

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2015-2016

**DEVELOPMENT CONTROL
COMMITTEE
3 SEPTEMBER 2015**

**REPORT OF: SERVICE
DIRECTOR PLANNING**

Agenda Item No.5
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: 15/0695 - Erection of a 90m temporary anemometer mast comprised of a singular tubular guyed mast, supported by guy wires with the actual footprint not exceeding 0.1 ha in area. Planning approval is sought for a period of 36 months after which the mast will be dismantled and the ground conditions fully reinstated, land within the construction site of Pen Y Cymoedd Wind Farm, Easting 294330
2. Application No: 15/0813 - Extension of existing car park (amended red line received 16/07/15), St John Baptist High School, Glan Road, Cwmdare, Aberdare
3. Application No: 15/0884 - To install 3 no. temporary buildings to be used as additional classroom facilities. To be reviewed after 3 years, St John Baptist High School, Glan Road, Cwmdare, Aberdare.

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APPLICATIONS RECOMMENDED FOR APPROVAL

APPLICATION NO: 15/0695/10 (DB)
APPLICANT: Vattenfall Wind Power Limited, BD Renewables
DEVELOPMENT: Planning application for erection of a 90 m temporary anemometer mast comprised of a singular tubular guyed mast, supported by guy wires with the actual footprint not exceeding 0.1 ha in area. Planning approval is sought for a period of 36 months after which the mast will be dismantled and the ground conditions fully reinstated.
LOCATION: LAND WITHIN THE CONSTRUCTION SITE OF PEN Y CYMOEDD WIND FARM, EASTING 294330 NORTHING 200320
DATE REGISTERED: 18/06/2015
ELECTORAL DIVISION: Treherbert

RECOMMENDATION: Approve

REASONS:

The principle of the development is considered acceptable and is considered to comply with the relevant policies of the Local Development Plan in respect of its impact on, landscape character and visual amenity, nature conservation and existing landscape features, archaeological features and highway safety.

APPLICATION DETAILS

The application seeks permission to erect a 90 metre high anemometer mast to measure wind speed and directional data in respect of the development of the Pen Y Cymoedd Wind Farm on land at Mynydd Tynewydd, (at GR 294330, 200320). The permission sought is for a temporary period of a maximum of 36 months, in order to collect up to date wind data in connection with turbine T82 of the consented wind farm scheme.

The proposed development would consist of a 90 metre high slim tubular or lattice structure with anemometers and wind vanes positioned at various heights along the mast. The mast would sit on a steel base plate which would rest on a number of timber sleepers laid on the ground. It would be supported by eight guy wires constructed of galvanised steel and secured to the ground at eight anchor points to a shallow depth at 4 opposing corners around the mast, at between 25 - 50m from the base of the mast. Each anchor point would require an excavation of approximately 1.5m in depth which would be backfilled by the excavated material.

The mast would include anemometry equipment, a power source and a small transmitter to allow remote transfer of data.

The applicant advises that the mast would be installed by qualified mast installers and would take 1 -2 days depending upon weather conditions and would only be undertaken during daylight hours.

No abnormal loads would be required, as the mast would be transported in sections by 4x4 vehicles and off road trailers and assembled using a winch to raise the mast and secure the guy wires. No new access tracks or other infrastructure would be required for vehicular movements on site as use would be made of the existing forestry tracks and tracks of the existing consented wind farm development of Pen Y Cymoedd.

The applicant advises that the mast would be located in an area of sparse, poor quality trees which will be cleared in order to provide an open location free from planting in order to provide accurate wind resource data.

At the end of the temporary permission the mast would be removed and the land fully reinstated.

A Design and Access Statement accompanies the planning application.

SITE APPRAISAL

The application site is located in the countryside, encompasses a circular area of 0.10 hectares, located at a height of approximately 500m A.O.D, located within the south eastern area of the Pen Y Cymoedd wind farm. It lies approximately 200m south -west of the trig point at Mynydd Tynewydd at 516m AOD.

The site lies approximately 1.6km east of Blaenrhondda and approximately 1.7km north of Treherbert, the two closest settlements.

The site forms part of the land belonging to Natural Resources Wales.

The proposed access to the site of the mast would be along existing forestry tracks and the wind farm tracks which enter the public highway to the north west along Rhigos Road.

The site is located within a Site of Importance for Nature Conservation known as Mynydd y Ystradffernol as defined in the Rhondda Cynon Taf Local Development Plan.

