



PLANNING & DEVELOPMENT COMMITTEE

22 NOVEMBER 2018

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/0749/10
(MF)

APPLICANT: Mr & Mrs Parker

DEVELOPMENT: Construction of 3 no. pairs of semi detached houses and 3 no. detached houses with garages, together with private drive access (amended site layout plan received 07/09/18).

LOCATION: LAND OFF PENDERYN ROAD, HIRWAUN,
ABERDARE, CF44 0PS

DATE REGISTERED: 02/07/2018

ELECTORAL DIVISION: Hirwaun

RECOMMENDATION: Approve

REASONS:

The redevelopment of the site for residential purposes is acceptable in principle. Further, it is considered the site is capable of accommodating 9 no. dwellings as proposed without resulting in a significant impact upon the character and appearance of the surrounding area or the amenity and privacy of the surrounding properties. Additionally, it is not considered the proposed development would have any undue impact upon highway safety in the vicinity of the site, subject to a number of relevant mitigation measures.

The application therefore complies with the relevant local and national planning policies and is considered acceptable.

REASON APPLICATION REPORTED TO COMMITTEE

The application is reported to Committee as five or more dwellings are proposed, and because five letters of objection have been received following the consultation process.

APPLICATION DETAILS

Full planning permission is sought for the construction of 9 no. dwellings at the application site, 3 no. pairs of semi-detached dwellings and 3 no. detached dwellings.

The 3 no. pairs of semi-detached dwellings would be sited along the north-eastern boundary of the site, fronting Penderyn Road. They would each be of an identical two-storey design and scale, measuring 6m in width by 9.2m in depth, incorporating pitched roof designs to 8.5m in height. The dwellings would be set back from the highway, having a small area of amenity space to the front, and would each have 2 no. off-street parking spaces to the side and enclosed gardens to the rear. The properties would accommodate 3 no. bedrooms at first floor level with various living accommodation spread across the ground floor. Access to each of these dwellings would be directly off Penderyn Road.

The 3 no. detached dwellings would be sited to the rear of the semi-detached properties, towards the western, rear, boundary of the site. They would each be of an identical two-storey design and scale, measuring 9.7m in width by 9.5m in depth, incorporating pitched roof designs to 8.5m in height and integral garages to the side. The dwellings would be arranged around a shared private drive/turning head to the front, and would each be orientated towards the drive. Each property would have a small area of amenity space and parking area to the front and an enclosed garden to the rear. They would accommodate 4 no. bedrooms at first floor level with various living accommodation spread across the ground floor. The private drive access would connect to Penderyn Road at the north-eastern corner of the plot.

Each of the 9 no. dwellings would be finished in red face brick, grey concrete roof tiles and white uPVC windows, doors and rainwater goods.

It is noted that following the initial consultation process the occupiers of a number the adjacent properties to the south of the site raised a number of concerns in respect to the original site layout proposed. The neighbours commented that they have historically been able to access the rear of their properties via the application site and that the proposed development would stop this. In light of this issue, and following discussion with the neighbours, the applicant submitted an amended site layout plan on 07/09/2018 whereby a 2.5m wide access was provided from Penderyn Road through the site (between Plots 7 and 8) to the rear of the adjacent properties along Rhigos Road to ensure access to the rear of these properties is maintained.

SITE APPRAISAL

The application site is an irregularly shaped parcel of land, amounting to approximately 0.27ha, located along Penderyn Road, Hirwaun. The plot fronts Penderyn Road and rises from the highway (front) towards the west (rear). It is currently vacant but overgrown with various scrub vegetation. A number of residential properties and a cadet hut bound the site to the south, with a further

dwelling located to the west. The northern boundary is lined with mature trees, beyond which is an unnamed stream.

The surrounding area is generally residential nature, comprising a mix of dwelling types and relationships between properties.

PLANNING HISTORY

Previous planning applications submitted at the site:

09/0962	Erection of 10 residential properties and associated works	Granted 11/02/11
08/0159	Five dwellings off private access road (outline application siting and access considered)	Granted 28/05/08
05/1569	Proposed 7 new dwellings: 2 no. 4 bedroom houses, 4 no. 3 bedroom houses, 1 no. 3 bedroom bungalow plus new fully adoptable access road	Granted 18/11/05
05/0014	Outline planning for 5 dwellings	Granted 03/03/05
01/4152	Outline planning for residential development	Granted 13/11/01

PUBLICITY

The application was originally advertised by means of direct neighbour notification and site notices. Five letters of objection were received from occupiers of the adjacent properties along Rhigos Road, making the following comments (summarised):

- The adjacent properties along Rhigos Road have access to the rear of their curtilages through the application site. Concerns that the proposed development would stop this access. As such access should be maintained if planning permission is granted.
- Concerns that the proposed development would result in damage to the boundary treatments of the adjacent properties along Rhigos Road.

