



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

PLANNING & DEVELOPMENT COMMITTEE

SITE MEETING

APPLICATION NO. 18/1411/10 – CHANGE OF USE OF THE EXISTING BUILDING TO PROVIDE 14 FLATS, CONSTRUCTION OF THREE HOUSES AND ONE BUNGALOW, AND ASSOCIATED WORKS INCLUDING LANDSCAPING, ACCESS AND CAR PARKING. FORMER LLANTRISANT WELSH PRIMARY SCHOOL, SCHOOL STREET, LLANTRISANT, CF72 8EN.

REPORT OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES & COMMUNICATION

Author: Hannah Williams, Council Business Unit.

1. PURPOSE OF THE REPORT

- 1.1 To consider the outcome of the site inspection in respect of the above-mentioned proposal and to determine the application, as outlined in the report of the Director, Prosperity & Development, attached at Appendix 1.

2. RECOMMENDATION

It is recommended that Members:

- 2.1 Approve the application in accordance with the recommendation of the Director, Prosperity & Development.

3. BACKGROUND

- 3.1 In accordance with Minute No 255 (Planning and Development Committee – 4th April 2019), a site inspection was undertaken on Wednesday 1st May 2019 to consider the potential impact of the development on the conservation area of Llantrisant, highway safety and parking.
- 3.2 The meeting was attended by the Planning and Development Committee Members County Borough Councillors S. Rees, G. Caple, G. Hughes, P. Jarman, R. Yeo, D. Grehan and W. Owen.

- 3.3 Local Member, County Borough Councillor G. Holmes was also present at the meeting.
- 3.4 Apologies for absence were received from Committee Members - County Borough Councillors J. Williams, S. Powell, J. Harries and J. Bonetto.
- 3.5 Members of the Planning & Development Committee met at the entrance of the former Llantrisant Welsh Primary School.
- 3.6 Members were provided with an overview of the application by the Planning Officer in attendance. It was explained that full planning consent is sought for a change of use of the existing school building, to provide 14 flats, 3 houses and 1 bungalow, with the inclusion of landscaping and car parking. The proposed accommodation would consist of a mix of affordable, social rent properties and if approved, would require would have external finishes to reflect those of the existing school building.
- 3.7 The Planning Officer advised Members of various 'late' correspondence, which had been received from local residents objecting to the proposal due to the potential of increased traffic flow, insufficient parking and restrictions to emergency access to the site and its neighbouring properties. A letter of objection had also been received from Owen Smith MP who, in addition to reiterating resident's concerns about highway access and parking, considered the application to have an adverse visual appearance and to be excessive in size. The MP suggested that a smaller scheme would be more appropriate.
- 3.8 Referring to the original report, which was considered by Committee on 4th April 2019, the Planning Officer advised of a correction to Condition 2, in that the relevant plan numbers are to be inserted, so that the condition should read:
'The development hereby approved shall be carried out in accordance with the approved plans:
A106 Rev A
A107 Rev A
A108 Rev B
A110 Rev A
A111 Rev A
A112 Rev A
A113
A114 Rev A
A115
and details and documents received on 20th December 2018 and 8th March 2019.
Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.'

