



PLANNING & DEVELOPMENT COMMITTEE

8 NOVEMBER 2018

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/0736/10
(GD)
APPLICANT: Ty Llwyd Development Ltd
DEVELOPMENT: Proposed residential development of 30 dwellings to include new access from Llantrisant Road, new footpath/cycleway link to Capel Hill and associated works including attenuation ponds.
LOCATION: **FORMER HILLSIDE SITE, LLANTRISANT ROAD, TONYREFAIL, CF39 8AX**
DATE REGISTERED: 06/07/2018
ELECTORAL DIVISION: Tonyrefail East

RECOMMENDATION: Approve

REASONS:

The principle of the proposed development is considered acceptable and represents an opportunity to bring forward a site with an established history of approvals for residential development additionally, the site is allocated for residential development in the Local Development Plan and the material particulars of the current proposal are considered acceptable.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to Service Director Planning;
- Three or more letters of objection have been received;

APPLICATION DETAILS

Full planning permission is sought for the construction of 30no. detached dwellings on the site of the former Hillside Club on Llantrisant Road Tonyrefail. Three different house types are proposed with 14 of the houses being three bedroom properties all to the same design, and 16 of the houses being four bedroom properties across two different house types. All of the proposed properties would be of conventional two storey construction. Roofs would be in grey roof tiles, with walls finished principally in red brick built off a Staffordshire blue brick plinth, front and rear elevations will also feature cedar cladding panels. Soffits, fascias and rainwater goods will be in black uPVC, whilst windows will be in dark grey uPVC and doors will be of composite construction.

The site will be accessed via a new access road formed from Llantrisant Road serving two cul de sacs to adoptable standards which will then accommodate private drives that enable frontage development facing Llantrisant Road. Off street parking is provided to acceptable standards individually to each plot.

Public open space and two attenuation ponds will be provided to the west and south west of the onsite built development.

The application is accompanied by the following:

- Planning Statement;
- Design and Access Statement,
- Transport Statement.
- Ecology Survey
- Reptile Survey
- Scheme of historic environment mitigation
- Coal Mining risk assessment
- Pre Application Consultation (PAC) report
- Landscape and Visual assessment
- Flood Risk assessment

SITE APPRAISAL

The application site is 1.05 hectares in area and lies at the northern edge of Tonyrefail. The site slopes gently down to the west and south. Llantrisant Road forms the eastern boundary of the site, which is otherwise bounded by open countryside apart from existing residential development known as 'The Highlands' and 'The Paddocks' that lie in close proximity to the southern boundary. The site was formerly occupied by the Hillside Country Club though that was demolished some time ago much if not all of the waste generated remains on site and the land now lies vacant with boundary trees and hedgerows and naturally occurring flora regenerating across the site though not to any extent that it could be said that the site has been reclaimed by nature. Llantrisant Road is a comparatively narrow

highway that runs north to south between the edge of Tonyrefail and the junction with Collenna Road to the north. The highway lacks footways where it fronts the application site. The site lies immediately adjacent to the designated Rhos Tonyrefail Site of Special Scientific Interest

PLANNING HISTORY

10/0715	Residential Development (outline application)	Approved 12/05/14
07/1702	199no. dwellings new access road and associated works	Withdrawn 11/06/08
05/1814	Residential development 12no.units (outline application)	Withdrawn 24/10/12
99/2716	Construction of 12no. residential units	Approved 11/02/00
94/0844	Freestanding telecoms mast(15m) 2 directional antenna 1 dish antenna	No objections 25/01/95
81/0585	Extension to hotel to provide bedrooms and bathrooms	Approved 22/07/81
80/1724	Changing room, toilets and sauna extension	Approved 3/02/81
79/1139	Advertising boards	Refused 10/10/79
77/1089	Conversion of stables to dining room	Approved 25/10/77
77/0710	Advertising	Refused 27/0/77
76/1243	Overhead line	No objections 01/03/77
75/0926	Erection of dwellings	Approved 12/11/75