The site lies within the Rhondda Historical Landscape as cited in the Register of Landscapes of Historic Interest in Wales: Part 2:2: Landscapes of Special Historic

Interest (2001), the Rhondda Historic Landscape representing one of the largest and best-known mining conurbations and coalfield communities in Britain.

PLANNING HISTORY

The site is located within the site of the Pen Y Cymoedd Wind Farm. Ref

09/1311	Approximately 47 Km ² of land south of The Heads of The Valleys Road (A465) between Neath & Aberdare, to the north of Maerdy, Treorchy, & Glyncoirwg and to the East of Tonmawr	Application under S36 of the Electricity Act. Construction/operation of a 299MW wind turbine generating station (84 turbines, 4 anemometry masts and associated infrastructure.	Raise no objection 07/10/11
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PUBLICITY

The application has been advertised by means of site notices placed in the vicinity of the site access onto the public highway along the A4061 Rhigos Road and in the communities of Tynewydd and Treherbert. No responses have been received as a result of this publicity.

CONSULTATION

Public Health and Protection Division – raises no objections.

Land Reclamation and Drainage - raises no objections.

Countryside Section – raises no objections subject to conditions to secure pre site works, construction, operation, decommissioning and land restoration. No relevant SewBrec records of Statutory Protected Species from immediate vicinity. Appropriate bat informative needed on any planning permission.

NRW – raises no adverse comments. Refers the applicant to Planning Advice Note for advice on pollution prevention and drainage.

Transportation Section – raises no highway objections.

Glamorgan Gwent Archaeological Trust - (GGAT) raises no objections to the positive determination of the proposed development.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan (LDP)

The application site is situated in the open countryside, within the TAN 8 Strategic Search Area F (SSA F), within the Mynydd y Ystradffernol Site of Important Nature Conservation (Policy AW8.26) and Sandstone Resource Area (Policy AW14.2) as defined in the Local Development Plan.

Policy AW5 supports development proposals where amenity and accessibility criteria are met.

Policy AW6 supports development proposals where design and place making criteria are met.

Policy AW7 seeks to protect and enhance features of the historic, archaeological and built environment and Public Rights of Way.

Policy AW8 seeks to protect SINC's, and features of the natural environment from inappropriate development.

Policy AW12 supports development proposals which promote the provision of renewable energy where it can be demonstrated there is no unacceptable effects.

Policy AW14.2 safeguards resources of sandstone from development which would unnecessarily sterilise them or hinder their extraction.

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 Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability), Chapter 5 (Conserving and Improving Natural Heritage and the Coast), and Chapter 12 (Infrastructure and Services) 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 (TAN) 5 (Nature Conservation and Planning) and TAN 8 (Planning for Renewable Energy). The site is located inside of TAN 8 Strategic Search Area F.

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:

Principle of the proposed development

The proposal involves the provision of an anemometer mast, 90 metres high, for a maximum period of 36 months, in order to collect up to date wind data in connection with the Pen Y Cymoedd consented wind farm scheme which is presently under construction.

Renewable energy development is supported by both national and local planning policy in principle for economic reasons and for their contribution to meeting the challenges of climate change, subject to criteria.

It is therefore considered that the principle of the proposed development is acceptable.

Impact on landscape character and visual amenity

It is considered that the introduction of a 90m high man-made structure, on the site which is in an elevated location, would inevitably have an impact on the landscape character and visual appearance of the area.

The proposed development would detract to a certain extent from the landscape character of the area, however, such impact is mitigated by the slenderness of the mast and its temporary nature. The greatest impact would undoubtedly be from short distance views but the effect would significantly diminish when seen from distant vantage points.

The Design and Access Statement which accompanies the application states that it is only from Viewpoint 13, taken at Blaencwm of all the views submitted with the original Pen Y Cymoedd wind farm application which would have the clearest views of the mast. This shows that the mast would be seen in the context of the consented Pen Y Cymoedd wind turbines and permanent masts which would be in place apart from the first six months of the installation of the mast. In view of the slim line and static nature of the proposed mast, the DAS states that the proposed mast would not be readily visible from viewpoints further afield. The assessment concludes that given the nature of the proposed development, and its location within a wind farm setting it is considered that the temporary mast would have a negligible landscape and visual impact.

Overall, it is considered that the small scale and temporary nature of the development would be unlikely to have a significant impact on the landscape

character and visual appearance of the area and that therefore the mast would comply with national and local planning policies in respect of these issues.

