

**PLANNING & DEVELOPMENT COMMITTEE**

**20 DECEMBER 2018**

**REPORT OF THE SERVICE DIRECTOR, PLANNING**

**PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 18/0901/10  
**(JAW)**  
**APPLICANT:** Manning Construction Ltd  
**DEVELOPMENT:** Erection of 2 no 4 bed detached dwellings with detached double garages and 3 no 3 bed detached dwellings with detached single garages, (Revised site layout plan received).  
**LOCATION:** LAND ADJACENT TO THE HEALTH CENTRE, HIGH STREET, GILFACH GOCH, PORTH  
**DATE REGISTERED:** 28/08/2018  
**ELECTORAL DIVISION:** Gilfach Goch

---

**RECOMMENDATION:** Approve

**REASONS:**

The application site straddles the settlement boundary with part of the site lying outside of the settlement boundary. Following a full consideration of all policy relevant to the proposed development and all other material planning considerations the development is considered acceptable as it would not harm the fabric of the existing settlement to an acceptable degree and is located in an establishment sustainable settlement. In addition the proposal is acceptable in terms of highway and pedestrian safety and all other material planning considerations

---

**REASON APPLICATION REPORTED TO COMMITTEE**

- The proposal is not covered by determination powers delegated to Service Director Planning

**APPLICATION DETAILS**

Full planning permission is sought for the erection of five detached dwellings, comprising:

- 2 no. 4 bed detached dwellings with double detached garages
- 3 no. 3 bed detached dwellings with single detached garages

The 2 4-bed dwellings will have dimensions of 9.65m deep by 7.95m wide by 8.2m to its ridge (main dwelling). The dwelling will have a 1.7m deep two storey front projection and a ground floor bay window. Accommodation will be arranged over two levels, comprising lounge, kitchen/dining area, utility room and toilet on the ground floor and four bedrooms, one en-suite and a bathroom at first floor. The double garage will measure 6.06m wide by 6.29m deep by 3.8m to its ridge.

The 3 3-bed dwellings will have overall dimensions of 9.24m deep by 6.98m wide by 8.7m to their ridge with a two storey bay window feature to the front elevation. Accommodation will be arranged over two levels, comprising lounge, kitchen/dining area and toilet on the ground floor and three bedrooms, one en-suite and a bathroom at first floor. The single garage will measure 3.03m wide by 6.29m deep by 3.3m to its ridge.

The external finishes will comprise face brick walls to the 3-bed dwellings and render walls to the front elevation with face brick decorative features and face brick to side and rear elevations to the 4-bed dwellings. Both dwelling types will have cast stone cills and heads, upvc windows and tiled roofs.

Access to the dwellings would be via a central access point and a private drive would serve the dwellings that would run parallel with High Street. A landscaped 2m wide strip would separate the private drive from High Street.

The application is accompanied by the following:

- Planning Statement
- Preliminary Ecological Appraisal report
- Coal Mining Risk Assessment

## **SITE APPRAISAL**

The application site comprises an irregularly shaped vacant parcel of land to the south of Cwm Gwyrdd Medical Centre. The application site measures 0.25 ha and straddles the defined settlement boundary of Gilfach Goch. The land gently slopes downhill away from High Street (B4564).

The site is bounded by small scrub/woodland sections separated by grassland to the west, which extends down to the valley floor and the Ogwr Fach River; scrubland/woodland to the south; High Street (B4564) to the east; and the Gwyrdd Medical Centre car park to the north. Opposite the Health Centre and part of the application site is a small terrace and a senior citizens hall.

Public Right of Way ANT/41/1 crosses the site. Although the area once formed part of a mineral railway line, it has long been reclaimed and has all the characteristics of a Greenfield site.

There is a bus stop to the front and opposite the site frontage.

