

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2015-2016

**DEVELOPMENT CONTROL
COMMITTEE
21 APRIL 2016**

**REPORT OF: SERVICE
DIRECTOR PLANNING**

	Agenda Item No. 4
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: 15/1573 - War memorial in Bull Ring area of Llantrisant (Amended location received 1st March 2016), Bull Ring, Swan Street, High Street, Llantrisant.
2. Application No 16/0043 - Proposed conversion to 9 bed House in Multiple Occupation and self contained 1 bed flat, 8 Court House Street, Graig, Pontypridd.
3. Application No: 16/0062 - Hybrid planning application (seeking part full planning permission and part outline planning permission). The element of the application seeking full planning permission consists of: demolition of existing main school buildings, proposed new school buildings, refurbishment of the original school building (listed building), provision of hardcourt multi use games area (MUGA), remodelled external hard and soft areas of play and associated external works for the provision of parking/pedestrian and vehicular access/boundary treatment/landscaping/drainage. The element of the application seeking outline planning permission consists of: a new primary school, sports hall and 3G sports pitch (Amended description), Tonyrefail Comprehensive School, Gilfach Road, Tonyrefail, Porth.
4. Application No: 16/0119 - Works to demolish single-storey rear annexes and internal refurbishment of the listed building. New glazed links through existing apertures, to new school block at

rear of existing listed building (Listed Building Consent application), Tonyrefail Comprehensive School, Gilfach Road, Tonyrefail, Porth.

5. Application No: 16/0274 - Demolish existing rear extension and rebuild to create a ground floor kitchen/dining room and a lower ground floor bedroom with en-suite, 38 Hillcrest, Brynna, Pontyclun.

APPLICATIONS RECOMMENDED FOR APPROVAL

APPLICATION NO: 15/1573/10 (BJW)
APPLICANT: Llantrisant War Memorial Committee
DEVELOPMENT: War memorial in Bull Ring area of Llantrisant (Amended location received 1st March 2016)
LOCATION: BULL RING, SWAN STREET, HIGH STREET, LLANTRISANT
DATE REGISTERED: 01/03/2016
ELECTORAL DIVISION: Town (Llantrisant)

REASONS:

The proposed War Memorial would be of an appropriate and acceptable design and appearance that would be in keeping with the character and appearance of the Conservation Area, the visual amenity of the surrounding area and highway safety considerations.

APPLICATION DETAILS

Full planning permission is sought for the erection of a war memorial and two new benches within the Bullring, Swan Street, Llantrisant. The application has been amended to alter the location of the installations at the site to the south east of their original location adjacent to the water pump outside the Model House. The proposed location is now to the west of the statue of Dr. William Price.

The proposal would include a square based column 0.7m by 0.7m with a height of 2.8m. The memorial would be constructed from either Portland Stone or Blue Pennant Stone with slate plaques on each of its sides to commemorate the fallen in various different global wars and conflicts. Also proposed is a slate or granite cap. Additionally proposed is a new bench to the east and west of the memorial.

The application is accompanied by a Design and Access Statement (DAS) in support of the application. The DAS states that the proposed development would provide a focal point for Memorial Day services at the heart of the historic town.

SITE APPRAISAL

The site is located centrally within the historic town of Llantrisant between Swan Street and George Street on an area immediately outside the Model House in an area historically known as the Bullring.

The area contains the Model House, the historic water pump and a well known local landmark in the Statue of Dr. William Price located at the east of the site and is within the main commercial area of the Llantrisant Conservation Area.

PLANNING HISTORY

No relevant history.

PUBLICITY

This has included letters to neighbouring properties, site notices, and a press notice. Nine individual responses have been received as well as an e-petition signed by 261 respondents at the time of writing the report. The comments made by respondents to the initially submitted scheme are detailed below:

1. Would overcrowd an already cluttered area.
2. Would prejudice the use of the Bullring for community activities and/or events.
3. Should be the central focus in the space in which it sits not placed in a corner.
4. Too close to the surrounding highway leading to noise, odour and safety issues.
5. The seats proposed would likely encourage antisocial behaviour.
6. Lack of wider consultation with the whole community. No notices have been displayed in and around the area.
7. The proposal would be contrary to the Llantrisant Old Town Regeneration Strategy which seeks to enhance the Bullring to provide an attractive space that can be utilised as a social meeting place and focus for the town centre.
8. Pedestrian – traffic conflict.
9. Concerns over the Bullring as an appropriate location for a memorial due to its historic former use for blood sports.
10. Adverse impact on the setting of the historic town pump.
11. The memorial would detract from the existing statue of Dr. William Price located in close proximity.
12. The memorial should be placed in an area suitable for quiet contemplation and not a noisy roadside location.

Many respondents in both the written representations and through the e-petition have stated a preference for a site located on the Castle Green of the Town. This is included in the interests of completeness and is not a material consideration as it does not form part of the current application or the application site.

Following negotiations with the applicant the amended siting within the central location of the Bullring was submitted by the applicant for consideration. A re-consultation exercise was undertaken including statutory consultees, neighbouring properties, the display of site notices and a press notice. The following additional comments were received in relation to the amended plans.

1. The new location is worse than the previous one and shows contempt for the views already expressed by objectors.
2. There are no dimensions shown on the new plans.
3. The re-location fails to adequately address the previous concerns raised as part of the consultation exercise.
4. Placing two monuments directly behind each other does neither of them justice.
5. What public consultation has been undertaken by the applicant?

CONSULTATION

Transportation Section – no objection, subject to a condition in relation to the installation of uplighters at the site.

Conservation – no objection, subject to a condition in relation to the materials to be used.

Glamorgan Gwen Archaeological Trust (GGAT) - The Historic Environment Record that is curated by this Trust notes Llantrisant as a Mediaeval town, with borough status granted in the 14th century, with the early settlement probably having grown around the early Christian settlement in the 7th century. The application area is shown as an open space on the Ordnance Survey maps of all periods and has served as a market place within the town probably since the medieval period. It lies approximately 45m from the area of the castle that is a Scheduled Ancient Monument, however it is screened from the monument by buildings along the south side of the Bull Ring. There is no evidence that buried archaeological resource exists at the location of the new memorial. Therefore it is unlikely that archaeological mitigation would be necessary.

The Record is not definitive however and previously unknown material may be disturbed during the work. Should this occur, please contact this Division of this Trust for advice. Nevertheless, as the archaeological advisors to your Members, we have no archaeological objection to the positive determination of this application.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary of Llantrisant, is within the Llantrisant Town Conservation Area and is within the retail area of a local and neighbourhood centre (Policy SSA16.3 refers).

Policy CS2 - sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services.

Policy AW2 - supports development in sustainable locations.

Policy AW5 - lists amenity and accessibility criteria that will be supported in new development proposals.

Policy AW6 - lists design and place making criteria that will be supported in new development proposals.

Policy AW7 – states that development proposals that impact upon sites of architectural and / or historic merit will be required to demonstrate that the proposal would preserve or enhance the character and appearance of the site.

Policy SSA16.3 – recognises that the site is within the retail area of a local and neighbourhood centre (Llantrisant). Proposals for retail development or changes of use to retail use inside the defined boundaries

National Guidance

In the determination of planning applications regard should also be given to the requirements of National Planning Policy that 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.

Chapter 2 (development plans), Chapter 3 (making and enforcing planning decisions), Chapter 4 (planning for sustainability), Chapter 6 (conserving the historic environment), Chapter 10 (planning for retailing and town centres).

Planning Policy Wales Technical Advice Note 12 - Design

The above chapters and Technical Advice note set out the Welsh Government's policy on planning issues relevant to the determination of this planning application.

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 site is currently an informal area of open space in a prominent location within the centre of the town's Conservation Area. The area has been used in the past as the location for a Christmas tree during the festive period.

It is considered that the site would be a suitable location for a war memorial due to its prominent location within the town and its accessibility. The area does not have any specific use and would allow people to congregate during Remembrance Day services and more informally at other times to pay their respects.

While comments have been made with regard to a preference for an area for quiet contemplation it is usual that such memorials are placed in prominent locations within towns and villages, often in a roadside location and commonly within a central hub.

It is considered that the current amended location would address the concerns regarding possible pedestrian/vehicular conflicts, highway safety issues and would also provide the gravitas that a memorial of this nature should have.

The points made in relation to the Llantrisant Old Town Regeneration Strategy are acknowledged however the strategy, completed in 2005 is not a statutory document and therefore its weight due to both its age and status is limited. While the Strategy recommends that clutter in the Bullring should be reduced to encourage outdoor activity and possible cafe culture this was a suggestion and has been taken no further in the intervening period. Additionally, while the strategy was used as part of the evidence base for the Rhondda Cynon Taf Local Development Plan, it has clearly become superseded by the LDP in terms of regeneration objectives and development control matters. It has also been confirmed by the Council's Regeneration Section that the current proposal would not prejudice or jeopardise any future regeneration objectives that the Council may have for this part of Llantrisant.

Consequently, it is considered that the principle of the proposal is acceptable.

Impact on neighbouring properties

The proposed Memorial is considered to be of an acceptable scale and design that would not adversely impact on the amenities of neighbouring properties.

Due to the location of the proposal, within the central location within the town centre, it is considered that there would be no detrimental impact on the amenities of neighbouring properties. It is also acknowledged that there have been no adverse responses from neighbours regarding this issue as part of the consultation process.

Effect on the visual amenity of the area including the character and appearance of the Llantrisant Town Conservation Area

The proposed Memorial is considered to be of an acceptable design and scale that would be in keeping with the character and appearance of existing buildings at the site. The materials and design would deliver a high quality and lasting memorial that would be appropriate to its setting and the character and appearance of this prominent town centre location. Conditions are suggested in relation to the final

finishing materials which are considered to be reasonable and necessary to ensure suitable finishes.

Consequently, the proposal is considered to be acceptable in this regard.

Highway safety

The proposal has been subject to consultation with the Council's Transportation Section who have raised no objection to the application.

This view acknowledged that the proposal has no detrimental impact on highways and pedestrian safety. Therefore the proposed war memorial is considered acceptable.

A condition is suggested in relation to the submission of a scheme for uplighters at the site and this is considered to be both reasonable and necessary.

Other issues

In terms of the responses received in relation to the proposal and the subsequently amended location of the memorial the following comments and observations are offered.

It is not considered that the installation of a memorial would amount to additional clutter of the Bullring area. The memorial would be a substantial and lasting memorial within a prominent location within the town centre adding to its status as a civic area. The memorial would reduce the area of public events however it would not prejudice any regeneration proposals that the Council would have for the area. The repositioned location is further away from the public highway and would allow additional space for visitors to congregate on a formal or informal basis, this would reduce any potential pedestrian/vehicular conflict as well as noise and odour issues. The application has been the source of neighbour consultation letters, site notices and a press notice on both the initial location and the amended location. It is therefore considered that the consultation exercise for the application has been carried out in accordance with the correct procedures. The point in relation to the historic use of the site as an area for blood sports is acknowledged however the character and appearance of the area have no indication, apart from the name, of this previous use and it is not therefore considered relevant to the current proposal. It is considered that there is sufficient space from both the proposed memorial and the existing statue of Dr. William Price within the Bullring area and that the proposal or the existing statue would not detract from each other in either status or visual terms. Memorials are often placed in busy roadside locations within a central area of towns and villages around the country. It is considered that a preference for a quiet location does not detract from the current application site.

In terms of the amended plans it is considered that these take into account many of the views raised in a positive way by attempting to address the concerns. The plans that have been submitted are scaled and that is why there are no dimensions shown. The applicant states that they consulted widely with the public and received a positive response, there is no record of what that process entailed other than it is mentioned with the Design and Access Statement.

Conclusion

It is clear from the amount of responses received from the public and the strength of feeling presented within the responses that there is considerable public opposition to the proposed memorial at this site. It should be stated that in objecting many respondents have supported the principle of a permanent memorial for the Town of Llantrisant albeit not at this particular site.

It is however considered that the site is a suitable one for a permanent memorial being in a prominent position within the town that is generally accessible to the public. The design of the memorial is considered to be acceptable in terms of the character and appearance of the conservation area and the visual amenity of the area. The repositioned memorial would also improve its status and address concerns in relation to highway safety considerations previously raised.

The suggested alternative site for the memorial, while acknowledged, is not a material consideration as the site is not within the site boundary for the current application.

Consequently, it is considered that the proposal is acceptable, subject to the conditions suggested by statutory consultees.

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 plan(s) Location plan, revision A, Job No. 3077/15/1, dated 01/03/16, elevation and plan of proposed memorial, Job No. 3077/15/2, dated 08/12/15, 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. Notwithstanding the approved plans, prior to the commencement of the development, the design and detailed specification of the following shall be submitted to and approved in writing by the Local Planning Authority: -

a. The stone choice for the monument

The works shall then be carried out strictly in accordance with the approved details.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area, particularly the Llantrisant Town Conservation Area, and adjoining buildings in the interests of visual amenity in accordance with Policies AW5, AW6 and AW7 of the Rhondda Cynon Taf Local Development Plan.

4. Notwithstanding the submitted layout plan, the design and construction details of the proposed Up-Lighters shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial use.

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

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APPLICATION NO:	16/0043/10	(PB)
APPLICANT:	DanZyg Properties	
DEVELOPMENT:	Proposed conversion to 9 bed House in Multiple Occupation and self contained 1 bed flat.	
LOCATION:	8 COURT HOUSE STREET, GRAIG, PONTYPRIDD, CF37 1JW	
DATE REGISTERED:	18/01/2016	
ELECTORAL DIVISION:	Graig	

RECOMMENDATION: Approve

REASONS: The proposed development is considered acceptable because the building is large enough and the layout satisfactory to accommodate the conversion to an adequate standard. The lack of off-street parking is not considered weighty enough to warrant refusal of the application because of the sustainable and highly accessible location of the building close to the town centre, transport links, shops, employment opportunities and other facilities. Moreover, the dwelling has an existing use as a dwelling in multiple-occupation.

REASON APPLICATION REPORTED TO COMMITTEE

- Three or more letters of objection have been received.

APPLICATION DETAILS and SITE APPRAISAL

Full planning permission is sought for works of conversion to a residential property at 8 Courthouse Street, Pontypridd from a six bedroom house to a self-contained studio flat and a 9 bed house in multiple occupation.