- 3.8 The Highways Development Control Manager advised that the proposed development would be served from the existing site entrance off School Street, with the existing access widened to 6.6m. The officer acknowledged that the access leading to the site is severely sub-standard in terms of the carriage width and the geometry. However, it was explained that the development was considered acceptable on Highways terms, as the previous use of the site would have generated a comparable level of traffic movement.
- 3.9 In respect of parking facilities at the proposed development, the Highways Development Control Manager advised that there is a requirement for 40 spaces within the Council's SPG. However, given the sustainable location of the site with Talbot Green town centre nearby; and the fact that the dwellings would be occupied as affordable housing, the proposed development with 29 parking spaces was considered acceptable.
- 3.10 Discussions ensued around the provision for affordable housing at developments with Members commenting that although evidence suggests that social housing generates fewer vehicles, this was not the case for every individual development. One Member suggested that it would be beneficial for surveys to be conducted on previously approved planning applications to provide Members with further information on a more local basis, as oppose to simply PPW10 and 2011 Census Data.
- 3.11 One Member queried whether the site had benefitted from an earlier planning permission. The Planning Officer advised that there was an extant consent (11/1286/10) for conversion of the building to provide 8 flats and to construct two large new detached dwellings to the northern side of the school, where the three terraced dwellings proposed by the current application would be located. By comparison it was noted that the extant proposal would provide a total of 21 bedrooms and 16 off-street parking spaces, whereas the new scheme would create 28 bedrooms and 29 off-street parking spaces.
- 3.12 Members noted that there was a shortage of on-street parking at the neighbouring streets, with one Member advising that many use the site to park.
- 3.13 Members noted the concerns of the Local Member, County Borough Councillor G. Holmes, who reiterated the highways issues raised by objectors. The Councillor also spoke of the potential for the development to damage the appearance of a conservation area.
- 3.14 The Chair thanked the officers for the report and closed the meeting.



PLANNING & DEVELOPMENT COMMITTEE

4 APRIL 2019

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/1411/10
(GH)
APPLICANT: LCB Construction
DEVELOPMENT: Change of use of the existing building to provide 14 flats, construction of three houses and one bungalow, and associated works including landscaping, access and car parking.
LOCATION: FORMER LLANTRISANT WELSH PRIMARY SCHOOL, SCHOOL STREET, LLANTRISANT, CF72 8EN
DATE REGISTERED: 04/01/2019
ELECTORAL DIVISION: Town (Llantrisant)

RECOMMENDATION: GRANT, SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT

REASONS:

By virtue of its location within the settlement boundary, the principle of residential development would be acceptable and accord with Policies CS2, AW1, AW2 and SSA3 of the Rhondda Cynon Taf Local Development Plan.

The proposed development would result in the beneficial re-use of a redundant building, the refurbishment of which would result in the enhancement of the Llantrisant Conservation Area and a significant improvement in the character of the street scene.

In addition, the new affordable dwellings would provide a valuable contribution towards addressing local housing needs as identified by the Council's Local Housing Market Assessment 2017/18.

REASON APPLICATION REPORTED TO COMMITTEE

The proposal is not covered by determination powers delegated to the Service Director for Planning.

APPLICATION DETAILS

Full planning consent is sought for the change of use of the existing school building to provide fourteen flats, to construct three houses and one bungalow, and undertake associated works including landscaping, access and car parking, at the former Llantrisant Welsh Primary School, Llantrisant.

The proposed accommodation comprises the following mix of affordable social rent properties on behalf of Trivallis, with the new buildings located to the northern part of the site:

- 8 x one bedroom flats
- 6 x two bedroom flats
- 3 x two bedroom terraced houses
- 1 x two bedroom bungalow

The main roof of the School building would require some amendment in order to accommodate the first floor flats as designed. This would be achieved by introducing a replacement section of flat roof to the rear, between opposing ridges, and also to the front, where two small flat-roofed extensions would be faced with a rust-red coloured cladding.

The front of the new build dwellings would also have external finishes to reflect those of the extant building, comprising imitation stonework and panels of the same red cladding, whilst the less visible side and rear elevations would be face brickwork. The new roofs would be finished with grey tiles of a slate type appearance.

Around the perimeter of both existing and new buildings, the land would be used to create three parking courtyards to include sections of soft landscaping and a bin store. A ramp would provide a graded access to plots 16 to 18, whilst a new pedestrian access would be formed in the boundary wall adjacent to no. 1 School Street. The plans demonstrate that the existing boundary wall would be retained.

In addition to the plans and elevation drawings accompanying the application, the following supporting documents have been submitted:

- Transport Statement
- Design and Access Statement
- Geotechnical Study (Site Investigation)
- Pre-Application Consultation Report
- Ecological Assessment
- 3D visualisations

Lastly, it has been confirmed that this 100% social rented scheme has been designed by Trivallis Housing Association in dialogue with the Council's Housing Strategy Team to help address the need for additional affordable housing within Llantrisant. The unit mix and tenure proposed accord with the Local Housing Market Assessment 2017/18 and the proposal satisfies LDP Policy SSA12.