## **PLANNING HISTORY**

17/0609	Three x 3 bedroom detached houses	Withdrawn 02/02/18
16/1333	Three x 3 bedroom dwelling houses	Refused 12/04/17
08/1007	Outline application for new club house, sun terrace, playground and associated car parking and construction of 3 No. detached houses with integral garages.	Approved 23/03/10
08/1005	Three x 3 detached houses with integral garages (Outline)	Withdrawn 02/06/09

## **PUBLICITY**

The application has been advertised by direct notification letters, a press notice and site notices. One letter of objection has been received raising the following concerns:

- Main road is already busy, with traffic emerging from the GP Surgery already having an impact, although this is a necessary service that benefits the community. Traffic turning into the dwellings would have an adverse impact on the safety of both pedestrians and drivers.
- Five very large dwellings are out of keeping with the culture and heritage of the village.
- The houses would not serve any value to the community or assist anyone to purchase an affordable home, as they would be above the value that would give many occupants of the village the option of an affordable home.

## **CONSULTATION**

Transportation Section – no objection subject to conditions.

Land Reclamation and Engineering – no objection subject to conditions.

Public Health and Protection – no objection subject to conditions.

Natural Resources Wales – no objection subject to conditions.

Welsh Water – no objection subject to conditions and advisory notes. Advises that the site is crossed by a 4 inch distribution water main.

Western Power Distribution – advises that should the applicant require a service diversion or a new connection they will need to apply to Western Power Distribution.

Wales and West Utilities – provides details of the location of their apparatus in the vicinity of the application site along with details of safe working practices to be adopted when working in the vicinity of it.

Countryside Section – no objection subject to conditions.

Coal Authority – no objection.

Streetcare – no objection to the location of the bin collection points, which are on High Street.

Community Council - no observations received.

## **POLICY CONTEXT**

### **Rhondda Cynon Taf Local Development Plan**

The site is within the southern strategy area. The site straddles the settlement boundary, that is, part of the site is inside the settlement boundary and part of the site is outside of the settlement boundary.

**Policy CS2** Development in the South – places emphasis on sustainable growth in the southern strategy area that benefits Rhondda Cynon Taf as a whole. One of the ways that this will be achieved is through locating development within defined settlement boundaries.

**Policy AW1** Supply of new housing – sets out the housing land requirement for the county borough for the plan period and how this will be achieved including development of non allocated sites within the settlement boundary.

**Policy AW2** Sustainable locations - seeks to locate new development in sustainable locations including those which are located within the settlement boundary.

**Policy AW4** Community Infrastructure and Planning Obligations - sets out the planning obligations and CIL that maybe required.

**Policy AW5** New Development - seeks to ensure that development is acceptable in terms of amenity and accessibility.

**Policy AW6** Design and Place Making – seeks development which achieves a high standard of design.

**Policy SSA11** Housing Density – sets a minimum density of 35 dwellings per hectare. Lower density levels may be permitted where there is a demonstrable reason.

**Policy SSA12** Affordable Housing - seeks the provision of 20% affordable housing on sites of 5 dwellings or more.

**Policy SSA13** Housing development within settlement boundaries - supports the principle of residential development within defined settlement boundaries.

Relevant Supplementary Planning Guidance:

1. Design and Placemaking
2. Affordable Housing
3. Planning Obligations
4. Access Circulation and Car 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 (PPW) (Edition 10) – particular reference to Chapters 3: Strategic and Spatial Choices and Chapter 4: Active and Social Places.

Other relevant policy guidance consulted:

PPW Technical Advice Note 12: Design;  
PPW Technical Advice Note 18: Transport;  
Manual for Streets

## **REASONS FOR REACHING THE RECOMMENDATION**

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

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

### **Main Issues:**

The principal issues in the consideration and determination of this planning application are the planning policy position, the impact of the proposed development on the character and appearance of the area, on nearby residential properties and the impact on highway and pedestrian safety, including PROW ANT 41/1.

### **Principle of the proposed development**

In planning policy terms the application site is a Greenfield site that straddles the fixed settlement boundary. Plots 1 and 2 which are located adjacent to the Health Centre are located inside the settlement boundary, with part of their rear garden area located outside. Plot 3 straddles the settlement boundary and plots 4 and 5 are located outside.

Members will note that a previous application reference 16/1333/13 for three dwellings at the southern end of the site was refused as it presented unjustified residential development outside the defined settlement boundary.

It is considered the current proposal differs to that previously refused as it would provide a development that forms a continuation from the boundary of the Health Centre as opposed to the previously refused scheme that formed an isolated development to the existing development to the north. Para. 3.14 of PPW (Edition

10) advises that 'site and context analysis should be used to determine the appropriateness of a development proposal in responding to its surroundings. This process will ensure that a development is well integrated into the fabric of the existing built environment'. It is considered that the proposed development that straddles the settlement boundary would meet these tests by providing a linear development that would form a logical continuation of the built form on the western side of High Street.

