



PLANNING & DEVELOPMENT COMMITTEE

14 JUNE 2018

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 17/1351/10
(HL)
APPLICANT: How Refreshing Ltd
DEVELOPMENT: Proposed erection of 8 No. 3 bed dwellings with associated off street parking and amenity space.
LOCATION: LAND AT SALISBURY ROAD, ABERCYNON, MOUNTAIN ASH, CF45 4NU
DATE REGISTERED: 28/03/2018
ELECTORAL DIVISION: Abercynon

RECOMMENDATION: Approve

REASONS:

The application proposes the development of eight new residential units on a site previously used for allotments, within the development limits of Abercynon. The proposal would make a small contribution towards addressing the Council's housing land supply shortage and is compliant with planning policy and is acceptable with regard to all other material planning considerations.

REASON APPLICATION REPORTED TO COMMITTEE:

The application proposes the development of eight residential units and as such is not covered by determination powers delegated to the Service Director Planning.

APPLICATION DETAILS

Full planning permission is sought for the construction of eight dwellings on a parcel of land located between Salisbury Road and Aberdare Road, Carnetown, Abercynon. The proposed properties would be laid out as four pairs of semi detached dwellings.

Each individual property would measure 5.6 metres in width, 11.40 metres in depth. The dwellings would be split-level in design, with a two storey front elevation facing

Salisbury Road to the north-west, with a maximum height of 7.59 metres falling to 4.9 metres at eaves level. The south-eastern (rear) elevation, overlooking the properties in Aberdare Road, would be three storey in design with a maximum height of 11.43 metres falling to 8.6 metres at eaves level. Kitchen and dining accommodation would be provided at lower ground floor level with a living room, garage and principal entrance from Salisbury Road at ground floor level, and three bedrooms and a bathroom at first floor level. A minimum distance of 3.5 metres would be maintained between the each pair of dwellings.

Given the topography of the site, the dwellings would be partially cut into the land profile with the land between the tarmac edge of the highway and the front elevation of the properties being built up to provide a 1.8 metre wide pavement and 5 metre deep parking area. A 6 metre deep, terraced garden would be provided to the rear of each dwelling. The section plan submitted indicates the provision of a 2 metre high retaining wall on the south-eastern boundary of the plot, adjacent to the rear lane with Aberdare Road. 17.7 metre and 21 metres distance would be maintained between the proposed dwellings and the existing properties on Aberdare Road and Salisbury Road respectively.

Externally the front elevations would be faced with stone. The rear elevation would be faced in stone at lower ground floor level with render above. The roofs would be clad with artificial slate with aluminium powder coated windows and doors.

The application is a resubmission following the refusal of application 17/0554/10 for the development of 10 dwellings on the site, by the Planning and Development Committee in August 2017.

Application 17/0554/10 was refused for the following reasons:

- 1 *The massing and scale of the buildings and the resulting cumulative impact of the proposal, would represent the over development of the site. In turn this would adversely impact upon the character and appearance of the site and its immediate setting. The application is therefore determined as contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and Planning Policy Wales.*
- 2 *The properties proposed, as a result of the elevated position and proximity relative to the dwellings in Aberdare Road, in association with their design and scale, would generate a level of overlooking and infringement of privacy, detrimental to the residential amenity of those living closest to the site, contrary to the requirements of policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.*
- 3 *Insufficient information has been submitted to prove that a residential development on the site would not be at risk from, or detrimentally affected by existing coal mining features and hazards within the application site and surrounding area. The application is therefore determined as contrary to the requirements of policy AW10 of the Rhondda Cynon Taf Local Development Plan.*

In comparison to the previous refusal, the current application proposes a lesser number of properties with a greater separation distance provided between each pair of dwellings. Individually the properties are roughly 0.5m lower to ridge than those previously refused.

SITE APPRAISAL

The site is a steeply sloping parcel of land positioned between Salisbury Road to the north-west and Aberdare Road to the south-east. The site has recently been cleared of its covering of rough vegetation. The application site has an area of 0.13 hectares with a road frontage with Salisbury Road of 61 metre and a depth of 23 metre. The upper (north western) boundary of the site is level with Salisbury Road, however the land falls steeply toward the level of Aberdare Road, to the south-east with an approximate 6 metre change in levels. Salisbury Road has a relatively narrow carriageway width and the dwellings on the opposite side of the road occupy an elevated position. The south-western boundary is defined by a pedestrian path with steps which link Salisbury Road with Aberdare Road. To the rear (south-east) of the site is a narrow lane which also serves the rear of the dwellings that front Aberdare Road. These properties are at a substantially lower level than the uppermost point of the application site. The surrounding residential area is characterised by traditional terraced houses on the northern side of Salisbury Road and Aberdare Road, however, a number of more modern, larger, detached properties have been developed on neighbouring plots to the north-east and south-west of the site.