SITE APPRAISAL

The application property comprises the former Llantrisant Welsh Primary School and its external play areas and hardstanding, which is located to the west of the historic centre of Llantrisant.

The 0.27 hectare site has been vacant for a period in excess of ten years and although secured and in reasonable external condition, albeit overgrown, is reported by the applicant to be in poor condition internally.

Although there is an existing break in the stone wall facing School Street to the west, where the new pedestrian entrance is proposed, the main entrance, including that for vehicles, is located at the south-eastern corner.

With the exception of the open land adjoining the site to the north-west, the site is surrounded by a variety of residential properties, including those dwellings to the north of later 20th century construction.

The majority of the application site falls within the Llantrisant Conservation Area and is within the defined settlement boundary.

PLANNING HISTORY

The most recent or relevant applications on record associated with this site are:

11/1286/10	Conversion of former school into 8 residential apartments and construction of 2 dwellings at rear of site.	02/12/2014 granted.
------------	--	---------------------

PUBLICITY

The application has been advertised by direct notification to forty-seven neighbouring properties and notices were erected on site. Furthermore, in accordance with the Development Management Procedure Order (Wales) the relevant press notice was published.

Thirty-four individual letters of objection have been received raising a variety of issues, which can be summarised as follows:

Visual Considerations

- The development would overcrowd the site / appear overdeveloped
- Adverse effect on conservation area
- New build properties not to the same attractive standard

- Previous plans were more sympathetic
- New windows should be of the same style and roof lights are not in character
- Bin store is in a prominent location

Amenity

- Overbearing to closest properties and ridge height of new houses higher than the school
- Noise, nuisance and disruption from construction
- Overshadowing and intrusive views towards neighbouring houses
- Light pollution from roof lights

Highways and Transport

- Development would create permanent increase in traffic volume
- Significant concerns in respect of the structural safety of existing buildings, walls, roads and retaining walls, given well-known issues of wall collapse associated with previous developments
- Road network leading to the site is substandard and in poor condition. Access is poor and existing TROs are not enforced
- On-street parking demand is already at its limit
- Proposed on-site parking is inadequate and does not accurately reflect car ownership levels
- Highway safety is already poor with a record of damage to vehicles and property from traffic
- School traffic levels are not comparable to the current proposal since this was restricted to school hours and vehicles did not enter the site
- No provision of cycle stands
- The popularity of online shopping would result in more deliveries being made
- Access would have to be maintained during construction
- Past applications for housing were refused at Church Street and Heol Y Beiliau due to highway safety concerns
- Access to public transport is poor and the planning statement inaccurate. The nearest railway station is at Pontyclun and there are no easy or convenient walking/cycling routes. The closest bus stop requires an uphill walk so the development would increase the reliance on the private car

Other

- One bedroom flats will not cater for families which would support local school numbers
- Location means that the development would only be suitable for young people
- Previous application for luxury flats was preferable and more appropriate
- Public notices of Pre-Application Consultation were put up late
- Social housing can result in anti-social behaviour / tenants have no pride in looking after property / the transient nature of tenants affects crime rates
- Affordable housing will be filled with riff-raff and they should pay high bills like everyone else
- Flats would change the nature of the community

- Sewer capacity might not cope
- Renewable energy is not included in the scheme
- 100% affordable housing provision is not needed in Llantrisant
- Additional hard surfacing will create further surface water issues and exacerbate current problems with dampness/water table, that development has caused nearby

CONSULTATION

The Coal Authority- the Coal Authority considers that the content and conclusions of the Geotechnical and Geo-Environmental Report are sufficient for the purposes of the planning system in demonstrating that the application site is safe and stable for the proposed development, and therefore has no objection.

Highways and Transportation - no objection, subject to a number of conditions and an informative note.