In terms of accessibility the site lies adjacent to a health centre, has good pedestrian and cycle links and there is a bus stop on both sides of the highway to the front of the site. There is no railway station in the vicinity of the site however, there is a regular bus service to Porth, that has, good connectivity in terms of both bus and train services. The site is also located within 300m of a local centre. It is therefore considered that the proposed development complies with the principles of PPW (Edition 10 para. 3.12) in that there are travel choices, which minimise the need to travel and rely on the car.

Having regard to the above it is considered that there are material considerations different to the previously refused application reference 16/1333/13 that weigh in favour of the development and to supporting the development in principle. The proposal is therefore considered to be justified having regard to policies CS 2, AW 1, AW 2 and SSA 13 and PPW (Edition 10).

### **Impact on the character and appearance of the area**

In considering the impact of the development on the character and appearance of the area it is noted that the wider area comprises mainly of two storey terraced dwellings with a range of external finishes. Immediately to the north of the site is Cwm Gwyrdd Medical Centre which is a modern building, beyond which is a face brick housing complex. It is considered that the proposed two storey detached dwellings, with a linear layout facing High Street, with external finishes of render, face brick and tiled roofs would be visually acceptable at this location. There is some concern with regards to the colour of face brick as detailed on the submitted plan; however, following negotiation the applicant has confirmed he is amenable to submit details of a revised face brick, which can be dealt with by condition.

The site layout provides a 2m wide landscaped area across the site frontage either side of a central access point, the proposed landscaped area will help soften the appearance of the development from High Street.

The concern raised that five very large dwellings is out of keeping with the culture and heritage of the village and would not assist anyone to purchase an affordable home is noted. It is considered that the development of detached dwellings would provide alternative house types for the area, which currently comprises mainly terraced dwellings.

The proposal is therefore considered to be in keeping with the character and appearance of the surrounding area in accordance with the provisions of policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

## **Impact on residential amenity and privacy**

Given the distance to the nearest residential dwellings together with the orientation of the proposed dwellings facing directly onto High Street, it is considered that the proposed development would not have an adverse impact on the residential amenities of the nearest dwellings.

The initial scheme sited the dwelling at plot 1 close to the boundary with the car park of the adjacent Health Centre. Following negotiations the dwelling has been moved towards the boundary with plot 2, with plot 1's garage located adjacent to the car park. It is considered that the revised layout will provide an improved layout of plot 1 for future occupiers.

It is for these reasons it is considered that the development is compliant with the requirements of policy AW5 of the Rhondda Cynon Taf Local Development Plan.

## **Access and highway safety**

The concern that the main road is already busy, with traffic emerging from the GP Surgery and that traffic turning into the dwellings would have an adverse impact on the safety of both pedestrians and drivers is acknowledged.

High Street (B4564), Gilfach Goch has a carriageway width of 6.5m with a 1.8m footway on its development side and a 1.6m wide footway on the opposite side. There are no parking restrictions along the B4564 within the vicinity of the site.

The Highways Development Control Section has considered the proposed development and has, on balance, not raised any objection. In arriving at this conclusion highway officers have given careful consideration to the key issues that affect the proposal, that is:

- Vision splays – the B4564 is subject to a 30mph speed limit. In accordance with TAN 18, the required vision splays at the junction between the private shared access and the B4564 (High Street) should be 2.4m by 40m, which can be achieved.
- Pavement across site frontage - The proposal is to widen the pavement along the site frontage to 2m which will bring this pavement up to current standards.
- Private shared access – There are some concerns with regards to the layout of the private shared access including vehicles travelling north on the B4564 would encounter difficulty making the turn to plots 4 and 5. Similarly, vehicles exiting the development would likely not be perpendicular with the B4564 and encounter difficulty exiting the development. The width of the proposed access is also in excess of the 4.5m typically associated with a private shared access and also the presence of radius kerbs, which implies that precedence, is given to motor vehicles over pedestrians. Whilst not providing a designated turning area, there is scope for vehicles to turn on the access to facilitate access and egress in a forward gear. The Highways Development Control Section has advised that the 8m wide access will help address the concerns

outlined above with regard to vehicular movements to and from the development. The concerns can also be further reduced by the access being served via a vehicular crossover in accordance with standard detail 111 – Vehicular Crossover – Residential Streets, with no radius kerbs or tactile paving, giving priority to pedestrians walking along the footway.