PUBLICITY

The application has been advertised by means of press notice site notice and neighbour notification letters and this in turn has resulted in the submission of 5 letters/emails either objecting to or commenting on the proposals in the following terms –

Ecology

- *The proposed development is close to the Tonyrefail Rhos SSSI which supports the rare and protected Marsh Fritillary butterfly.*
- *Have butterfly conservation been notified?*
- *The ecological boundaries referred to do appear to consider the impact of the proposed footpath/cyclepath on the ecology of the area.*
- *As well as the butterfly population the site and wider area is also home to toads, newts, hedgehogs, and bats.*
- *There is also a local bat colony that will be affected by the proposed development, particularly with the lighting along the proposed footpath*
- *Indications of further development beyond the current proposals give cause for concern of the long term future of the Tonyrefail Rhos SSSI.*

Highways

- *The proposed development could create overwhelming issues on Llantrisant Road, including traffic jams, rat running traffic, speeding, junction related conflict and conflict between pedestrians cyclists and motorists.*
- *For a road of its size Llantrisant Road is very busy serving as it does a number of bus routes and the social and working needs of the local population.*
- *Accidents have occurred on Llantrisant Road usually as a result of drivers speeding and the inevitable conflict that creates with pedestrians on a road that lacks a footway. There have been fatalities in the past.*
- *Allowing the development will only introduce more traffic and more pedestrians into the area increasing the potential for accidents.*
- *The introduction of the footpath will not reduce the use of the car by residents and Llantrisant Road will become busier than ever with a development that has 86 car parking spaces.*
- *Lighting of the footway/ cyclepath must be sufficient to ensure safe passage for all users. Concern is expressed for school age children using this facility*

when provided. Though there is a lack of detail and whether or not the path would be DDA compliant is also questioned

- Rather than provide a footpath/cycleway link there should be greater investment in sustainable transport provision along Llantrisant Road.*
- Before any planning permission is granted The Council should consider installing a footpath between Hafod Wen and Collena Road, along with the introduction of traffic calming measures, or alternatively road widening measures .*

Amenity and privacy issues

- Plots 16-19 and 22 will overlook the established property to the south.*
- The proposed fences between properties are too low to maintain levels of privacy*

Drainage

- SUDS and the attenuation ponds proposed are regarded as questionable and are not regarded as truly sustainable given that runoff from the site is considerable particularly in the winter months. A greener more holistic approach to drainage is required of a truly sustainable nature.*
- Safety considerations need to be taken into account with regard to slope angles and minimising the risk of erosion and the risk of drowning could be significant if the proposed attenuation ponds are not fenced off.*
- Has consideration been given to ground water levels in winter?*
- The maintenance and aesthetic implications that might arise from the proposed attenuation ponds are concerning.*

Other issues

- The cycleway footpath along the north western boundary of the old vicarage may be encroaching that property and the owners will be considering the true line particularly at the pinch point.*
- Objection to the proposal is raised on the basis that one neighbour was not notified of the footpath adjacent to their property.*
- The application makes no reference to Welsh educational needs only referencing English medium schools.*
- The security of current dwellings needs to be taken into account and appropriate boundary treatments provided accordingly.*
- The attenuation ponds are proposed to be located where there is currently a stand of Japanese knotweed.*

CONSULTATION

Highways – no objections subject to conditions

Drainage – no objections subject to conditions requiring the submission and agreement of details of the drainage scheme to serve the development.

Public Health & Protection – no objections subject to conditions relating to noise, hours of operation dust and the disposal of waste.

Countryside – no objections subject to conditions securing compliance with the expressed requirements of Natural Resources Wales.

Education – do not require any contributions as the relatively low number of houses means that the number of children likely to reside there can be accommodated in local schools.

Housing Strategy – accept that the viability of the site is such that no requirement to provide affordable housing could reasonably be made in this case.