Following submission of the amended site layout plan including access to the rear of the adjacent properties along Rhigos Road, further neighbour consultation was undertaken. No further responses were received.

CONSULTATION

Transportation Section – no objection, subject to conditions.

Public Health and Protection – no objection, subject to conditions.

Flood Risk Management – no objection, subject to condition.

Countryside, Landscape and Ecology – no objection, subject to conditions.

Natural Resources Wales – no objection.

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

Wales and West Utilities – no objection, subject to conditions.

Western Power Distribution – no objection.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

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

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

Policy AW1 – sets out the criteria for new housing proposals.

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

Policy AW4 – details the criteria for planning obligations including the Community Infrastructure Levy (CIL).

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 – sets out the criteria for the protection and enhancement of the natural environment.

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

Policy NSA3 – sets out the criteria for residential, commercial and community development within the Key Settlement of Hirwaun.

Policy NSA10 – requires housing developments in the Northern Strategy Area to have a net residential density of at least 30 no. dwellings per hectare, subject to certain exceptions.

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

Supplementary Planning Guidance

- Design and Placemaking;
- A Design Guide for Householder Development;
- Nature Conservation;
- Access, Circulation and Parking.

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 (Local 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 8 (Transport), Chapter 9 (Housing) and 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 5: Nature Conservation and Planning;
- PPW Technical Advice Note 11: Noise;
- PPW Technical Advice Note 12: Design;
- PPW Technical Advice Note 15: Development and Flood Risk;
- PPW Technical Advice Note 18: Transport.

REASONS FOR REACHING THE RECOMMENDATION

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

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

Principle of the Proposed Development

Full planning permission is sought for the construction of 9 no. dwellings at the application site.

Policy AW1 supports residential development on unallocated land within the settlement boundary, while Policy AW2 seeks development be situated within settlement boundaries and sustainable locations. In this instance the site is situated inside of the defined settlement limits of the village and is unallocated. Further, it is located near the Retail Centre of the village and a number of public transport links, being sited in close proximity of the main bus route through the village. As such it is considered the site is located within a sustainable location and therefore complies with the primary objectives of Policies AW1 and AW2 of the LDP. Further, the proposed development would make use of an under-used, vacant site which is promoted by Policy CS2.

It is also noted that the RCT Joint Housing Land Availability Study (2018) calculates the current supply to be 1.4 years, a deficit of 3.6 years against the minimum required by national policy. As such the proposed development would go some way to increasing the Authority's housing land supply. Additionally, the proposal is compliant with Policy NSA10 in that it proposes development which exceeds 30 no. dwellings per hectare (33 no.).

Finally, as detailed above, the site has a long history of planning permissions for residential development and it is therefore considered that the principle of residential development at the site has already been established. The proposal is therefore acceptable, in principle, subject to an assessment of the criteria set out below.

Visual Impact

It is considered that the application site is of a scale capable of accommodating the number of dwellings proposed without leading to overdevelopment of the plot. Further, the proposed site layout forms an appropriate design given the shape of the plot and the relationship it has with the adjacent neighbouring properties. It is acknowledged that the site rises from front to back and as such a number of retaining works would be required along the western and southern boundaries, however, at their highest point the retaining works be only 2m above ground level and would be screened from views outside of the site by the new dwellings themselves. As such it is not considered the general redevelopment of plot and layout proposed would have a detrimental impact upon the character and appearance of the site or the surrounding area.

With respect to the proposed buildings, fronting the highway the 3 no. pairs of semi-detached dwellings would inevitably form highly visible features in the street scene along Penderyn Road. However, the proposed dwellings are of a typical modern scale and design and are comparable to many other new developments in the area and throughout the wider County Borough. Further, whilst the detached properties would be sited at a higher ground level than the semi-detached dwellings to the front (approximately 2m higher), they would be largely screened from view along Penderyn Road by the semi-detached properties and are again of a typical modern design and scale. It is also noted that the immediate surrounding area is characterised by a wide mix of different house types, including detached, semi-detached and terraced two-storey properties and bungalows. Therefore the proposed dwellings will not be out of character with their surroundings.