The property is a substantially sized, multi-storey semi-detached building and incorporates a lower ground floor basement which is capable of being accessed via a stairway off a forecourt at street level. The whole property is laid out as a single unit of communal living accommodation comprising 6 bedrooms, with a living room, kitchen and bathroom/toilet facilities on each floor. There is no off-street parking associated with the property though it does benefit from a generous rear garden area.

The proposal is for the basement to be refurbished and laid out as a self-contained one-bedroom studio flat complete with kitchen and bathroom facilities. The remainder of the property, including the attic space, would be converted to a separate 9 bed house in multiple occupation. This element of the scheme would comprise the following:

Ground floor: 2 bedsits with ensuite facilities and a shared kitchen;

First Floor: 3 bedsits with shared kitchen and bathroom facilities;

Second floor: 3 bedsits with shared kitchen and bathroom facilities;

Attic: bedsit, with access to shared kitchen/bathroom facilities on the floors below.

The proposals involve internal works of refurbishment and conversion only, no extension is proposed.

Courthouse Street is located in close proximity to the town centre of Pontypridd and is characterised by a mix of residential properties, including some in use as houses in multiple occupation, and Magistrates Court. On-street parking is restricted by Traffic Orders and where it is permitted it is limited to residents only.

The application is accompanied by the following a Design and Access Statement.

PLANNING HISTORY

None relevant to this application proposal.

PUBLICITY

The application has been the subject of neighbour notification and site notice publicity.

Three letters have been received which object to the proposal for the following reasons:

- Creation of a tenanted house in multiple occupation will turn the neighbourhood into 'bed-sit land' to the detriment of the character and appearance of the area;
- Insufficient car parking to meet the needs of the residents proposed to be accommodated in the property in a neighbourhood where residents' parking permits operate;
- Preference for property to be converted to three/four private flats;

CONSULTATION

Transportation Section – no objection subject to a condition to provide cycle storage/parking at the property.

Public Health & Protection – no reply.

Drainage – no adverse comment.

Parks, Countryside & Ecology – bat informative suggested to cover-off attic/roof work.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application property lies within settlement limits of Pontypridd and is unallocated.

Policy CS2 - sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services.

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 SSA13 – permits development within the defined settlement boundaries provided it does not adversely affect the provision of open space and car parking in the surrounding area, the land is not contaminated or subject to land instability and is

accessible to local services by a range of modes of sustainable transport, on foot or by bicycle.

Supplementary Planning Guidance (SPG)

Access Circulation and Parking

Design and Placemaking

Development of Flats – Conversion and New Build.

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), Chapter 7 (Economic Development), Chapter 8 (Transport) and Chapter 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 11: Noise;

PPW Technical Advice Note 12: Design;

PPW Technical Advice Note 18: Transport;

PPW Technical Advice Note 23: Economic Development;

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:

Principle of the proposed development

The application property is already a 6 bed residential dwelling adapted for shared/communal living. The proposed subdivision of part of the property to form a

self-contained studio flat and conversion of the remainder to a 9 bed house in multiple occupation retains the residential use, albeit at greater intensity. Moreover, the building is located within the settlement boundary as identified in the Local Development Plan. Also, it is easily accessible to and from Pontypridd town centre and the local shops, service and transport links this provides, and therefore fulfils a number of policy criteria required for a sustainable location.

Overall, the proposal is acceptable in principle provided the presumption in favour of the scheme is not outweighed by any of the other material considerations discussed below.

Impact on the character and appearance of the building and the area

The property is located in a predominantly residential area close to the town centre of Pontypridd and in residential use. No external alterations are proposed so the development will not have any visual impacts on the character and appearance of neighbouring dwellings. Taken at face value, the subdivision of the basement to create a self contained studio flat and the conversion of the remainder of the property to a 9 bed house in multiple occupation arguably will significantly intensify the residential use. However, the proposal has to be considered in the context of the scale of the building and its current use. The application property is a fairly large multi-storey building that is a 6 bed house adapted for use for shared/communal living purposes. The current proposal makes more efficient use of the room space within property and by re-assigning the communal living rooms as bedsits and does not propose subdivision of existing rooms to achieve the additional bed spaces. The proposed standard of the internal layout is considered adequate, with all of the bedsits benefitting from natural light, ventilation and reasonable outlook, though amendments are currently being sought to secure sufficient natural light and ventilation to the attic bedsit. An up date on this matter will be reported at Committee. All of the bedsits have access to a sizeable rear garden for amenity, clothes drying, refuse storage and cycle stowage.

The proposed studio flat presents a slightly different situation as it would be a separate self-contained unit situated within the basement and accessed via a staircase descending from street level at the front of the building. Basement flats often give rise to concerns over the standard of accommodation because of issues inadequate natural light, ventilation and outlook. However, in the case of this property it is evident the basement accommodation is an original feature of the building and has been used as such; it has an existing doorway and window below street level, as does the adjoining building. The living room of the flat has a reasonable outlook over the rear garden area. Therefore, on balance the basement flat is considered acceptable.

Impact on residential amenity and privacy

As noted earlier in this report, the proposal does not involve any significant changes to the exterior of the building therefore is unlikely to give to issues surrounding impacts on privacy and amenity of neighbours.

Access and highway safety

The existing residential use of the building has no off-street parking provision and none is capable of being provided as part of the proposal. Given that the Council's Supplementary Planning Guidance in respect of parking would require the provision of up to 10 spaces to meet the needs of the conversion, the absence of any parking is an undoubted shortcoming of the scheme. Indeed, prospects of the development adding to on-street parking demand in an area where such parking is at a premium figure in the concerns expressed by members of the public who have responded to the application. This issue has been carefully considered by the Highways Section. Having regard to the level of parking demand associated with the existing use of the property and the sustainable location in relation to Pontypridd railway station, bus stops, local amenities and employment possibilities, the absence of off-street parking and the associated detriment to highway safety is not considered so weighty as to warrant an objection to the application. The Highways Section has therefore offered no objection subject to a condition requiring the provision of 10 cycle parking spaces at the property to promote sustainable modes of transport.

Other issues

The concern expressed by neighbours that the proposed development risks turning Courthouse Street and its immediate neighbourhood into 'bedsit land' is a pertinent one. An over-concentration of houses in multiple-occupation in particular areas, as has been demonstrated in Treforest, can give rise to problems of associated with a highly transient population such as lack of community cohesion, refuse and litter issues, parking congestion. In the case of the present application it has to be acknowledged, however, that the property is a large multi-storey building with existing adaptations that render it capable of continued use as a dwelling in multiple occupation. Moreover, having regard to its size and close proximity Pontypridd town centre, the application building is very much of the type that is best suited for subdivision as flats and/or multiple-occupancy.

Community Infrastructure Levy (CIL) Liability

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

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

Conclusion

The proposed development will involve the subdivision and conversion of a large, multi-storey dwelling into a self-contained flat and house in multiple occupation. This is considered acceptable because the building is large enough and the layout satisfactory to accommodate the conversion to an adequate standard. The lack of off-street parking is not considered weighty enough to warrant refusal of the application because of the sustainable and highly accessible location of the building close to the town centre, transport links, shops, employment opportunities and other facilities. Moreover, the dwelling has an existing use as a dwelling in multiple-occupation.

The application is considered to comply with the policies AW5 and SSA13 of the Local Development Plan and the Council's SPG in respect of development of flats, and is therefore recommended for approval subject to the conditions specified 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 following approved plan:

- Drawing No: hdw/ph/dan.002, Proposed Floor Plans and Elevations dated September 2015.

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

3. Prior to the commencement of development detailed plans for the provision of 10 cycle parking / storage spaces shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking / storage facilities shall implemented in accordance with the approved scheme prior to the commencement of beneficial occupation of the property.

Reason: To ensure that parking facilities are provided within the curtilage of the site in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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APPLICATION NO: 16/0062/34 (DJB)
APPLICANT: Rhondda Cynon Taf Corporate Estates
DEVELOPMENT: Hybrid planning application (seeking part full planning permission and part outline planning permission). The element of the application seeking full planning permission consists of: demolition of existing main school buildings, proposed new school buildings, refurbishment of the original school building (listed building), provision of hardcourt multi use games area (MUGA), remodelled external hard and soft areas of play and associated external works for the provision of parking/pedestrian and vehicular access/boundary treatment/landscaping/drainage.
The element of the application seeking outline planning permission consists of: a new primary school, sports hall and 3G sports pitch (Amended description)
LOCATION: TONYREFAIL COMPREHENSIVE SCHOOL, GILFACH ROAD, TONYREFAIL, PORTH, CF39 8HG
DATE REGISTERED: 25/01/2016
ELECTORAL DIVISION: Tonyrefail West

RECOMMENDATION: Approve

REASONS:

The application proposes, under the 21st Century Schools programme, the redevelopment of the Tonyrefail Comprehensive school site to provide new state of the art educational facilities on the site. The proposals include the provision of a new nursery/infant/junior school, which will accommodate a relocated Tonyrefail Primary School.

The majority of the school site lies within defined settlement limits. However, the western and southern areas do extend beyond the settlement boundary line and within a Green Wedge designation. Being within the existing school grounds it is not considered that the proposed development will impinge further on the character of open countryside or the primary focus of the Green Wedge to prevent coalescence between Parc Eirin and Ty'n y Bryn/Gelli Seren.

The site lies in close proximity to long standing and newly built residential development. However, it is considered that the development can be accommodated within the site without significant detriment to the occupiers of those properties and/or the wider area. Particular concern has been raised by

a number of residents in respect of highway/traffic/access/parking concerns. It is considered that the proposal is acceptable in these respects and regard has been had to those concerns/objections raised.

It is considered that the proposal is in the main compliant with the policies of the Council's Local Development Plan and is supported by national policy and guidance.

REASON APPLICATION REPORTED TO COMMITTEE

The application is submitted on behalf of the Council and involves land owned by the Council, where the nature of the Council's interest is more than a minor nature

APPLICATION DETAILS

This 'hybrid' planning application seeks a combination of both outline and full planning permission for the redevelopment of the Tonyrefail Comprehensive School, Giffach Road site.

A 'hybrid' application approach although uncommon, in terms of the applications that come before this Committee for determination, is a legitimate approach to dealing with more complex proposals on large sites that involve phasing issues.

The elements of the application seeking full planning permission consist of: demolition of the existing 1960/70's school buildings, proposed new secondary school building, refurbishment of the original (listed) school building, provision of hard court multi use games area (MUGA), remodelled external hard and soft areas of play and associated external works for the provision of vehicular and pedestrian access areas of parking and works of boundary treatment, landscaping and drainage.

The elements of the application seeking outline planning permission consist of the provision of a new nursery/infant/primary school, a sports hall and a 3G sports pitch. All matters (access, appearance, landscaping, layout and scale) are reserved for future consideration in relation to the outline elements of the application and therefore the details provided in respect of the outline elements of the scheme are at this stage indicative only.

An application (16/0119) seeking listed building consent for the works to the original (listed) school building appears elsewhere on this agenda.

The proposal is being brought forward under the 21st Century Schools programme and it is proposed to redevelop the existing school site in order to provide a new 3 – 19 all through school facility.

The existing Tonyrefail Comprehensive School comprises the following building types:

- 2 storey grade II listed red brick building
- Single storey brick building (science labs)
- CLASP (Consortium of Local Authorities Special Programme) 1960/70's school buildings, of up to 3 storeys in height (these are the main school buildings on the site)

The Council has recognised the need to provide new and upgraded teaching facilities to replace the existing buildings which are becoming unsuitable and nearing their end of life. As part of the redevelopment of the whole school site the opportunity is also being taken to consolidate onto the site 6th forms from neighbouring schools and re-locate Tonyrefail Primary School.

Prior to any works taking place the school will need to decant from the original (listed) school building to the CLASP buildings. Following completion of the new secondary school building, refurbishment of the original (listed) building and new nursery/infant/junior school building the remaining CLASP buildings will be demolished

The proposal allows for the continuing use of the school during a phased development to construct a new 3–19 school facility, comprising a 360no. pupil place nursery/infant/junior school and a 1190no. pupil place secondary school (690no. Year 7-11 places and 500no. 6th form places) – 1550no. pupil places in total.

In addition the application identifies future possible expansion of the nursery/infant/junior school by 90no. pupil places and the secondary school by 270no. pupil places, which could give a total number on site of 1910no pupils.

Sole vehicular access and the main point of pedestrian access to/from the site is currently to/from Gilfach Road (B4278). However, it is proposed to create a new access junction at the western end of the site that will link via a new internal access road to the existing junction, which will become a vehicular exit only.

8 new bus drop off points will be provided along the new internal access road as well as a link to the drop off area for the primary school. The access road extends along the northern boundary of the site (to the rear of the sloping wooded areas and the property known as Appletree Cottage, 18 Gilfach Road) providing access for servicing and deliveries via a ramp. The existing road adjacent to the original (listed) school building is retained.

The new staff and visitor car park provides 173 spaces and a drop off area providing 18 spaces.

The proposed new secondary school building is to be sited to the west (rear) of the original (listed) school building, to a significant extent on the part of the site that is

currently occupied by a sports/rugby pitch. The building, with an approximate footprint size of 100m x 58m and maximum height of 14.7m (at the point above the plant enclosure within the 3 storey element at the eastern end) will have a gross internal floor area of 9,871sq.m. The majority of the new building is two storey (ground and first floors) in height, although there is a third storey (second floor level) 'L' shape element at the eastern end, adjacent to the original (listed) school building.

A landscaping external hard play area is to be located on the southern side of the new building incorporating an external amphitheatre and stepped seating. The hard play area also links directly with the existing science block and original (listed) school building. The existing tarmac tennis courts (at a lower level to the east of the original (listed) school building) are also proposed to be used as a hard play area.

The existing playing fields will be extensively remodelled to provide for a new 4 court multi-use games area (MUGA) and a 3G floodlit sports pitch. Appropriate fencing would be provided around both the sports pitch and the MUGA. To the east of the MUGA a new sports hall building is proposed. (For clarification both the 3G sports pitch and the sports hall building form part of the 'outline' element of the application).

The proposed nursery/infant/junior school (part of the 'outline' element of the application) is provided on land to the western end of the school site. A secure site, within the overall larger site will be created for the nursery/infant/junior school. As well as the school building itself this element of the development would include surrounding areas of hard and soft play, drop-off access/provision, outdoor teaching/classroom areas, a MUGA, landscaping and forest/nature areas.