Glamorgan Gwent Archaeological Trust – the supporting information with the current planning application includes an archaeological written scheme of historic environment mitigation. The study meets professional standards and is fit for purpose. If approved the planning permission should be conditioned to ensure that works are carried out in accordance with the report and recommendations.

Natural Resources Wales – initially expressed some concern at the need for further survey work to address concerns relating to European protected Species (butterflies and bats) and the impact on the adjacent designated SSSI.. having given further consideration to the proposals raise no objection to the proposed development subject to a condition that the mitigation and compensatory measures contained in section 5.4.1. of the Preliminary Ecological Assessment being implemented.

Dwr Cymru/Welsh Water – no objections subject to conditions in respect of the drainage of the site.

Western Power Distribution – indicate that if the development requires a new connection or a service diversion separate consent from WPD will be required.

Wales & West Utilities – no observations received.

South Wales Fire & Rescue Service – raise no objection subject to adequate water supplies being made available on site for fire fighting purposes and the site being developed with sufficient access for emergency vehicles.

Coal Authority – no objection subject to condition to secure ground stability for the development.

Police Authority – note the stated intention to develop the site to secured by design standards and ask that details in respect of this be passed on to the developer.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Policy CS2 - sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services. In the southern strategy area.

Policy CS5 – sets targets for the provision of affordable housing across the plan period.

Policy AW1 – sets criteria for meeting housing targets across the local development plan period including building out the allocations in the plan.

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 – has the objective of protection and enhancing the natural environment.

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

Policy SSA4 – promotes residential and commercial development within the key settlement of Tonyrefail.

Policy SSA10(5) – allocates the site for the development of up to 40 dwellings.

Policy SSA11 - Promotes the provision of housing density at 35 dwellings per hectare in the southern strategy area.

Policy SSA12 – promotes the provision of 20% affordable housing on residential developments in the southern strategy area.

National Guidance

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

Planning Policy Wales

Chapter 2 (Development Plans),

Chapter 3 (Making and Enforcing Planning Decisions),

Chapter 4 (Planning for Sustainability),
Chapter 5 (Conserving and Improving Natural Heritage and the Coast),
Chapter 7 (Economic Development),
Chapter 8 (Transport),
Chapter 9 (Housing),
Chapter 12 (Infrastructure and Services),
Chapter 13 (Minimising and Managing Environmental Risks and Pollution),

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 2: Planning and Affordable Housing;
PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 18: Transport;
PPW Technical Advice Note 23: Economic Development
Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

Main Issues:

In the determination of this planning application it is considered that the key determining factors are, the principle of the development in planning policy terms, the impact of the proposed development on the character and appearance of the area as a whole, the impact of the proposed development on the residential amenity and privacy of existing properties, access and highway safety issues and the impact of the proposed development on the ecology of the area.

Principle of the proposed development

The site subject of the current application has an extensive planning history of approvals for residential development and is allocated within the Local Development

Plan for the construction of up to 40 dwellings. The proposals do not meet the target of achieving the development of 35 dwellings per hectare on this 1.05 hectare site however given the difficult terrain and the need to accommodate drainage attenuation on site the overall number of dwellings proposed is considered acceptable. As an allocated site within an adopted Local Development Plan the site is considered sustainable as this would have been a key consideration in its inclusion within the plan itself. Whilst there would normally be a requirement to make provision of 20% affordable housing within the development, in this case the applicants have provided viability evidence that has been independently verified for the Council which clearly demonstrates that no affordable housing should be sought in this case. As such the proposals are considered compliant with Local Development Plan policies CS2, CS5, AW1, SSA4, SSA10(5), SSA11 and SSA12 have been adequately addressed in this case in pure policy terms. Where they and other policies may impact on other issues compliance or otherwise is demonstrated below.