PLANNING HISTORY

17/0554	Land at Salisbury Road, Abercynon	Proposed erection of 10 No. 3 bedroom dwellings with associated off-street parking and amenity space.	Refused 07/08/17
15/0985	Land to the east of Salisbury Road, Abercynon	4 no pairs of semi-detached dwellings (8 dwellings)	Granted 31/12/15
14/0920	Land between Salisbury Road and Aberdare Road, Carnetown, Abercynon	Construction of 1 pair of split level semi-detached dwellings with associated works including parking provision for 4 cars	Refuse 24/09/14
13/0906	Plots 2 & 3, Land at Salisbury Road, Abercynon.	Construction of detached residential dwellings.	Granted 21/01/14
10/0939	Plot 1 & Plot 4, land at Salisbury Road, Abercynon	Construction of 2 no. split level detached residential dwellings with access and parking off Salisbury Road.	Granted 22/11/10
08/0045	Land at Salisbury Road, Abercynon	Outline application for residential development (Amended description)	Granted 16/04/08

95/160	Land at Salisbury Road, Abercynon	Residential development	Granted
90/178	Land at Salisbury Road, Abercynon	Residential development	Granted 23/05/90
85/358	Land at Salisbury Road, Abercynon	Proposed 4 no. Dwellings	Granted 13/11/85 11/12/85
79/785	Land at Salisbury Road, Abercynon	Proposed retention of erection of sectional wooden buildings	Granted 12/11/80

PUBLICITY

The application was advertised by direct neighbour notification and site notices. Five letters of representation have been received and are summarised as follows:

Material considerations

Amenity:

- The dwellings will generate a loss of privacy, daylight and increased overshadowing to existing dwellings.
- Insufficient separation distance is proposed between the proposed dwellings and the existing properties on Aberdare Road and Salisbury Road creating a cramped, unpleasant and unsightly living conditions for existing residents.
- The three storey height and design is out of keeping and would be highly visible in overall landscape. The design would fail to integrate, would be out of place and create a 'blot on the landscape'.
- The size and number of properties proposed is excessive for the plot and would have an adverse impact on the area. Existing new builds on that side of the road are built back and low.
- Insufficient space is proposed between and around the dwellings creating overdevelopment of the plot.
- The number of tenants will increase noise pollution, cause environmental problems and strain amenities and roads.
- Construction works on the site will cause unacceptable noise, disturbance, infringement of privacy, dirt and road disruptions.

Highway safety:

- Cars and vehicles currently park on both sides of the road (Salisbury Road). The proposed development will displace current residents and increase traffic flow.
- Access to the development would be via Elizabeth Street, into Bradley Street which leads into Salisbury Road, this has a steep sharp angle and poor camber. Damage is already visible when large vehicles have tried to negotiate the corner.

- Vehicles park on both sides of the street which means there are no pull over areas for large vehicles coming in the opposite direction, leading to additional reversing movements on main roads. All vehicles will need to use this highway.
- Emergency and Council vehicles have difficulty accessing the street.
- Access would not be available via the unmade, private lane to the south-west. Use by heavy plant and machinery would cause problems to our services.
- Off road parking for just two vehicles per property is not adequate in this day and age.

Flooding:

- There is an issue with surface water runoff from the upper woods causing flooding in the area. Developing this site will make the problem worse

Ecology:

- The development will result in a loss of wildlife habitat. Grass snakes, frogs and small birds are known to use the site.
- The site has Japanese Knotweed

Non Material considerations

- The height of the dwellings will block views
- The development will cause devaluation of existing properties.

CONSULTATION

Transportation Section – no objection subject to conditions

Coal Authority – no objection subject to conditions

Land Reclamation and Engineering – no objection subject to conditions.

Dwr Cymru/ Welsh Water – no objection subject to conditions.