Drainage - a condition is requested for the submission of drainage details.

Dwr Cymru Welsh Water - no objection subject to a condition in respect of foul water and advisory note regarding sewer connection.

Countryside - Ecologist - the ecological surveys and proposed bat mitigation measures are acceptable.

Glamorgan Gwent Archaeological Trust - a condition and informative note is requested in respect of a programme of historic building recording.

Llantrisant Community Council group - objects on the basis that the development would exacerbate an existing congestion and parking problem.

Natural Resources Wales - initially, NRW requested further detail of bat mitigation measures, in consultation with and for the approval of the Council's Ecologist. These have been provided and a condition recommended accordingly.

Public Health and Protection - conditions are recommended in respect of demolition, noise, dust, waste and hours of operation. However, with the exception of the latter, it is considered that these matters can be best addressed by an informative note.

In addition, the Public Health Section considers that the submitted Geotechnical and Geo-environmental Site Investigation Report addresses all contamination concerns, and that contaminated land conditions are not applicable to this planning application.

South Wales Fire and Rescue Service - no objection.

South Wales Police - no objection. Guidance for the mitigation of crime has been provided for the benefit of the applicant.

Western Power Distribution - any new service connection or diversion would require an application to be made to WPD.

Wales and West Utilities - WWU has provided a plan and a list of general conditions for the benefit of the applicant.

No other consultation responses have been received within the statutory period.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary for Llantrisant, and partly within the Llantrisant Conservation Area

Policy CS2 - emphasises sustainable growth in the southern strategy area by promoting residential development which respects the character and context of the key settlements, and promoting the reuse of under used and previously developed land and buildings.

Policy AW1 - concerns the supply and location of new housing within the Borough, including the development of unallocated land within the defined settlement boundaries of the Principal Towns, Key Settlements and Smaller Settlements.

Policy AW2 - provides for development in sustainable locations which are within the settlement boundary; would not unacceptably conflict with surrounding uses; and have good accessibility by a range of sustainable transport option.

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 AW7 - developments that impact upon sites of architectural or historic merit must demonstrate that they preserve or enhance the character of the site.

Policy AW8 - Seeks to protect and enhance the natural environment from inappropriate development.

Policy AW10 - supports development proposals which are not detrimental to public health or the environment.

Policy SSA3 - supports proposals for residential development in Llantrisant where the development is of a high standard of design and integrates positively with existing development, and respects the culture and heritage of Llantrisant.

Policy SSA11 - The policy stipulates that residential development will only be permitted where the net residential density a minimum of 35 dwellings per hectare.

Policy SSA12 - a minimum provision of 20% affordable housing is required on sites of five units or more.

Policy SSA13 - residential development is supported within the defined settlement boundary if the development is accessible to local services by a range of sustainable transport modes, and does not adversely affect the provision of car parking in the surrounding area.

Supplementary Planning Guidance

- Design and Placemaking
- Access, Circulation and Parking Requirements
- Affordable Housing

- Planning Obligations
- The Historic Built Environment
- Development of Flats
- Nature Conservation

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.

The Welsh Government published Planning Policy Wales 10 on 5th December 2018, and the document aims to incorporate the objectives of the Well-being of Future generations Act into Town & Country Planning.

It is considered that this proposal meets the seven wellbeing of future generations goals inasmuch as they relate to the proposed development and that the site has been brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for Placemaking as set down in Chapter 2 People and Places: Achieving Well-being Through Placemaking, of PPW10 and is also consistent with the following inasmuch as they relate to the development

Chapter 1 (Managing New Development)

Chapter 2 (Maximising Well-Being and Sustainable Places through Placemaking)

Chapter 4 (Active and Social Places)

Other policy guidance considered:

PPW Technical Advice Note 1 - Housing

PPW Technical Advice Note 12 - Design

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.

Main Issues:

Principle of the proposed development

Consent is sought to convert the former Llantrisant Welsh Primary School and grounds into a residential building. The site is within both the defined settlement boundary and the Llantrisant Conservation Area.

