground above the SINC, meaning the potential impact on the hydrology of the SINC has to be addressed. Through negotiations with the Council's Drainage Engineers, drainage proposals have been put forward to try and replicate as far as possible the existing pattern of water discharging into the SINC.

In respect of flood risk, part of the residential allocation falls within the C2 flood risk zone, although this is within the area of SINC land and does not include the land proposed for development. Land Reclamation and Engineering have not objected in respect of flood risk more generally on the site subject to conditions being imposed, which have been recommended below.

In respect of the potential impact on the hydrology of the SINC, Countryside have raised concerns that the level of information submitted in respect of drainage is not enough to understand how the drainage will function, particularly in respect of its impact on the SINC. The concerns relate to:

- The construction and maintenance of drainage features;
- That the drainage features may lead to further loss of trees;
- Being unsure of how successful the drainage solutions will prove in mimicking the existing hydrological conditions of the SINC, resulting in a need for strict conditioning and long- term provision for after care in the S106 Management Plan.

It is considered the recommended conditions and proposed Management Plan can satisfactorily address the above concerns.

Turning to concerns raised by neighbours, attenuation systems are proposed to be used to ensure the development does not create flood risk on the site and elsewhere and it is also considered the recommended conditions can address this issue. Dwr Cymru Welsh Water's comments are addressed via recommended conditions.

OTHER ISSUES

In terms of schooling, due to site constraints, it is considered unlikely that this site and the land to the north west, which is also allocated for housing in the Local Development Plan, will provide enough units to justify requesting the provision of a school on the site. Policy SSA 5 in the Local Development Plan indicates new educational facilities will be provided on this site, i.e. a new primary school. However, this is based on the provision of 500 houses on the whole of the allocated site. This phase of the development is for 276 units. As 18 are 1-bed units the calculation for the number of places generated has been based on 258 units, in line with the formula set out within the Planning Obligations SPG. This is considered likely to yield 83 primary school places, on the basis of 32 places being generated per 100 eligible units. It is considered unlikely that the development of the remaining element of the allocation would take the overall dwelling numbers on the allocation to more than 420 units (although the developer has suggested that 159 could be built on land to the north west, yielding a total of 435), so a maximum of 129 (139) primary places in total. Therefore the Council's Education Section have advised the provision of a new school is not justified in this case, as these numbers are not sufficient to fill a new primary school, and an appropriate financial contribution will allow for the educational need arising from the proposal to be met.

Therefore it is proposed to use a portion of this contribution to provide a permanent extension to one of the existing local schools in order to do this in respect of English medium provision, but no recommendation has been made by Education on which school at present. This is not likely to be decided until development starts as it depends on the capacity of the schools at the time. In respect of Welsh medium

provision, Education will consider how the contribution could be used to provide for this at a later date, due to this needing to be resolved alongside existing capacity issues in respect of Welsh medium education in the area.

Due to there being a policy in the Local Development Plan for the provision of a school on the site, the application is considered a departure to the Development Plan as one is not being provided, even though this is not requested by Education. Therefore, the application is required to be referred to the Welsh Ministers for consideration of whether they wish to call this in, prior to a decision notice being issued.

There are overhead powerlines and associated pylons running across the site, and a 20 metre buffer zone has been allowed for in the layout. Western Power Distribution have been consulted on this application and have indicated that this is acceptable. Moving the powerlines away from the application site was considered, but discounted due to the likelihood that they would have to be diverted via the SINC, which would not be considered acceptable on ecological grounds.

In respect of the visual impact of the development, the Landscape and Visual Impact Assessment has concluded that there would be significant impacts from some public viewpoints, including Dryscoed, Efail Isaf; Heol y Parc, Efail Isaf; The Church Village Bypass Community Route; Station Road; and from the Public Right of Way within the site itself. It is considered that this is to be expected due to the changing of character of the site from agricultural fields to a housing development. In respect of the closest of those viewpoints, i.e. Station Road and the Public Right of Way, it is considered that landscaping will reduce the visual impact as it matures.

In respect of the concerns raised by the Council's Public Rights of Way Officer, a Diversion Order is required in the north of the site for the Public Right of Way as its route will be altered. An Extinguishment Order is required through the rest of the site as the Public Right of Way will effectively become part of the Highway. The Public Rights of Way Officer is concerned that if these orders are opposed it may be difficult to argue that they are necessary as the site could be designed around keeping the Public Right of Way on its existing route with a more "green" setting. However, this would potentially reduce the number of houses provided further which would be unacceptable in terms of meeting the Council's targets for provision of houses.

Given this, and that it is unknown if the orders will be opposed, it is considered that this matter can be dealt with at a later date by the separate procedures outlined above. It is noted that the Taff Ely Ramblers have not objected.

The Local Development Plan requires that all residential developments of 5 units and over in the Southern Strategy Area provide a minimum of 20% affordable housing units. The application proposes that 56 of the units in the development will be affordable, which meets the requirement of the Plan. Planning contributions in respect of education provision and the Transport Tariff have been agreed.

