



PLANNING & DEVELOPMENT COMMITTEE

16 AUGUST 2018

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/0513/10 (DJB)
APPLICANT: Rightacres Property Company Limited
DEVELOPMENT: Construction of a 12,409 sq m NIA / 14,844 sq m GIA Use Class B1 office building with associated parking and access.
LOCATION: PLOT G13, MAIN AVENUE, TREFOREST INDUSTRIAL ESTATE, PONTYPRIDD, CF37 5YR
DATE REGISTERED: 14/05/2018
ELECTORAL DIVISION: Hawthorn

RECOMMENDATION: Approve, subject to a S.106 Agreement

REASONS:

The application site constitutes a prominent and now cleared and vacant industrial/commercial opportunity site fronting Main Avenue, towards the southern end of the Treforest Industrial Estate. It is considered that the delivery of the redevelopment scheme proposed will represent a significant investment within the County Borough delivering in excess of 1500 jobs.

The proposed scheme will deliver a high quality and modern landmark building which it is considered will help in the revitalisation and modernisation of this area of Treforest Industrial Estate. Maximising opportunities at the Estate is a key focus for the regeneration of the Pontypridd and Treforest area and this investment will also have a significant impact on growth in the Cardiff Capital Region.

The development will also help to place the wider Pontypridd and Treforest area in a pivotal position at the edge of the City and heart of the region as an area of opportunity for growth and employment within the Cardiff Capital Region and enable it to fully contribute to the success of major initiatives such as the City Deal, Metro and Valleys Task Force.

The application proposal is considered to comply with the relevant policies of the Council's LDP, national planning policy and guidance and the clear aims

and objectives behind the designation of the ‘Treforest Industrial Estate and Parc Nantgarw’ Local Development Order (LDO).

REASON APPLICATION REPORTED TO COMMITTEE

The application to be determined is for a scale of development for which powers are not delegated to the Service Director Planning.

APPLICATION DETAILS

Overall development proposal and context

The project seeks planning permission to establish a Class B1 office building, with associated landscaping, access and parking (444 spaces) facilities. It is intended that the new building will be occupied as a HQ for the Department of Work and Pensions (DWP) and bring up to 1,550 jobs to the site, by way of a relocation and rationalisation plan .

The development is to be accommodated on two separate, but adjacent sites within Treforest Industrial Estate and the development proposal is submitted under two separate planning applications.

The main development site (Plot G13) will accommodate the office building and some parking, whilst the second, smaller site (Plot G6.9) will be used purely for parking purposes. The separate planning application (18/0516) for this car parking area follows this item on the agenda.

Rhondda Cynon Taf is committed to business growth and development and recognises the importance of Treforest Industrial Estate, which is the oldest working employment estate in Wales. Treforest Industrial Estate together with Parc Nantgarw is a strategic employment site at the heart of South East Wales which delivers economic benefit for the whole region due to its key anchor businesses, prime location, transport links and further and higher education presence.

The area must be able to function and develop to its full potential in a modern business environment in order to continue to create key employment and innovation opportunities. Rhondda Cynon Taf is working with partners to create these opportunities.

The sites lie within the area covered by the ‘Treforest Industrial Estate and Parc Nantgarw’ Local Development Order (LDO). The LDO was (following approval by Welsh Government) adopted on 8th August 2017. The LDO seeks to maximise the economic potential of Treforest Industrial Estate as the Council considers that the estate has potential to deliver significant economic benefit due to its prime location on the edge of Cardiff and at the heart of the South East Wales region.

The effect of the LDO is to grant planning permission for certain developments subject to exclusions, limitations and conditions. This is to allow businesses to respond quickly to market changes by expanding, extending and constructing new buildings on vacant sites without the need for a planning application, subject to compliance with the LDO. In this case it is the size of the building proposed which means that it requires planning permission and does not benefit from the LDO.

This application

The application seeks full planning permission for the construction of a 12,409 sq m (NIA) - 14,884 sq m (GIA) of Class B1 use office floorspace building. The floorspace will extend over five floors, with the fifth floor providing a dedicated plant area. Overall, when measured from ground level to its highest point, the building is 24.5m tall.

In terms of massing the form of the building is a truncated rectilinear shape that seeks to address the site entrance at the south eastern end/corner of the building. The office space is located between the 1st and 4th floors with the mass grounded at the front of the site whilst a large undercroft car park occupies the remainder of the ground floor footprint. The mass is regular from 1st to 4th floors whilst at roof level there is a plant room and compound that is a further storey in height but is well set back from the perimeter of the floorplate below. In plan the building measures 110 metres long by 37 metres wide.

In addition a parking provision of ground level 252 car parking spaces (inc. 13 disabled user spaces and 10 visitor spaces), together with 170 cycle parking spaces and 13 dedicated motorcycle parking spaces will be accommodated within the site. The car parking spaces will extend over the whole of the site, with the office building being built over the top of a number of spaces. *(As Members will have noted earlier in this report the overall parking provision is 444 car parking spaces. The outstanding 192 spaces are to be provided on the adjacent Plot G6.9 site, the subject of the second application (18/0516) which follows this item on the agenda).*

Vehicular access into the site and car park will be from The Willowford, whilst the main foyer entrance will more directly front Main Avenue, although this will be set back from the main road due to the intervening internal estate service road. The service road will run past the front of the building and will provide access to a drop-off/delivery layby directly in front of the foyer. A further delivery layby will be positioned alongside the car park. It is proposed that the carriageway of the service road will be widened locally and a new cycle/footpath link will be provided, along with landscaping. New pedestrian crossings will be installed to facilitate safe access across the internal estate service road (for pedestrians/cyclists arriving via Main Avenue) and The Willowford (for those parking in the additional car parking area).

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

- Design & Access Statement
- Pre-Application Consultation Report (May 2018)
- Planning Statement (May 2018)
- Landscape Planting Methodology, Aftercare Landscape and Ecological Management Plan (rev '4' May 2018)
- Ecology Briefing Note/Report
- Transport Assessment (November 2017 and May 2018 Addendum)
- Interim Travel Plan (November 2017)
- Employment and Skills Plan
- Sun Path Analysis (October 2017)
- Energy Strategy (October 2017)
- Site G5 Treforest Ind. Est. Site Investigation Report (Rev 'C' November 2017)
- Site G5 Treforest Ind. Est. Gas Monitoring Report (January 2018)
- Drainage Strategy Report (Rev '1' April 2018)
- Flood Consequence Assessment (Version 7, May 2018)
- Air Quality Assessment (December 2017)

SITE APPRAISAL

Information contained in the Historic Environment Record, curated by the Glamorgan Gwent Archaeological Trust (GGAT) confirms that Treforest Industrial Estate was established in 1936, the first of its type in Wales, and some of the buildings were designed by Sir Percy Thomas, who was the architect of the estate between 1936 and 1970.