The development of unallocated sites within the defined settlement boundary is supported by LDP Policies AW1 and AW2, with the latter requiring development to be in a sustainable location. The site is in walking distance to some key services and facilities, and is accessible by a range of sustainable transport options including bus, bicycle and foot. However, it is acknowledged that the terrain makes the latter two options less desirable and practical.

The conservation area location means that the design of the development is of particular importance, and although these matters are considered further below the approach to convert the school building, rather than demolish it, is welcomed. Policy CS2 notes the value of promoting the re-use of redundant buildings and previously developed land, and since the School has been closed for fourteen years its refurbishment would halt the decline of the building and sense of dereliction.

The application proposes to develop a total of 18 dwellings, comprising 14 flats, 3 houses and 1 bungalow, on a 0.27 hectare site. The site is situated in the Southern Strategy Area and Policy SSA11 seeks net residential density to be a minimum of 35 dwellings per hectare. The density proposed is approximately 66 dwellings per hectare, thus satisfying the policy.

As with any proposal which includes the construction of flats, whether conversion or new build, the Council's SPG for the Development of Flats would normally be a key consideration. However this scheme would also be expected to be compliant with the Welsh Government's Development Quality Requirements (DQR).

The DQR standards, which are reflected within the SPG for Affordable Housing, specify such matters as the level of space, amenity and layout for affordable housing units for social rent. Each dwelling appears to be of a suitable size with sufficient supply of natural light, albeit that the outlook from 2 or 3 of the ground floor flats would be limited on account of the topography and retaining structures.

Nonetheless, the plans demonstrate that the houses and flats would all have good access and the car parks are well overlooked. The development also includes a bin storage area at the site entrance, located behind the retained boundary wall and out of sight from School Street.

Notwithstanding concerns about the limited choice of sustainable transport options available to future residents, it is considered that the most appropriate use of the site which would be most compatible with the surrounding dwellings, in accordance with Policies AW2 and SSA13, would be residential.

Lastly, the property benefits from a extant consent for a residential conversion to provide 8 flats and two dwellings to the rear (11/1286/10). In principle therefore, the development is considered to be acceptable.

Impact on the character and appearance of the area

Planning Policy Wales stipulates that there should be a general presumption in favour of development that preserves or enhances the character or appearance of conservation areas. Conversely, there should be a strong presumption against the granting of planning permission for developments which 'damage the character or appearance of a conservation area to an unacceptable level'.

This national policy is incorporated within LDP Policy AW7 and the Council's SPG for the Historic Built Environment such that the conversion and any alterations to the school building must make a positive contribution to the character or appearance of the area. In addition, the new build houses and bungalow should also be a high standard of design sympathetic to the local character and appearance of the conservation area.

Reference to the Council's Llantrisant Conservation Area Appraisal and Management Plan (2011) demonstrates that the site is within Character Area 8: Heol Las and School Street. The appraisal notes that the area is particularly visible from many parts of Llantrisant and 'provides a setting for the town'.

The School is highlighted as being an attractive Victorian building offering opportunities for re-use, and although unlisted, is considered to be a structure of merit. The appraisal suggests that an opportunity for enhancement would to find an appropriate long-term use for the School and the removal of the modern front extension.

Whilst the extension has already been removed, and a long term plan for the building is central to this application, the document notes that the protection of views in and out of the Conservation Area are important and that the consistency of use of materials and the retention of boundary walls should be reinforced.

In this case, as far as the conversion of the school building is concerned, there has to be a balance between the benefit of bringing a redundant building back into beneficial use from a state of disrepair, and any external revisions that might adversely affect the character of the building and the wider area.

The School would largely be retained in its current form and footprint, and therefore its mass would be unchanged. The proposed alterations to the front, consisting of the small forward extensions, are not considered to detract from the overall appearance of the building. However one of the most noticeable changes to appearance, for the purposes of enabling the first floor accommodation, would be to the fenestration.