- Parking – The proposed level of parking for each plot is acceptable. There is no designated visitor parking space however there is scope for short term visitor parking to take place on the private access without undue detriment to highway safety or free flow of traffic.

On the basis of the above, there is some concern with regards to the layout of the proposed private shared access. However, subject to the provision of an adequate vehicular crossover and the imposition of conditions, it is considered that, on balance, the development would not have such a detrimental impact on highway and pedestrian safety and free flow of traffic in the area to refuse the application. The proposal is therefore compliant with the requirements of policy AW5 of the Rhondda Local Plan.

### **Public Right of Way (PROW)**

Another key consideration is the PROW that traverses the site. The submitted site layout plan acknowledges the location of PROW ANT/41/1 and proposes to divert the line of the PROW providing a 3m wide straight path between plots 3 and 4. The Council's PROW officer has raised no objection to the line of the diverted PROW as shown on the proposed layout plan subject to an informative note to advise the developer that no development should take place until the PROW has been formally diverted.

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.

### **Ecology**

The site has a relatively diverse flora. The Council's ecologist has advised that the Preliminary Ecological Appraisal report prepared by Wildwood Ecology dated 19/07/18 is a competent and appropriate survey/assessment that has confirmed that the area is of low ecological value. A condition is recommended to ensure all the habitat and species recommendations and bio-diversity enhancement measures as set out in the conclusions and recommendations section of the report are fully implemented. Subject to condition the application is considered compliant with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

### **Drainage**

The proposed layout shows the diversion of a watercourse that currently crosses the site with the assumed line under plots 2 and 3. The proposal is to divert the watercourse to follow the diverted line of the PROW. The Council's Drainage Section has advised that the proposed diversion of the watercourse between plots 3



and 4 is acceptable in principle to ensure the structural integrity and future access to the watercourse. The structural engineer has advised that the size of the culvert as shown is lower than the minimum size of 450mm that will be required however details of the required diversion will be subject to a separate Ordinary Watercourse Consent.

The sites surface water has yet to be detailed to take into account the flood risk associated with the site. A condition is therefore required to address pre and post development flow rates, volume storage and details of drainage network and discharge point.

Welsh Water advises that a 4 inch distribution water main crosses the site which may require diverting. An informative note is proposed to draw the applicant's attention to this water main.

Subject to conditions and informative notes it is considered that the proposal is acceptable in respect of drainage and policy AW10 of the Rhondda Cynon Taf Local Development Plan.

### **Coal Mining**

The site is located within a High Risk Coal Mining Development Area, a Coal Mining Risk Assessment report (21 May 2018), prepared by Rhondda Geotechnical Services has been submitted with the application. Based on a review of appropriate sources of coal mining and geological information, the submitted report discounts any risk posed by the unrecorded mining of the outcropping No.2 Rhondda coal seam.

The report does, however, identify that a roadway/tunnel running from an off-site adit extends beneath the site at shallow depth. Nevertheless, the report author is satisfied that this feature poses only a minimal risk to the proposed development, and that this risk can be adequately mitigated through the construction of the dwellings using appropriately engineered rafts designed by a suitably qualified structural engineer, which can be dealt with under the Building Regulation Legislation.

For the above reasons the Coal Authority has raised no objection to the proposed development.

### **Public Health and Protection**

Advises that a tramway and colliery formerly occupied the application site. Therefore considers that there is a potential for contamination to exist on site and recommends conditions to address site contamination.

The Council's Public Health and Protection Section have also suggested a number of conditions/informative notes relating to the potential for disturbance resulting from construction traffic and general on site activities during the course of the construction of the application. Whilst it is inevitable that any development of the site would lead to noise and disturbance to adjacent properties during the construction stage, it is

considered that matters such as, noise, dust and disposal of waste can be more effectively controlled by other legislation with an appropriate Informative being added to any permission notifying the applicant/developer of the need to comply with legislation.