Impact on the character and appearance of the area

The site currently lies derelict with only the demolished remnant of the former night club in place and over time these along with some fly tipping have spread over much of the site with only the areas of land closest to the site boundaries unaffected. The Night club itself occupied a much smaller amount of land than the houses now proposed would do collectively and as such the appearance of the area will alter from one of dereliction to a moderate density urban/residential form comprised of individual detached 3 and 4 bedroom houses... Though more visually prominent, this will improve the appearance of the area markedly when the proposed development is complete. The character of the area will also inevitably change extending residential development into the site for the first time.

The immediate area is characterised by a variety of house types and designs broadly encompassing a mixture of social housing and flats with more recent private housing in a variety of designs and finishes dating from the mid 20th Century onwards. It is within this wider urban mix that the site would be developed and read as a discreet development of homes within a wider urban context.

Whilst development would undoubtedly alter the character and appearance of the area the impacts would be positive with the currently underused and derelict site being replaced with new housing. This is acceptable given the nature and quality of the development proposed. As such the proposed development is considered acceptable in terms of the requirements of Local Development Plan policy AW6 insofar as its requirements relate to the current proposals.

Impact on residential amenity and privacy

The impact of the development on residential amenity and privacy is clearly a cause for concern for local residents as Members will note from the comments above. The residential amenity of established properties closest to the proposed development – The Highlands and a number of properties serviced from their own private drives – will be affected by the development of this site as if developed the site will provide two storey dwellings at elevation where currently there is a derelict

but undeveloped site. However, the distance between existing and proposed dwellings, the orientation of new dwellings in relation to established homes along with a well established boundary treatment will serve to reduce the effect to acceptable standards. As such the impact of the development on amenity and privacy is considered acceptable and compliant with the requirements of Local Development Plan Policy AW5 insofar as its criteria relate to the development proposed.

Access and highway safety

The application was accompanied by a transport statement and this was addressed along with other relevant issues such as trip rates and trip generation, access, visibility, the nature of the internal access road parking provision, public transport implications, active travel/safer route/learner travel issues and the need for a residential travel plan. Having given careful consideration to all of these issues the highways development control section are of the view that the proposals are subject to conditions acceptable. Members will note that much of the objection/concern raised in respect of the access and highway safety issue related to the initial proposal to include a footpath link with Capel Hill. This has been removed from the scheme in favour of improvements in accessibility along Llantrisant Road itself.

Ecology

Members will note from the above content that the application submission has been accompanied by an ecology report and a reptile report and further work in this respect has also taken place in the course of consultation. In this matter there are two key issues that need to be addressed the first is that sufficient care is taken through the site clearance works to ensure that the reptile population, and particularly slow worms are not adversely impacted by the process and the second is that the developers need to be able to demonstrate that the development of the site can take place without adversely affecting the adjacent Site of Special Scientific Interest (SSSI). In the first of these matters the applicants have agreed a programme of clearance with the Council's ecologist that will ensure that in clearing the site the reptile population will effectively be driven out rather than buried. In the second there has been a great deal of correspondence between the applicants, the Council's ecologist and Natural Resources Wales over the issue of the required buffer zone to be provided between the development and the SSSI. The SSSI is designated for its association with the European protected Marsh Fritillary Butterfly and it is acknowledged that it is a home to other more common fauna. In this regard the issues have been adequately addressed and this has been confirmed by both the Council Ecologist and NRW and subject to conditions the matter can be adequately managed There would have been no requirement to consult with Butterfly conservation. Members will note from the above that the proposed footpath/cycleway link with Capel Hill no longer forms part of the scheme and as such the alleged bat issue no longer arises. Should adjacent land come forward in the future then it would need to deal with the ecological issues that might arise this though is no reason for objecting to the current proposals on such grounds.

Other Issues:

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

Members will note the concerns expressed by residents over the proposed drainage of the site through the use of attenuation ponds. Despite the concerns such features are considered to be sustainable and no evidence is offered by the objectors to support the claim that they are not sustainable because of runoff rates in the winter. Similarly no ideas are offered as to what a greener solution might look like or whether such an approach is viable. If Members are minded to support the current proposals then conditions will be attached to any planning permission to secure details of the drainage scheme including security fencing if required.