The existing windows of two storey height would be replaced and split horizontally to enable the first floor to be created, but the size of the openings would not be altered - this is a common approach and can be seen, for example, in many chapel

conversions. However, notwithstanding the details shown on the accompanying plans, a condition is recommended in respect of the design and finish of the windows to ensure they are of a style befitting that of the building.

In addition, the existing roof planes are proposed to be installed with a considerable number of roof lights to benefit the first floor flats. Whilst many of these would not be visible from the public realm, eleven such lights were proposed to the southern side, and the applicant agreed to reduce their number to seven.

With regard to the new bungalow and houses, these would occupy the less visible part of the site to the rear of the School building. Although they would be sited on higher ground, compared to the School, the positioning and screening from extant elevations would prevent any untoward prominence and ensure a relationship of subservience.

The principal elevations of the new buildings are proposed to be finished with 'imitation stone' and would incorporate sections of the same cladding as used to the front of the School. The new designs are quite plain by comparison and so the use of similar external finishes would help create a cohesive whole; albeit that these are proposed to be subject to a condition to ensure appropriate materials are used.

Consequently, the proposed development is considered to be acceptable in terms of its design, siting, scale, and overall visual appearance, subject to the aforementioned conditions; and would make a positive contribution to the Conservation Area and street scene.

Impact on neighbouring occupiers

The conversion of the School building would not affect its physical relationship with neighbouring properties, and the development would not therefore cause harm by detriment to outlook or by overshadowing.

Some concern was expressed by objectors that the roof lights, in particular, would cause intrusive views towards other dwellings. However, having checked the cross-sectional drawings provided by the applicant and the internal floor levels relative to the roof planes, it would appear virtually all of these would be well above eye level.

The position of the bungalow and its single storey construction means that there would be no concerns about any negative impact on neighbouring residents, however the position of the three new houses requires further consideration.

With regard to the dwellings at School Street to the west, their rear elevations would look towards the side elevation of plot 18, and the gap of just over 18m would be judged easily sufficient not to be overbearing. Nonetheless in the case of the property known as 'Leofric' there would be views towards the front elevation of the new houses, albeit at an oblique angle.

Currently the School boundary has a dilapidated ball fence separating the former playground from the rear garden of Leofric, up and against which vegetation has grown to act as a substantial screen. Consequently, since it is unlikely that either the

fence or overgrowth would be retained, a condition requiring details of boundary treatments is proposed to be appended to any consent. This would ensure that the neighbouring residents are protected and have the added benefit of preventing any light overspill from vehicle lights.

To the north of the site boundary, there are further properties at Dan-Y-Felin, and the rear elevations of Caerlan House and Penrallt face towards the School. Given that the new build houses would be at a lower level and there would be a minimum gap of 25m between the corner of plot 18 and Penrallt, for example, it is unlikely that there would be any implications for privacy. There is also a heavily vegetated piece of land between these existing dwellings and this would also provide screening.

Consequently, in terms of the impact on the amenity and privacy of neighbouring residents, the application is considered to be acceptable.

Highways and accessibility

Access

The proposed development would be served from the existing site entrance off School Street. Drawing no. "A106 Rev A" indicates that the existing access is to be widened to 6.6m, whilst the submitted Transport Statement includes swept path analyses of vehicles expected to require access to the site.

These indicate that a long wheel base fire tender and a 3-axle refuse vehicle are able to enter and exit the site in a forward gear. There is slight concern that such vehicles would require the full width of the access; however, given the expected frequency of such trips, the concern is not considered significant to warrant highway objection.

A new pedestrian access is also proposed from School Street and would be acceptable in principle, subject to the provision of construction details which could be controlled by means of a condition.

Access Leading to the Site

The access leading to the site is severely sub-standard in terms of carriageway width, horizontal and vertical geometry and lack of continuous segregated footway facilities. The public consultation responses demonstrated that these matters, together with the potential impact of both construction traffic and the volume of resident traffic that would be generated by the development, were of great concern.