Turning to other concerns raised by neighbours not addressed above, it is considered the drop between Meadow Brook and the site can be addressed by recommended conditions 26 and 35 in respect of engineering details of the internal road layout and provision of levels respectively. It is considered concerns regarding the impact of construction on neighbours can be addressed through conditions 9, 10 and 29. Public Health and Protection have noted in their comments that a Remedial Method Statement should be provided for the removal of the old coal gas main under recommended condition 11.

It is acknowledged there have been some inaccuracies in the submitted documents, but these have been assessed by the relevant officers who will have highlighted where errors are considered to be pertinent to the decision on the submitted scheme.

PLANNING OBLIGATIONS

It is recommended that a Section 106 is signed in respect of the following:

- **The provision of £1,017,331 for the provision of additional school places at local primary schools.**
- **The payment of a transport tariff of £658,752 towards improving the strategic highway network.**
- **The provision of an ecological management plan to ensure appropriate long term management of the Tonteg Marsh Site of Importance for Nature Conservation and the provision of compensatory habitat, the details of which shall be submitted to and approved in writing by the Local Planning Authority.**
- **The provision of 56 affordable houses on-site in accordance with the agreed schedule.**
- **The provision and management of a Locally Equipped Area of Play to be open to the public at all times, at the location shown on the submitted layout plan.**

CONCLUSION

In conclusion the development of this site for a residential scheme is considered acceptable. The site is allocated in the Local Development Plan, is within the settlement boundary and will contribute to the Council's overall housing provision. It is considered that the other matters above have been addressed to a satisfactory extent for approval to be recommended.

Therefore planning permission is recommended.

RECOMMENDATION: Approve subject to:

- 1. The Section 106 Agreement as detailed above;**

2. The referral of the application to the Welsh Ministers as a Departure to the Local Development Plan;

3. The conditions below:

RECOMMENDATION: Grant

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To comply with Sections 91 and 93 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the amended/revised plan(s) received by the Local Planning Authority on 5th June 2013, 12th August 2013, 16th August 2013, 12th September 2013, 10th October 2013 and 16th October 2013.

Reason: To ensure compliance with the approved plans and clearly define the scope of the permission.

3. Notwithstanding the submitted details, no development shall take place until a landscaping scheme and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme and management plan shall be carried out as approved and any subsequent variations shall be approved in writing by the Local Planning Authority. The scheme and management plan shall include the following elements:

- A review of the plans landscape and ecological potential and constraints;
- Species composition;
- Indications of all existing trees (including spread and species) and hedgerows on the land and details of any to be retained together with measures for their protection during the course of development (employing BS: 5837 'Trees in Relation to Construction');
- Pre-construction tree and hedgerow works;
- Detail, extent and type of new planting;
- Method statements for site preparation and establishment of target habitat features;
- Techniques and methods of vegetation establishment;
- Personnel responsible for the work;
- Timing of the works;
- Disposal of waste arising from the works;

- Details of maintenance and monitoring regimes;
- Details of any new habitat created on site;
- Details of treatment of site boundaries and/ or buffers around water bodies;
- Details of management responsibilities and provision of appropriate funding.

Reason: To ensure that the new development will be visually attractive in the interests of amenity, to ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site, in accordance with policies AW5, AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

4. All planting, seeding or turfing in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

5. The development for which permission is hereby granted shall not be commenced until full details of the surfacing materials proposed to be used on any roadway, footpath, car park, lay-by, play areas or other paved or metalled areas have been submitted to and approved, in writing, by the Local Planning Authority and the part of the development served by that area shall not be occupied until the works have been completed in accordance with the approved details.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. No development shall take place until a Wildlife Protection Plan for Construction has been submitted to and approved in writing by the local planning authority. The plan shall include:
 - a. An appropriate scale plan showing 'Wildlife Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented;
 - b. Details of protective measures (both physical measures and sensitive

- working practices) to avoid impacts during construction;
- c. A timetable to show phasing of construction activities to avoid where possible periods of the year when sensitive wildlife could be harmed (such as nesting bird season, hibernating and breeding amphibians and reptiles etc), along with measures to avoid impacts where this is not possible;
 - d. Details of specific species and habitat mitigation measures (including nesting birds, reptiles and amphibians);
 - e. Persons responsible for:
 - Compliance with legal consents relating to nature conservation;
 - Compliance with planning conditions relating to nature conservation;
 - Installation of physical protection measures during construction;
 - Implementation of sensitive working practices during construction;
 - Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
 - Specific Species and Habitat Mitigation Measures;
 - Provision of training and information about the importance of the 'Wildlife Protection Zones' to all construction personnel on site.

All construction activities shall be implemented with the approved details and timing of the plan unless otherwise approved in writing by the local planning authority.

Reason: To afford protection to animal and plant species in accordance with policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

7. No development shall take place until a detailed method statement for removing or the long-term management / control of Japanese Knotweed and Himalayan Balsam on the site has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of Japanese Knotweed and Himalayan Balsam during any operations such as mowing, strimming, or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds/ root/ stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

Reason: To prevent the spread of Japanese Knotweed and avoid harm occurring to the environment, in accordance with policies AW8 and AW10 of the Rhondda Cynon Taf Local Development Plan.

8. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the

tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund. The above details shall be complied with, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

9. Construction works on the development shall not take place other than during the following times:
- Monday to Friday 0800 to 1800 hours;
 - Saturday 0800 to 1300 hours;
 - Not at any time on Sundays, Bank or Public holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the noise emitted from this development is not a source of nuisance to occupants of nearby residential properties in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall commence until a method statement addressing how noise and dust will be minimised on site during construction has been submitted to and approved in writing by the Local Planning Authority. This shall include a programme for construction and the name of the person who will be responsible for dealing with environmental issues. The development shall be carried out in accordance with the approved details.

Reason: To minimise the impact of construction on local residents, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

11. Notwithstanding the submitted details, the development hereby permitted shall not begin until a scheme to deal with contamination has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all of the following measures unless otherwise agreed in writing by the Local Planning Authority:
- A desk-top study to identify and evaluate all potential sources and impacts of contamination relevant to the site. The desk top study

should contain a conceptual site model.

- A site investigation shall be carried out to fully and effectively characterise the nature and extent of any contamination and its implications. The site investigation shall not be commenced until a desk-top study has been agreed in writing with the Local Planning Authority.
- A written method statement for the remediation of contamination affecting the site

Reason: In the interest of health and safety and environmental amenity and so as to accord with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

12. No dwelling, hereby permitted, shall be occupied until the measures approved in the scheme (referred to in Condition 11) for the relevant area of development have been implemented and a suitable validation report of the proposed scheme has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of health and safety and environmental amenity and so as to accord with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

13. If during development works any contamination is encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to the Local Planning Authority. The development shall not re-commence until the additional proposals have been agreed in writing by the Local Planning Authority.

Reason: In the interest of health and safety and environmental amenity and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

14. No construction works shall commence on site until design calculations duly certified by a professional engineer and constructional details of any retaining walls on the site and site boundary have been submitted to and approved in writing by the Local Planning Authority. Any retaining walls shall be constructed to the approved details prior to the development being brought into beneficial use.

Reason: In the interests of public safety and for the safety of highway users, in accordance with policies AW5 and AW10 of the Rhondda Cynon Taf

Local Development Plan.

15. No works shall commence on site until a method statement incorporating mitigation measures required to deal with ground conditions, mine workings and mine shafts has been submitted to and approved in writing by the Local Planning Authority. All works for the relevant area of development shall be carried out in accordance with the approved details prior to any building works commencing within that area.

Reason: In the interests of public safety and the safety of all highway users, in accordance with policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

16. Notwithstanding the submitted details, no development shall commence until full drainage details have been submitted to and approved by the Local Planning Authority in writing. Specifically, the details will include the requirement for surface water regimes to mirror predevelopment water quality and Greenfield conditions, at the previously agreed storm return periods of QBAR, Q5, Q10, Q30, Q50 and Q100 with 30% climate change for the assessment of the developed site. These details shall indicate how the development is to comply with the requirements of Section 8.3 of Technical Advice Note 15 and provide protection of the SINC.

Reason: To ensure that drainage from the proposed development does not cause or exacerbate any adverse condition on the development site and maintains representative flows to the SINC, in accordance with policies AW8 and AW10 of the Rhondda Cynon Taf Local Development Plan.

17. No dwelling shall be occupied until the drainage works relating to that dwelling have been completed in accordance with the approved plans.

Reason: To ensure adequate disposal of foul and surface water drainage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

18. Notwithstanding the submitted details, no development shall commence until measures to control groundwater issues from retaining walls have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

Reason: To ensure that groundwater issues associated with the retaining wall cut features do not cause or exacerbate any adverse condition on the development site, adjoining properties, environment and existing infrastructure with regard to flood risk, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

19. No development shall commence until an approved method statement for excavation, installation and restoration of drain runs through the Site of Importance for Nature Conservation has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

Reason: To minimise adverse impacts to the Site of Importance for Nature Conservation, ensure sympathetic working practices, restoration and monitoring of the site, in accordance with policy AW 8 of the Rhondda Cynon Taf Local Development Plan.

20. No dwellings shall be brought into beneficial use prior to 1st September 2014 and no more than 30 dwellings shall be brought into beneficial use prior to 1st January 2015, unless the upgrading of the Rhiwsaeson Waste Water Treatment Works, into which the development shall drain, has been completed and written confirmation of this has been issued by the Local Planning Authority, or unless otherwise agreed in writing by the Local Planning Authority.

Reason: Without such works it is considered the proposed development would overload the Waste Water Treatment Works and cause pollution of the environment, and in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

21. Prior to the commencement of development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of measures to reduce car use on the site, and shall be implemented in accordance with the approved details.

Reason: To encourage sustainable travel, in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

22. The “emergency access” on to Meadow Brook shall only be used by vehicles in an emergency, and there shall be no other vehicular access at any time. No development shall commence until details of how vehicular access will be restricted to emergencies only in perpetuity have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure access is restricted, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

23. The development of Area 2 shall not commence until details of the construction of the shared footway and cycleway along the route of the existing Public Right of Way have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in

