

**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**DEVELOPMENT CONTROL COMMITTEE**

**Minutes** of the special meeting of the Development Control Committee held at The Pavilions, Clydach Vale on Thursday, 9 July 2015 at 5 p.m.

**PRESENT**

County Borough Councillor G.Stacey – in the Chair

**County Borough Councillors**

L.M.Adams	(Mrs) A.Roberts
J.Bonetto	G.Smith
M.Griffiths	G.P.Thomas
P.Jarman	(Mrs) J.S.Ward
(Mrs) S.J.Jones	P.Wasley
R.Lewis	M.J.Watts
S.Powderhill	

**Non-Committee Members in Attendance:**

County Borough Councillors (Mrs) A.Davies, G.R.Davies and A.Morgan

**Officers in Attendance**

Mr.S.Gale – Service Director, Planning  
Mr.C.Jones - Development Control Manager  
Mr.S.Humphreys – Head of Legal - Planning & Environment  
Mr.R.Waters – Service Director, Highways & Street Care  
Mr.A.Rees – Senior Engineer

**20 APOLOGIES FOR ABSENCE**

Apologies for absence were received from County Borough Councillors (Mrs) L.De Vet, C.J.Middle, S.Rees and E.Webster and Non-Committee Members – County Borough Councillors C.Davies, S.Evans-Fear, P.Howe and I.Pearce.

**21 DECLARATION OF INTEREST**

County Borough Councillor R.Lewis declared a personal interest in respect of application no.13/0663 - Installation of 3 wind turbines and construction of associated infrastructure on upland. The maximum height to blade tip of each turbine will be 146.5m above existing ground level. Infrastructure associated with the wind turbines includes: 1. Onsite access

tracks, laybys and turning areas, with ditch culverts where required; 2. Permitted crane hardstanding areas and external switchgear buildings for each turbine; 3. Substation; 4. Underground onsite electrical cabling; 5. Creation of two temporary construction compounds and laydown areas (Environmental Statement Addendum received 9<sup>th</sup> December 2014) - Craig Yr Aber, land to the North East of Forch-Orky, Treorchy – “I work for a wind energy project referred to in the report”.

**22 HUMAN RIGHTS ACT 1998 AND DEVELOPMENT CONTROL DECISIONS**

**RESOLVED** to note, that when Members determine the development control matters before them, they should have regard to the Development Plan and, so far as material to applications, to any other material considerations and when taking decisions, Members have to ensure they do not act in a manner that is incompatible with the Convention on Human Rights as incorporated into legislation the Human Rights Act 1998.

**23 SITE VISIT**

**APPLICATION NO. 13/0663 – INSTALLATION OF THREE WIND TURBINES AND CONSTRUCTION OF ASSOCIATED INFRASTRUCTURE ON UPLAND. THE MAXIMUM HEIGHT TO BLADE TIP OF EACH TURBINE WILL BE 146.5M ABOVE EXISTING GROUND LEVEL. INFRASTRUCTURE ASSOCIATED WITH THE WIND TURBINES INCLUDES: 1.ONSITE ACCESS TRACKS, LAYBYS AND TURNING AREAS WITH DITCH CULVERTS WHERE REQUIRED. 2. PERMANENT CRANE HARDSTANDING AREAS AND EXTERNAL SWITCHGEAR BUILDINGS FOR EACH TURBINE. 3. SUBSTATION 4. UNDERGROUND ON SITE ELECTRICAL CABLING. 5. CREATION OF TWO TEMPORARY CONSTRUCTION COMPOUNDS AND LAYDOWN AREAS (ENVIRONMENTAL STATEMENT ADDENDUM RECEIVED 9 DECEMBER 2014) – CRAIG YR ABER – LAND TO THE NORTH EAST OF FORCH-ORKY, TREORCHY CF42 6TF**

Pursuant to Minute No.5 (Development Control Committee, 18 June 2015), the Committee considered the report of the Director, Legal & Democratic Services on the outcome of the site inspection held on 26 June 2015 in respect of the above-mentioned application which was outlined in Appendix 1 to the report and recommended for approval subject to conditions by the Service Director, Planning.

The Development Control Manager outlined the proposal and stated that the principle issues in considering the application was the impact of the development on the surrounding landscape, towns and villages, the impact of the construction process on the ecology of the area,

transportation issues and the economic/regeneration benefits associated with the scheme.

The Committee was advised that the recommendation to approve the application was made very much “on balance” specifically when weighing up the significance of impacts on the landscape and affects on the nearby settlements.