Public Health and Protection – advice provided and conditions recommended with regard to demolition, noise, dust, waste and lighting.

Wales & West Utilities – advice provided regarding the position of apparatus.

Ecology - The site has nesting bird and reptile potential, and invasive plants. A condition is recommended with regard to habitat assessment and proposed mitigation measures for appropriately dealing with species and invasive plants on the site.

South Wales Police – advice provided with regards to designing out crime.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The site is within settlement boundaries of Abercynon and is unallocated.

Policy CS1 sets out criteria for achieving strong sustainable communities including, promoting residential development in locations which support the role of principal towns and settlements and provide high quality, affordable accommodation that promotes diversity in the residential market.

Policy AW1 sets out the criteria for new housing proposals, commenting that the provision of new dwellings will be met by a number of methods, including the development of unallocated land within the defined settlement boundaries.

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

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

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

Policy AW8 - seeks to ensure that the areas natural heritage is preserved, enhanced and protected from inappropriate development.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

Policy NSA10 - requires a minimum density of 30 dwelling per hectare

Policy NSA12 – set out the criteria for development within and adjacent to settlement boundaries.

National Guidance

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

Planning Policy Wales Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability), 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 12: Design;
PPW Technical Advice Note 18: Transport;
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:

The application proposes the construction of eight residential dwellings on a parcel of land that is located inside of the defined settlement limits as defined by the Rhondda Cynon Taf Local Development Plan and within an established residential area. As such, the key consideration in the determination of the application is the principle of residential development; impact upon both the character and appearance of the area; the residential amenity of those living closest to the site and highway safety implications.

Principle of Development and Planning History

With regard to the principle of development, in conjunction with its location, the site has an extensive history of planning permission for residential development. On the 31st December 2015, application 15/0985/10 granted full planning permission for the development of 4 No. pairs of semi-detached dwellings (8 dwellings in total) on the site. This permission is extant and could be built out. Although the last application, 17/0554/10, for the development of 10 dwellings on the site was refused, it is considered that the principle of residential development has been positively established by the granting of earlier applications and is acceptable subject to a number of material planning considerations, which are discussed below.

Character and Appearance

The proposed properties would be arranged as four sets of semi detached dwellings, with a two storey front elevation facing Salisbury Road and a three storey rear elevation. The density of development proposed equates to approximately 61.5 dwelling per hectare. Whilst this is in excess of the requirements stipulated in policy NSA10, it is considered to be in keeping with the density of development evident in the traditional terraces to the front and rear of the site, relative to which the site is viewed from a cross valley perspective.

Reason refusal reason 1 of application 17/0554/10 specifies:

"The massing and scale of the buildings and the resulting cumulative impact of the proposal, would represent the over development of the site. In turn this would adversely impact upon the character and appearance of the site and its immediate setting. The application is therefore determined as contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and Planning Policy Wales."

Following consultation, members of the public have raised concerns regarding the number of dwellings proposed, the size and scale of the dwellings and their potential incongruity in the landscape.

In comparison to the previous refusal, the current application seeks to provide a lesser number of dwellings, with a greater separation distance maintained between each pair of properties. Although the ridge and eaves height of the dwellings is only marginally lower than those previously refused (width and depth remain the same as those previously refused) it is considered that the reduced number of units proposed

in association their siting and distances between, would allow for greater visual permeability through the site, which would help reduce the impression of overdevelopment and the cumulative impact of the proposal on the character and appearance of the area.

	Dwellings approved by application 15/0985/10	Proposed
Width	5.2m	5.6m
Depth	9.3m	11.4m
Front elevation ridge and eaves height	5.28m falling to 2.2m	7.59m falling to 4.9m
Rear elevation ridge and eaves height	10.3m falling to 7.4m	11.43m falling to 8.6m

The table above compares the dimensions for the dwellings previously approved for the site and those currently proposed. Although the proposed properties are larger than those previously approved for the site, it is considered that the provision of a two storey front elevation as proposed would be more in keeping with the overall character and appearance of Salisbury Road. Although the properties would be visible when viewed from across the valley, being mindful of their position between the existing terraced properties and the reduced ridge height relative to the dwellings in Salisbury Road, on the whole it is considered that the proposal would replicate the linear pattern of development, following the contours up the hillside established by the traditional terraces of the area and as such would be read as part of the wider urban mix.

