



## **PLANNING & DEVELOPMENT COMMITTEE**

**4 JULY 2019**

### **REPORT OF THE DIRECTOR, PROSPERITY AND DEVELOPMENT**

#### **PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 18/1401/10  
**(GH)**  
**APPLICANT:** Rhondda Housing Association  
**DEVELOPMENT:** Demolition of existing buildings and redevelopment of site for an affordable housing scheme, comprising 22 affordable homes, access arrangements, car parking, landscaping and associated ancillary works.  
**LOCATION:** THE PATCH, LLANHARRY, PONTYCLUN, CF72 9LT  
**DATE REGISTERED:** 02/01/2019  
**ELECTORAL DIVISION:** Llanharry

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#### **REASONS:**

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.

Furthermore, by virtue of its location within the settlement boundary, the principle of residential development would be acceptable. The new dwellings would also be in a sustainable location with proximity to public transport and links for onward travel, and be within convenient walking distance of a range of shops, services and facilities.

In addition, the design and scale of the development would be sympathetic to the surrounding built environment and contribute towards an attractive street scene, whilst providing a continuous pedestrian link to and from the site and the adjoining developments.

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

The proposal is not covered by determination powers delegated to the Director Prosperity & Development.

#### **APPLICATION DETAILS**



Full planning consent is sought to demolish an existing dwelling and former convenience store, and construct 22 affordable homes at The Patch, Llanharry.

It is proposed that a new access would be created to the southern front of the site, for the benefit of pedestrians and vehicular use. The existing site boundary would be set back from its current position to enable a continuous footpath link to the west and east.

Sixteen of the new dwellings would be laid out along the site frontage with direct access from the footway, whilst the remaining six would be constructed further to the rear. Circulation space and parking would be provided within the centrally landscaped area, and the area servicing the flats would have a communal refuse store and drying space.

Using a selection of ten design styles, but with commonalities in external finishes of face brick and render, the new dwellings would comprise the following mix of types:

- 8 x one-bedroom flats
- 2 x one-bedroom adapted flats
- 2 x two-bedroom flats
- 2 x four-bedroom houses
- 4 x three-bedroom houses
- 2 x two-bedroom houses
- 1 x three-bedroom adapted house
- 1 x two-bedroom bungalow.

In addition to the submitted plans and elevation drawings, the application is accompanied by the following:

- Pre-application Consultation Report
- Design and Access/Planning Statement
- Preliminary Site Investigation
- Tree Survey
- Tree Removal Plan
- Bat Survey
- Landscape Strategy

During the consultation period, revised site layout plans were received incorporating a minor amendment to bring plots 17 to 22 slightly forward. This would enable rear gardens to be of the correct size to meet the Welsh Government's DQR housing standards, and qualify for Social Housing Grant.

Lastly, it has been confirmed that this 100% social rented scheme has been designed by Rhondda Housing Association with guidance from the Council's Housing Strategy Team to help address the need for additional affordable housing in the south-western Taf area. The unit mix and tenure proposed are in accordance with the Local Housing Market Assessment 2017/18 – 2022/23 and LDP Policy SSA12.



## **SITE APPRAISAL**

The application property is an existing two storey dwelling known as Patch Cottage which, together with its garden, outbuildings and former Co-op store to the west, occupies a site of around 0.41 hectares to the northern side of Llanharry.

Currently the main site is accessed via two gated entrances from the Llanharry Road, to which the southern boundary of the property is adjacent. The boundary consists of a hedge above a stone wall, and there is no footway on this side of the road.

The land directly to the north and east of the site is outside the settlement boundary and consists of agricultural land and a bank of densely vegetated ground.

The closest residential properties are located on the opposite side of Llanharry Road, to the west at Llys Joseph, and to the north at The Patch.

The adjoining land immediately to the west of the site, and forming part of the current application site, has benefitted from recent consent for the construction of two single storey adapted flats in place of the former Co-op store.

## **PLANNING HISTORY**

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

16/1338	Demolition of existing warehouse and erection of two single storey adapted flats and associated works (Bat Survey and Amended Plan received 04/10/2017)	Grant 29/11/17 (Additional Information received 10/10/17)
05/1208	Outline; demolition of dwelling and re-development of site for 10 No. dwellings (additional plans received 22/11/05 & 19/12/05).	Refuse 17/03/06,

## **PUBLICITY**

The application has been advertised by direct notification to twenty-four neighbouring properties and notices were erected on site.