Public health and protection have suggested the inclusion of conditions and informative notes meant to deal with potential disturbance that would be a natural consequence of the development of the site. It is though considered that matters such as demolition, noise, dust, disposal of waste and lighting are 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.

Other issues relevant to the cycleway/footpath no longer arise as it no longer forms part of the scheme.

In arriving at their view in respect of the proposed development the Education Department would have given consideration to the needs of English and Welsh medium education.

Details of boundary treatments will be secured through condition in accordance with standard practice for applications of this kind.

If there is Japanese Knotweed on site then the developer has a responsibility to deal with it in an appropriate manner in the course of development, in any event its presence is not a reason to refuse planning permission and more appropriate legislation is available to deal with it other than the Town & Country Planning Acts.

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 CIL liable under the CIL Regulations 2010 (as amended). The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 as amended. The application lies within Zone 2 of Rhondda Cynon Taf's Residential Charging Zones, where there is a liability of £40 / sqm for residential development.

The CIL (including indexation) for this development is expected to be £152,880.

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:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and,
3. 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

Though a development of this kind would normally require the conclusion of a Section 106 agreement in this instance however there is no requirement to secure affordable housing and the applicants have already provided an employment skills training plan.

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan as it would represent the implementation of one of the plan allocations for housing and the detailing of the proposals is compliant with other policy requirements. The proposals are also acceptable in terms of all other material considerations and as such a positive recommendation is made.

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 Section 92 of the Town and Country Planning Act

1990.

2. Other than as modified by subsequent conditions of this consent, approval is granted for the following plans –

- Site location plan drawing no. PL-001 Rev A
- Proposed drainage layout drawing no. PL-03
- house type A drawing no. PL 04
- house type B drawing no. PI 05
- house type C drawing no. PL 06
- proposed sections drawing no. PL07
- highway layout drawing no. T11.126/101 Rev B

Reason: for the avoidance of doubt as to the approved plans.

3. Prior to the commencement of development, a detailed site investigations report shall be submitted to and approved in writing by the Local Planning Authority. The report should be sufficiently detailed to establish if any ground precautions are necessary in relation to the proposed development and the precautions that should be adopted in the design and construction of the proposed development in order to minimize any damage which might arise as a result of ground condition. The development, hereby permitted, shall be carried out in accordance with the approved site investigations report.

Reason: The site may be unstable and as such a stability report is required in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. Before any work is commenced on site, including site works of any description, each of the trees to be retained shall be securely fenced off by a chestnut paling or similar fence erected in a circle round each tree to coincide with the extremity of the canopy of the tree. Within the areas so fenced off the existing ground level shall be neither raised nor lowered, and no materials or temporary buildings or surplus soil of any kind shall be placed or stored thereon. If any trenches for services are required in the fenced-off areas they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cms or more shall be left unsevered.

Reason: To protect the existing trees on the site during the course of building work 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. Prior to their construction a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the LPA. The boundary treatment shall be completed before the building(s) are occupied.

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.

7. Before any works start on site, existing and proposed levels (including relevant sections) for the whole site but with particular reference to plots 16 – 22 and their relationship with established houses, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reasons: To protect residential and visual amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

8. Building operations shall not be commenced until samples of the external finishes proposed to be used 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.

9. 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.

10. 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.

11. Notwithstanding the submitted details, the proposed means of access shall be laid out, constructed and maintained thereafter with vision splays of 2.4m x 40m. with no obstruction or planting when mature exceeding 0.9m in height placed within the required vision splay areas.

Reason: To ensure that adequate visibility is provided and retained in the interests of highway safety.

12. The access leading to the proposed development shall incorporate traffic calming measures to maintain a 20mph speed limit in accordance with details and road safety audits to be submitted to and approved in writing by the Local Planning Authority Prior to development commencing. The approved scheme shall be implemented prior to the first beneficial occupation of the development hereby approved.