The proposed development is therefore considered to be in accordance with the requirements local planning policy in respect of its potential impact upon the visual amenity of the surrounding area.

Residential Amenity

Whilst it is acknowledged that any development at the site would inevitably result in a degree of impact to the amenity and privacy standards currently enjoyed by surrounding residents, it is considered that the site layout proposed will allow sufficient distance between the new properties and the existing to ensure that any potential impact would not be significant enough to warrant refusal of the application.

Plots 7 and 8 along the southern boundary of the site would be located approximately 20m from the rear of the adjacent properties along Rhigos Road, which would ensure that no undue overshadowing or overbearing impact would occur. Further, they would be set a lower ground level than the adjacent properties along Rhigos Road and have been orientated in a manner so that no habitable room windows would directly overlook the existing properties. Further, whilst Plots 8 and 9 would be sited in close proximity of the adjacent dwelling to the west, Brynawel, again, given that they would be sited at a considerably lower ground level than the existing property and orientated so that no habitable room windows would directly overlook this property, it is not considered any impact to Brynawel would be significant enough to warrant refusal of the application.

With respect to any potential impact upon the properties opposite the site within Brecon Close, it is considered that sufficient distance (approximately 18m) would be maintained between the front elevations of the new properties and the rear of the existing dwellings to ensure that the proposed development would not result in having a significant impact upon the amenities and privacy of these properties.

Finally, it is also noted that no objections were received from occupiers of the surrounding properties in these respects following consultation.

Therefore, in light of the above, whilst it is acknowledged that a degree of impact would inevitably occur upon the amenity and privacy standards currently enjoyed by surrounding residents, it is not considered any impact would be so detrimental as to warrant refusal of the application. The application is therefore considered acceptable in this regard.

Highway Safety

No objections have been raised by the Council's Transportation Section following consultation. They did however suggest a number of conditions be added to any consent relating to the access and parking arrangements and a Traffic Regulation Order in the vicinity of the site.

In their assessment of the scheme the Transportation Section commented that there is a 1.8m footway opposite the application site and no footway on the development side. However, the applicant proposes to provide a continuous 2m footway on the development side which is acceptable for safe and satisfactory access. It is therefore considered that Penderyn Road would provide for safe and satisfactory vehicular and pedestrian movement, subject to the mitigation measures proposed being implemented. As such conditions to this effect are detailed below.

With respect to parking, the Transportation Section commented that the proposed 9 no. dwellings (3 x 4 bedroom and 6 x 3 bedroom) require up to a maximum of 3 no. off-street parking spaces per dwelling in accordance with SPG: Access, Circulation and Parking, taking the maximum required to 30 no. spaces with only 24 no. provided. The layout plan indicates that there will be 2 no. spaces per 3 bedroom dwelling fronting Penderyn Road and 3 no. spaces per dwelling for the 4 bedroom dwellings served off the private shared access. Taking into account the relatively

small scale of the 3 bedroom dwellings and the sustainable location of the application site, close to local amenities and public transport, on-balance, the off-street car parking provision is acceptable in this instance.

It was noted however that there some concern that there is potential for overspill car parking to take place on Penderyn Road in close proximity to the junction of Brecon Close. However, there is an existing Traffic Regulation Order in place along Penderyn Road which if amended/lengthened would prevent on-street car parking taking place at this location. As such a condition to this effect is detailed below and the cost of amending the Traffic Regulation Order (£3500) would be passed to the developer.

There is also some concern that the proposed 6 no. 3 bedroom dwellings fronting Penderyn Road may result in reversing movements to/from the highway in close proximity to the junction of Brecon Close, which could potentially lead to vehicular conflict to the detriment of safety of all highway users. However, taking into account that Brecon Close is a small cul-de-sac containing only 10 no. dwellings with limited vehicular movements, and sight lines to/from Brecon Close and the proposed dwelling's parking spaces are good with a Traffic Regulation Order preventing on-street car parking to the front, this concern alone would not warrant a highway objection.