To give Members a clear understanding of the proposed arrangement on site a copy of the proposed site masterplan, together with an aerial image of the existing site is attached as **APPENDIX 'A'**.

The following documents, in addition to the suite of plans, have also been received in support of the application:

Design & Access Statement (Opus – dated January 2016)
Transport Statement* (Opus – dated 14/12/15)
Travel Plan (Opus – dated 03/12/15)
Flood Risk Assessment (Opus – dated November 2015)
Drainage Assessment & Strategy (Opus – dated November 2015)
Geo-Environmental Report (Opus – Issue 2, dated 20/11/15)
Ecological Impact Assessment Report (Opus – dated August 2015)
Initial Design Review & Environmental Noise Survey Report (Hunter Acoustics – dated 12/01/16)
Materials Management Plan (Opus – dated 03/12/15)
Tree Survey and Arboricultural Constraints Report (Jerry Ross Consultancy – dated July 2015)

*Further to the originally submitted Transport Statement, referred to above, a revised TS (Opus – dated 18/03/16) and further additional highway information has also been received by the Council.

SITE APPRAISAL

The site has an overall area of approximately 11.3 hectares. It's main frontage (northern boundary) of some 500m fronts onto Gilfach Road between the junction with Tynybryn Road to the eastern boundary and the curtilage boundary of the residential property, 20 Gilfach Road. This northern frontage onto Gilfach Road is not entirely continuous however, as a single isolated detached residential property (Appletree Cottage, 18 Gilfach Road) stands on the school side of Gilfach Road. Existing residential properties stand on the northern side of Gilfach Road opposite the school for the length of its northern frontage. The western extent of the school boundary runs adjacent to the north/south aligned track/footpath known as 'Gangers Lane' from which pedestrian access can be gained into the relatively newly built Worcester Court residential development (by Llanmoor Homes) on the site of the former Padfield Court Industrial Estate.

The southern extent boundary of the school site is defined by metal palisade security fencing that stands adjacent to the footpath/cycleway that runs east/west from Gangers Lane across to Nant Eirin in Ty'n y Bryn (at a point between nos. 73 and 74 Nant Eirin). The remainder of the southern boundary of the school adjoins the rear gardens of the properties at the northern end of Nant Eirin and to the north of the buildings to the rear of properties in Heol Ton, Ty'n y Bryn. The eastern boundary which abuts the footpath running along the western side of Tynybryn Road is marked by an older wrought iron fence, which for the most part is hidden by hedgerow which has grown through and around the fence.

The original vehicular and pedestrian entrance (no longer used) to the school lies at the north eastern corner (Tynybryn Road/Gilfach Road junction) of the site and is identified by stone piers and metal gates. The currently used main (sole vehicular) entrance is directly from Gilfach Road, at a point opposite nos. 41, 43 and 45 Gilfach Road. There are five further pedestrian access points/gates around the site, although it appears that a number of these are locked.

Upon entering the site the access road immediately turns right and falls to a parking and ad-hoc turning area adjacent to the school building. A secondary road also turns left at the site entrance allowing access to the original grade II listed school building, located at the eastern end of the site. Historic records confirm that the school was built as a grammar school in 1931 by the County Architect, D. Pugh Jones and opened in 1933. The school was divided into two reflected blocks with the girls to the north and boys to the south. It became a comprehensive school in 1973.

The site has significant level changes across both north to south (north to south the fall across the site is in the order of 12m) and east to west. The original school

(listed) building occupies the elevated eastern end of the site, which levels falling towards the south and west. The CLASP school buildings beyond the sports pitch/playing field (directly to the rear/west) of the original school building occupy the lower plateau of the site. To the west the disused playing fields area rises again to a similar level to that of the original school building. The playing fields to the south of the CLASP buildings are generally at a lower level. However, the all-weather pitch is elevated.

To the south of the original school building, beyond the single storey detached 2 lab science block and also on the elevated eastern part of the site is a disused 'redgra' (all-weather) pitch. To the east of the original school building lie, at a lower level, some disused tarmac tennis courts and an area which is used for ad-hoc car parking.

The eastern, Tynybryn Road frontage site boundary and eastern end of the Gilfach Road frontage is characterised by mature formal tree planting, comprising mixed plantings of Pine, Whitebeam and Copper Beech which clearly formed part of a designed element of the school when it was built. The northern, Gilfach Road frontage towards the western end also benefits from mature tree screening, albeit this is less formal and gives a more regenerating wooded appearance. Planting along the western boundary and southern areas are characterised by Ash, Sycamore and Willow.

PLANNING HISTORY

Previous planning applications submitted at the site:

16/0119	Works to demolish single-storey rear annexes and internal refurbishment of the listed building. New glazed links through existing apertures, to new school block at rear of existing listed building (Listed Building Consent – application submitted in conjunction with application 16/0062)	Not yet determined (appearing elsewhere on this agenda).
12/0110	Removal and rebuilding of two chimney stacks on the original front elevation using retained and new materials (Listed Building Consent)	Granted 07/11/12
09/0295	Erection of flagpole to display Eco Schools Green Flag award	Permission 25/03/09
09/0167	Erection of a flagpole	Permission 27/04/09
04/0468	Construction of a full sized all weather synthetic sports pitch with perimeter security fencing and	Permission 27/04/04

artificial flood lighting.

03/1827	Demolition of existing science block and link and construction of new block.	Withdrawn 15/01/04
03/1826	Demolition of existing science block and link and construction of new single storey science block.	Permission 15/01/04
99/2928	Construction of 3m wide cycle way and metal palisade security fencing to school site boundary.	Permission 11/02/00
95/0718	Replacement of fire damaged classrooms (obs. request from Mid Glamorgan CC)	Raise no Objection 13/12/95
95/0552	Siting of two mobile classrooms to provide temporary accommodation following fire (obs. Request from Mid Glamorgan CC).	Raise no Objection 13/12/95
94/0803	Infill between existing buildings to provide additional teaching space (obs. Request from Mid Glamorgan CC).	Raise no Objection 14/12/94

PUBLICITY

The application has been advertised by means of a notice in the local press, the posting of 9no. site notices around all sides/boundaries of the school site and by direct neighbour notification letter.

At the time of preparing this report the following responses had been received:

6no. emails/letters raising objections to the application (all written objections received are from residents of properties in Gilfach Road, Tonyrefail and one email indicates that the objections raised are also made on behalf of the author's neighbour).

The objections raised therein are summarised as follows:

- Increase in traffic;
- Provision of a new junction directly opposite my house;
- Increase in noise levels and loss of privacy (from traffic and people);
- Loss of car parking in an already congested area;
- It is considered that the Transport Statement submitted with the application is inadequate in that it includes an inappropriate level of assessments, ineffective mitigation proposals and highway improvements, unacceptable resultant parking, traffic and noise levels. There are some serious deficiencies in the

transport approach to this application. Together with his letter the objector (who is a transport planner) included his own audit of the submitted Transport Statement, which sets out his considered objection/s statement – these identified concerns/objections indicate the following:

- The Transport Statement (TS) is insufficient and a full Transport Assessment (TA) should have been submitted with the application;
 - The baseline highway conditions information used in the TS indicate a desk top study only, further survey work is required;
 - Traffic survey data indicating existing levels and speeds of traffic on Gilfach Road is not given full and proper consideration;
 - Development proposals are vague and don't give exact existing and proposed pupil numbers;
 - Moving Tonyrefail Primary School to the site, on the edge of the village moves it from a central and more sustainable location to one where there will be a greater need for private car use;
 - The TS uses car parking as a method for determining vehicular impact, this is a grossly flawed approach;
 - The proposed site accesses are only set out in vague terms, both should be fully addressed;
 - There is no inclusion of any traffic capacity assessments;
 - The TS does not look beyond this application and have regard to the number of recently approved residential schemes in the area;
 - The TS fails to indicate how Gilfach Road will be treated to prevent illegal parking;
 - Inadequate parking and set-down facilities are proposed;
 - A Construction Management Plan (CMP) should be submitted at this stage;
 - It is suggested that the traffic impacts that could arise from the development are being deliberately played down. It is considered that the TS lacks a satisfactory level of technical information and assessment and is not materially appropriate for this significant and large scale development.
- The proposed development will add to the existing problems on Gilfach Road and around the entrance to Bryngolau. An entrance and an exit in Tynybryn or via the bypass should be included;
 - No details are given as to the proposed methodology of site excavations as there could potentially be damage to our properties;
 - The proposed 'temporary' site access will result in the removal of an existing street light, what arrangements are being made for street lighting in the area;
 - Potential disruption given that HV cabling, BT fibre optic and a gas main run down Gilfach Road and along the pavement outside the school fence line;
 - Disruption during construction period;
 - Concern as to what may be emitted from the four flue pipes indicated on the building roof plans;

- A large 'exodus' number of children occurs from the school every lunch time and an increase in numbers at the site will only make this situation worse;
- The proposed new building is ugly and will be an eyesore, more landscaping is required to screen it;
- The proposed siting of the new access is inappropriate and dangerous;
- 'Gangers Lane' will become a rat-run for drivers trying to cut through. It needs identifying as a no through road;
- Greater hazards for pedestrians trying to cross Giffach Road;
- (note: concerns have also been raised on the grounds of a loss of view and de-valuation of property value. However, as Members will be aware these are not material planning concerns which can be afforded any weight, in the consideration of the application).

1no. letter in which the points raised are made as **concerns, rather than objections** to the application.

- Would like assurance that the retaining wall at the base of our property will not be disturbed as this could lead to slippage and subsidence of our property;
- The planting around our property should remain undisturbed, as it was originally planted in the 1970's to provide screening, thereby protecting outlook and privacy;
- would like reassurance regarding construction works in respect of hours of working, noise, air pollution and privacy;
- The TS seems to be based on traffic flow data from 2007 and does not therefore take account of the increase in traffic over the last 9 years.

1no. letter in which the author **neither expresses support or raises objection** to the application. He does however, comment that the proposed development is impressive and a much needed improvement. Although further comment mentions the need for improved drop-off and pick-up arrangements at the school as congestion occurs at the start and end of the school day, which is anticipated will increase with the new development. In addition, it is suggested that further car parking is needed on site as the neighbouring housing estate becomes congested with 6th form pupils parking their cars there.

CONSULTATION

Transportation Section – raise **no objections** subject to the imposition of conditions.

It is confirmed that in this particular case the submission of a Transport Statement (TS), as opposed is a Transport Assessment (TA) is acceptable.

Observations consider and comment upon issues of:

- trip generation
- site location

- access (existing, proposed and temporary)
- visibility
- circulation
- school capacity
- parking
- safe routes in communities
- collision analysis
- public transport
- travel plan

It is noted that the proposals will require a TRO as part of off-site highway improvements and traffic management to facilitate delivery of the scheme.

Public Health & Protection – comment on issues of demolition, previous land use, disposal of waste and matters of potential noise, dust and impact from artificial lighting. Subject to conditions **no objections** are raised.

Flood Risk Management – raise **no objections**, subject to a condition.

Countryside Section (Ecologist) – **no objections**, subject to the imposition of appropriate conditions to cover issues of future Habitat Management, Tree Management and Protection during construction, Landscape Mitigation, provision of bat/bird boxes, timing of works outside bird nesting season and treatment of Japanese knotweed/Himalayan balsam.

Natural Resources Wales – any response will be reported orally at the meeting.

Welsh Water – raise **no objection** subject to the imposition of a condition (requiring the agreement of a point of connection to the public sewerage system and following any improvements to that system as identified by a hydraulic modelling assessment) and advisory/informative notes.

The Coal Authority – confirm that the site falls within the defined Development High Risk Area. The Coal Authority notes that although the intrusive site investigations carried out found no evidence of shallow coal workings the Geo-Environmental Report recommends further verification drilling in parts of the site in order to provide further confidence that the coal seams beneath the site have not been worked.

The Coal Authority recommends that the LPA impose a planning condition on any consent granted requiring this further verification drilling to be carried out prior to the commencement of the elements of the development to which it relates. A planning condition/s should also require:

- i) the findings of any further verification drilling carried out on site to be submitted to the LPA along with any necessary remedial measures identified as being required;

ii) any remedial measures identified as being necessary to be implemented on site either prior to or as part of the development.

The Coal Authority has **no objection** to the proposed development, subject to the imposition of a condition/s to secure the above.

Glamorgan Gwent Archaeological Trust (GGAT) – confirm that the proposals will require archaeological mitigation. In our opinion the Listed structure is of historic importance and a full record of the structure by the means of a descriptive, drawn and photographic record should be made, prior to any works being undertaken. Subject to the imposition of an appropriately worded condition **no objection** is raised.

Wales & West Utilities (Gas) – have provided a plan which confirms that WWU have pipes in the area of the application site (these run down into the site from the main beneath Gilfach Road at points approx. 30m east and 50m west of the curtilage boundary of the property, Appletree Cottage, 18 Gilfach Road). **No objections** are raised but WWU do make it clear that their apparatus may be affected and at risk during construction works and that should planning permission be granted the promoter of the works should contact WWU directly to discuss requirements in detail before any works commence on site. Any required works will be fully chargeable.

Western Power Distribution (Electricity) – any response will be reported orally at the meeting.

South Wales Police (Designing Out Crime Officer) – advise that the school should be designed to a standard that it would achieve a Secured by Design award, similar to others schools within Rhondda Cynon Taf.

(Note: this point has been raised with the applicant architects, who have confirmed that the proposed development is designed to achieve Secured by Design (SBD) certification).

Tonyrefail Community Council – any response will be reported orally at the meeting.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan (LDP)

The LDP identifies Tonyrefail as a Key Settlement within the Southern Strategy Area.

The school site lies partially within and partially outside defined settlement limits.

Policy CS2 – confirms that in respect of development in the Southern Strategy Area the emphasis will be on sustainable growth that benefits the County Borough as a

whole. Key criteria that will be considered in seeking to achieve this aim are identified.

Policy AW5 - identifies design criteria (under the headings of Amenity and Accessibility) for new development.

Policy AW6 - supports development that promotes high quality design which makes a positive contribution to place making.

Policy AW7 - seeks to protect and enhance the built environment.