Impact on nature conservation and landscape features

In terms of nature conservation interests, the site of the mast is located within a Site of Importance for Nature Conservation (SINC), Mynydd y Ystradffernol Site of Important Nature Conservation (Policy AW8.26) which is designated for its coniferous bird populations and for peat areas beneath the forestry.

The proposed mast would be located within an area where tree growth has been stunted due to water logging in the area and has also been burnt at some point. As such the trees to be cleared are sparse and not part of the commercial crop.

The DAS advises that peat probes collected at the site of the mast indicate that the peat is less than 1m deep and that any amount of peat disturbed during installation of the anchors would be reinstated immediately and would therefore not have a significant impact on the peat resource.

Overall, in view of the method to be used in securing the mast, there would be minimal impact on the existing ground conditions, an extremely small footprint involved and no works are required to the existing access tracks to the site.

The Council's Ecologist has raised no objection, as the proposed works would be of little significance to the SINC, and conditions are recommended in order to minimise the disturbance and to secure a suitable restoration of the minimal land involved.

It is therefore considered that in view of the small scale nature of the proposed development, and subject to the imposition of conditions as recommended by the Council's Ecologist, the proposal would comply with national and local planning policies in respect of its impact on existing nature conservation and landscape features.

Archaeological Resource

GGAT, as archaeological advisors to RCT, advise that the information in the Historic Environment Record indicates that there are no known archaeological resources within the footprint of the development site. There is a Scheduled Ancient Monument, GM539:Garn Bica round cairn approximately 200m north east of the site and two undesignated archaeological assets PRN01050m - worked flint and PRN00016m Garn Fach cairn lie within a 350m radius of the proposed mast site.

GGAT advise that it is unlikely that the proposed work will impact on the nearby archaeological resource, and have requested that the applicant should be made aware of these and take steps to avoid damaging the resource during the work. Also, should any previously unrecorded archaeological remains be encountered during the course of the work the applicant should contact GGAT for advice. These

matters can be attached as notes to any consent granted. GGAT therefore raise no objection to the positive determination of the application.

It is also considered that in respect of the impact on the Rhondda Registered Historic Landscape, whilst the proposed mast would introduce another element into the upland landscape, it would have no adverse impact on its setting due to its limited visibility and small size.

It is therefore considered the proposal would not conflict with the purposes of LDP Policy AW7.

OTHER ISSUES

The following other material considerations have been taken into account in considering the application, though they were not the key determining factors in reaching the recommendation:

Highway Safety and Public Rights of Way

The site would be accessed via the A4061 and the consented forestry and wind farm tracks associated with the Pen Y Cymoedd Wind Farm. The tracks have no steep gradients and are suitable for all conventional vehicles. The applicant states that the installation does not require the use of specialist vehicles as access is suitable for 4x4 vehicles. A tracked vehicle would be required to assist with the installation of the mast. Once installed the proposed meteorological mast would generate little additional traffic, as this would only be required infrequently for routine maintenance as the collection of data would be accessed remotely. Decommissioning and removal of the mast would result in the same amount of traffic.

It is considered therefore that in view of the scale of this temporary development, in terms of the type and volume of traffic generated, the scheme is acceptable in highway terms. No highway objection is raised or conditions proposed by the Transportation Section.

Sandstone Resource

The site is located within a Sandstone Resource area, which is safeguarded from development which would unnecessarily sterilise or hinder its extraction by Policy AW14.2 of the LDP. However, given the temporary nature of the proposed development, it is considered that mineral sterilisation is not an issue. Therefore the proposal would not conflict with the purpose of the LDP policy.

Community Infrastructure Levy (CIL) Liability

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014. The application is for development of a kind that is not liable under the CIL Regulations 2010 (as amended).

Conclusion

In conclusion, given national and local planning guidance which provides a presumption in favour of renewable energy schemes and that the proposal is a slim, lightweight, temporary structure, which would not result in any significant adverse effects, the application is recommended for a temporary permission.

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 following approved plans and documents:-

- Site Location Plan – Drawing No. PYC_M_5041_B.
- Plan and elevation – Drawing No. PYC_D_5043 .

Unless otherwise to be submitted to and approved in writing by the Local Planning Authority.

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

3. The development hereby approved shall be removed from the site no later than 36 months from the date of the commencement of the development and the site restored in accordance with the details and a scheme which shall previously have been submitted to and approved in writing by the Local Planning Authority. Written notification of the date of commencement of the development shall be submitted to the Local Planning Authority not less than 14 days after the development commences.