Reason: In the interests of pedestrian and highway safety.

13. The site boundary fronting the public highway shall be set back to provide for a 2m wide footway as shown on the amended plan drawing no.T11.126/101 Rev B and constructed in accordance with details to be submitted to and approved in writing by the Local planning Authority prior to works commencing on site. The approved details shall be fully implemented prior to the first beneficial occupation of the development hereby approved.

Reason: To ensure the adequacy of the proposed development in the interests of highway safety.

14. Full engineering design and details of the 2m wide continuous link footway to tie into the existing footway on Llantrisant Road shall be provided as shown on the submitted layout plan drawing no. T11.126/101 Rev B including extending the 20mph zone at Capel Farm with speed cushions, signage and road markings to tie into the existing 20mph zone at Capel Farm incorporating details of lighting columns to be relocated and cross sections shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing on site. The approved details shall be fully implemented, prior to the first beneficial occupation of the development hereby approved.

Reason: To provide for continuous pedestrian footway facilities in the

interests of pedestrian safety and connectivity this will encourage walking rather than the use of the private car.

15. No works whatsoever shall commence on site (other than for works of site clearance, ground remediation or ground condition survey work), until a traffic Regulation Order (TRO) in respect of the changes to the existing traffic management, traffic calming and speed limit at Llantrisant Road has been completed, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure deliverability of traffic management measures and restrictions in the interests of highway safety.

16. Notwithstanding the approved plans no building works shall commence until full engineering design and details of the internal road layout shown on layout plan drawing PL-001 Rev A, including longitudinal and cross sections, street lighting, traffic calming, , 2m wide footway along the site frontage, fence/barrier to be provided at the rear of the vision splay/footway, swept path analysis, surface water drainage and details of private shared accesses and associated bin storage, including construction details have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with a program to be agreed in writing with the Local Planning Authority.

Reason: To ensure the adequacy of the proposed development in the interests of highway safety.

17. Surface water runoff from the proposed development shall not discharge on to the public highway or be connected to any highway drainage system unless otherwise agreed in writing with the Local Planning Authority.

Reason: To prevent overloading of the existing highway drainage system and potential flooding in the interests of highway safety.

18. No development shall take place including any works offsite clearance, until a construction method statement, has been submitted to and approved in writing by the Local Planning Authority to provide for –

- i) the means of access into the site for all construction traffic.
- ii) the parking of vehicles of all site operatives and visitors.
- iii) the management of vehicular and pedestrian traffic.
- iv) loading and unloading of plant and materials.
- v) storage of plant and materials used in constructing the development.

vi) wheel cleansing facilities.

vii) the sheeting of lorries leaving the site.

The approved construction method statement shall be adhered to throughout the course of development unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the safety and free flow of traffic.

19. The developer shall provide the occupier of each dwelling with a travel plan/welcome pack which should contain the following –

i. bus/train service providers, their contact details, frequency of service, timetable, bus stops/train stations, current ticket costs and financial incentives to encourage the use of public transport.

ii. park and ride/park and share facilities and associated costs and the restrictions on the use of such facilities.

iii. pedestrian links to public transport services to local facilities, areas of employment, education and leisure.

iv. voucher or other means of contribution towards the cost of public transport season tickets, or purchase of bicycle or cycling accessories.

v. local and national cycle routes.

vi. any other measures that would encourage the use of sustainable modes of travel.

Reason: To ensure the reduction of road traffic and promotion of sustainable modes of travel.

20. The development hereby approved shall be carried out entirely in compliance with the requirements and recommendations set out in Section 5.4.1 of the Preliminary ecological Assessment submitted in support of the planning application.

Reason: In the interests of ecology, maintaining biodiversity and protecting the adjacent SSSI in accordance with Policy AW8 of the Rhondda Cynon Taf Local development Plan.

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