Policy AW8 - seeks to protect and enhance the natural environment.

(Part of the site falls within close proximity to SINC AW8.167 – Gilfach Road Wetlands).

Policy AW10 – confirms that development will not be permitted where it would cause or result in an unacceptable risk of harm to health and/or local amenity (identified issues include air pollution, light pollution, noise pollution, water pollution, contamination, landfill gas, land instability and flooding or any other identified risk to the environment, local amenity and public health or safety).

Policy AW14 – identifies those areas of the County Borough where mineral resources will be safeguarded.

(Part of the site lies within the areas identified under AW14.2 which seeks to protect areas of Sandstone resource).

Policy SSA4 - identifies criteria for new development in the key settlement of Tonyrefail.

Policy SSA22 – Green Wedges have been identified in order to prevent coalescence between and within settlements.

(Part of the application site falls within Green Wedge SSA23.3 – Land between Parc Eirin (Tonyrefail) and Ty'n y Bryn/Gelli Seren (Tonyrefail)).

Supplementary Planning Guidance

Rhondda Cynon Taf LDP SPG – Design and Placemaking (March 2011)

Rhondda Cynon Taf LDP SPG – Delivering Design and Placemaking: Access, Circulation & Parking Requirements (March 2011)

Rhondda Cynon Taf LDP SPG – The Historic Built Environment (March 2011)

Rhondda Cynon Taf LDP SPG – Nature Conservation (March 2011)

National Guidance

Planning Policy Wales (8th Edition, January 2016)

Chapter 4 of PPW sets out Welsh Government policy in respect of Planning for Sustainability.

Section 4.8 identifies how the urban form can be managed by the use of green belt and green wedge designations should promote a sustainable settlement strategy and reflect the goals of the Wales Spatial Plan.

Section 4.11 sets out the policies relating to planning for sustainability through good design. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales, from the construction or alteration of individual buildings to larger development proposals.

Section 4.12 requires that planning consideration be given to the need to construct sustainable buildings and promote climate responsive developments.

Section 6.1 (at para. 6.1.2) confirms that local planning authorities have an important role in securing the conservation of the historic environment while ensuring that it accommodates and remains responsive to present day needs.

Section 6.5 sets out policy in respect of development management and the historic environment. At para 6.5.4 it is confirmed that local planning authorities may impose condition/s requiring that an archaeological watching brief is carried out

Para. 6.5.8 confirms that there should be a general presumption in favour of the preservation of listed buildings. The continuation or reinstatement of the original use should generally be the first option when the future of a listed building is considered. However, not all original uses will now be viable or necessarily appropriate. The application of development and listed building controls should recognise the need for flexibility where new uses have to be considered to secure a building's survival. The aim should be to identify the optimum viable use that is compatible with the character and setting of an historic building.

Para 6.5.9 confirms that where a development proposal affects a listed building or its setting, the primary material consideration is the statutory requirement to have special regard to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.

Chapter 7 of PPW sets out Welsh Government objectives in respect of economic development.

Para. 7.6.1 confirms that local planning authorities should adopt a positive and constructive approach to applications for economic development. (for planning purposes the Welsh Government defines economic development as development of land and buildings for activities that generate wealth, jobs and incomes. Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services).

Chapter 8 of PPW sets out Welsh Government objectives in respect to transport.

Section 8.7 sets out the approach to be taken in respect of development management and transport.

Para. 8.7.1 indicates that when determining a planning application for development that has transport implications, local planning authorities should take into account:

- the impacts of the proposed development on travel demand;
- the level and nature of public transport provision;
- accessibility by a range of different transport modes;
- the opportunities to promote active travel journeys, and secure new and improved active travel routes and related facilities, in accordance with the provisions of the Active Travel (Wales) Act 2013;
- the willingness of a developer to promote travel by public transport, walking or cycling, or to provide infrastructure or measures to manage traffic, to overcome transport objections to the proposed development (payment for such measures will not, however, justify granting planning permission to a development for which it would not otherwise be granted);
- the environmental impact of both transport infrastructure and the traffic generated (with a particular emphasis on minimising the causes of climate change associated with transport); and
- the effects on the safety and convenience of other users of the transport network.

Para. 8.7.2 indicates that Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for. (the para. identifies a list of developments for which the Welsh Government expects will be accompanied by a TA. This list includes “all new schools”:

Chapter 11 sets out Welsh Government policy in respect of tourism, sport and recreation.

Para. 11.1.3 confirms that sport and recreation contribute to our quality of life and that the Welsh Government supports the development of sport and recreation, and the wide range of leisure pursuits which encourage physical activity. These activities are important for the well-being of children and adults and for the social and economic life of Wales. ‘Climbing Higher’ sets out the Welsh Government’s long term strategy for an active, healthy and inclusive Wales where sport and physical activity are used to enhance the quality of life nationally and in local communities.

Para. 11.3.2 states that local planning authorities may be justified in seeking S.106 Planning Agreements to contribute to the maintenance of safe and attractive facilities and open space and to meet the needs of new communities.

Chapter 12 sets out Welsh Government policy in respect of infrastructure and services.

Section 12.4 (Development Management and Water) makes it clear that the adequacy of water supply and the sewage infrastructure are material in considering planning applications. Development proposals in sewered areas must connect to the main sewer and it will be necessary for developers to demonstrate to local planning authorities that their proposal site can connect to the nearest main sewer.

Chapter 13 sets out Welsh Government policy in respect of Minimising and Managing Environmental Risks and Pollution.

Sections 13.7 and 13.9 deal with development management and the approach to geo-technical issues of contaminated land and unstable land.

Section 13.15 (Development Management and Noise and Lighting) confirms that noise can be a material consideration. Local authorities can attach conditions to planning permissions for new developments that include the design and operation of lighting systems and prevent light pollution.

Planning Policy Wales Technical Advice Notes (TANs)

TAN 5: Nature Conservation and Planning (2009)

TAN 11: Noise (1997)

TAN 12: Design (2016)

TAN 15: Development & Flood Risk (2004)

TAN 16: Sport, Recreation and Open Space (2009)

TAN 18: Transportation (2007)

Government Circulars

Welsh Government Circular 016/2014: The use of Planning Conditions for Development Management

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.

PLANNING CONSIDERATIONS

Main Issues

This application proposes a significant development and accordingly it raises a wide range of planning considerations which require careful assessment prior to determination of the application. However, it is considered that the main issues in this case relate to the physical scope of the development and its potential impacts on the site itself, the surrounding area and nearby residential occupiers in terms of implications for highways/traffic/parking, interests of ecology/biodiversity/trees and the amenity of surrounding residential occupiers.

The proposed development.

Form of the application

As has been previously mentioned the application is submitted in a 'hybrid' form, ie part in 'full' and part in 'outline'.

The 'full' elements of the proposal relate to the: demolition of the existing 1960/70's school buildings, proposed new secondary school building, refurbishment of the original school building (listed building), provision of hard court multi use games area (MUGA), remodelled external hard and soft areas of play and associated external works for the provision of vehicular and pedestrian access areas of parking and works of boundary treatment, landscaping and drainage.

The 'outline' elements of the proposal relate to the: provision of a new nursery/infant/primary school, a sports hall and a 3G sports pitch. All matters (access, appearance, landscaping, layout and scale) are reserved for future consideration in relation to the outline elements of the application.

In considering the location and having regard to the level and size of development/accommodation required account had to be given to the fact that the new secondary school building (phase 1) needed to be built, with minimal disruption to the school, before the existing CLASP school buildings are demolished. In addition issues of topography and levels, highway/access and parking provision, the relationship to existing services/buildings/facilities and the impact on the original (listed) school building all needed to be taken into account.

In assessing various options it was concluded that the scheme which should be progressed to formal planning submission sited the new secondary school building on the existing sports/rugby pitch to the west of the original (listed) school building

and the new nursery/infant/junior school building at the western end of the site. The 'middle' area of the site between both new school elements to be then utilised for areas of parking and circulation, together with sports pitches, MUGA and sports hall.

The new secondary school building

This is proposed to be sited on the existing sports/rugby pitch to the west of the original (listed) school building.

The building will be approximately 100m in width (northern and southern elevations) and 58m in depth (eastern and western elevations). The building is for its majority two storey (ground and first floor) in height, although a third storey (second floor) 'L' shape element is proposed at the eastern end of the building, facing the original (listed) school building. The main entrance into the new building will be from its western end elevation, facing the site access points and parking and circulation areas, thereby ensuring good way-finding for visitors and allowing supervision of the car parks and approach. The entrance area opens up to an open plaza area, which incorporates landscaping. Two 2 storey glazed link/circulation areas provide access between the new building and the original (listed) school building. Because of the difference in levels the glazed links between the two buildings are at the first and second floor level in the new building and ground and first floor in the original (listed) building. As the ground floor is set below the listed building there is no direct access at this level.

From the outside the new building gives the appearance of an essentially rectangular block. However, the concept of the building is that of 4 new blocks of accommodation with a central block between accommodating larger common spaces and a central courtyard that will provide daylight and natural ventilation. The central space links directly to the teaching spaces within the surrounding teaching blocks. Either side of the courtyard two wings of general teaching and design technology accommodation extend eastwards around the central courtyard area. The main plant room and services are located within the northern elevation, thereby allowing good access for servicing and deliveries, via the new ramp and service area.

The accommodation to be provided within the new building would be as follows:

Ground Floor

- Staff and administration
- Main staff room
- Main hall
- Dining hall/social space and catering kitchen
- Multi use lecture theatre
- General teaching rooms
- Media room
- IT hub

- Design technology
- External changing
- Main plant room

First Floor

- Art and design general teaching rooms
- Music
- Library resource
- Science
- Sixth form study area

Second Floor

- General teaching rooms
- IT and business studies

The overall scale, height and massing of the new building has been designed having regard to the original (listed) school building that stands immediately to the east. Whilst the size of the new school building is larger than the listed building care has been taken in the massing and use of external materials to reduce the impact. The design has sought to break up the building through the use of recesses in key locations, stepped eaves lines as well the extensive use of glazing.

The submission confirms the use of a variety of external finishing materials; including, glazing, facing brickwork, treated timber cladding, aluminium curtain walling, matching rain screen cladding and metal louvres, frameless structural glazing and brise soliel. The choice of materials for the new school building seeks to reflect the contemporary nature of recent new schools completed by the Authority, whilst in this particular case having regard to the presence and relationship of the original (listed) school building. The choice of materials seeks to combine traditional with modern lightweight cladding solutions to give a modern, clean appearance, which whilst taking certain cues from the original (listed) building does not seek to mimic its design.

The rear (western elevation) of the original (listed) school building lies at a point opposite the pair of semi-detached properties, 23 and 25 Gilfach Road. The proposed new school building, including the glazed links will continue built development across the northern part of the school site from 27 Gilfach Road westwards to a point opposite the junction with Cae'rgwerlas (between 49 and 51 Gilfach Road). The occupiers of these 12 properties (6 pairs of semi-detached houses) properties currently enjoy open views out across the school site, over the sports/rugby pitch to the landscape beyond. The level of the sports/rugby pitch lies between 4-5m below the level of Gilfach Road and the houses (nos. 27-49) are all set approximately 1m above the road/pavement level, with the result that the ground floor level of the new school building will be approximately 5-6m below that of the ground floor level of the residential properties on the northern side of Gilfach Road at a distance of between approximately 45m (opposite no.27) to 60m (opposite no.49)

away. This gives a very similar relationship between the residential properties and the original (listed) school building and it is not considered that the proposed new school building will have an overbearing impact on the amenity of these residential occupiers to any significant extent.

Matters of design are often subjective and it is acknowledged that one objector considers that the new secondary school building will be “ugly” and “an eyesore”. However, as indicated above it is considered that the new building has been thoughtfully designed having regard to the constraints of the site.

The southern boundary of the school site abuts directly with the curtilage boundaries of residential properties at the northern (circular) end of Nant Eirin. The rear boundaries of nos. 55, 56 and 57 Nant Eirin would only be between 15-20m away from the nearest (southern) elevation of the new building, with the houses themselves being 45-50m away. The residential properties in Nant Eirin (and Heol Ton beyond) stand at a lower level than the school site. However, there is a good screen of mature trees along this part of the southern boundary (G5, G6 and G7 in the submitted Tree Report) and a number of individual trees. These trees are confirmed as being in ‘Good’ or ‘Fair’ condition (with the exception of one individual tree – no. 37, an Austrian Pine which is considered to be ‘Poor’) and it is considered their retention will mitigate to a significant extent the presence of the new building, so that there will not be a significant impact on the level of amenity currently enjoyed by the residential occupiers of the closest properties in Nant Eirin to the south of the school site.

Refurbishment of and improvements to the existing (listed) school building

The building is currently in use by the school, although improvements are required in relation to the external fabric, layout and access. The redevelopment of the site gives the opportunity to address these issues and fully integrate the building as part of the overall scheme. The design proposes to connect the new school building to ensure that all of the available spaces within the building become fully accessible without having to leave the building (as at present).

The details of the proposed works and the approach to be taken, having regard to the listed status of the building are detailed in the report for listed building consent application 16/0119, which is also on this agenda for Member’s consideration. However, briefly the works include the need for :

- Internal adaptations and general refurbishment at both ground and first floors
- Improvements and repair to the external fabric of the building
- The provision of new glazing to the internal courtyards
- The provision of a lift in the corner of one of the internal courtyards of the building
- The connection to the new building by the means of two new glazed links
- The renewal and upgrade of existing services within the building

As previously mentioned in this report due to level differences across the ground floor of this building links through to the first floor of the new building, with the first floor linking across to the second floor of the new building.

Outline Elements of the Application

New Nursery/Infant/Primary School Building

The proposed new building (which will accommodate a re-located Tonyrefail Primary School, which is currently located in the Martin Crescent, Tonyrefail) will be sited on a raised plateau at the western end of the school site on an area of un-used playing fields/sports pitches. Whilst all matters are reserved at this outline stage it is confirmed that the size parameters of the school will be within the following range:

- Depth – 62m (min) to 80m (max)
- Length – 60m (min) to 90m (max)
- Height – 4m, single storey (min) to 10m, two storey (max)
- Max GIFA of 2,125sq.m.

The school will be of a size to accommodate 360no. pupils, with potential future expansion of an additional 90no. pupil spaces. It is indicated that the design of the school will compliment the external appearance of the new secondary school building, through the use of similar materials and detailing to ensure a visually coherent overall development.