In comparison to the previous refusal, the plans submitted indicate a reconfiguration of the front gardens to maximise areas of soft landscaping. It is considered that the alterations proposed in association with the decreased number of units and increased separation distance between each pair of dwellings would help reduce the visual dominance of the dwellings and their associated parking area, to the benefit of visual amenity of the area.

Following discussion with the agent it has been confirmed that three storey rear elevation has been largely dictated by the topography of the site. It has also been confirmed that the previous approval, which includes substantial areas of excavation and under build is no longer viable to develop.

Although concerns remain regarding the scale of the of the three storey height of the rear elevation, on balance, it is considered that the development proposed would not be so detrimental to the overall character and appearance of the area to warrant refusal of the application on such grounds. It is therefore considered that the application has overcome the previous reason for refusal and is compliant with the requirements of policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Residential amenity

Refusal reason 2 of application 17/0554/10 specifies:

"The properties proposed, as a result of the elevated position and proximity relative to the dwellings in Aberdare Road, in association with their design and scale, would generate a level of overlooking and infringement of privacy, detrimental to the

residential amenity of those living closest to the site, contrary to the requirements of policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan."

As set out above, the site represents an in-fill plot located within an established residential area of Abercynon. As such, there are a large number of existing residential dwellings in close proximity to the site. Following public consultation, significant concerns have been raised with regard to increased overlooking, loss of privacy, increased overshadowing and loss of light.

In terms of the properties to the north-west on Salisbury Road, these occupy a slightly elevated position with the front elevations of the existing and proposed dwellings being separated by a distance of approximately 17.7 metres. Although it is acknowledged that the development would change the outlook from the properties in Salisbury Road, loss of view is not a material planning consideration. Due to the position and orientation of the site, the dwellings proposed could generate increased overshadowing and loss of light to the front elevations of the properties in Salisbury Road. However, although the dwellings proposed are taller than those previously approved for the site, it is considered that the difference in levels between the application site and those on the north-western side of Salisbury Road would prevent an increased level of overshadowing and loss of light that would be significantly detrimental to the amenity of existing residents. It is also considered that the distances maintained, the difference in floor levels and internal arrangement, would also ensure that the level of privacy and amenity currently experienced by the residents in Salisbury Road, would not be significantly compromised by the development proposed.

The dwellings to the south-east on Aberdare Road are situated at a significantly lower level than the application site. The plans indicate that a minimum distance of 21 metres would be maintained between the rear elevations of the existing and proposed dwellings, with a distance of approximately 8.25 metres maintained between the rear elevation of the proposed dwellings and the rear boundary walls of Aberdare Road. However, the impact of the distance could be reduced by the scale of the rear elevation; the elevated position of the proposed dwellings and the topography of the site. Being mindful of the second reason for refusal, a section plan has been submitted in support of the current application, indicating that the principle outlook from the windows in the rear elevation of the proposed dwellings would be over the roofs of the properties in Aberdare Road.

Whilst it is acknowledged that the height of the rear elevation of the dwellings in association with the topography of the site could generate the perception of increased and intensified overlooking into the rear gardens of Aberdare Road, and would change the outlook from these dwellings, it is noted that the rear elevation of the properties would be roughly in line with the detached, two storey dwellings developed to the north-east of the site, to the rear of 16-29 Aberdare Road. On balance, it is considered that existing and proposed boundary treatments, potential landscaping, the distances maintained and the fall of the existing gardens down towards properties in Aberdare Road would prevent a level of overlooking or infringement of privacy so detrimental to the residential amenity of the properties in Aberdare Road, to warrant refusal of the application on such grounds. It is therefore considered that the application has overcome the previous reason for refusal and is

compliant with the relevant criteria of policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Highway Safety

The plans submitted in support of the application indicate that the dwellings would be served off Salisbury Road, which is an adopted highway with a carriageway width of 5.2-5.5 metres. There is a considerable demand for on-street car parking within Salisbury Road, with vehicles currently parked on both side of the carriageway.

As part of the public consultation concerns have been raised regarding the access to and from the site, existing on street parking demand and the lack of parking proposed.