The application site (Plot G.13) extends to 1.05 hectares in area and is rectangular in shape, with a frontage of approx. 115m to Main Avenue and 92m to The Willowford. The site has been cleared of all previous buildings (with permission granted (under ref: 13/0839) in September 2013 to demolish the industrial units that formerly occupied the site. Prior to the demolition of those buildings, the site was in use by a car showroom/supermarket centre (sui generis use) with Class B1 offices. The floor area was some 5,431 sq m comprising a steel framed warehouse area linked to two-storey office accommodation and a four-storey tower with small storage rooms. This previous building covered virtually all of the site area and the concrete base which remains means that the site is flat in nature.

The site is bound by Main Avenue (A4054) to the east, Centre Court to the north and The Willowford to the west and south. On the eastern side of Main Avenue, opposite the site frontage lies the Castle Bingo car park and a single storey commercial building, which appears to be in multiple occupation. To the north of this building lies the site occupied by Evans Halshaw Ford car sales and repair/workshop centre and the Texaco petrol filling station. On the southern side of The Willowford, opposite the entrance/foyer end of the proposed building is a detached two storey office unit (Plot G5), occupied by Nolan Transport.

Further afield and to the west of the now cleared and vacant site on the western side of The Willowford (as it runs to the rear of the application site) flows the River Taff. At its nearest point the river is approximately 110m from the application site.

PLANNING HISTORY

Previous planning (or related) applications submitted at the site:

13/0839 Prior notification of demolition
Permission not required – 13/09/13

05/1103 Directional signage works
Grant – 02/09/05

PUBLICITY

The application has been advertised by means of a notice in the local press, the posting of site notices in the vicinity of the site and by direct neighbour notification letter.

At the time of preparing this report no responses had been received:

(Note for Members: Prior to submitting their application the applicant (through their planning agent) undertook statutory pre-application consultation and engagement within the immediate area of the application site. This resulted in the consultation website being visited 264 times by 156 unique visitors. Only a single response letter was submitted via the provided email address for comments. The arrangements for the pre-application consultation and the response to the comments received, both from third parties and statutory consultees) are set out within the submitted Pre-Application Consultation (PAC) Report).

CONSULTATION

RCT Transportation Section – raise **no objections** subject to the imposition of conditions and the provision of a financial contribution under S.106 of the Act

Confirm that the submitted Transport Assessment (TA) has been fully reviewed and considered.

Observations consider and comment upon issues of:

- road safety assessment;
- parking provision;
- pedestrian and cycling provision;

- road safety audit;
- public transport options/provision;
- travel plan;
- transport implementation strategy (TIS).

Welsh Government (Transport) - The proposals for this and the tandem application are in line with the Local Development Order for land use at this location as referenced in the Transport Assessment and is in part replacing previous commercial land uses. The Welsh Government (Transport) therefore has no objection, subject to a condition requiring the submission and agreement of a Traffic Management Plan (TMP).

RCT Public Health & Protection – comment on issues of demolition, previous land use, contamination, air quality, disposal of waste and matters of potential noise and dust. Subject to conditions **no objections** are raised.

RCT Flood Risk Management – raise **no objections**, subject to the imposition of a condition.

RCT Countryside Section (Ecologist) – **no objections** are raised.

RCT Economic Development Officer - the development of this disused prominent site on Treforest Industrial Estate as a new regional headquarters for the Department for Work and Pensions is another positive economic boost for Rhondda Cynon Taf. Maximising opportunities at the Estate is a key focus for the regeneration of the Pontypridd and Treforest area and this investment will also have a significant impact on growth in the Cardiff Capital Region.

The delivery of this investment will provide a major boost to Treforest Industrial Estate by developing a major disused site in a prominent position with a landmark, quality office building which will accommodate 1700 jobs. The successful delivery of the redevelopment will further increase investor confidence in Rhondda Cynon Taf area leading to further development opportunities resulting in a more vibrant and viable local economy.

The DWP development will also help to place the wider Pontypridd and Treforest area in a pivotal position at the edge of the City and heart of the region as an area of opportunity for growth and employment within the Cardiff Capital Region and enable it to fully contribute to the success of major initiatives such as the City Deal, Metro and Valleys Task Force.

Natural Resources Wales – at the time of preparing this report indicate that they have **significant concerns** with the proposed development and recommend that the LPA should only grant planning permission if the applicant can demonstrate that the risks and consequences of flooding can be managed to an acceptable level in accordance with TAN15.

Welsh Water – raise **no objection** subject to the imposition of conditions.

Cadw – having carefully considered the information provided with the planning application, our records show that there are no scheduled monuments or registered historic parks and gardens that would be affected by the proposed development. We therefore have **no comments** to make on the proposed development.

Glamorgan Gwent Archaeological Trust (GGAT) – information contained in the Historic Environment Record, curated by this Trust, shows that the application is located in Treforest Industrial Estate which was established in 1936, the first of its type in Wales, and some of the buildings were designed by Sir Percy Thomas, who was the architect of the estate between 1936 and 1970. There are however, no designated or recorded archaeological sites within the proposed development area.

It is of our opinion that any buried archaeological remains have already been disturbed from recent development of the Industrial Estate and from the recent clearing and demolition of the previous factory buildings. Therefore, it is unlikely that significant archaeological remains will be encountered during the works associated with the proposed development.

As a result, there is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have **no objections** to the positive determination of this application. *(The record is not definitive, however, and features may be disturbed during the course of the work. In this event, please contact this division of the Trust).*

Wales & West Utilities (Gas) – have provided a plan which confirms that WWU have pipes in the area of the application site (these appear to run down beneath Willowford). **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) – **no objections** raised.

South Wales Fire & Rescue Service - make **no comments** on the application.