However, the view of the Council's Highways and Transportation Section is that when considering the previous use of the site as a primary school, which would have generated a comparable level of traffic movements as the proposed development, on that basis alone the development would reluctantly be considered acceptable.

Internal Circulation

There is considerable concern with the proposed internal circulation layout which narrows to less than 4.5m in numerous locations and 3m in the worst instance. This is insufficient to facilitate satisfactory two-way vehicle movements and would result in the creation of vehicular reversing movements, potentially onto the public highway.

Nonetheless, the pinch points are due to existing features of the site such as the position of the school building and boundary treatments, and are located where vehicle movements would be relatedly low.

Furthermore, whilst reversing movements would likely take place within the site, there is opportunity for vehicles to pass each other at the site entrance, reducing the likelihood that vehicles would undertake reversing movements onto the public highway. With these points in mind, the concern is not significant enough to warrant a highway objection.

Vision Splays

The vision splay to the right of the site access is severely sub-standard due to the height of the boundary retaining wall adjacent to the site entrance, although the continuation of School Street from this point provides access to three dwellings on Y Graig, which is a private cul-de-sac and would be lightly trafficked.

There are no recorded accidents in the vicinity of the site entrance and for this reason, together with the limited vehicular movements to the three existing dwellings, that the vision splays are considered acceptable. Furthermore, a consequence of the proposed improvements to the access is that vision to the left would be as far as the junction between School Street and The Mews/Hoel Y Graig; which is a distance of circa 34m.

Parking

Off-street parking for the proposed development would be expected to be in compliance with the Council's adopted SPG for Access, Circulation and Parking Requirements, where the provision would be 2 spaces for 1-2 bedroom dwellings; 3 spaces for 3+ bedroom dwellings, plus 1 space per 5 dwellings for visitors.

The proposed development consists of 8 one-bedroom flats, 6 two-bedroom flats, 3 two-bedroom houses and 1 two-bedroom bungalow; giving a total of 18 dwellings. The SPG determines that, the proposed development has a requirement of 40 spaces. Submitted drawing no. "A106" indicates that 29 spaces are to be provided, resulting in a shortfall of 11 spaces.

The shortfall of 11 spaces gives cause for concern and since on-street parking in and around the centre of Llantrisant is already subject to great demand, there would be little scope for the public highway to accommodate any overspill from the site. Consequently the representations from objectors identified this as being one of the most significant problems with the proposal.

However, the Highways and Transportation Section considers the development to be in a sustainable location; and notes that since it would consist exclusively of 1 and 2 bedroom dwellings, where the Council's SPG advises that residents of flats and apartments often have lower car ownership rates than other types of household, any concern is not significant enough to warrant a highway objection.

Lastly, conditions have been recommended which would require the submission of a construction method statement prior to construction, and design details of the vehicular and pedestrian site entrances. Further conditions would ensure that the off-street parking would be retained for that purpose, and HGV deliveries limited so as not to coincide with work travel periods.

Archaeology

Glamorgan-Gwent Archaeological Trust (GGAT) has noted that information in the Historic Environment Record, shows that the school was built in 1867 as a National School by the National Society, derived from the Society for the Promotion of Christian Knowledge. The school pre-dated the Education Act and offered education to children of both sexes; its establishment followed a long and important history of social and educational work in the town.

GGAT considers that the buildings are an important part of both the local history and local street scene, and it is necessary to mitigate their conversion. Their view is that a record should be made that includes information on the construction of the buildings, details of their architectural features and a history of development. Consequently a condition is recommended requiring that a Level 3 survey is undertaken (Historic England 2016, Understanding Historic Buildings: A Guide to Good Recording Practice), and that a scheme of investigation is submitted for approval.

Conversely, the significant medieval buildings and settlement of the town are concentrated to the northeast and there is no indication that the development would adversely impact on any buried archaeological remains. There are no other recorded archaeological features shown on the Historic Environment Record and GGAT has no objections to the granting of the application on archaeological grounds.