Reason: The development is of a temporary nature and not suitable for retention on a permanent basis in this location; and to secure the proper decommissioning of the development proposal.

4. Prior to the commencement of the development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include the following matters:-

- Details of the reinstatement of the site following removal of the mast,
- An appropriate scale plan showing 'Wildlife Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented where applicable.
- Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction

All construction activities and the development shall be carried out in accordance with the approved details and timing unless otherwise approved in writing by the Local Planning Authority.

Reason: To minimise environmental impact in the vicinity of the application site in accordance with policies AW8 and AW12 of the Rhondda Cynon Taf Local Development Plan.

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APPLICATION NO:	15/0813/10 (MF)
APPLICANT:	Jones Battye Chartered Surveyors
DEVELOPMENT:	Extension of existing car park (amended red line received 16/07/15)
LOCATION:	ST JOHN BAPTIST HIGH SCHOOL, GLAN ROAD, CWMDARE, ABERDARE, CF44 8BW
DATE REGISTERED:	16/07/2015
ELECTORAL DIVISION:	Aberdare West/Llwydcoed

RECOMMENDATION: Approve

REASONS:

The application is considered to comply with the relevant policies of the Local Development Plan in respect of its visual impact and its potential impact upon the amenity and privacy of the neighbouring properties. Further, the development would have no undue impact upon highway safety in the vicinity of the site and would actually improving some of the current issues experienced by residents of Oxford Street, adjacent to the site.

APPLICATION DETAILS

Full planning permission is sought for the extension of the existing car park to the northern side of St John the Baptist High School, Cwmdare. The current car park provides 32 off-street car parking spaces for both staff and visitors. It would be extended to the rear, over a disused area of land within the school site, providing 44 additional off-street parking spaces within the site. No significant engineering works are required given the comparable ground levels of the existing car park and the adjacent land in to which it would be extended. The applicant has stated that the additional spaces are required due to the increasing number of students at the school each year and the subsequent increasing numbers of staff and visitors.

It is also proposed that an access road be created between the new car park and an existing internal road at the rear of the school site. Currently vehicle access to the rear of the school buildings can only be gained from a secondary access off Oxford Street to the rear of the site which often proves problematic due to existing on-street car parking pressure in the narrow terraced street. Therefore the purpose of the new connecting road is to allow vehicle access to the rear of the school site from Glan Road (to the front), eliminating the need for delivery/emergency vehicles to use the schools rear access off Oxford Street.

The application is accompanied by the following:

- Design and Access Statement.

SITE APPRAISAL

St John the Baptist High School is a typical school site located within a residential area of Cwmdare. It comprises one large school building in the form of a 'U' shape with vehicle parking areas to the front and northern side and yard areas and playing fields to rear and southern side. The main access is off Glan Road to the front with a secondary access being located at the northern-eastern corner (rear) of the site off Oxford Street. The site is bounded by residential properties along the northern and southern boundaries, as well as a number of dwellings within Oxford Street at the north-eastern corner.

PLANNING HISTORY

Previous applications at the site submitted within the last 10 years:

15/0884	St John the Baptist High School, Glan Road, Cwmdare	To install 3 no. temporary buildings to be used as additional classroom facilities. To be reviewed after 3 years.	Pending
14/1176	St John the Baptist High School, Glan	Two temporary portakabin buildings for additional office accommodation.	Granted 13/11/14

Road, Cwmdare

11/1454	St John the Baptist High School, Glan Road, Cwmdare	Two storey extension to provide lift, W.C. and classroom area.	Granted 07/02/12
11/0952	St John the Baptist High School, Glan Road, Cwmdare	Proposed two storey extension to provide a lift, W.C. and classroom area.	Granted 15/09/11
10/0549	St John the Baptist High School, Glan Road, Cwmdare	The provision of various disabled access ramps to exits around the school.	Granted 02/07/10
05/0855	St John the Baptist High School, Glan Road, Cwmdare	Replacement of existing flat roof with new pitched roof and incorporation of store room into new pitched roof space of the Science and Music block.	Granted 29/07/05

PUBLICITY

The application has been advertised by means of direct neighbour notification and site notices. Four letters of objection have been received from surrounding residents, making the following comments (summarised):

- Given the narrow nature of Oxford Street and the fact that residents have no off-street parking, there are currently significant issues with delivery vehicles accessing the rear of the school via the Oxford Street access. The street can often become blocked due large vehicles trying to access the rear of the school and resident's on-street parking along the street. Concerns that any development at the school would exacerbate these problems.
- Concerns that the introduction of 44 additional car parking spaces at the site may result in increased traffic to the school. This would have a detrimental impact upon highway safety in the locality.
- The application forms are incorrect. The applicant has stated that the site is not within 20 metres of a watercourse, however, a culvert runs under the site.