South Wales Police (Designing Out Crime Officer) – has raised **no objections** to this development and makes recommendations in respect of lighting, CCTV, access control, doors/windows, alarms and landscaping.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan (LDP)

The Treforest Industrial Estate site lies entirely within defined settlement limits.

Core policies

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. 8 key criteria that will be considered in seeking to achieve this aim are identified.

Criteria specifically relevant to this proposal are noted below:

Criteria 2 – states that “Protecting the culture and identity of communities by focusing development within defined settlement boundaries and promoting the reuse of under used and previously developed land and buildings”.

Criteria 5 – states that “providing opportunities for significant inward investment, in sustainable locations, that will benefit the economy of Rhondda Cynon Taf and the Capital Region”.

Area Wide policies

Policy AW2 – promotes development in sustainable locations. Sustainable locations are defined by a number of criteria.

Criteria specifically relevant to this proposal are noted below:

Criteria 1 – are within defined settlement boundaries

Criteria 2 – sites where the proposed use would not conflict with adjoining uses

Criteria 3 – sites that have a good accessibility by a range of transport modes

Criteria 4 – sites with good access to key services and facilities

Criteria 5 – sites within a TAN15 Zone C designation only where the proposed development is necessary to assist the regeneration of a Principal Town or the site is a large brownfield site and an acceptable FCA has been prepared.

Criteria 6 – sites where the proposed development would support the roles and function of a Principal Town

Criteria 8 – sites that are well related to utility services

Policy AW4 – provides for the negotiation of planning obligations

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.

(The site alongside its riverbank boundary adjoins SINC AW8.142 – Taff and Rhondda Rivers).

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).

Southern Strategy Area policies

Policy SSA20 – identifies the opportunity for improved park and ride facilities at a number of sites and indicates that developer contributions will be sought towards these measures.

Policy SSA27 – confirms that within Treforest Industrial Estate development, re-development and changes of use for Class B1, B2 and B8 uses will be supported. (Supporting paras 6.190-6.193 give context to this policy).

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)

Rhondda Cynon Taf LDP SPG – Planning Obligations (December 2014)

Rhondda Cynon Taf LDP SPG – Employment and Skills (June 2015)

National Guidance

Planning Policy Wales (9th Edition, November 2016)

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

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 6.5 sets out policy in respect of development management and the historic environment. At para 6.5.7 it is confirmed that local planning authorities may impose condition/s requiring that an archaeological watching brief is carried out

Para 6.5.9 confirms that local planning authorities are required to consult the Welsh Government on any development proposal that is likely to affect the site of a scheduled ancient monument.

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

Para 7.1.3 states that the planning system should support economic and employment growth alongside social and environmental considerations within the context of sustainable development. To this end, the planning system, including planning policies, should aim to ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses. Local planning authorities should aim to facilitate the provision of sufficient land required by the market, except where there are good reasons to the contrary. In addition, wherever possible local planning authorities should seek to guide and control economic development to facilitate regeneration and promote social and environmental sustainability.

Para 7.1.5 effective planning for the economy requires local planning authorities to work strategically and co-operatively steering development and investment to the most efficient and most sustainable locations, regardless of which local authority area they are in. In addition, travel-to-work patterns do not necessarily respect local authority boundaries and it is essential that local planning authorities identify and make adequate provision for their role in the regional and sub-regional economies of Wales.

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 generated¹¹ (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.

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 13.12 deal with development management and improving the quality of water and air

Para 13.12.1 The potential for pollution affecting the use of land will be a material consideration in deciding whether to grant planning permission. Material considerations in determining applications for potentially polluting development can include (amongst others) the risk and impact of potential pollution from the development, insofar as this might have an effect on the use of other land and the surrounding environment (the environmental regulatory regime may well have an interest in these issues, particularly if the development would impact on an Air Quality Management Area 'AQMA').

Para 13.12.2 Local planning authorities should work closely with pollution control authorities when determining planning applications.

Para 13.12.3 Planning authorities may use planning conditions or obligations to meet planning aims to protect the environment where these are pertinent to the development proposed. It is important for planning authorities to understand the scope and purpose of conditions that can be imposed by pollution authorities so as to ensure that planning conditions neither duplicate nor conflict with such conditions. Proposed development should be designed wherever possible to prevent adverse effect to the environment but as a minimum to limit or constrain any effects that do occur.

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 18: Transportation (2007)

TAN23: Economic Development (2014)

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 major development and raises a 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 design, scope and size of the development and the likely impacts for the site itself and the wider area; implications for highways/traffic/parking and sustainable travel modes; the likely impact of the scheme on issues of potential flood risk; potential implications for nearest residential properties; geotechnical matters and potential contamination; and, the potential for the development to act as a catalyst for wider economic and regeneration benefits for the Treforest Industrial Estate and the wider Capital Region.

Design

The proposed office building will be a large (5 storey with the dedicated roof plant level, which is set back from the building edge. It is also noted that the roof of the building will host 150no. PV cells) building, standing 24.5m in height, with a frontage to Main Avenue (the main road through Treforest Industrial Estate) of in excess of 100m. Clearly a building of this scale and mass will be a prominent introduction into the area.

The submitted Design and Access Statement (DAS) sets out how the applicant and their architects have arrived at the design presented within the application submission. The project team have sought to pursue a design approach which seeks to span between industrial and office aesthetics, thereby enabling the building to integrate into the estate setting, where both of these commercial strands are present. At the same time it is clear that the applicant has sought to deliver a design and standard of finish which will be of high quality. It is hoped that this will subsequently provide a benchmark for further re-development schemes on the estate and promote the estate as an attractive place in which to locate and invest.

The design is a response to a very specific set of user needs, however it is considered that the submitted scheme responds to both the setting and location of the site. It is apparent that during the scheme evolution the general shape and size of the building remained relatively constant, as has the strategy of where the building should sit on the site, addressing fully Main Avenue. However, the architecture has changed during the scheme evolution in response to influences of setting and solar gain.

The building itself is planned around a rectangular form, with the south eastern right angle corner shaved off to provide an angled elevational return to The Willowford frontage and provide a focused emphasis on the most prominent corner element of the building as it addresses Main Avenue. On the ground floor the south eastern end of the building is used as the main entrance foyer/reception to the building, with a cafe facility and visitor WC facilities also provided. The remainder of the ground floor area is occupied by male/female showers and changing facilities, bin stores, lift lobby

and stair well, plant room and sub-station and associated meters. A further central lift and stairs core and plant room is located 'under' the building within the undercroft.