Consequently, in light of the above highway assessment, whilst there is some concern that the proposed will result in reversing movements to/from the highway in close proximity to the junction of Brecon Close and some on-street parking, given the mitigation proposed, on balance, the application is considered acceptable in respect of its potential impact upon pedestrian and highway safety in the vicinity of the site.

Ecology

The Council's Ecologist noted that the application site supports rough grass, scrub and small trees and consequently there may be potential for reptiles and nesting birds to be present. Further, the site is bounded by a stream to the north which would need to be protected during development and that Japanese Knotweed is present.

In light of these issues relevant ecology surveys were undertaken at the site to determine whether protected species or nesting birds are present, and to assess any potential impact upon the adjacent river. The surveys detailed that the site is unlikely to accommodate reptiles but a number of mitigation measures were suggested to ensure there is no impact during site clearance. The reports also detailed that whilst no nesting birds were found on site, again appropriate mitigation should be undertaken during site clearance to ensure there is no impact. Finally, the reports detailed a stream protection method statement to ensure that no dirt/silt etc. would enter the watercourse during development, and a scheme to eradicate Japanese Knotweed on site.

The Council's Ecologist has assessed the relevant reports and commented that they have been undertaken to appropriate standards and the conclusions/mitigation proposals are reasonable and appropriate. As such no objections are raised, but

conditions are suggested to ensure the proposed mitigation measures detailed within the submitted reports are undertaken during site clearance and development works.

Public Health

No objections have been received from the Council's Public Health and Protection Division. They did however note that a search of their records relating to potentially contaminating past land uses has shown that the application site lies within 250m of a landfill site and therefore potential hazards associated with land contamination may exist on site. As such a condition is suggested requiring site investigations be undertaken at the site and the results be submitted to and approved by the Council prior to any development works being undertaken.

The Public Health and Protection Division also suggested a number of conditions be attached to any consent in relation construction noise, waste and dust. Whilst these comments are appreciated, it is considered that construction noise, waste and dust matters can be more efficiently controlled by other legislation. It is therefore considered the conditions suggested in this respect are not necessary and an appropriate note highlighting them would be sufficient instead.

Land Drainage and Flood Risk

Following consultation no objections have been raised by the Council's Flood Risk Management (FRM) Section in respect of potential flood risk at the site. The FRM Section noted that the applicant has not provided full surface water drainage details with the application and consequently it is difficult to assess the potential impact of the development in respect of flood risk, however, it is considered that an acceptable drainage scheme can be implemented at the site that would overcome any concerns. Therefore no objections are raised but it is suggested a condition being added to any consent requesting full site drainage details be submitted to and approved by the Council prior to any development works starting on site. It is also noted that no objections were received from Dwr Cymru Welsh Water, subject to standard conditions and advice.

In light of the above advice, the development is considered acceptable in respect of site drainage, subject to the condition detailed below.

Natural Resources Wales (NRW) noted that a small section of the site, along the northern boundary, is located within Zone C2 as defined by the Development Advice Map referred to under Technical Advice Note 15: Development and Flood Risk (July 2004), confirming that this area of the site is located within the 1% (1 in 100 year) and the 0.1% (1 in a 1000 year) annual probability fluvial flood outlines of an unnamed stream. However, this area of the site forms the bank of the stream only and would not be developed as part of the scheme. As such NRW consider the risk is acceptable subject to the developer being made aware of the potential flood risks. In light of this advice the application is considered acceptable in respect of flood risk and an informative note is detailed below informing the developer of the flood risk situation.

Other Issues

It is noted that no objections were received from Wales and West Utilities or Western Power Distribution, subject to standard conditions and advice.

Neighbour Consultation Responses

It is noted that a number of occupiers of the adjacent properties to the south of the site along Rhigos Road commented that they currently have access to the rear of their curtilages through the application site and that the proposed development would stop this access. Whilst this may be the case, following a request from the Council, none of the objectors have provided any evidence to prove that they have a legal right of access across the land. Further, the applicant has submitted the title deeds for the land which clearly highlights that there are no rights of access across it. This fact has been confirmed by the Council's Legal and Democratic Services Section.

However, despite the above fact, following receipt of the concerns from the adjacent objectors, the applicant entered discussion with the neighbours and amended the proposed site layout to include a 2.5m wide access from Penderyn Road through the site (between Plots 7 and 8) to the rear of the adjacent properties along Rhigos Road, to ensure access to the rear of these properties would be maintained during and following development. Members are advised however that land ownership/access issues are not a material consideration of planning applications and therefore cannot be taken into account during their determination. As such any future access issue would form a private matter between the landowner and the adjacent neighbours that the Council could not enter in to.