External play areas will be located outside each of the teaching areas and will incorporate features such as outdoor classrooms and habitat areas. To the south of the school building a new MUGA will be provided. The nursery/infant/primary school will also have a perimeter security fence.

New Sports Hall

It is proposed to locate the sports hall on a plateau area to the south of the main car park. Access to the facility will be via a dedicated pathway linking to the secondary school changing facilities. There will also be access from the car park for any potential community out of hours use.

It is confirmed that the size parameters of the sports hall will be within the following range:

- Depth – 25m (min) to 35m (max)
- Length – 40m (min) to 50m (max)
- Height – 4m (min) to 10m (max)
- Max GIFA of 1,100sq.m.

Along the northern side of the main hall will be a corridor providing access to changing facilities. Other ancillary supporting rooms provide storage areas and a plant room. The height of the changing areas and supporting accommodation will be up to 3m at eaves level.

The design and use of external materials of the sports hall will be determined at reserved matters stage, although it is intended that they will compliment the main secondary school building.

New 3G Pitch

A standard 3G pitch is proposed on land to the south of the sports hall. The pitch will comprise a main pitch with practice pitches. The pitch will have a perimeter powder coated weldmesh fence, with incorporated goals, of 3-4.5m high. The pitch will be floodlit.

Hard/Soft Landscaping and Trees

The 'full' element of the scheme incorporates significant elements of both hard and soft landscaping.

To the south of the new school building and the original (listed) school building an external play area space is linked to an elevated playground by an amphitheatre and ramps. The tiered seating and defined stage area provides a facility for formal teaching and performance, as well as an informal gathering space. The upper space provides an extensive hard area for informal play and a canopy enabling all weather use. To the east of the original (listed) school building, towards the Tynybryn Road boundary a lower level hard play area includes a canopy, seating and planting to create an outdoor all weather teaching space and meeting place.

Adjacent to the lower play space and amphitheatre is a science garden, with a polytunnel, greenhouse and growing space.

Two internal courtyards within the original (listed) building and a courtyard within the new secondary school building will provide the opportunity for spill-out teaching facilities and smaller communal spaces. Each of the two courtyards within the original (listed) school building will have a central tree with a surrounding circular bench as a focal point. The area between the two glazed links connecting the new and original (listed) building will also provide a semi-courtyard space, which will be landscaped with lines of trees with benches between.

The entrance forecourt to the new building will act as an arrival and gathering space. The area will be delineated with formal tree planting and benched seating. A central area of hard space, seating and tree planting is distinct from the two movement corridors either side.

The boundaries to the school site will be enclosed by a secure and robust perimeter fence, which for significant lengths will be associated with existing planting. An existing cast iron railing fence stands along the Tynybryn Road (eastern) and Gilfach Road (northern) boundaries of the site. In places however, this is in very poor condition, suffering from many years of corrosion. In some places short lengths of the fence have been replaced and along Tynybryn Road in particular, the fence is substantially hidden by the hedgerow which has grown through and around the fence. Where possible, having regard to the relationship with the original (listed) school building it would be a better solution to repair and retain the existing fence. However, in places this may not be possible and therefore a condition (*suggested condition 16*) is recommended which requires these details to be agreed at a later date.

A second security boundary within the site will separate those shared community spaces, such as the car park and drop off area, from the inner school grounds.

The main car parking area will be enclosed around its northern and western extent with a new native hedgerow, with a central formal tree line defining the key pedestrian route through the car park.

The site entrance will drop down from Gilfach Road, resulting in the loss of existing trees. However, it is proposed that more formally arranged trees will be planted on new grassed areas either side of the internal access road.

As well as the use of new tree planting, hedgerows and shrubs it is proposed to introduce wildflower meadow planting around the playing fields, play spaces and adjacent to the car park.

To the rear (south) of the new nursery/infant/primary school building it is proposed to use landscaping to enhance the teaching resource with the provision of two school allotment gardens, the planting of apple trees to create a small orchard, together with the creation of habitat features and paths to create nature and forest school space. The area of marshy grassland to the south of the 3 court MUGA will be enhanced for wildlife to create damp meadows.

There are some significant trees on the school site. As part of the application a Tree Survey and Arboricultural Constraints Report has been received. This report was prepared following a tree survey carried out in July 2015, with the purpose to assess the major trees in terms of their health, general condition and overall significance within the local environment.

No trees on the site are protected by a Tree Preservation Order (TPO).

The majority of trees are located on the site boundaries with few trees being found in the middle of the site. Numerous large mature and late-mature specimen trees are present on the east side of the northern boundary and also along the eastern

boundary around the original (listed) school building. Many of these are fine specimens of Austrian Pine and are of a quality and significance (rated category 'A' or 'B' in the Tree Report) that they should wherever possible be retained. In addition there are two small groupings of category 'A' and 'B' trees, one to the south of the rugby field (to the rear of the houses standing at a lower level at the northern end of Nant Eirin), with another group immediately to the east of the school caretaker's house.

Perhaps the deepest group of trees around the site is that along the far western end of the northern boundary, which are identified as group G10 in the Tree Report. The report identifies G10 as being a mix of Native Species, of 8-10m in height, which provide good screening. It is clear that a width of approximately 30m of these trees will be lost due to the proposed new access junction (approximately opposite the pair of semi-detached properties 95 and 97 Gilfach Road).

One of the objectors to the application has sought assurance that the trees (noted as grouping G11 in the Tree Report) around her property, Appletree Cottage, 18 Gilfach Road will be retained as they were originally planted in the 1970's to provide screening when the CLASP school buildings were built below and behind the property. The Tree Report notes G11 as being a group of Field Maple, with some occasional Hazel, of 10-12m in height and in 'Good' condition. It is acknowledged that these trees do afford a good and attractive screening barrier for this property and should be retained and the imposition of a condition to ensure their retention is suggested (*suggested condition 27 relates*).

The Tree Report doesn't clearly specify how construction works will affect the trees on the site. Comparing the site Masterplan with the tree survey plans it does appear that most trees will be retained (with the exception of some smaller inferior trees in the interior of the site and others may be affected by road access points). However it is considered that further detail is required in order to fully understand the impacts from ground levelling (cut and fill) works in the southern parts of the site (and perhaps elsewhere) on trees. Accordingly, it is recommended that a condition (*suggested conditions 20 and 38 relate*) be imposed requiring the submission of a Tree Protection Plan and a scheme of pre-agreed tree works to cover all the trees across the site.

Highways/Traffic/Access/Parking Issues

The currently used main (sole vehicular) entrance/exit is directly from Gilfach Road, at a point opposite nos. 41, 43 and 45 Gilfach Road. There are five further pedestrian access points/gates around the site, although it appears that a number of these are locked.

The application proposes that existing vehicular access will be retained off Gilfach Road. However, it is proposed to create a new access junction at the western end of

the site that will link via a new internal access road to the existing junction, which will become a vehicular exit only.

8 new bus drop off points will be provided along the new internal access road as well as a link to the drop off area for the primary school. The access road extends along the northern boundary of the site (to the rear of the sloping wooded areas and the property known as Appletree Cottage, 18 Gilfach Road) providing access for servicing and deliveries via a ramp. The existing road adjacent to the original (listed) school building is retained.

The new main staff and visitor car park provides 173no. spaces, including 8no. disabled spaces which are provided immediately to front (west) of the entrance area leading to the new secondary school building. 18no. drop-off spaces are to be provided parallel to the link footpath running along the southern side of the car parking area (these spaces are not included within the figure of 173no.). 100no. bicycle spaces are provided in cycle storage stands provided either side of the entrance area leading to the new secondary school building.

The Council's SPG requires a total parking provision of 153no. spaces for the development of the new secondary school building and the new nursery/infant/junior school (1550no. pupils) and the provision exceeds this requirement by 20no. spaces. If future expansion were to take place raising pupil numbers on the site to 1910no. pupils then the parking requirement would increase to 174no. spaces. As 173no. spaces are provided the proposal to all intents and purposes is compliant with the SPG. There is a small deficiency in cycle parking provision (SPG requires 117no. stands and 100no. are proposed). However, it is not considered that this shortfall warrants an objection.

Given that the new schools will be built before the demolition of the existing CLASP school buildings, temporary areas of parking will need to be provided. It has been indicated that these 'temporary' areas of parking will be provided to the east and south of the original (listed) school buildings. However, it is recommended that the detail of this provision is required by the imposition of a condition (*suggested condition 7*).

Safe pedestrian routes to school have been assessed and measures including the provision of un-controlled pedestrian crossings are proposed to mitigate any adverse impact on highway and pedestrian safety and the free flow of traffic.

Within the submission it is indicated that a 'temporary site access off Gilfach Road' will be created during the construction programme. It is indicated that this 'temporary' vehicular access for construction traffic will be situated at the Gilfach Road frontage at a point opposite nos. 29 and 31 Gilfach Road. There is however, no further detail provided in respect of this proposed element and it is advised that full details of this be secured via a condition (*recommended conditions 6 and 7*).

As is noted under the 'Publicity' Section of this report the point/s of greatest and most common concern raised by objectors to the application relate to highway/traffic/access/parking concerns at and around the site. One concern in particular raised by residents in Gilfach Road is the high level of parking on Gilfach Road by staff, sixth form pupils with cars and visitors to the school, together with the pressures experienced at dropping-off and picking-up times at each end of the school day. This can make it difficult to access their own driveways or park close to their own house and creates highway visibility problems for drivers using the junction accessing onto Gilfach Road from Cae'rgwerlas, between 49 and 51 Gilfach Road. The concerns raised by residents regarding existing highway/traffic/access/parking problems and the anticipation that the proposed development would worsen the situation were forwarded to the Transportation Section and the applicant's Highway Consultant (Opus) for comment. A copy of the letter received from Opus, responding to the individual objections raised has been forwarded to each of the objectors concerned. These letters sought to address the specific highway concerns raised in each objector.

One objector in particular has raised detailed highway related concerns (summarised within the 'Publicity' section) regarding the application and has undertaken his own audit of the TS. The objector lives in 95 Gilfach Road, which is approximately opposite (but slightly further to the east than the adjoining semi-detached property, 97 Gilfach Road) from the proposed new 'T' junction access point at the western end of school's northern boundary/Gilfach Road frontage. This new access junction incorporates 12m junction radii and a 7.3m wide access with 3m footway to serve pedestrians and cyclists. Drop kerbs and tactile paving are to be provided to facilitate pedestrian movement to and from the school and along Gilfach Road. It is noted that there are no parking restrictions along the northern side of Gilfach Road opposite the proposed access, although 'School Keep Clear' markings are proposed along the southern side. The Transportation Section are satisfied that the submitted vehicular swept path analysis shows that delivery vehicles can egress the junction with vehicles parked opposite.

It is acknowledged that the Council's SPG Document: Access, Circulation & Parking Requirements and para 8.7.2 of Planning Policy Wales (8th Edition, January 2016) both indicate that 'New Schools' should require the submission of a TA. However, in this case the Council's Transportation Section agreed that a TS, as opposed to a full Transport Assessment (TA), would be appropriate in this case as the development proposals are for the improvement and extension of an existing school and the relocation of an existing primary school, wholly within an existing school site. Members are advised that they are fully entitled to determine the application on the basis of a TS, as opposed to a TA, being submitted with the application.

The proposal in essence represents a re-modelling of the use of the site, albeit with an increase in pupil numbers at the site from the existing number of 1350no. pupils to 1550no. (360no. nursery/infant/junior spaces and 1190no. secondary/sixth form spaces). This increase of 200no. pupils could increase further in the future if the

expansion of up to an additional 360no. spaces (90no. nursery/infant/junior and 270no. secondary/sixth form) takes place.

It is considered that a significant proportion of trips associated with the primary school will already be on the network as would parent drop-off trips to the existing comprehensive school. Furthermore the provision of home to school transport for qualifying pupils outside a 2 mile distance of the school, good public transport links by bus, off-site works to improve safe routes to school and the encouragement of cycling and walking (as highlighted in the submitted Travel Plan) would encourage the use of sustainable modes of transport to and from the school. Together with the fact that school start and finish times would not coincide with network peak flows it is not considered that the impact on the local highway network would be so significant as to warrant an objection.

Ecology/Biodiversity

There are ecological designations at local SINC (Site of Interest for Nature Conservation) and national SSSI (Site of Special Scientific Interest) within close proximity of the site.

The Rhos Tonyrefail SSSI is designated for the presence of Marsh Fritillary butterfly and includes fields containing Devil's-bit scabious, the plant food for the species. The nearest of these fields lies approximately 100m to the south west of the school site. The Gilfach Road Wetlands SINC (AW8.167) borders the southern boundary of the site. The SINC comprises mostly of marshy grassland along the Nant Eirin.

The submitted Ecological Assessment Report has included an appropriate habitat survey which has identified that the most valuable habitats are grassland habitats. Some of these areas of grassland have potential to be used by marsh fritillary butterflies (as a small area containing Devil's-bit scabious is identified, at the southern extent of the site) and as a species-rich wildflower areas they are of at least local ecological value. Most of the areas of planted woodland and large trees and old boundary hedgerows will be kept, although some will be lost for access, or direct development.

The ecological survey work has covered (using appropriate survey effort) the principle species and habitat components. It has included a bat assessment and survey of all the school buildings to be demolished and concludes that there are no existing bat roosts and therefore no need for European Protected Species license, however they also identify the potential for bats to use buildings in the future, and recommend appropriate precautionary measures are employed during demolition and tree removal works. The Survey work has discovered good populations of slow worm. Where trees and areas of hedge/scrub are to be removed there is an need for consideration of nesting bird impacts and an agreed scheme of site clearance needs to be secured by means of a condition (*recommended conditions 14 and 37*). The Ecology Assessment Report also has a recommendation for bird and bat box

provision (which should include both nest boxes e.g. standard hole nesting birds, and the capacity to provide opportunity for species such as swallow, swift and house martin to use the new school buildings) and the imposition of a suitable condition (*recommended condition 19*) is recommended. The site survey did include a check for marsh fritillary larvae in areas with the butterflies foodplant, in 2015 but no larvae were found.