Following consideration, on balance the Council's Transportation Section have raised no objection to the application subject to the imposition of conditions and have provided the following comments:

The submitted layout plan, Drawing No. 03, shows the maintenance of a 5.5m wide carriageway and 1.8m wide foot way fronting the site, which would provide for safe and satisfactory vehicular and pedestrian access. In accordance with the Council's Supplementary Planning Guidance, the proposed three bedroom dwellings require up-to a maximum of three off-street spaces per plot, with two spaces per plot provided. Being mindful of the sustainable location of the proposal in close proximity to public transport and within walking distance of Abercynon Town, the proposed provision of 2 spaces per plot is acceptable. Although the tandem parking areas proposed would result in multiple reversing movements to and from Salisbury Road which is of concern, the impact of this would not be so detrimental to safety to warrant a highway objection.

Whilst there is some concern that construction traffic could potentially use the private lane Little Woods to access / egress the site which could potentially lead to increased maintenance liability to the residents which is not acceptable, a suitably worded condition could be placed on a grant of consent, requiring all vehicles during construction to access / egress the site using Salisbury Road and Elizabeth Street.

Overall, although concerns are raised with regard to the existing high demand for on-street car parking along Salisbury Road narrowing the available width to single file traffic, taking into account that the development proposes the provision and maintenance of a 5.5m carriageway and 1.8m foot way along the site frontage; provides for two off-street car parking spaces per plot; and the previous granted permissions, on balance, it is considered that the development would not have significantly detrimental impact on the highway safety and free flow of traffic in the area and is compliant with the requirements of policies AW5, AW6 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

Other

Previous Land Use

Refusal reason 3 of application 17/0554/10 specifies:

Insufficient information has been submitted to prove that a residential development on the site would not be at risk from, or detrimentally affected by existing coal mining features and hazards within the application site and surrounding area. The application is therefore determined as contrary to the requirements of policy AW10 of the Rhondda Cynon Taf Local Development Plan.

The entire site falls within the High Risk Coal Mining Area as defined by the Coal Authority. A Coal Mining Report has been submitted in support of the application. Following consultation, the Coal Authority have advised that the report provides an acceptable assessment of the risks to the proposal from existing coal mining features and hazards that are believed to be present within the application site and surrounding area and, as a result have raised no objection to the application. In light of the consultation response received, it is considered that the application has overcome the previous reason for refusal and is considered compliant with the requirements of policy AW10 of the Rhondda Cynon Taf Local Development Plan.

Ecology

Following public consultation, concerns have been raised that the development would result in a loss of wildlife habitat and that there is Japanese Knotweed on the site. At the time of inspection it was noted that the site had been enclosed with close board hording with areas within the site excavated and cleared of vegetation and any natural boundary treatments. As such it is considered highly likely that any habitat spaces have already been lost. Following consultation the Council's Ecologist has recommended a condition with regard to habitat assessment and proposed mitigation measures for appropriately dealing with species and invasive plants on the site. Subject to conditions the application is considered compliant with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

Flooding

As part of the public consultation process, residents have identified that the area suffers from flooding as a result of existing surface run off from the hillside to the rear of Salisbury Road and inferred that the development of the site could make this worse. Whilst no details of drainage have been submitted as part of the application, this can be appropriately secured by condition. It is considered that the provision of an appropriate drainage scheme on site could help reduce and alleviate surface water run off and would not detrimentally exacerbate an existing situation. Following consultation the Council's Land Reclamation and Engineering Section have raised no objection to the application subject to conditions and the application is considered compliant with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

Public Health & Protection

Following consultation with the Council's Public Health and Protection Section, no objections have been raised to the proposal. However, a number of conditions/informative notes relating to the potential for disturbance resulting from construction traffic and general on site activities during the course of the construction of the application have been recommended. Whilst it is inevitable that any development of

the site would lead to noise and disturbance to adjacent properties during the construction stage, it is considered that matters such as demolition, noise, dust, disposal of waste and lighting can be more efficiently controlled by other legislation with an appropriate Informative being added to any permission notifying the applicant / developer of the need to comply with legislation.

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 application lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a nil charge is applicable and therefore no CIL is payable.

Conclusion

Having taken account of all of the issues outlined above, it is considered that the reduction in the number of dwellings proposed and the increased distances maintained between the properties would help increase visual permeability and prevent the appearance of overdevelopment of the site. Whilst some concerns remain regarding the impact of the three storey height of the proposed dwellings on the residential amenity of those living in Aberdare Road, it is considered that sufficient information has been submitted to indicate that the impact would not be so detrimental to warrant refusal of the application on such grounds. Sufficient information has also been submitted to overcome concerns with regards to the impact on the development of any coal mining features or hazards believed to be present within the application site.