- The development would increase flood risk to the surrounding properties.
- Concerns that a number of trees within the school site may be removed having a detrimental impact upon the amenity of surrounding residents and the local ecology.

In addition to the comments made above, two letters of support were also received, making the following comments (summarised):

- Pleased that the school has acknowledged the current parking and access issues along Oxford Street and has sought to alleviate them through the introduction of additional parking and access for delivery vehicles off Glan Road.

CONSULTATION

Transportation Section – no objection, subject to a condition being added to any consent in respect of vehicular access, both during and after construction, being restricted to Glan Road only.

Land Reclamation and Engineering – no objection, subject to standard conditions.

Public Health and Protection – no objection.

Countryside, Landscape and Ecology – no objection.

Natural Resources Wales – no objection.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary for Aberdare, but is not allocated for any specific purpose.

Policy CS1 – sets out the criteria for development in the Northern Strategy Area.

Policy AW2 – supports development in sustainable locations and includes sites that are accessible by a range of sustainable transport modes and would not unacceptably conflict with surrounding uses.

Policy AW5 – sets out criteria for new development in relation to amenity and accessibility.

Policy AW6 – requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

Policy AW10 – does not permit proposals where they would cause or result in a risk of unacceptable harm to health and/or local amenity.

Policy NSA12 – identifies the criteria for assessment of development proposals within and adjacent to settlement boundaries.

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 Chapter 2 (Development Plans), Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability), and Chapter 8 (Transport) 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 12: Design.

PPW Technical Advice Note 18: Transport.

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.

Principle of the Proposed Development

The application site lies within settlement limits and represents an established educational and community facility. The proposal seeks to provide improved services for staff and visitors through the construction of a car park extension, as well as improving the existing access to the rear of the site by creating a connecting road from the front of the site to alleviate the current access and parking issues along Oxford Street adjacent to the site. As such, it is considered that in principle, the proposal is acceptable, subject to an assessment of the criteria below.

Visual Impact

The application proposes the extension of the existing car park and the installation of a small connecting road to the northern side of the main school building. Whilst the

development would inevitably form a visible feature within the site, given its siting and the minimal engineering works required, it is not considered the works would appear overly prominent or out of keeping with the wider school site. Furthermore, given the nature the proposed works and the relationship they would have with the nearest properties, the resulting development would not be readily visible from any public vantage points off the adjacent highway or from the surrounding residential properties which are screened from the site by a mature band of trees which are to remain.

Therefore, in the context of the whole site, the proposals represent relatively modest additions that are required in order to improve the current facilities at the school and the access and parking arrangements within the adjacent street. Consequently, it is not considered that the proposal would be harmful to the character of the site or its wider setting.

Residential Amenity

Given the minor nature of the proposed works and their siting in from the boundaries of the nearest residential dwellings, it is not considered that the proposed development would adversely affect the levels of amenity and privacy currently enjoyed by local residents.

The nearest residential properties are sited over 20 metres from the proposed development and are also screened from the school by a band of mature trees along the northern boundary. It is noted that an objector has commented that they are concerned with the removal of these trees and the potential impact it may have upon the levels of amenity and privacy they currently enjoy, however, the plans details that the trees would remain post development and applicant has clearly stated that this would be the case within the Design and Access Statement. As such, the proposal is considered acceptable in this regard.

Highway Safety

Following consultation, the Transportation Section has raised no objection to the application subject to a condition being added to any consent relating to the restriction of access off Oxford Street to the rear of the site during and after development.

It was noted that visibility onto Glan Road is sub-standard which is of concern, but given the benefits of providing an additional 44 off-street parking spaces at the site, taking the total to 99 which will significantly reduce on-street car parking congestion in and around the school, especially during dropping off and picking times, this issue alone would not warrant a highway objection.