The site has two areas of Himalayan Balsam (a severe infestation within the field layer of the broadleaved woodland area, identified within the Tree Report as G10, at the western end of the Gilfach Road site frontage and adjacent to the southern boundary perimeter security fence) and two stands of Japanese Knotweed (on the Gilfach Road frontage on either side of the property known as Appletree Cottage, 18 Gilfach Road). Accordingly the imposition of a suitable condition (*recommended conditions 21 and 41*) is recommended requiring a scheme to be submitted for approval detailing how the developer intends to treat, control and eradicate the plants and also control site works to prevent their disturbance and spreading across the school site.

Drainage and Flooding Issues

It is proposed that Sustainable Drainage Systems (SuDS) principles will be used wherever possible in the overall drainage arrangements for the proposed development on the site.

The nearest watercourse to the school site is the west to east flowing Nant Eirin, a tributary of the River Ely which runs approximately 50m to the south and at a level some 8m lower than the southern boundary of the site. The river is a designated main river by Natural Resources Wales (NRW). A culverted watercourse runs through the site from north to south (entering the site at a point opposite the junction with Cae'rgwerlas near the main site entrance) under the existing CLASP school buildings and playing fields to a discharge point to the Nant Eirin. It is noted that the lower areas to the south western corner of the site appear prone to being waterlogged, given the presence of soft ground, reeds and bulrushes

The whole school site is classified on the DAM map as falling within zone A, an area to be considered to be at little or no risk of fluvial flooding and so a Flood Consequences Assessment (FCA) in accordance with TAN15 is not required. However, surface water flooding is a potential issue and so a Flood Risk Assessment document has been submitted with the application.

Natural Resources Wales (NRW), Welsh Water and the Council's own Flood Risk Management Section have been consulted in respect of the application. At the time of preparing this report the response of NRW is still awaited. However, no objections, subject to the imposition of conditions have been received from the other drainage bodies consulted.

The condition (*recommended as conditions 11 and 34*) requested by Welsh Water, should planning permission be granted, requires that no building on the site be occupied until such time as an acceptable point of connection to the public sewerage system has been identified by a hydraulic modelling assessment and agreed by Welsh Water. (Note: the applicant has been made aware of this requirement and is currently undertaking the required hydraulic modelling assessment work).

Geotechnical Issues

A Geo-Environmental Report has been submitted with the report. This document considers issues of geology, hydrogeology, hydrology, past coal mining, radon and potential contamination in respect of the site.

From historical map data it is apparent that there were a number of collieries, quarries and other mining features in the surrounding area, until they gradually became disused by circa 1920. The nearest colliery was Ty-du Colliery 700m south east of the site (disused by 1899).

The Coal Authority, NRW and the Council's Public Health & Protection Division have been consulted in respect of the application.

The Coal Authority have not raised any objection to the application but have recommended the imposition of a condition (*recommended conditions 25 and 45*) requiring that further verification drilling be undertaken in parts of the site in order to provide further confidence that the coal seams beneath the site have not been worked. This condition reinforces the recommendation made (at Section 8.5) in the submitted Geo-Environmental Report.

Public Health & Protection have recommended the imposition of standard conditions (*recommended conditions 22, 23, 24, 42, 43 and 44*) to consider issues of potential site contamination.

Other Issues

It is noted earlier in this report that the western and southern areas of the existing school lie outside the defined settlement boundary and a Green Wedge designation (SSA22.3). It is acknowledged, therefore the application in this respect conflicts at 'face value' with the policies of the LDP. However, it is considered that given the existing educational use of the site and the fact that the development is contained within the existing school ground, and with the exception of the nursery/infant/primary school building, in the main these areas of the site will be used for sports pitches (the existing all weather pitch already lies in this area) a 3 court MUGA and playing fields the impact on the open nature of the countryside will not be so significant as to raise an objection on this point. It is considered that the new nursery/infant/junior school building will benefit from a good level of screening from the existing planting along the western site boundary and the northern site

boundary (albeit some of this will be removed to facilitate the new access junction) and this will reduce the prominence of the building in the wider landscape.

The Green Wedge designation (SSA22.3) in this case seeks to prevent the coalescence of Parc Eirin and Ty'n y Bryn/Gelli Seren. It is not considered that the proposed development will lead to any significant increased perception of coalescence at this point and it therefore no objection is raised in respect of this issue.

The development will require an extent of enabling earthworks (excavations and top soil strip) and it is anticipated that the first phase earthworks will take some 18 weeks. The first phase will involve those parts of the site on which it is proposed to build the new secondary school building and the nursery/infant/primary school. It is also proposed to undertake the works to construct the new permanent 'In' school access junction to Gilfach Road, at the western end of the site, during the period when the first phase of earthworks are being undertaken.

The second phase of earthworks will focus on re-profiling within the site to create the area for the MUGA to the south of the car parking area and the demolition of the existing CLASP school buildings.

Issues of noise, dust, hours of operation, use of artificial lighting and demolition can be covered under a Construction Management Plan (CMP) and the imposition of an appropriate condition is recommended (*recommended conditions 7 and 31*).

Consideration has been given to the impact of noise levels on the new school accommodation itself. A Noise Survey has been undertaken at the site and the results confirm that it is traffic related noise predominantly from Gilfach Road that would impact on the school to the greatest extent. The recorded levels marginally exceed the trigger for mechanical ventilation. However, with schemes of refurbishment (as is the case with the original (listed) school building) a less stringent noise level is allowed, thereby allowing natural ventilation through partially open windows, with no additional screening required. In respect of the new secondary school building opening windows can also be used, bearing in mind the requirement to maintain a consistent building line and satisfactory relationship with the listed building. However, this approach will require approval under the Building Regulations and agreement by the School/Education Authority, referring to the use of Alternative Performance Standards.

An appropriate condition (*recommended condition 10*) is recommended to secure the archaeological mitigation requested by Glamorgan Gwent Archaeological Trust (GGAT). Issues of the historical resource and the context of the original (listed) school building are dealt with in detail in the report for the accompanying listed building consent application (16/0119) which appears elsewhere on this meeting agenda.

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 liable for a charge under the CIL Regulations 2010 (as amended) however, the CIL rate for this type of development as set out in the Charging Schedule is £nil and therefore no CIL is payable

Conclusions

The application represents a significant development and investment for the Council which will bring state of the art school facilities to Tonyrefail. It is anticipated that these facilities will not only benefit the children who will attend the schools but also the wider community, who it is anticipated will also use elements of the provision (ie all-weather sports pitches, MUGAs).

Given the scale of the development a relatively few number of third party concerns/objections have been received. Within the third party responses received the primary focus of the concerns/objections raised clearly appears to be in respect of highway/access/traffic and parking issues on Gllfach Road. The residents have highlighted the existing issues caused by traffic (cars and coaches/buses) especially at drop-off and pick-up times at either end of the school day and on-street parking by school staff, visitors and sixth form pupils making access to their own properties difficult on occasions. The point is also made that the Council have also granted planning permission (or resolved to grant planning permission) for a number of large residential developments within the Tonyrefail area which will further add to traffic flows along Gllfach Road. The Transportation Section have carefully considered the highway aspects of the proposal and raised no objection to the application, which they consider to be acceptable in highway terms.

No objections have been raised by any statutory consultees and it is considered that with appropriate controls (achieved via suggested conditions) securing interests of ecology, landscaping, trees, drainage amongst others that the development will incorporate itself well within the local environment without detriment to existing interests.

The interests of the original (listed) school building have been fully considered within the proposed development and these are considered to a detailed extent within the report for the listed building application (16/0119) which also appears on this agenda.

It is considered that the proposal represents an exciting development that will bring positive benefits to Tonyrefail and the wider area and the application is accordingly presented with a positive recommendation.

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. This permission relates solely to the scope of works contained within the 'Full Application' area of the site as defined on the Planning Applications Boundaries Plan (drawing no. PL-AL(90)02) . The extent of the works approved by reason of this permission are identified on the following plans/drawings, except where necessarily modified by the terms of other conditions attached to this permission:

Site Plans

- Site Location Plan (Drawing no. PL-SL01)
- Planning Application Boundaries (Drawing no. PL-AL(90)02)
- Site Masterplan (Drawing no. PL-AL(90)01)

New Secondary School Building Drawings

- Proposed Ground Floor Plan (Drawing no. 010101)
- Proposed First Floor Plan (Drawing no. 010102)
- Proposed Second Floor Plan (Drawing no. 010103)
- Proposed Roof Plan (Drawing no. 010104)
- Proposed Elevations (Drawing no. 020101)
- Proposed Courtyard Elevations (Drawing no. SK201)
- Proposed Site Sections (Drawing no. PL-AL(90)103)
- Proposed GA Sections AA, BB (Drawing no. 030101)
- Proposed Sections CC, DD (Drawing no. 030102)
- Section EE (Drawing no. 030103)

Existing Building Drawings

- Proposed Elevations 01 & 02 (Drawing no. 020007 rev '1')
- Proposed Elevations 03 & 04 (Drawing no. 020008)
- Proposed Courtyard 01 Elevations A & B (Drawing no. 020009 rev '1')
- Proposed Courtyard 01 Elevations C & D (Drawing no. 020010 rev '1')
- Proposed Courtyard 02 Elevations A & B (Drawing no. 020011 rev '1')
- Proposed Courtyard 02 Elevations C & D (Drawing no.

020012 rev '1')

Reason: In order to define the terms of the permission granted.

3. Prior to the commencement of any development on site, a scheme shall be first submitted to, and approved in writing by, the Local Planning Authority showing a “phasing master-plan”. The scheme shall identify the key construction phases for the development. Development shall be carried out in strict accordance with the scheme unless the Local Planning Authority gives written consent to any variation.

Reason: To safeguard amenity, highway safety and environmental/ecological interests having regard to the scale of the proposed development and the nature of the construction programme and the need to protect such interests on a phase by phase in accordance with policies AW5, AW6, AW8 and AW10 of the Rhondda Cynon Taf Local Development Plan.

4. Works of access, circulation and parking shall be laid out in accordance with the Site Masterplan (drawing no. PL-AL(90)01) unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

5. Notwithstanding the submitted plans full engineering design and details of the proposed western access (including – longitudinal sections, street lighting details, signage, surface water drainage and construction details and off-site improvements to facilitate Safer Routes to School) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first beneficial occupation of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. Notwithstanding the submitted plans and prior to works commencing full engineering design and detail of the proposed temporary construction access shall be submitted to and approved by the Local Planning Authority. The temporary access shall thereafter be constructed, operated and maintained and carriageway and footway reinstated on completion of the works in accordance with the approved details.

Reason: In the interests of highway and pedestrian safety having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

7. No development shall take place, including any works of site clearance/preparation until a Construction Method Statement/Management Plan has been submitted and approved in writing by the Local Planning Authority to provide for:

- the means of access into and egress from the site for all construction traffic;
- the parking of vehicles of site operatives, visitors and existing educational establishment demand;
- the management of vehicular and pedestrian traffic;
- loading and unloading of plant and materials;
- wheel washing facilities;
- the suppression of dust;
- the sheeting of lorries leaving the site;
- details of plant and equipment;
- methods and types of ground compaction;
- mitigation measures for the control of noise;
- location of site compounds;
- use of artificial lighting.

The approved Construction Method Statement/Management Plan shall be adhered to throughout the development process unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safe and free flow of traffic and in order to ensure that the amenities of residents in proximity to the site are not unduly impacted upon in accordance with policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

8. No construction HGV movements associated with the development hereby approved shall take place to or from the site between the hours of 08:00-09:00 and 15:00-16:00 on Monday to Friday (inclusive).

Reason: In the interests of pedestrian safety having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

9. Within 6 months of full occupation of the new secondary school accommodation a Travel Plan shall be submitted to and be approved in writing by the Local Planning Authority. The Plan shall include:

- a) details of the school's Travel Plan Co-ordinator;
- b) confirmation of targets for the reduction of road traffic and single occupancy car use, the promotion and delivery of more sustainable travel such as walking, cycling and use of public

transport;

c) a management strategy for monitoring and delivering the objectives;

d) details of a Review Process and fallback position if stated targets within the Travel Plan have not been met.

Reason: To encourage sustainable modes of travel and reduce single car occupancy in the interests of highway safety and the free flow of traffic, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

10. No site works shall be undertaken until the implementation of an appropriate programme of building recording and analysis has been agreed with the Local Planning Authority, to be carried out by a specialist acceptable to the Local Planning Authority and in accordance with an agreed written specification. The applicant must employ a suitably qualified person to undertake the work.

Reason: As the original school building is of architectural and cultural significance the specified records are required to mitigate the impact of the development, having regard to policy AW7 of the Rhondda Cynon Taf Local Development Plan.

11. No building shall be occupied until a point of connection on the public sewerage system as has been identified by a hydraulic modelling assessment, which shall be first submitted to and approved by the local planning authority. Thereafter the connection shall be made in accordance with the recommended connection option following the implementation of any necessary improvements to the sewerage system, as may be identified by the hydraulic modelling assessment. No further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

12. No development works shall take place on any phase of the development until such time as all drainage details relating to that phase have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

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

13. No element of new school building hereby approved shall be occupied until the drainage works (*as to be agreed under condition 12*) have been completed 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.

14. No development shall take place until a Wildlife and Habitat Protection and Mitigation Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a) An appropriate scale plan showing 'Wildlife and Habitat 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 to include retained grassland and protected trees, scrub and hedgerow;
- c) A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed (such as nesting bird season, hibernating and breeding amphibians and reptiles, etc.)
- d) Details of specific mitigation measures for habitat management, marsh fritillary butterfly, nesting birds, bats and reptiles
- e) Persons responsible for:
 - i) Compliance with legal consents relating to nature conservation;
 - ii) Compliance with planning conditions relating to nature conservation;
 - iii) Installation of physical protection measures during construction;
 - iv) Implementation of sensitive working practices during construction;
 - v) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
 - vi) Provision of training and information about the importance of the 'Wildlife and Habitat Protection Zones' to all construction personnel on site.

Reason: To ensure that the development has regard to interests of ecology and biodiversity in accordance with policies AW5, AW6 and AW8 of the

Rhondda Cynon Taf Local Development Plan.

15. No development shall take place until details of the Landscape Mitigation Plan to be submitted to and approved in writing by the Local Planning Authority.