Above the ground floor the floorplate of the 1st floor at 3,100sq.m. (GIA) retains a void over the entrance foyer/reception below, whilst the larger consistent floorplates of the 2nd, 3rd and 4th floors each provide a GIA of 3,520sq.m.

The external elevations of the building incorporate large areas of double glazed curtain walling and windows glazing (derived because of deep floorplates and the consideration of users and the desire to obtain the maximum natural light) which are framed within a grid (of vertical emphasis) of dark/mid grey colour coated aluminium panels. Dark grey colour coated metal 'brise soleil' will project some 2.5m from the face of the building. Within the south and east elevations, at the southern end of the building it is proposed to use blue/black slate wall panels, together with Pennant Stone panels. The use of black facing brickwork, dark grey terracotta tiles and timber louvres is also apparent within the proposed elevational finish. *(Plans and images of the proposed building will form of the visual presentation to Members at the Planning and Development Committee meeting).*

Whilst it will be a large and prominent building on the site it is considered that the design of the proposed office building delivers a high quality landmark building in an area of Treforest Industrial Estate which is in need of 'renewal' and investment. It is considered that the applicant has demonstrated through their DAS that full and proper regard has been had to the design process and that the proposal accords with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan (LDP) and demonstrates regard to the principles of good design as set out in Planning Policy Wales (PPW) and TAN12: Design.

Landscaping

A full landscape scheme (together with a Landscape Planting Methodology and Aftercare Landscape and Ecological Management Plan) has been submitted with the planning application which comprises peripheral trees around the car park areas and areas of shrub planting. The Planting Schedule that accompanies the detailed landscaping plans identifies that native trees, hedgerows and border planting will be provided that also provides ecological enhancement, such as Silver Birch, Dogwood, Hawthorn, Beech and Hebe. There is a tree belt at the moment along the edge of the main avenue and some existing trees at the corner of The Willowford. Together with the site of the proposed car park (18/0516) a total of 74 new trees will be planted across the site (of which 60 will be Extra Heavy Standard (14-16cm girth at planting) and 14 will be Heavy Standard (12-14cm girth at planting) specimens.

A small number of existing trees will need to be removed on this site in order to facilitate the proposed development. These trees are a single Birch within the central

area and 2 Birch and 5 Ash on the southern corner with Main Avenue and The Willowford. Whilst, in the vast majority of cases it is regrettable to lose trees it is considered that the proposed planting scheme will more than compensate for the loss of these 8 trees in this case.

The presence of an isolated stand of Japanese Knotweed has been identified on the site, in a location on the northern boundary with Centre Court. However, it is considered that a condition requiring that the site be subject to a full check and that a method statement (setting out how it is proposed to control and/or eradicate Japanese Knotweed on the site) be submitted to for the written approval of the LPA.

As well as a planted landscape scheme, there will be a high quality hard landscape scheme using local stone walling adjacent to the entrance. This will frame the approach, inform users of the route to take, and reflect, the local geology.

It is considered that the proposals accord with policies AW5, AW6 and AW8 of the LDP in this regard.

Highways/Traffic/Access/Parking Issues

A Transport Assessment (TA) and Interim Travel Plan have been submitted as part of the planning application submission. The Council's Transportation Section has fully reviewed the TA and Travel Plan in assessing the proposal. Overall, they have raised no objections to the application, subject to the imposition of conditions and the applicant first entering into a Section 106 Agreement to ensure the provision of a financial package of £750k:

- the £750k financial contribution includes a construction cost of £210k (capped at that figure) for new signalised junction and crossing works to Main Avenue/The Willowford plus the payment of a commuted sum of 50k for inspection and maintenance of the signalised junction;
- £490k to be paid to the Council for promoting developing and delivering sustainable transport infrastructure and services, including but not limited to active travel, bus, rail, park and ride and travel behaviour change.

Vehicular access into the site and car park will be from The Willowford, at a point on the 'rear' western boundary of the site. The main entrance foyer/reception fronts the corner of Willowford/Main Avenue, albeit is set back from the main carriageway due to the intervening internal estate service road (which runs parallel to Main Avenue). The service road will run past the front of the building and will provide access to a drop-off/delivery layby directly in front of the foyer. A further delivery layby will be positioned alongside the car park. The carriageway of the service road will be widened locally and a new cycle/footpath link will be provided, along with landscaping. New pedestrian crossings, incorporating flush kerbs and tactile paving, will be installed to facilitate safe access across the internal estate service road (for pedestrians/cyclists arriving via Main Avenue) and Willowford (for those parking in the additional car parking area – the subject of application 18/0516).

The Transportation Section have advised that the proposed signalisation of the Main Avenue (A4054)/The Willowford/Unnamed Road including pedestrian and cycle phasing would result in significant improvement to vehicular and pedestrian safety particularly right turning manoeuvres and provide safe crossing facilities for pedestrians and cyclists.

There are a number of bus stops in the vicinity of the site, which incorporate raised bus boarder kerbs, shelters and timetables and benefit from frequent day time services.

The nearest railway station is Treforest Estate located approximately 1,100m from the proposed development site via Powys place and the pedestrian bridge across the River Taff. The pedestrian route is unattractive and remote with poor surveillance and lighting, which coupled with limited service makes it unattractive travelling by rail. However, the mitigation measures, including financial contributions, would encourage use of public transport and progress feasibility studies to provide improved access to rail transport at Nantgarw.

Furthermore, the future Metro scheme will include enhanced rail services that have the potential to transform rail travel. Local bus operator Stagecoach has recently invested £4M in a new bus fleet on service 120/130 which runs from the top of the Rhondda Valley to Caerphilly via Pontypridd and Treforest Industrial Estate and further improvements arising from the Metro and contributions to improve public transport it is considered would increase the attractiveness of public transport as means of travel to and from the development.

Car, Motorcycle and Cycle Parking

The overall scheme (including the provision within Plot G6.9, application 18/0516) makes provision for:

- 444 car parking spaces (which includes 23 disabled bays)
- 24 motorcycle spaces
- 170 cycle stands/spaces

However, within the main site (the subject of this application) the element of the total provision is as follows:

- 252 (*of 444*) car parking spaces (which includes 13 disabled bays and 10 visitor spaces)
- 13 (*of 24*) motorcycle spaces
- all 170 of the cycle stands/spaces

The car park incorporates barrier access control and secure fencing to the perimeters in order to assist with the management and security of the car park.