With regard to the visual effects on surrounding areas, the Committee was shown a photomontage and wire frame representations of viewpoints from Treorchy Cemetery, Treorchy Train Station, Richard Street, Maerdy and the Car Park on the A4233.

The Development Control Manager referred to the concerns that had been expressed at the site meeting regarding the proposed route for the blade transporters through residential streets in Ferndale and in this regard, he informed the Committee that to do this, the applicant would have to obtain the necessary licence/s to transport any abnormal loads outside of the planning application process.

At this point in the proceedings, the Committee received the following public speakers, each being afforded five minutes to address Members on the application:

- Mr.M.Partridge (Applicant)
- Ms.M.Coburn-Hughes (Supporter)
- Mr.B.Davies (Objector)

and the applicant exercised his right to respond to the Objector’s comments.

The Committee then received the views of the following Non-Committee Members:

- County Borough Councillor (Mrs) A.Davies objecting to the proposal on highway grounds
- County Borough Councillor G.R.Davies objecting to the proposal owing to the culminative effect of Wind Turbines in the area and the visual effects on Forch Orky and Treorchy
- County Borough Council A.Morgan on the highway access arrangements to be dealt with under Highways legislation outside of the planning process

The Development Control Manager outlined the contents of the following “late” correspondence received from:

- 50 residents of Ferndale supporting the application
- County Borough Councillor P.Howe raising concerns about the proposal and requesting an alternative access route to the site be found
- County Borough Councillor C.Davies objecting to the proposal on various grounds owing to its negative impact on Treorchy
- Mr. & Mrs. Webster of Union Street, Ferndale objecting to the proposal owing to the proposed transportation route through their village
- Mr. & Mrs.Gabriel of Rhondda Road, Ferndale and Mr. & Mrs. Gabriel of Lake Street, Ferndale object to the proposal owing to the proposed transportation route through their village
- Mr.H.Williams of Druid's Close,Treorchy requesting the Committee to refuse the application owing to the impact on Treorchy Cemetery
- Mrs.P.Price, Acting Head Teacher at Penpych Community Primary School supporting the application

The Development Control Manager reported that if Members were minded to approve the application, it would be necessary to amend the wording of suggested conditions 13, 23 and 27 and he detailed the required amendments.

Following a lengthy discussion, it was **RESOLVED** to approve the application in accordance with the recommendation of the Service Director, Planning as set out in Appendix 1 subject to Conditions 13, 23, 27 being amended as requested by Officers with the inclusion of a requirement to set up a Liaison Committee requiring the applicant to liaise with affected residents, Elected Members and Officers on transportation issues. The amended conditions are to read as follows:

“(13) No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to and agreed in writing by the Local Planning Authority.

The CTMP shall include proposals for:

- Construction vehicle routing and site accesses
- The management of junctions to and crossings of the public highway and other public rights of way
- The scheduling and timing of movements and deliveries
- Details of escorts for abnormal loads
- Temporary warning signs and banksman/escort details.
- Details of any remediation works, alterations to road layouts, movement of sign and any other changes required to the highway network
- Assessment of load implications on all existing highways

structures and details of appropriate mitigation.

- Communication and Community engagement plans and the setting up of a Liaison Committee (to include the applicant, residents, Elected Members and Officers) in respect of vehicle routing and the management of displaced vehicles on affected routes.

The approved CTMP shall be implemented in the agreed form, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

- (23) Prior to the commencement of development, a report indicating a methodology for undertaking a Conditions Survey of Local Roads (CSLR) that could be affected by the proposed development shall be submitted to and approved in writing by the Local Planning Authority. The CSLR should include:

- The timescales for undertaking the survey's and the method(s) of reporting the findings to the Local Planning Authority;
- Comprehensive photographs; and
- Potential compensation arrangements.
- Condition Survey of Local Roads (CLSR) including all highway structures

The development shall not be brought into use until the final survey (on completion of the development hereby approved) and any compensation arrangements have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the extraordinary traffic use arising from the proposed development does not have an adverse impact on highway safety in compliance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

- (27) Trial runs mimicking the movement of the longest and widest anticipated loads recorded with full video coverage to the site shall be undertaken in accordance with details to be submitted to and approved in writing to the Local Planning Authority prior to works commencing on site. Where the trial runs demonstrate that alterations to the existing highway or traffic management measures are required in order to enable the safe delivery of abnormal loads any mitigation measures required shall be implemented to the satisfaction of the Local Planning Authority

prior to the delivery of the abnormal loads. Upon completion of these deliveries, the alterations to the existing highway and associated street furniture shall be reinstated to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.”

**G.Stacey**  
**Chairman**

The meeting terminated at 6.38 p.m.