The Landscape Mitigation Plan shall include details of;

- i) Purpose, aim and objectives of the scheme;
- ii) A review of the plans ecological potential and constraints;
- iii) Details of the landscaping schemes, including;
 - a) species composition,
 - b) source of material (all native planting to be of certified British provenance),
 - c) techniques and methods of vegetation establishment (natural restoration),
 - d) method statements for site preparation and establishment of target habitat features;
 - e) extent and location of proposed works;
 - f) aftercare and long term management;
 - g) personnel responsible for the work;
 - h) timing of the works;
 - i) monitoring;
 - j) disposal of waste arising from the works;

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.

16. No development shall take place on any phase until such time as a plan indicating the positions, design, materials, type of boundary treatment and timescale for their erection/construction to be used on that phase has been submitted to, and approved in writing by, the Local Planning Authority. The boundary treatments shall be erected in accordance with the approved scheme.

The applicant is advised that wherever possible along the eastern and northern boundaries of the site the existing wrought iron fence (fronting Ty'n y Bryn Road and Gilfach Road) should be retained and if needed repaired.

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.

17. No development shall take place on any phase until full details (including the provision of samples where necessary) and a timescale for the

provision of the surfacing materials proposed to be used on any roadway, footpath, car park, lay-by, play areas or other paved or metalled areas as part of that phase has 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 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.

18. No development shall take place on any phase of the development until such time as details of all external building materials (including samples where necessary) to be used on that phase 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 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.

19. No development shall take place on any phase until such time as a scheme for the provision of bat and bird mitigation and enhancement measures for that phase through the incorporation of bat and bird roosting and nesting places within the structure of buildings and adjacent trees has been submitted to and approved in writing by the Local Planning Authority.

Reason: To enhance nature conservation interest in accordance with policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

20. No development shall take place until a pre-construction Tree Management Plan and Tree Protection Plan for Construction relating to that phase has been submitted to and agreed in writing by the Local Planning Authority. The plan shall include:

- a) implementation of the root protection zones;
- b) details of protective measures (both physical measures based on BS 5837 Trees in Relation to Construction) and sensitive working practices to avoid impacts during construction to all retained trees;
- c) details of a scheme of agreed pre-construction tree works (to accord with BS 3998 Tree Works);
- d) a pre-site visit with the Council's Arboricultural Officer to confirm the acceptability of the Protective Measures and proposed tree works;
- e) persons responsible for:
- i) compliance with planning conditions relating to tree works;

- ii) installation of physical protection measures during construction;
- iii) implementation of sensitive working practices during construction;
- iv) regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
- v) provision of training (tool box talks) and information about the importance of the Tree and Hedgerow Protection zones to all construction personnel on site.

Reason: To protect trees during the course of construction in the interests of amenity in accordance with policies AW5, AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

21. No development shall take place on any phase until such time as details of a Japanese Knotweed and Himalayan Balsam eradication, removal and control plan relative to that phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981.

22. No development shall commence on any phase of the development until such time as a scheme to deal with contamination on that phase has been submitted to, and approved by, the Local Planning Authority. Each submitted scheme should include all of the following measures:

a) a desk-top study carried out by a competent person 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 copy of the desk-top study shall be submitted to the Local Planning Authority without delay upon completion.

b) a site investigation shall be carried out by a competent person 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 completed satisfying the requirements of paragraph (a) above.

c) a written method statement for the remediation of contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to commencement and all requirements shall be implemented and completed to the

satisfaction of the Local Planning Authority by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

The development shall be completed in accordance with the approved details.

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.

23. The development hereby permitted shall not be occupied and/or operated until the measures approved in the scheme 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.

24. If during development works any contamination should be 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 and approved in writing by the Local Planning Authority prior to the work recommencing.

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.

25. No constructional development shall begin on any phase of the development until such time as the further verification drilling, as recommended at Section 8.5 in the applicant's Geo-Environmental Report (Opus ref: C8371.01_RepG01_R1, Issue 2, dated 20 November 2015), has been carried out in relation to that phase of the approved scheme. The findings of the further verification drilling to be carried out, together with details of any proposed measures identified as being required, shall be submitted to and be agreed in writing by the Local Planning Authority. Any remedial measures identified as being necessary shall be implemented on site prior to or as part of the development in accordance with the agreed details.

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.

26. No development shall begin on any phase of the development until such time as details of all external lighting (including sports pitch and MUGA flood lighting) has been submitted to, and approved in writing by, the Local Planning Authority. Such details shall include lighting proposed during the construction phases as well as during the operational phases. Any lighting provided shall be in accordance with the approved scheme.

Reason: To protect nature conservation interest in accordance with policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

27. The trees standing to the eastern, southern and western boundaries of the property known as 'Appletree Cottage', 18 Gilfach Road and identified as group G11 in the submitted Tree Survey and Arboricultural Constraints Report (Jerry Ross Arboricultural Consultancy, dated July 2015) shall be retained. No works shall be undertaken to these trees without the prior written consent of the Local Planning Authority.

Reason: In order to protect the residential amenity of the occupiers of 'Appletree Cottage', 18 Gilfach Road and to ensure the retention of trees in accordance with policies AW5, AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

Conditions 28 to 46 (inclusive) relate to the 'Outline' element of the application only.

28. (a) Approval of the details of the layout, scale and appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter referred to as "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
- (b) Plans and particulars of the reserved matters referred to in (a) above relating to the layout, scale and appearance of any building to be erected, the means of access to the site and the landscaping of the site shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.
- (c) Applications for the approval of reserved matters shall be made before the expiration of three years from the date of this permission.
- (d) The development hereby permitted shall be begun before whichever is the latter of either (i) the expiration of 5 years from the date of this permission or (ii) the expiration of 2 years of the final approval of the reserved matters or in the case of approval on different dates the final

approval of the last such matter to be approved.

Reason: To comply with Sections 92 and 93 of the Town and Country Planning Act 1990.

29. This permission grants the development of:

- a new nursery/infant/junior school, with ancillary works of access, landscaping, outdoor teaching and play areas, including a 3 court multi-use games area (MUGA);
- a sports hall;
- a 3G sports pitch

Reason: To ensure that the development is carried out in accordance with the approved the Site Masterplan (drawing no. PL-AL(90)01), the Planning Application Boundaries Plan (drawing no. PL-AL(90)02 and other submitted details.

30. The reserved matters to be submitted for the approval in writing by the Local Planning Authority pursuant to Condition 28 above shall for each element of the development (nursery/infant/junior school and sports hall) include details of finished floor levels (playing surface level for the 3G sports pitch) in relation to existing site levels. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

31. No development shall take place, including any works of site clearance/preparation until a Construction Method Statement/Management Plan has been submitted and approved in writing by the Local Planning Authority to provide for:

- the means of access into and egress from the site for all construction traffic;
- the parking of vehicles of site operatives and visitors;
- the management of vehicular and pedestrian traffic;
- loading and unloading of plant and materials;
- wheel washing facilities;
- the suppression of dust;
- the sheeting of lorries leaving the site;
- details of plant and equipment;
- methods and types of ground compaction;
- mitigation measures for the control of noise;

- location of site compounds;
- use of artificial lighting.

The approved Construction Method Statement/Management Plan shall be adhered to throughout the development process unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safe and free flow of traffic and in order to ensure that the amenities of residents in proximity to the site are not unduly impacted upon in accordance with policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

32. No construction HGV movements associated with the development hereby approved shall take place to or from the site between the hours of 08:00-09:00 and 15:00-16:00 on Monday to Friday (inclusive).

Reason: In the interests of pedestrian safety having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

33. Within 6 months of full occupation of the new nursery/infant/junior school accommodation a Travel Plan shall be submitted to and be approved in writing by the Local Planning Authority. The Plan shall include:

- a) details of the school's Travel Plan Co-ordinator;
- b) confirmation of targets for the reduction of road traffic and single occupancy car use, the promotion and delivery of more sustainable travel such as walking, cycling and use of public transport;
- c) a management strategy for monitoring and delivering the objectives;
- d) details of a Review Process and fallback position if stated targets within the Travel Plan have not been met.

Reason: To encourage sustainable modes of travel and reduce single car occupancy in the interests of highway safety and the free flow of traffic, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

34. No building shall be occupied until a point of connection on the public sewerage system as has been identified by a hydraulic modelling

assessment, which shall be first submitted to and approved by the local planning authority. Thereafter the connection shall be made in accordance with the recommended connection option following the implementation of any necessary improvements to the sewerage system, as may be identified by the hydraulic modelling assessment. No further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

35. No development works shall take place on any phase of the development until such time as all drainage details relating to that phase have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

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

36. No part of the new nursery/infant/junior school or sports hall hereby approved shall be occupied until the drainage works (*as to be agreed under condition 35*) have been completed 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.

37. No development shall take place until a Wildlife and Habitat Protection and Mitigation Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a) An appropriate scale plan showing 'Wildlife and Habitat 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 to include retained grassland and protected trees, scrub and hedgerow;
- c) A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed (such as nesting bird season, hibernating and

breeding amphibians and reptiles, etc.)

d) Details of specific mitigation measures for habitat management, marsh fritillary butterfly, nesting birds, bats and reptiles

e) Persons responsible for:

i) Compliance with legal consents relating to nature conservation;

ii) Compliance with planning conditions relating to nature conservation;

iii) Installation of physical protection measures during construction;

iv) Implementation of sensitive working practices during construction;

v) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;

vi) Provision of training and information about the importance of the 'Wildlife and Habitat Protection Zones' to all construction personnel on site.

Reason: 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.

38. No development shall take place until a pre-construction Tree Management Plan and Tree Protection Plan for Construction relating to that phase has been submitted to and agreed in writing by the Local Planning Authority. The plan shall include:

a) implementation of the root protection zones;

b) details of protective measures (both physical measures based on BS 5837 Trees in Relation to Construction) and sensitive working practices to avoid impacts during construction to all retained trees;

c) details of a scheme of agreed pre-construction tree works (to accord with BS 3998 Tree Works);

d) a pre-site visit with the Council's Arboricultural Officer to confirm the acceptability of the Protective Measures and proposed tree works;

e) persons responsible for:

i) compliance with planning conditions relating to tree works;

ii) installation of physical protection measures during construction;

iii) implementation of sensitive working practices during construction;

iv) regular inspection and maintenance of physical protection

measures and monitoring of working practices during construction;
v) provision of training (tool box talks) and information about the importance of the Tree and Hedgerow Protection zones to all construction personnel on site.

Reason: To protect trees during the course of construction in the interests of amenity in accordance with policies AW5, AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

39. No development shall take place until details setting out proposals for the planting, future maintenance/management and possible replacement (if plants die, are removed or becomes seriously damaged or diseased) of the landscaping scheme to be submitted in accordance with condition 28 are submitted to and approved in writing by the Local Planning Authority.

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.

40. No development shall take place on any phase until such time as a plan indicating the positions, design, materials, type of boundary treatment and timescale for their erection / construction to be used on that phase has been submitted to, and approved in writing by, the Local Planning Authority. The boundary treatments shall be erected in accordance with the approved scheme.

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.

41. No development shall take place on any phase until such time as details of a Japanese Knotweed and Himalayan Balsam eradication, removal and control plan relative to that phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981.

42. No development shall commence on any phase of the development until such time as a scheme to deal with contamination on that phase has been submitted to, and approved by, the Local Planning Authority. Each submitted scheme should include all of the following measures

a) a desk-top study carried out by a competent person 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 copy of the desk-top study shall be submitted to the Local Planning Authority without delay upon completion.

b) a site investigation shall be carried out by a competent person 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 completed satisfying the requirements of paragraph (a) above.

c) a written method statement for the remediation of contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to commencement and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

The development shall be completed in accordance with the approved details.

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.

43. The development hereby permitted shall not be occupied and/or operated until the measures approved in the scheme 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.

44. If during development works any contamination should be 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 and approved in writing by the Local Planning Authority prior to the work recommencing.

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.

45. No constructional development shall begin on any phase of the development until such time as the further verification drilling, as recommended at Section 8.5 in the applicant's Geo-Environmental Report (Opus ref: C8371.01_RepG01_R1, Issue 2, dated 20 November 2015), has been carried out in relation to that phase of the approved scheme. The findings of the further verification drilling to be carried out, together with details of any proposed measures identified as being required, shall be submitted to and be agreed in writing by the Local Planning Authority. Any remedial measures identified as being necessary shall be implemented on site prior to or as part of the development in accordance with the agreed details.

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.

46. The reserved matters details (as required by virtue of condition 28) in respect of the new nursery/infant/junior school shall provide for appropriate levels of drop-off/pick-up vehicular spaces to the front of the school.

Reason: In order to ensure that the development is in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

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APPLICATION NO:	16/0119/11 (DJB)
APPLICANT:	Rhondda Cynon Taf Corporate Estates
DEVELOPMENT:	Works to demolish single-storey rear annexes and internal refurbishment of the listed building. New glazed links through existing apertures, to new school block at rear of existing listed building (Listed Building Consent application)
LOCATION:	TONYREFAIL COMPREHENSIVE SCHOOL, GILFACH ROAD, TONYREFAIL, PORTH, CF39 8HG
DATE REGISTERED:	25/01/2016
ELECTORAL DIVISION:	Tonyrefail West

RECOMMENDATION: Approve

REASONS: The incorporation of this historic school as part of a modern 'super-school' safeguards this building in its original use and form for a generation. Internal alterations are minimal, whilst the proposal seeks to actively restore certain elements to their former appearance and condition.

APPLICATION DETAILS

The proposed works are to renovate and bring much of the original school up to modern standards of safety, access and performance. A new block will be created behind the original building, offering several stages of schooling on a single site. The counterpart hybrid planning application 16/0062/34 will deal with planning considerations.

Specifically, this application seeks consent to: -

- Remove later fire escapes and demolish later abutting 'sheds' to the rear
- Enlarge four window apertures at rear of ground and first floor to create access
- Create glazed links between newly enlarged apertures and new school block
- Creation of adjoining new school block
- Refurbish and remodel failed valley gutters and unsighted roof detailing
- Replace or repair 'jacked' ornate masonry at parapets and rainwater goods
- Replace selected glazing with slim profile equivalents within original timber windows
- Create level finished floor with loose laid flooring over courtyard walkway
- Repurpose several rooms as circulation spaces for newly created entrances
- Re-glaze failed walkway roof and uncover original columns and frames
- Minor safety alterations to some upper floor classroom access points
- Repair and refurbish external entrances and boundary treatments
- Replacement of smaller bore heating pipes on retained cast iron radiators

SITE APPRAISAL

Located at the corner of Gilfach Road and Ty'n y Bryn Road Tonyrefail school was built as a grammar school in 1931 by the County Architect, D Pugh Jones, and opened in 1933. The school was divided into 2 reflected blocks with the girls to the N and the boys to the S. It became a comprehensive school in 1973.