It is also noted that a number of concerns were raised in respect of the proposed development resulting in damage to the boundary treatments of the adjacent properties along Rhigos Road. Whilst regrettable, this again would form a private matter between the two parties involved.

Community Infrastructure Levy Liability

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

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 as amended however the application site lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones where a £nil charge is applicable. Therefore no CIL is payable.

Conclusion

The redevelopment of the site for residential purposes is acceptable in principle. Further, it is considered the site is capable of accommodating 9 no. dwellings as proposed without resulting in a significant impact upon the character and appearance of the surrounding area or the amenity and privacy of the surrounding properties. Furthermore, it is not considered the proposed development would have

any undue impact upon highway safety in the vicinity of the site, subject to the mitigation measures detailed in the conditions below being carried out.

In light of the above, the application is considered to comply with the relevant local and national planning policies and is considered acceptable.

RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To comply with Sections 91 and 93 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the approved plans ref. 2604 NB SD, 2604 NB RSS, 2604 S, 2604 NB H, 2604 NB La Rev A and documents received by the Local Planning Authority on 03/07/18, 07/09/18, 25/09/18, 19/10/18 unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

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

3. No development shall commence on site until full site drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not be brought in to beneficial occupation 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.

4. The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted and approved by the Local Planning Authority. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

- i. A desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of contamination relevant to the site. The desk-top study should contain a Conceptual site model.
- ii. A site investigation shall be carried out by a competent person to fully and effectively characterise the nature and extent of any contamination and its implications. The site investigation shall not be commenced until a desk-top study has been completed satisfying the

requirements of paragraph (i) above.

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

Reason: In the interest of Health and Safety and Environmental Amenity and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

5. The dwellings hereby approved shall not be occupied until the measures approved in the scheme referred to in Condition 4 have been implemented and a suitable validation report of the proposed scheme is submitted and approved by the Local Planning Authority.

Reason: In the interest of Health and Safety and Environmental Amenity and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

6. 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 to the Local Planning Authority.

Reason: In the interest of Health and Safety and Environmental Amenity and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. Notwithstanding the submitted site layout plan ref. 2604 NB La Rev A, full engineering design and details of the proposed footway, vehicular crossover and uncontrolled pedestrian crossing point shall be submitted to and approved in writing by the Local Planning Authority prior to any development works commencing on site. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial occupation of the dwellings hereby approved.

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

8. No development shall take place, including any works of site clearance, until a Construction Method Statement has been submitted and approved in writing by the Local Planning Authority to provide for:
 - a) the means of access into the site for all construction traffic;
 - b) the parking of vehicles of site operatives and visitors;

- c) the management of vehicular and pedestrian traffic;
- d) loading and unloading of plant and materials;
- e) storage of plant and materials used in constructing the development;
- f) wheel cleansing facilities;
- g) the sheeting of lorries leaving the site.

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

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

9. Before the dwellings hereby approved are brought into beneficial occupation, the means of access, private shared access, parking and turning facilities, shall be laid out in accordance with the submitted plan ref. 2604 NB La REV A and approved by the Local Planning Authority. The car parking spaces and garages shall remain for the parking of vehicles only thereafter.

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

10. The dwellings hereby approved shall not be brought into beneficial occupation until a Traffic Regulation Order (TRO) along Penderyn Road in the vicinity of the site has been completed to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure deliverability of traffic management measures and restrictions in the interests of highway safety and free flow of traffic, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

11. All site clearance and development works shall be undertaken in accordance with recommendations, method statements and mitigation proposals set out in the submitted Ecological Appraisal Report (September 2018) and Ecological Technical Note (17/101/8).

Reason: In the interests of ecology and to afford protection to animal/plant species and the adjacent watercourse in accordance with Policies AW5, AW8 and AW10 of the Rhondda Cynon Taf Local Development Plan.

12. HGV's used during construction shall be restricted to 09:00am to 16:30pm weekdays, 09:00am to 13:00pm Saturdays, with no deliveries on Sundays and Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety, free flow of traffic and neighbour amenity, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

13. Surface water run-off from the proposed development shall not discharge onto the public highway or connect to any highway drainage system unless otherwise agreed in writing by the LPA.

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