In respect of the connecting road from the new car park to the rear of the site, it was commented that the use of the secondary access off Oxford Street often proves

problematic due to the narrow nature of Oxford Street and existing on-street car parking pressure within it. Vehicles are forced to park on the footways to maintain a running width for vehicular traffic to the detriment of safety of all highway users and free flow of traffic which also increases maintenance liability for the Council. Therefore, the proposed access road through the car park to the rear of the school will remove the need for the Oxford Street access to be utilised by vehicles which will significantly improve highway safety along Oxford Street and in the vicinity of the site. However, there is some concern that by providing a link to Oxford Street from the car park that staff and parents would be tempted to use Oxford Street as rat run which would be to the detriment of safety of all highway users and free flow of traffic. Therefore, a condition has been suggested that the Oxford Street access be used for emergency access only and the gates shall remain closed with access off Glan Road only both during and after development.

Consequently, in light of the highways assessment above, whilst it is acknowledged that there has been some concern in respect of highway safety from local residents, subject the condition below, it is considered the scheme would actually improve highway safety in the locality and the application is therefore acceptable in this regard.

Land Drainage and Flood Risk

It is noted that a number of objectors have commented that the proposed works may have the potential to increase flood risk to the surrounding properties and that a culvert runs through the site despite the fact that the applicant has stated the site is not within 20 metres of a watercourse in the application forms. However, whilst it is acknowledged the proposed hard-surfacing will inevitably increase surface water run-off in the vicinity of the works, consultation has been undertaken with the Council's Land Reclamation and Engineering Section and Natural Resources Wales with a view to assessing any potential impacts upon land drainage and flood risk respectively. Their responses raise no objection to the planning application subject to standard conditions requesting full drainage details be submitted to and approved by the Local Planning Authority prior to any works starting on site. It is therefore considered that adequate drainage facilities can be installed on site and the application is acceptable in this regard, subject to the conditions detailed below.

Other Issues

It is noted that consultation has also been undertaken with the Council's Public Health and Protection Division and Countryside, Landscape and Ecology Section with a view to assessing any potential impacts upon public health and ecology respectively. Their responses raise no objection to the planning application or suggest any conditions to be added to any consent.

Community Infrastructure Levy Liability

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

The application is for development of a kind that is not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

It is not considered the development would have any undue impact upon the character and appearance of the locality or upon the amenity of the surrounding properties. Furthermore, there would be no impact upon highway safety in the vicinity of the site and the development would actually improve a number of the current access and parking issues experienced by residents of Oxford Street adjacent to the site. As such, the application is considered to comply with the relevant policies of the Local Development Plan and is recommended for approval, subject to the conditions detailed 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 approved plans ref. 01 and 02 and documents received by the Local Planning Authority on 15/06/15 and 16/07/15, unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

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

3. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority.

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

4. The development hereby approved shall not be brought into beneficial use until the drainage works 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.

5. Vehicular access to and from the site during and after construction shall be restricted to Glan Road with emergency access only off Oxford Street unless otherwise agreed in writing by the Local Planning Authority.

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

6. Prior to the commencement of development, details of wheel washing facilities shall be provided on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained throughout the construction period unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and to ensure that mud and debris are not deposited onto the public highway in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. Surface water run-off from the proposed development shall not discharge onto the public highway or connected to any highway drainage system unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent overloading the existing highway drainage system and potential flooding and in the interests of highway safety in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

8. 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
- Nor 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 AW10 of the Rhondda Cynon Taf Local Development Plan.

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APPLICATION NO: 15/0884/10 (GW)
APPLICANT: St John Baptist CIW High School
DEVELOPMENT: To install 3 no. temporary buildings to be used as additional classroom facilities. To be reviewed after 3 years.
LOCATION: ST JOHN BAPTIST HIGH SCHOOL, GLAN ROAD, CWMDARE, ABERDARE, CF44 8BW
DATE REGISTERED: 21/07/2015
ELECTORAL DIVISION: Aberdare West/Llwydcoed

RECOMMENDATION: GRANT

REASONS:

The proposed temporary buildings would provide additional classroom space for an increase in the number of students. They would be sited in an area not easily visible from surrounding viewpoints. Nevertheless, they are temporary in nature and would not be in character with the existing school building. Accordingly, a temporary permission of three years is recommended in this particular instance.

Two local residents have raised concerns with an increase in on street parking in the area. No objection has been raised on highway safety grounds.

APPLICATION DETAILS

Planning permission is sought for the provision of three temporary buildings for additional classroom space. The reason for this is that there has been an influx of students and consequently staff numbers have increased to meet the demand. A 3 year permission is required to meet the immediate need until a longer term solution is found.