Drainage

The matter of drainage was raised by objectors, and although Dwr Cymru Welsh Water has advised that there is sufficient capacity to deal with foul water from the site, the problem of surface water run-off was raised directly with the case officer during a visit to a resident of Church Street.

There was some concern about how the development might affect the water table and affect run-off rates from the site, with it being noted that the existing hardstanding and roofs already result in significant flow directly onto School Street and then to Heol-Y-Beiliau. That the additional car parking area, which would result in the removal of the grassed area to the front of the site, could worsen matters was considered unacceptable

Notwithstanding that the state of the current site surface water drains is unknown and may neither be functioning satisfactorily or been maintained since the School was closed, both DCWW and the Council's Drainage Section have requested a condition for the submission of full drainage details.

This means that prior to any development taking place, such details will have to demonstrate that the development can be drained to current standards and without causing additional detriment. It is considered therefore, that the development scheme will provide an opportunity to address existing problems and improve the status quo. Any proposals submitted as part of an application to discharge the drainage condition would have to be to the satisfaction of the statutory consultees.

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 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:

In this case the proposed development, on behalf of the Registered Social landlord Trivallis, would provide 100% affordable housing for social rent.

Therefore a S106 agreement will be required to ensure that the dwellings are established and maintained as affordable units, for the continued purpose of meeting identified local housing needs.

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. The application lies within Zone 3 of Rhondda Cynon

Taf's Residential Charging Zones, where there is a liability of £85m² for residential development (including extensions to dwellings over 100m²).

The CIL (including indexation) for this development is expected to be £142,391.36.

However, social housing relief may be claimed on the social housing element of the development.

Conclusion

For the reasons given above the proposed residential use, School conversion and new dwellings are considered to be both acceptable in principle and compatible with neighbouring land uses.

The design and layout of the site, including any external alterations, would represent a considerable improvement to the appearance of the site and immediate environs, and would enhance the conservation area, whilst retaining a Victorian building of value.

Therefore, subject to the conditions suggested below, the recommendation to Members is that the proposed development is approved.

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT

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.

and documents received by the Local Planning Authority on 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 until samples of the external materials 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. Such samples shall include details of replacement windows, doors and roof lights, with the latter being of a 'conservation style'.

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, AW6 and AW7 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system or drain onto the public highway

Reason: To ensure that drainage from the proposed development does not cause or exacerbate any adverse condition on the development site, adjoining properties, public highway, environment and existing infrastructure arising from inadequate drainage, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

5. No development shall commence until details of the proposed boundary treatments to be erected, including both new and retained, have been submitted to and approved by the Local Planning Authority. Submitted details should indicate the positions, height, design materials and type of boundary treatment, which shall be completed as approved before the building is occupied.

Reason: in the interests of visual and residential amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan

6. No development shall commence until full construction details of the proposed vehicular and pedestrian accesses, including details of their tie-in with the public highway, have been submitted to and approved in writing with the Local Planning Authority. The approved details shall be implemented on site prior to beneficial occupation.

Reason: To ensure the adequacy of the proposed means of access, in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. No development shall commence, 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 the safety and free flow of traffic in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

8. No development shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

9. The parking spaces indicated on submitted drawing no. "A106 Rev A" shall be constructed on site in permanent materials and retained for the purpose of the parking of vehicles only.

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

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

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

11. During the construction phase of the development the hours of work shall be restricted to the following:

Monday to Friday	08.00 to 18.00 hours
Saturday	08.00 to 13.00 hours
Sunday and Bank Holidays	Not At All

Reason: In the interests of the amenity of other residents, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

12. Measures to protect and retain bat roost resources shall be provided and maintained in perpetuity in accordance with the details contained within 'Section 5 - Mitigation Strategy' of the Ecological Assessment, produced by Pure Ecology (February 2019). Furthermore, no additional external lighting shall be erected within the Lighting Control Zones identified by annotated drawing no. A106 Revision A (Appendix 5).

Reason: To ensure the development is carried out with no harm to European Protected Species, in accordance with Policy AW8 of the

Rhondda Cynon Taf Local Development Plan.