On the balance, the application is considered compliant with policies AW1, AW2, AW5, AW6, AW8, AW10, NSA10 and NSA12 of the Rhondda Cynon Taf Local Development Plan and is recommended for approval subject to the following conditions:

RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:

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) no(s) 491-002C; 491-003C; 491-004C and 491-005B received on 15/12/2017 and documents received by the Local Planning Authority on 03/04/2018, 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 provisions of schedule 2, Part 1, Classes A, B and C of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), no extensions or alterations shall be erected or undertaken other than those expressly authorised by this permission.

Reason: In the interests of the privacy and amenity of the neighbouring properties closest to the site, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. Notwithstanding the details of the approved plans, no development shall take place until there has been submitted to and approved by the Local Planning Authority a comprehensive scheme of landscaping, which shall include the levels and gradients of all landscaped areas, indications of all existing trees (including spread and species) and hedgerows on the land and details of any to be retained together with measures for their protection during the course of development.

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

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

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

6. Notwithstanding the details of the approved plans, no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. The development shall only be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure that the new development will in keeping with the surrounding area and to protect residential amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

7. Building operations shall not be commenced until samples of the all external materials proposed to be used have been submitted to and approved in writing by the Local Planning Authority. All materials used shall conform to the samples so approved.

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

8. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the drainage works have been completed in accordance with the approved plans.

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

9. Before the development is brought into use the means of access, together with the parking facilities, shall be laid out in accordance with the submitted plan 491-002C and approved by the Local Planning Authority.

Reason: In the interests of highway safety. To ensure vehicles are parked off the highway, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

10. Notwithstanding the details shown on the submitted plans, development shall not commence until full engineering design and details of the road widening to 5.5m including tie in details, surface water drainage details, 2.0m footway and vehicular crossovers details have been submitted to and approved in writing by the Local Planning Authority. The works shall be provided in accordance with the approved details prior to the beneficial occupation of the first dwelling and shall be retained as such thereafter.

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

11. Any boundary wall fronting the site shall be no more than 0.9m above ground level in height and shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into beneficial use. The development shall be retained as such thereafter.

Reason: To ensure that adequate visibility is provided, in the interests of highway safety, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

12. The parking areas shall be constructed in permanent materials, the details of which shall be submitted to and approved in writing by the Local Planning

Authority prior to installation. The development shall only proceed in accordance with the details and shall be retained as such thereafter. The area shall be retained for the purposes of parking only unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that vehicles are parked off the highway, in the interests of road safety, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

13. The garages, hereby approved, shall be used as garages for purposes ancillary and incidental to the use of the dwellings and at no time shall any garage be converted to a room or living accommodation to be enjoyed as part of the dwelling.

Reason: In the interests of highway safety. To ensure vehicles are parked off the highway, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

14. Notwithstanding the details of the approved plans, the garages hereby approved shall be fitted with a roller shutter door which will not open out obstructing the car parking space. The development shall be retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the adequacy of the proposed development. To ensure vehicles are parked off the highway, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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

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

16. All construction traffic used as part of the development shall access / egress the site via Salisbury Road and Elizabeth Street with HGV traffic restricted to 09:00am to 16:30pm weekdays, 09:30am to 13:00pm Saturdays with no deliveries on Sundays and Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

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

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

Local Planning Authority.

Reason: To ensure that mud and debris are not deposited from the construction site onto the public highway, in the interests of highway safety, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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

- i) A plan showing wildlife/ habitat protection zones;
- ii) Details of development and construction methods within the wildlife and habitat zones and measures to be taken to minimise the impact of any works;
- iii) Details of phasing of construction to avoid periods of the year when sensitive wildlife and species could be harmed;
- iv) Details of specific species mitigation measures for reptiles, birds, and bat measures; and
- v) Details of invasive plant control.

Persons responsible for:

- a) Compliance with planning conditions relating to nature conservation (Ecological Clerk of Works);
- b) Installation of physical protection measures and management during construction;
- c) Implementation of sensitive working practices during construction;
- d) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
- e) Specific species and Habitat Mitigation measures;
- f) Provision of training and information about the importance of the 'Protection Zones' to all construction personnel on site.

Reason: In the interests of the ecological value of the site in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

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