The Council's SPG: Delivering Design and Placemaking - Access, Circulation and Parking Requirements (March 2011) identifies the site as lying within a 'Zone 3' (Suburban of Near Urban) Area. Accordingly, an office development of this size would require a parking provision of between 1 space per 25-40sq.m. Based on the gross floor area of 14,844sq.m. of the proposed building this equates to a parking

requirement of between 372 – 594 spaces. The total provision is 444 spaces, which lies within the provision range, albeit nearer the lower end of that range.

In considering the acceptability of the proposed level of parking provision the Transportation Section recognise that the site is in a location with good access to public transport and acknowledge that the proposed financial contribution (to be secured via the proposed S.106 Agreement) could secure further improvements to encourage use of sustainable modes of travel. On that basis it is their opinion that the overall parking provision of 444 spaces is considered acceptable.

As a consequence of the two applications/'split' nature of the submission in this case it is considered essential that the whole parking provision of 444 spaces is provided for the scheme.

An agreement is in place that provides for the owner of the land on which the proposed car park lies to construct the car park for the office. The agreement also allows the tenant of the car park to step in and construct the car park if the owner fails to do so. As the Council is not a party to the agreement it cannot enforce the terms of the contract against either party. In order to address this a Unilateral Undertaking will be required prior to the grant of the planning permission for the car park that ensures that the tenant will construct the car park if the owner does not. This is more particularly detailed in application (18/0516) which follows this item on the agenda.

Impacts on Residential Amenity

The nearest residential properties to the application site are those fronting Oxford Street (the nearest being approx. 135m away) and Rhyd-yr-Helyg (the nearest being approx. 160 away) to the south east of the application site. The nearest property in Oxford Street is no.111 (which at ground floor is in occupation by a Home Care Services provider).

Residential properties only front along the north-eastern/eastern side of Oxford Street (A4054), which effectively is the southern gateway into Treforest Industrial Estate. The terraced properties are made up of three separate lengths of terrace, 1-49, 51-97 and 99-111 (all the properties in Oxford Street have odd numbering only). The terrace of properties 1-49 stands to the south of the junction with Rhyd-yr-Helyg. To the north of this junction the original carriageway of Oxford Street (onto which nos 51-97 and 99-111 front) is distinctly separated from Main Avenue carriageways by a grassed tree lined highway verge (which at its widest point outside nos. 83/85 is about 8m wide).

Vehicular access to and from Rhyd-yr-Helyg is at a single point running between nos. 49 and 51 Oxford Street.

Whilst the proposed building will be clearly apparent from most areas points within and around the southern areas of the Treforest Industrial Estate it is not considered

that it will have any detrimental impacts on the residents of Oxford Street and Rhyd-yr-Helyg in terms of being over-bearing and dominating, given the distance of separation. Further, neither the front or rear elevations of the houses in Oxford Street face towards the application site. It is noted that the rear elevations of nos.29/31/33 Rhyd-yr-Helyg (located at the end of the roads turning circle are positioned so as look somewhat more directly towards the application site. However, with a separation distance of in excess of 150m it is not considered that any impacts will be significant.

Whilst a development of this size will clearly lead to more traffic using Oxford Street it is not considered that the additional trips arising would result in any significantly adverse impacts on the residents of the properties in Oxford Street.

It is recognised that further afield (the nearest property being approx. 250m away) to the south west of the application site and on the opposite (western) side of the River Taff and the western side of the Cardiff-Merthyr railway line lies the small residential cul-de-sac development of Crib y Lan, which is accessed from Willowford Road. However, whilst it is considered that the new building would be seen from Crib y Lan it is not considered that the proposed development will have any adverse impacts on the occupiers of any of the 8 properties within that development.

Drainage and Flooding Issues

Flood Consequences Assessment (FCA) and Drainage Strategy documents were submitted with the application and appropriate consultation has been undertaken with NRW, Dwr Cymru/Welsh Water and the Council's Flood Risk Management Section.

Welsh Water acknowledge that the applicant has submitted a Drainage Strategy report in support of the above planning application, and that the development proposes to discharge the surface water via a sustainable drainage system (SUDS) and soakaways. No objection has been raised to the application on this basis, subject to the imposition of conditions and informative notes.

In respect of the proposed use of soakaways the Council's Flood Risk Management (FRM) Section have advised that the applicant will need to demonstrate using BRE 365 methodology (or similar) accompanied by on site percolation tests that this proposed method of drainage is fully workable on the site. It is recommended that a condition be imposed in this regard.

NRW have confirmed that the application site lies entirely within Zone C1, as defined by the Development Advice Map (DAM) referred to under TAN15: Development and Flood Risk and that their Flood Map information confirms the site to be within the 1% (1 in 100 year) and 0.1% (1 in 1000 year) annual probability fluvial flood outlines of the River Taff, which is a designated main river.

NRW have identified 'significant concerns' with the proposed development as submitted and have recommended that the LPA should only grant planning permission if the scheme can demonstrate that the risks and consequences of flooding can be managed to an acceptable level in accordance with TAN15. NRW have confirmed that they would object to the application if the scheme does not meet this requirement.

It is an understood position from the flood risk modelling work undertaken in preparation of the LDO designation that this part of Treforest Industrial Estate could suffer from occurrences of flooding and that it is difficult to fully comply with all the parameters set down in TAN15.

The 1 in 100 year (+ 25%) flood level at the site, using hydraulic modelling has been confirmed at 37.71m AOD, to which a 300mm margin of tolerance is widely acknowledged as appropriate. Accordingly, the proposed floor level (FFL) of the office building is to be set at 38.01m AOD, making it flood free in the 1 in 100 year event.

In the 1 in 1000 year event the building floor level would need to be raised a further 20mm in order to comply with the maximum depth of water in the building being <600mm, to accord with the TAN15 parameters.

Guidance in TAN15 is that 'no increase in flood risk elsewhere should result from new development'. This is impossible on this site given that the floor level of the building and the immediate surrounding areas around the building must be raised to address the issue of predicted/modelled flood levels. However, this is scenario is based on the current position that the site is a cleared site and has no regard to the fact that until relatively recently a large building stood on the site.