The pre-fabricated type buildings would be located to the southern part of the school site close to the existing buildings and within an area that has been used as a garden area. Two of the buildings would measure 7.33m in length, 3.655 m in depth and 2.7m in height and would be placed in one line. The other one would be placed to form an 'L' shape with the others. This one would measure 6.2m in length, 5.3m in depth and with a height of 2.9m.

The application is accompanied by the following:

- Design and Access Statement

SITE APPRAISAL

St John Baptist High School is sited within the residential area of Cwmdare. It occupies a relatively large site with the main access being to the west of Glan Road and a secondary pedestrian access off Oxford Street to the northeast. The nearest neighbouring properties are to the west and north of the site. To the south of the site is an area of woodland bordering the River Dare.

PLANNING HISTORY (Recent and relevant to application)

15/0813	St John Baptist High School, Glan Road, Cwmdare	Extension of existing car park	Pending
14/1176	St John Baptist High School, Glan Road, Cwmdare, Aberdare	Two temporary portakabin buildings for additional office accommodation	Granted 13/11/14
11/1454	St John Baptist High School, Glan Road, Cwmdare, Aberdare	Two storey extension to provide a lift, w.c. and classroom area.	Granted 07/02/12
11/0952	St John Baptist High School, Glan Road, Cwmdare, Aberdare	Proposed two storey extension to provide a lift, w.c. and classroom area.	Granted 15/09/11
10/0549	St John's Baptist High School, Glan Road, Aberdare	The provision of various disabled access ramps to exits around the school.	Granted 02/07/10
05/0855	St John The Baptist Church In Wales Comprehensive School, Glan Road, Gadlys, Aberdare	Replacement of existing flat roof with new pitched roof and incorporation of store room into new pitched roof space of the Science and Music block.	Granted 29/07/05
99/4342	St. John The Baptist Comprehensive School, Glan Road, Gadlys, Aberdare.	Extension To Existing Assembly/Dining Hall And Kitchen.	Granted 17/09/99
98/4131	St. John The Baptist Comprehensive School, Glan Road, Gadlys, Aberdare.	Construction Of Sports Hall, Changing Rooms And Storage.	Granted 11/05/98

96/4056	St. John The Baptist Comprehensive School, Glan Road, Gadlys, Aberdare.	Construction Of 2 Storey Classroom Block And Single Storey Annexe. Etc. (Access From Glan Road.)	Granted 09/09/96
95/0476	St. John The Baptist Comprehensive School, Glan Road, Gadlys, Aberdare.	Retention OF Temporary Classroom Accommodation. (Renewal Of Consent 93/0221).	Granted 22/11/1995 – Temporary Consent To 31/12/98
95/0277	St. John The Baptist Comprehensive School, Glan Road, Gadlys, Aberdare.	Temporary Classroom Accommodation.	Granted 04/09/1995 – Temporary Consent To 31/12/98
93/0221	St. John The Baptist Comprehensive School, Glan Road, Gadlys, Aberdare.	Temporary Classroom Accommodation. (Amendment To Previously Approved Scheme.)	Granted 29/06/93
92/0777	St. John The Baptist Comprehensive School, Glan Road, Gadlys, Aberdare.	Temporary Classroom	Granted 01/02/93

PUBLICITY

The application has been advertised via site notice and direct neighbour notification. Two objections have been received and their comments are summarised below:

- Concerned with regard impact of an increase in school numbers on traffic and parking.
- Any expansion in the 6th form would increase on street parking, due to students coming and going during the day.
- The additional parking should be provided prior to the classrooms.
- Oxford Street should not be used for the delivery of these classrooms.

CONSULTATION

Land Reclamation and Engineering – no objection subject to drainage condition.

Public Health and Protection - no objection subject to conditions on demolition of existing dwellings, hours of operation, noise, dust, waste and site contamination.

Transportation Section – no objection subject to a condition requiring access during and after construction is from Glan Road

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is identified as within the settlement boundary and is unallocated.

Policy CS2 - sets out criteria for achieving sustainable growth including, focussing development within defined settlement boundaries.

Policy AW2 - advises that development proposals on non-allocated sites will only be supported in sustainable locations.

Policy AW5 - sets out criteria for new development in relation to amenity and accessibility.

Policy AW6 - requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity.