PLANNING HISTORY

The following planning history is associated with this property:

16/0062	Hybrid planning application (seeking part full planning permission and part outline planning permission). The element of the application seeking full planning permission consists of: demolition of existing main school buildings, proposed new school buildings, refurbishment of the original school building (listed	Decision: Not yet determined (appearing elsewhere on this agenda)
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building), provision of hardcourt multi use games area (MUGA), remodelled external hard and soft areas of play and associated external works for the provision of parking/pedestrian and vehicular access/boundary treatment/landscaping/ drainage. The element of the application seeking outline planning permission consists of: a new primary school, sports hall and 3G sports pitch (Amended description)

12/0110	The removal and rebuilding of two brick chimney stacks on the original front elevation using retained and new materials (Listed Building Consent).	Granted 07/11/12
09/0295	Erection of flag pole to display Eco Schools Green Flag award	Granted 25/03/09
09/0167	Erection of flagpole near main office.	Granted 27/04/09
04/0468	Construct a full sized all weather synthetic sports with perimeter security fencing and artificial flood lighting.	Granted 27/08/04
03/1827	Demolition of existing Science block & link, construction of new, with facing brick outerskin, provide coated aluminium windows & doors, tiled roof.	Withdrawn 15/01/04
03/1826	Demolition of existing science lab. & link, construction of new single storey science block (amended plan received 14/01/2004).	Granted 15/01/04
99/2928	Construction of 3.0m wide flexible paved cycle track forming part of the National Cycle network. Proposed route to be bounded by steel palisade fencing to provide security to school grounds.	Granted 11/02/00
95/0718	Replacement of fire damaged classrooms (Observations requested by Mid Glamorgan County Council).	Raise no Objection 13/12/95
95/0552	Erection of two mobiles to provide temporary accommodation following a recent fire. (Observations by Mid Glamorgan County Council)	Raise no Objection 18/09/95
94/0803	Infill between existing buildings to provide additional teaching space (Observations requested by Mid Glamorgan County Council).	Raise no Objection: 14/12/94

PUBLICITY

This has included site notices, a press notice and the direct notification of properties surrounding the site. No objections to listed building consent works have been received, whilst the counterpart hybrid planning application 16/0062/34 will deal with planning concerns.

CONSULTATION

The following consultation responses have been received: -

- Glamorgan Gwent Archaeological Trust have requested that a level 3 building recording and analysis is undertaken prior to works commencing and is controlled under condition 3 of this consent.

The following consultees did not respond: -

- Victorian Society
- The Royal Commission for Ancient Historic Monuments of Wales
- Ancient Monument Society
- Society for the Protection of Ancient Buildings
- Twentieth Century Society
- Council for British Archaeology
- Georgian Group

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Policy AW6 – Design and Placemaking

Policy AW7 – Refers to the protection and enhancement of the built environment. This policy states that development which impacts upon sites of architectural and historic merit will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

LDP Supplementary Planning Guidance (SPG): The Historic Built Environment (March 2011)

National Guidance

Planning Policy Wales

Paragraph 6.5.9 states that where a development proposal affect a listed building, the primary material consideration is the statutory requirement to have special regard

to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.

Other policy guidance considered:

Welsh Office Circular 61/96 (98)

PPW Technical Advice Note (TAN) 12 – Design (2016)

REASONS FOR REACHING THE RECOMMENDATION

The application is in accordance with the aforementioned local and national policy and guidance and should therefore be acceptable in terms of Listed Building Consent.

Main issues:

The principle consideration in the determination of an application for Listed Building Consent is whether or not the impact of the works are acceptable in terms of the building's special architectural and historic merit; in line with the Listed Buildings and Conservation Areas Act (1990) and the Historic Environment (Wales) Act 2016.

Current proposal

The internal alterations are minimal and largely involve repurposing spaces rather than rearranging the layout, whereby retaining the original sense of the building.

The external envelope of the building has deteriorated and perishables such as mortar, leadwork valleys and gutters will be replaced, whilst minor flaws in the original roof junctions will be rectified. Notably, the ornate parapets appear to be reinforced casts, suffering from 'jacking' and spalling and will be replaced under control of condition 4(d).

Wall and floor finishes will remain largely unaffected whilst largely modern mechanical and electrical services will be renewed.

The proposal also seeks to actively restore areas to their earliest form and a good condition. Notably the failed inner courtyard walkway glazing will be replaced and their original cast iron columns and railings will be uncovered. Later external fire escapes will also be removed as part of the restoration.

The rear ground-floor annexes, set for demolition, are considered later additions due to their different brick type, a lack of bond or any design cohesion with in an otherwise symmetrical and high quality building. Their removal will therefore restore the original outline of the school.

Externally, a pair of existing rear window apertures to both first and ground floor will be used to form a sensitive entrance for a glazed link to the new-build school block.

The new block is set-back from the original school and scaled to reflect the massing of the original building, whilst sitting both beneath the eaves height of the original school and in alignment with the original side elevation. This will ensure that the new build cannot be seen from the frontal approach to the listed building and will form a consistent architectural line along the side elevation as a second frontage and main entrance of the new school.

Notwithstanding the submitted plans, condition 2 of this consent will control the window arrangement and elevational treatment on the Gilfach Road. It is considered that a symmetrical and regular window arrangement will offer a more respectful integration between the original school and its immediate counterpart. The control of this single elevation by condition is not however, considered sufficient to call into question the entire principle of the development.

The use of a high quality, contemporary design which uses a massing and outline reflective of the original school has been considered preferable to an Edwardian pastiche.

Conclusion

Whilst internal changes are minor, the massing of a new block alongside the original is not considered to affect the essence of the school and its primary value as a building of special architectural interest.

The continued use of such a large building in its original role and essentially its original form is however, an uncommon occurrence, in line with best practice in conservation. The renewed investment through a sensitive restoration will safeguard the building and its special interest for a generation.

RECOMMENDATION:

Approve, subject to favourable referral to Cadw.

RECOMMENDATION: Grant

1. The development hereby granted consent shall be begun not later than the expiration of five years beginning with the date of this consent.

Reason: To comply with Section 18 of the Planning (Listed Buildings and Conservation Area) Act 1990.

2. Notwithstanding the approved plans, a schedule for the window arrangement and elevational treatment to the new build, Gilfach Road (B4278) elevation, shall be submitted to and agreed in writing by the Local

Planning Authority, before works begin.

Reason: In order to ensure a synthesis between the new build and the primary design feature of the original school in a symmetrical and regular pattern in accordance with policies AW6 & AW7 of the Rhondda Cynon Taf Local Development Plan and Welsh Office Circular 61/96 (98).

3. No site works shall be undertaken until the implementation of an appropriate programme of building recording and analysis has been agreed with the Local Planning Authority, to be carried out by a specialist acceptable to the Local Planning Authority and in accordance with an agreed written brief and specification.

Reason: To maintain adequate records of features which contribute to the special architectural or historic interest of the listed building in accordance with policy AW7 of the Rhondda Cynon Taf Local Development Plan.

4. Prior to the commencement of works, the specification of the following shall be submitted to and approved in writing by the Local Planning Authority:

- (a) replacement sash glazing units;
- (b) external paint, sealants and mortar specifications;
- (c) replacement rain water goods, soffits and fascias;
- (d) masonry replacement and repair including engravings and cleaning methods;
- (e) natural slate replacement;
- (f) window units and cladding material to the Gilfach Road elevation
- (g) detail of the junction between enlarged aperture and glazed links

The works shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with policy AW7 of the Rhondda Cynon Taf Local Development Plan.

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APPLICATION NO:	16/0274/10	(GH)
APPLICANT:	Mrs Sarah Williams	
DEVELOPMENT:	Demolish existing rear extension and rebuild to create a ground floor kitchen/dining room and a lower ground floor bedroom with en-suite.	
LOCATION:	38 HILLCREST, BRYNNA, PONTYCLUN, CF72 9SJ	
DATE REGISTERED:	15/03/2016	

ELECTORAL DIVISION: Brynna

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 the impact it has upon the amenity and privacy of the neighbouring residential properties.

REASON APPLICATION REPORTED TO COMMITTEE

The applicant and her husband are both employees of this Council and the applicant's husband works within the Regeneration and Planning Service. Therefore in accordance with the Council's Scheme of Delegation, the application is presented for determination by Members.

APPLICATION DETAILS

Full planning consent is sought to demolish and rebuild an existing rear extension, at 38 Hillcrest, Brynna, and construct new living accommodation below.

It is proposed that the new ground floor extension would be constructed to the same 3.3m depth and 5.6m width as the existing, albeit that this would have an appearance akin to that of the original rendered elevations, rather than the current conservatory style.

Within the new rear elevation a set of four bi-fold doors would lead onto a rebuilt deck, again to the same height and depth as the existing deck, but enclosed by a glass rather than timber balustrade.

Directly below the reconstructed living space, and where a number of brick piers support the existing extension, it is proposed to construct a basement level. This would project to a depth of 5m, as measured from the original rear elevation, but would be no deeper than the extension and deck above. It would also be to the same 5.6m width. A set of full-height glazed doors and a single window would face towards the rear garden.

The roof of the ground floor extension would be very similar to the current arrangement, with a single plane falling towards the rear garden, and incorporating two roof lights. This would be cut into the rear elevation at a point below the first floor windows, although the whole development would appear taller than it does now, due to the excavation for the basement room.

SITE APPRAISAL

The application property is a semi-detached house of 1960s style and construction, and is located within a large residential development between the settlements of Brynna and Llanharan.

Previously subject to alteration and enlargement, the house benefits from an enclosed porch and front canopy, with an extant single storey conservatory style extension to the rear.

To the front of the dwelling, the mainly rendered principal elevation is set back 6.8m from the highway to the north by an enclosed garden and has a driveway to the eastern side elevation.

The rear garden extends to a depth of around 16.5m, where a significant fall in level from north to south is apparent. Currently the garden is part-terraced, whereby the rear extension, which is supported on piers, leads onto a deck, with steps to a second decked area below.

Neighbouring properties are located immediately to the west, 5.6m to the east, 20m to the north and around 29m to the south.

PLANNING HISTORY

There are no recent applications on record associated with this site.

PUBLICITY

The application has been advertised by direct notification to five neighbouring properties.

No letters of objection or representation have been received.

CONSULTATION

Dwr Cymru Welsh Water:

DCWW has provided a standard consultation letter requesting that the applicant and/or developer are advised of the position of their underground assets.

No other consultation responses have been received within the statutory period.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary for Brynna.

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.

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) and Chapter 4 (Planning for Sustainability), set out the Welsh Government's policy on planning issues relevant to the determination of the application.

Other policy guidance considered:

PPW Technical Advice Note 12 - Design

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 application relates to an extension to an existing residential dwelling. The principle of development is therefore acceptable subject to the criteria set out below.

Impact on the character and appearance of the area

The proposed extension is considered to be acceptable in terms of the design, siting, massing, scale, materials and overall visual appearance. This view is taken for the following reasons:

It is acknowledged that the development of a third floor may lend the rear elevation a sense of greater mass than it currently has, since the decked terraces help to disguise the level changes in the back garden.

However, with the exception of the garage, which would be demolished and not replaced, the majority of the development would be largely imperceptible from the public realm and would therefore be of little consequence in this regard.

Similarly, in respect of the approach taken to the design and layout of the replacement extension and basement, it is considered that the scale of the works would be appropriate as they do not extend further than the current footprint of the house. It is also likely that the creation of a level, sunken garden area in front of the basement windows would result in a more practical and usable amenity space, compared with the existing terraced arrangement.

Lastly in terms of the external finish, the elevations of the extension and basement would be rendered and painted. Taken together with the new grey aluminium fenestration and glass balustrading, the development would have a quality, contemporary appearance and be an improvement over the existing.

As such, it is considered that the proposals will not detract from the character or appearance of the area.

Impact on residential amenity and privacy

The proposed extension is not considered to have a significant overshadowing or overbearing impact upon the surrounding neighbouring properties for the following reasons:

Initially, the scope of the development appears wide and would result in substantial reconstruction. However to all intents and purposes, since the footprint of the ground floor accommodation would be largely identical to the existing, the key considerations are whether there would be any impact to neighbours from the addition of a basement level.

In this regard most of the basement would not be apparent from the neighbouring properties, and would be screened by other elevations, structures and boundary treatments.

Therefore it would not be physically possible for the visible sections of elevation to be detrimental, either by way of overshadowing or appearing overbearing. Likewise, the basement windows would not enable any greater view towards other properties than might already be gained from the existing ground or first floor windows.

It was noted during the site visit that the existing area of decking, of which the replacement would be formed by the rearmost section of basement roof, projects

further into the rear garden than the neighbour's extension. In theory this might create the perception of some intrusion.

Nonetheless, no objections or representations have been received from any neighbours and due to the fall in the level of the garden, the amenity space of each house is already well overseen; thus the replacement deck would not exacerbate this.

On balance, in terms of the impact on the amenity and privacy of neighbouring residents, the application is considered to be acceptable.

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

It is considered the proposal would not have a significant impact on the character and appearance of the locality or upon the residential amenity of the surrounding neighbouring properties. The application is therefore considered to comply with the relevant policies of the Local Development Plan (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 plan numbers A104 and A105, and documents received by the Local Planning Authority on 15th March 2016 and 21st March 2016, 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.

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APPENDIX 'A'



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APPENDIX 'A'

13 PLANNING

TONY REFUEL REDEVELO
OIL FARM ROAD
TONY REFUEL

THE MASTERPLAN

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2000 PAGES	10.12.18	10	10
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SITE MASTERPLAN

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

21 APRIL 2016

REPORT OF: SERVICE DIRECTOR PLANNING

REPORT

**APPLICATIONS RECOMMENDED
FOR APPROVAL**

OFFICER TO CONTACT

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

See Relevant Application File