The building that previously stood on the site covered virtually the whole of the site having a plot coverage of 7,312sq.m. In comparison the ground floor coverage of the proposed building amounts to only 1,135sq.m., so in approximate terms a ground floor coverage of 15% of that of the previous building that stood on the site. *(A plan which clearly illustrates this difference will form part of the visual presentation to Members at the Committee meeting).*

The applicant has advanced the argument that the current proposal would in effect prove to be a betterment in the flood risk terms were the original building still to be standing on the site. This position is put forward as the proposed building would displace a lesser volume of water, with the consequence that the depth of flooding elsewhere would be less. It has been calculated that the volume of the water displaced elsewhere by the previous building would be 2,100 cubic metres, whilst the volume of water displaced by the building and immediate surrounding area (if average parking levels remain as existing) would be 1,860 cubic metres.

NRW have advised that further hydraulic flood modelling is required to fully understand the impact of the development and of raising the FFL of the building to 38.01m AOD. NRW further advise that it is for the LPA to determine whether the risks of flooding can be managed in accordance with TAN15.

In preparing the Treforest Industrial Estate and Parc Nantgarw LDO there was a significant amount of flood modelling work done in consultation with NRW and the challenges for any scheme in this part of Treforest Industrial Estate of fully complying with the parameters set down in TAN are acknowledged. It is understood that if the LPA were to require strict adherence to each parameter in TAN15 then it would in effect mean that there could be no re-development of the estate, thereby sterilising any potential future development. Accordingly, it is proposed that a pragmatic approach be adopted whereby the estate is allowed to deliver significant economic benefit for the county borough and the wider region.

It is however, acknowledged that the applicant needs to undertake further hydraulic modelling and present the outcome of that exercise to the LPA in order that the Council fully understands the implications of flood levels away from the site as a consequence of approving this scheme, prior to any formal permission notice being issued. It is known that the applicant has commenced this modelling exercise. However, at the time of preparing this report the results of this exercise have not been received. It is hoped that these will be available prior to the Committee meeting and Members will be updated orally at the meeting in this regard.

Ecology/Biodiversity

An Ecology Briefing Note/Report has been submitted with the application, the purpose of which is to identify any significant ('in principle') ecological constraints to the future development of the application site. To this end, the Note Report describes the current ecological interest within and around the application site.

No part of the site is covered by any statutory or non-statutory designations. The Taff and Rhondda Rivers SINC (designation AW8.142) follows the course of the river, approx. 125m to the west of the application site. At a greater distance on the opposite, western side of the River Taff lies the Coed y Gedrys and Garth-fawr SINC (designation AW8.156).

The site is dominated by the concrete base of the former building and the only real opportunity for interests of ecology are along the peripheries of the plot, where it has been colonised by scattered scrub. Accordingly, the Note/Report considers the site to be of negligible intrinsic value, although recognises that the scattered vegetation has the potential to support a limited assemblage of nesting birds. Having regard to this point the Note/Report recognises that vegetation clearance works do not take place during the main bird breeding season (i.e. March to August inclusive).

With respect to roosting bats, there is no suitable roosting habitat present onsite. All buildings on the site have been demolished and the single semi-mature tree recorded along the eastern boundary of Plot G13 has no features suitable for supporting roosting bats.

The Council's Ecologist has considered the submitted Ecology Note/Report and has raised no objections to the application

Geotechnical Issues

A package of Geotechnical Site Investigation Reports have been submitted with the application. These documents consider issues of previous land use, potential contamination and recommendations for dealing with, ground conditions, hydrogeology, hydrology, the presence of ground gas and its monitoring at the site. Coal Authority records that the property is not within the zone of likely physical influence on the surface from past or present underground workings, ie a 'High Risk' area. Accordingly, in this case a Coal Mining Risk Assessment (CMRA) is not required as part of the application submission.

The Council's Public Health and Protection Section have considered the suite of submitted information and concur with the findings of the Report that previous land uses suggest that contamination could be present on the site. Further PH&P accept that no measures in respect of radon gas are required in this case and that there is no risk from ground gas.

In respect of potential contamination issues PH&P have recommended the imposition of a condition requiring the submission of a scheme to deal with contamination has been submitted to and approved by the LPA.

Socio-Economic Considerations

The application submission indicates that 1,550 FTE positions would be supported within the proposed development (although these will not all be present at any one time; the core number is likely to be around 75-80% of the total). In addition it is anticipated that the development, as a consequence of spending on goods, supplies and services in the surrounding area and the spending of wages both by employees of the various employment generating facilities and of the local firms supplying goods and services to these facilities will also support induced employment in other local shops, services and firms. It is estimated that the new jobs within this office development will generate an additional 682 indirect and induced FTE jobs in Wales, of which 450 FTE are to be based in RCT.

It is indicated that the proposed development would represent an estimated capital investment of £24 million over a 2.75 year construction period. The additional value of the development can be measured through its contribution to local Gross Value Added (GVA) – a measure of the value that a specific sector or industry adds to the local economy. Based on 2017 Experian data, the construction sector generates an average GVA per FTE worker of £64,318 in Wales. Applying this figure to the employment impact of the scheme indicates that the capital spending associated with the proposed development could deliver an additional £1.45 million of direct GVA and a further £2 million of indirect GVA per annum, totalling £3.45 million

additional GVA per annum over the build period, although it should be noted that it is unlikely that all of this output would be retained locally.

As with the construction phase of the development, the operational phase will also make a significant contribution to local economic output and GVA by supporting the creation of new employment. The proposed sectors will generate different average GVA per worker in Wales. However, based on 2017 Experian data, the applicant's planning agent estimates that the 1,550 new direct FTE jobs would contribute to an additional £108 million in GVA to the Welsh economy.

It is considered that the proposed development clearly accords with the principles and policy (as set out on Chapter 7 of PPW, TAN23 and LDP policy CS2) of supporting economic development, especially in those cases which focus on the re-use of previously developed, vacant and underused land, in support of economic prosperity and job creation.

Other Issues

Heritage Assets and Historic Designations

Both Cadw and Glamorgan Gwent Archaeological Trust (GGAT) have been consulted for their views on the application.