Supplementary Planning Guidance

Access, Circulation & Parking

Design and Placemaking

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 Chapter 2 (Development Plans), Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability) and Chapter 7 (Economic Development) 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 11: Noise;

PPW Technical Advice Note 12: Design;

PPW Technical Advice Note 18: Transport;

PPW Technical Advice Note 23: Economic Development

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.

Principle of the proposed development

The application relates to the provision of additional classrooms at an existing school and within the defined settlement boundary. The principle of the development is therefore acceptable subject to other material planning considerations which are assessed below.

Impact on the character and appearance of the area

In terms of the visual impact, the temporary classrooms would be sited in relatively close proximity to the main school building. It is accepted that they would visually be temporary in nature and would not fully integrate with the school building. Nevertheless, they would be sited in a non-conspicuous location and are not considered to be overly detrimental to the visual amenities of the surrounding area. Furthermore, the permission can be restricted so that the temporary buildings are removed after a period of three years. This would allow the school to decide on a more permanent solution after the temporary period. Therefore, the proposal is considered to be acceptable in this regard.

Access and Parking

The temporary buildings would be located within the school site and access and parking would be the same as for the existing building. The main access is off Glan Road and a secondary access to the site is from Oxford Street.

Two objections have been received detailing they consider the development would result in an increase in parking within the surrounding streets. The applicant has acknowledged the classrooms are for 6th form students at that staff numbers would increase. As such there maybe some increase in the need for car parking.

The Council's Transportation Section do not object and detail additional off-street parking would be available as a result of the current application to provide an extended car park (15/0813). They require a condition that access during and after construction be restricted to Glan Road with emergency access only off Oxford Street. Whilst it is acknowledged the access from Oxford Street maybe poor there is no known restriction to its use. Furthermore a condition requiring the users of the new classroom do not use the Oxford Street access would be extremely difficult to enforce. It is however considered a condition requiring construction/delivery vehicles use Glan Road during the provision of the classrooms would be enforceable. As

such it is suggested the condition suggested by the Transportation Section is amended to take out the reference to 'after construction'.

An objector suggests a condition requiring the classrooms are only used once the associated extended car park has been provided. It is considered this would be an acceptable way of requiring the additional parking is in place to benefit users of the classroom and is suggested as an additional condition to the one put forward by the Transportation Section.

The Transportation Section has been informed of the above and do not object to the amended and additional condition.

Impact on residential amenity and privacy

The proposed temporary buildings would be situated to the south of the main school building. They would be a significant distance from nearby dwellings and their relatively small size would not result in any significant issue to residential amenity.

Other Issues

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation.

Public Health

Whilst the other comments provided by the Public Health and Protection Section are appreciated, it is considered as the nearest residential properties are some distance away construction noise, dust and waste matters can be more efficiently controlled by other legislation. An appropriate note can be added to any permission concerning waste and dust issues. With regard the hours of construction condition, the development is located sufficient distance from other residential dwellings so as not to be a nuisance.

Community Infrastructure Levy (CIL) Liability

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

The application is for development of a kind that is not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan in respect of the principle of development, impact on the character and appearance of the area, the impact on access and parking and the impact on residential amenity (Policies AW2, AW5 and AW6).

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 approved plans:
 - Plan View received on 25th June 2015
 - Elevations received on 25th June 2015
 - Block plan received on 25th June 2015

and documents received by the Local Planning Authority on 23rd June 2015 and 21st July 2015, unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

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

3. The development hereby permitted shall be permanently removed from the site and the land restored to its former condition within 3 years of the date of this decision notice.

Reason: To define and limit the extent of the permission and to protect the visual amenity of the area in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

4. Vehicular access to and from the site during construction shall be restricted to Glan Road with emergency access only off Oxford Street unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. The classrooms hereby permitted shall not be used until the extended car park, proposed in application reference 15/0813/10, has been fully provided.

Reason: In the interests of highway safety and the provision off street parking in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

6. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. Prior

to the first beneficial use of the buildings hereby permitted the drainage works shall be carried out in accordance with the approved details.

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

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LOCAL GOVERNMENT ACT 1972

as amended by

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

LIST OF BACKGROUND PAPERS

DEVELOPMENT CONTROL COMMITTEE

3 SEPTEMBER 2015

REPORT OF: SERVICE DIRECTOR PLANNING

REPORT

**APPLICATIONS RECOMMENDED
FOR APPROVAL**

OFFICER TO CONTACT

**MR J BAILEY
(Tel: 01443 425004)**

See Relevant Application File