### **Community Infrastructure Levy (CIL) Liability**

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

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010, (as amended) however, the application site lies in zone 1 of Rhondda Cynon Taf's Charging Zones, where a nil charge is applicable 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.

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**

- Affordable Housing – A commuted sum in lieu of on-site provision equivalent to 30% of the market value of a three bedroom house in Gilfach Goch, calculated at the time the development commences. However, at the time of writing the report the applicant has suggested that the site is not viable to provide the off-site contribution. The viability of the site is currently being considered and an update will be provided at Committee.

### **Conclusion**

The application site straddles the settlement boundary with part of the site lying outside. Following full consideration of all policy relevant to the proposed development and all other material planning considerations it is considered

acceptable in principle. In addition, on balance, the proposal is acceptable in terms of highway and pedestrian safety and is considered acceptable having regard to all other material planning considerations considered above.

**RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:**

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

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

2. The development hereby approved shall be carried out in accordance with the approved plan(s) no(s):

Site Location Plan – Drawing No. 018: 02/08  
Site Layout Plan - Drawing No. 018: 02/01 received 02/11/18  
Ground Floor Plan Type A – Drawing No. 018: 02/02  
First Floor Plan Type A – Drawing No. 018: 02/03  
Elevations Type A – Drawing No. 018: 02/04  
Ground Floor Plan Type B – Drawing No. 018 02/05  
First Floor Plan Type B – Drawing No. 018 02/06  
Elevations Type B – Drawing No.018 02/07  
Double Garage Plots 1 and 5 - Drawing No. 018: 02/08  
Single Garage Plots 2, 3 and 4 – Drawing No. 018 02/09

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. Before any works start on site, existing and proposed levels (including relevant sections) 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 visual and residential amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

4. Notwithstanding the details on the approved plans building operations shall not be commenced until samples of the finishing materials, including revised samples of face bricks 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

5. 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 dwelling hereby approved 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 in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

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

Reason: To ensure that drainage from the proposed development does not cause or exacerbate any adverse condition on the development site, adjoining properties, environment and existing infrastructure arising from inadequate drainage in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. No development shall commence until a scheme to deal with contamination has been submitted to and approved in writing 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.

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

8. The development hereby permitted shall not be occupied and/or operated until the measures approved in the scheme have been implemented and a suitable validation report of the proposed scheme has been submitted to and approved in writing by the Local Planning Authority.

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

9. If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to and approved in writing by the Local Planning Authority prior to the work recommencing.

Reason: In the interest of health and safety and environmental amenity and so as to accord with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

10. Notwithstanding the submitted plans, development shall not commence until details providing for the creation of a 2.0m wide footway along site boundary abutting the B4564 High Street have been submitted to and approved in writing by the Local Planning Authority and implemented on site.

Reason: In the interest of highway and pedestrian safety.

11. Notwithstanding the submitted plans, development shall not commence until details providing for a vehicular crossover has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior to the beneficial occupation of any dwelling.

Reason: In the interests of highway safety.

12. The proposed private shared access and parking areas shall be laid out on site and constructed in permanent materials in accordance with submitted drawing no. "018P: 02/ 01." The private shared access, parking areas for all plots and garages shall remain for the purposes of access and parking only unless agreed otherwise with the Local Planning Authority.

Reason: In the interests of highway safety.

13. The vehicular access to the site shall be laid out, constructed and retained thereafter with 2.4 metres x 40 metres vision splays.

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

14. No obstruction or planting when mature, exceeding 0.9 metres in height shall be placed within the required vision splay areas.

Reason: To ensure that adequate visibility is maintained, in the interests of highway safety.

15. 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:

- the means of access into the site for all construction traffic,
- the parking of vehicles of site operatives and visitors,
- the management of vehicular and pedestrian traffic,
- loading and unloading of plant and materials,
- storage of plant and materials used in constructing the development,
- wheel cleansing facilities, 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 the safety and free flow of traffic.

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

Reason: To prevent surface water run-off from discharging into the public highway drainage system, in the interests of highway safety

17. The development hereby granted shall be carried out entirely in accordance with the findings and recommendations of the Preliminary Ecological Appraisal report dated 19/07/2018 prepared by Wildwood.

Reason: In the interests of ecology and maintaining biodiversity.

=====