Cadw in their response have confirmed that their statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on the outstanding universal value of a World Heritage Site. *(For Members information – Cadw do not provide an assessment of the likely impact of the development on listed buildings or conservation areas, as these are matters for assessment by the local planning authority).*

Cadw have considered the information provided with the planning application, and their records show that there are no scheduled monuments or registered historic parks and gardens that would be affected by the proposed development. Therefore they have no comments to make on the proposed development.

There are listed buildings within Treforest Industrial Estate, within relatively close proximity to the site. Both of these stand to the north of the application site. The first is the Honeywell Tools Power Division Building (approx. 470m to the north) and the second the Treforest Textile Printers Building (approx. 520m to the north). Both buildings are Grade II Listed as examples of well detailed and well preserved industrial buildings in the mid twentieth century manner of Sir Percy Edwards and partners. Somewhat further afield (approx. 770m to the south east) stands Nantgarw House, which is also Grade II Listed.

Having regard to the nature of the proposed development and the distance between the site and the listed buildings it is not considered that the scheme would lead to any adverse impacts on the listed buildings or their settings.

GGAT have advised that in their opinion any buried archaeological remains would have already been disturbed from recent development of the Industrial Estate and from the recent clearing and demolition of the previous factory buildings. Therefore, it is unlikely that significant archaeological remains will be encountered during the works associated with the proposed development.

In conclusion and having regard to LDP policy AW7 and supporting para 5.49, national policy and guidance and the comments of Cadw and GGAT it is not considered that the proposed scheme would cause direct harm or harm to the settings of the identified heritage assets.

Community Safety and Crime Prevention

A further aspect that needs to be assessed in consideration of the treatment of the public realm is its ability to influence and respond to issues of community safety and crime prevention.

The requirement to have regard to community safety is clearly expressed within TAN12: Design and in PPW. In January 2012 WG also issued revised guidance (originally issued in March 2010) on 'Crowded Places – The Planning System and Counter-Terrorism (2012). This document recognises that different locations and developments will be subject to different levels of risk.

The South Wales Police's Designing Out Crime Officer was consulted in respect of the application and welcomed the opportunity to comment in respect of the scheme. Comments have been made in respect of a number of specific issues, such as the need for CCTV system coverage, lighting, the use of CCTV, access control, doors and windows, alarms (intruder/smoke/fire) and the position and size of landscape planting. The Designing Out Crime Officer has raised no objections to the development. It is considered that this demonstrates that the scheme does adequately consider and address issues of community safety and crime prevention. It is considered that the scheme is compliant with policy AW5 (criteria 1f) of the Council's LDP and national planning policy and guidance.

Air Quality

An Air Quality Assessment has been submitted with the application. The information contained within this document has been considered and assessed by PH&P.

It is acknowledged that the Air Quality Assessment (AQA) has been undertaken in accordance with the methodology agreed with the Council. It is considered that the

Report adequately demonstrates that the impact of the development on air quality will not be significant and as such it is not considered that measures of mitigation are required. It is considered that the development accords with national guidance contained in Planning Policy Wales (PPW) and does not conflict with the requirements of policies AW8 and AW10 of the Rhondda Cynon Taf LDP or the Council's Air Quality Action Plan.

Constructional Activity/Management

The site lies within a busy built up commercial industrial estate setting. However, it should be recognised that residential properties lie in relatively close proximity to the site and accordingly consideration needs to be given to the amenity of surrounding occupiers during the construction period, in terms of mitigating impacts on existing properties (residential and commercial), pedestrians and highway traffic (buses, cars, delivery vehicles etc).

It is recommended that constructional issues of access, impacts on existing network, noise, dust, hours of operation, use of artificial lighting etc be covered under an appropriate condition requiring the submission and approval of a Construction Management Plan (CMP).

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

Section 106 Contributions / Planning Obligations

Section 106 of the Town and Country Planning Act (as amended) enables local planning authorities and developers to agree to planning obligations to require operations or activities to be carried out on land (in-kind obligations) or require payments to be made (financial contributions), to mitigate any unacceptable impacts of development proposals.

The Community Infrastructure Levy (CIL) Regulations 2010, with effect from 6 April 2010, state that a planning obligation (under S.106) may only legally constitute a reason for granting planning permission if it is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and,

- fairly and reasonably related in scale and kind to the development.

Planning Policy Wales (Chapter 3) advises that contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable. Further guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case

- £750k financial contribution includes a construction cost of £210k (capped at that figure) for new signalised junction and crossing works to Main Avenue/The Willowford plus the payment of a commuted sum of £50k for inspection and maintenance of the signalised junction. The remaining £490k to be paid and utilised by the Council for promoting, developing and delivering sustainable transport infrastructure and services including but not limited to active travel, bus, rail, park and ride and travel behaviour change
- the implementation of an agreed employment and skills training plan.

Conclusions

It is considered that the proposed development of this disused prominent site on Treforest Industrial Estate as a new regional headquarters for the Department for Work and Pensions is another positive economic boost for Rhondda Cynon Taf.

As evidenced by the designation of the 'Treforest Industrial Estate and Parc Nantgarw' Local Development Order (LDO) maximising opportunities at the Estate is a key focus for the regeneration of the Pontypridd and Treforest area and it is considered that the delivery of this investment will provide a major boost to Treforest Industrial Estate by developing a major disused site in a prominent position with a landmark, quality office building which will accommodate 1550 jobs

As highlighted in PPW and TAN23: Economic Development it should not be assumed that economic objectives are necessarily in conflict with social and environmental objectives. Often these different dimensions point in the same direction. Planning should positively and imaginatively seek such 'win-win' outcomes, where development contributes to all dimensions of sustainability. It is considered that the proposed squarely falls within these stated WG aims.

No objections have been raised by any statutory consultees (albeit acknowledging the significant concerns raised by NRW) and it is considered that with appropriate controls (achieved via suggested conditions) to address those issues identified by the consultees that the development will incorporate itself well within the fabric of the Treforest Industrial Estate without detriment to existing interests.

Whilst the conflict with TAN15 and the concerns raised by NRW must be recognised in this case it is considered that the applicant has provided sufficient justification to enable the Local Planning Authority to reach the balanced judgement that the development is worthy of support, notwithstanding the fact that the scheme does not strictly adhere to the requirements of TAN15.

RECOMMENDATION: Members are asked **resolve to Grant** the planning application on the following basis:

- subject to the conditions below
- subject to the applicant/developer first entering into a Section 106 Agreement:
 - secure a financial contribution of 490k to be utilised by the Council for promoting, developing and delivering sustainable transport infrastructure and services including but not limited to active travel, bus, rail, park and ride and travel behaviour change; and
 - the implementation of an agreed employment and skills training plan.
- that the Service Director Planning be authorised to undertake further consultation with NRW in respect of the further Flood Risk Modelling Work that is to be submitted (this has not been received at the time of preparing this report) by the applicant and that NRW's further comments be received prior to any Approval Notice being issued;
- that the Service Director Planning be authorised to amend and or add to the conditions as set out in this report as a consequence of the further consultation with NRW

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 within the following approved plans/drawings/documents:

- Site Location Plan - 02 – G1390 P102
- Proposed Site Plan – G1357 P01 rev F
- Proposed Ground Floor Plan – G1357 P10 rev A
- Proposed 1st Floor Plan – G1357 P11
- Proposed 2nd and 3rd Floor Plans – G1357 P12
- Proposed 4th Floor Plan – G1357 P13
- Proposed Roof Plan – G1357 P14 rev A
- Proposed Elevations 1 – G1357 P20 rev A
- Proposed Elevations 2 – G1357 P21 rev A
- Existing Landscape and Tree Protection Plan – 2017-120 rev A
- Existing Landscape Overlay – 2017-121 rev B
- Landscape Proposals Plan – 2017-122 rev B

- Main Site Landscape Plan – 2017-126 rev A
- Design & Access Statement
- Pre-Application Consultation Report (May 2018)
- Planning Statement (May 2018)
- Landscape Planting Methodology, Aftercare Landscape and Ecological Management Plan (rev '4' May 2018)
- Ecology Briefing Note/Report
- Transport Assessment (November 2017 and May 2018 Addendum)
- Interim Travel Plan (November 2017)
- Sun Path Analysis (October 2017)
- Energy Strategy (October 2017)
- Site G5 Treforest Ind. Est. Site Investigation Report (Rev 'C' November 2017)
- Site G5 Treforest Ind. Est. Gas Monitoring Report (January 2018)
- Drainage Strategy Report (Rev '1' April 2018)
- Air Quality Assessment (December 2017)
- Flood Consequences Assessment Version 9 (June 2018)

unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

Reason: In order to define the extent by the permission hereby granted and in order to ensure that the development is carried out in accordance with the approved plans.

3. 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 timing of all HGV delivery and construction traffic to and from the site;
 - 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;
 - mitigation measures to limit disturbance to any animal species on or adjacent to the site;
 - 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.

4. Within 6 months of beneficial occupation of the building hereby approved a Travel Plan shall be submitted (for each building if the buildings are occupied independently of each other) to and be approved in writing by the Local Planning Authority. The Plan shall include
 - a) details of the building'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;
 - e) financial penalties and fallback position if the targets set have not been achieved.

The Travel Plan(s) shall be implemented within one month following its/their approval and maintained and monitored thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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 national planning policy and policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

5. Notwithstanding the approved plans, full engineering design and details of the junction improvements and signalisation of the junction of Main Avenue (A4054)/The Willowford and Unnamed Road; including details of traffic signals, toucan crossing facilities, road markings, signage, street lighting details and surface-water drainage details including appropriate longitudinal, cross sections and construction details together with appropriate Road Safety Audits and designer's response, shall be submitted to and approved in writing by the Local Planning Authority prior to first beneficial occupation of the building hereby approved. The junction improvements shall be implemented to the satisfaction of the Local Planning Authority prior to the first beneficial occupation of the building hereby approved.

Reason: To ensure the adequacy of the proposed development, in the interests of highway safety and free flow of traffic, in accordance with

policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. No development shall commence on site, unless otherwise agreed in writing by the Local Planning Authority, until a scheme to deal with contamination has been submitted and approved in writing by the Local Planning Authority. The scheme shall include all the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:
- a site investigation to be carried out it shall be carried out by a competent person to fully and effectively characterise the nature and extent of any contamination and its implications.
 - 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.

Reason: To ensure that the site is safe and suitable for its proposed use, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. The building hereby approved shall not be occupied and/or operated until the measures approved in the scheme (referred to in condition 7) have been implemented, as required. A suitable validation report of the proposed scheme is to be submitted and approved by the Local Planning Authority prior to first beneficial occupation of the building hereby approved.

Reason: To ensure that the site is safe and suitable for its proposed use, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

8. 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 revised contamination proposals shall be submitted for the written approval of the Local Planning Authority.

Reason: To ensure that the site is safe and suitable for its proposed use, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

9. Any elements of soft landscaping/vegetation within the development hereby agreed which within a period of 5 years from the date planted, dies, is removed or becomes seriously damaged or diseased, shall be replaced in the next planting season with other(s) of similar size and species unless the Local Planning Authority gives its written consent to

any variation

Reason: To ensure that the new development makes the necessary and appropriate provision for public realm in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

10. Notwithstanding the details submitted as part of the application, no part of the development hereby approved shall be occupied and/or operated until such time as a full site Lighting Strategy has been submitted to and agreed in writing by the Local Planning Authority. Any lighting installed shall be operated in accordance with the approved scheme unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that the nearest residents, surrounding occupiers and wildlife living and foraging in close proximity to the site are not unduly affected by the levels of light emanating from the proposed development, in accordance with policies AW5 AW6 and AW10 of the Rhondda Cynon Taf Local Development Plan.

11. Full details of noise mitigation measures to be provided within the constructional fabric of the building (including roof plant) shall be submitted to and agreed in writing by the Local Planning Authority. The agreed details shall be implemented in full and thereafter retained as such, prior to the first beneficial occupation of the building/s to which those details relate, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of neighbouring amenity and in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

12. 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 building is first occupied. Development shall be carried out in accordance with the approved details.

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

13. Building operations shall not be commenced until samples of the external finishes proposed to be used (including for any areas of hard surfacing) have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) 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.

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

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

15. The building hereby approved shall not be occupied until the drainage works have been completed in accordance with the approved plans (*under condition 15*).

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

16. No works (including any works of site clearance) shall take place until such time as details of a Japanese Knotweed and/or Himalayan Balsam, removal and control plan 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