Three letters of objection have been received which include the following comments:

- The development is not about affordable housing but monetary gain for the land owner
- Additional traffic will cause the road to become more hazardous and be detrimental to the village infrastructure
- Speeding traffic and existing parking on the main road mean that the site entrance would be dangerous



- A previous application was refused on highway safety grounds and risks have increased
- House designs do not resemble the existing houses on the opposite side of the road
- My house will be devalued
- The development will harm privacy by enabling overlooking and countryside views will be lost

## **CONSULTATION**

The Coal Authority - no objection subject to an informative note.

Llanharry Community Council - The Community Council objects on the grounds of highway safety and the location of the new access; that the development would generate additional traffic and exacerbate congestion at Brynsadler; and highlights concerns about contamination from the previous mining land use.

Drainage - no objection subject to a condition requiring the submission of full drainage details.

Dwr Cymru/Welsh Water - a condition in respect of surface water run-off and informative note are requested.

Public Health and Protection - conditions to deal with site contamination and hours of operation are recommended. However, it is considered that further conditions, relating to demolition, noise, dust and waste, can be incorporated within an informative note as they are matters that can be controlled by other legislation.

Natural Resources Wales - no objections, subject to conditions in respect of bat mitigation and external lighting.

Highways - no objection subject to conditions.

South Wales Police - no objection.

South Wales Fire and Rescue Service - no objection.

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.

Countryside – Ecologist - the ecological surveys and proposed bat mitigation measures are acceptable, subject to a condition.

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 Llanharry

**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 CS5** - sets out the affordable housing requirement figure over the plan period.

**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 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 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
- Development of Flats

### **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 5<sup>th</sup> 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**

This application seeks permission for the demolition of existing buildings and the development of 22 affordable dwellings at the Patch in Llanharry. The site is in the Southern Strategy Area and is within the settlement boundary.

In considering the principle of allowing residential development in this location, the sustainability of the site is a matter of significant material weight, particularly since



PPW 10 states that sustainable places are the goal of the planning system. LDP Policy AW2 supports this aim and contains criteria which define the attributes of a sustainable location and are considered below.

That the site within the defined settlement boundary means that it would comply with both Policies AW2 and SSA13. It is located within an established residential area, being bordered to the south and west by residential development and to the north and east by open countryside including a green wedge designation, and would not therefore conflict with adjacent land use.

Sustainable developments should be accessible by a range of transport options and have good access to key services and facilities. These criteria are echoed by Planning Policy Wales which requires that priority is given to walking, cycling and public transport over the motor vehicle (Para 4.1.11) and that developments have access to an appropriate range of facilities (Para 4.02). There are a number of services and facilities within easy walking distance of the site including shops, a park and a school.

At present there is no footway which connects the site to the surrounding area however, this would be provided as part of the development and tie in with the existing network of pavements to provide a safe, continuous route. The route also benefits from street lighting, which helps to improve the safety of access by foot and cycle. The property is also within easy walking distance of bus stops with one being adjacent to the site, and the closest railway station is Pontyclun, although deemed too far to be accessed on foot, is accessible by bus.

Noting that the development would have a density of 53.6 dwellings per hectare and would be 100% affordable housing, both Policies SSA11 and SSA12 would be satisfied. Therefore in addition to its sustainable location the development would make a valuable contribution to the council's affordable housing requirement figure. Therefore the development is considered to be acceptable in principle, subject to consideration of the following.

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

The design of the development incorporates a range of ten house types, the scale and layout of which represent the mix of accommodation agreed with the applicant and the Council's Housing Strategy Team.

All new dwellings, with the exception of the bungalow to be located in the north-western corner of the site, would be two storey. This is reflective of the majority of the surrounding residential development to the south and west.

In respect of the designs of the house types, these are of a plain contemporary style, but have a uniformity of style by the use of a consistent materials palette of face brickwork, render, slate-type tiles, and proportionality of fenestration.

One of the objectors has raised a concern that the house designs do not resemble those on the opposite side of the road. It is acknowledged that there is often a case to



argue that a consistency of appearance and external finishes is necessary in a conservation area, or where the street scene and urban grain is well defined and widespread.

However, the existing houses to the south and west are both of different eras and their designs and layout reflect the period in which they were built. It is not considered that the new development would appear out-of-place or visually harmful, and therefore there would be no justification for withholding planning consent on this basis.

With regard to the layout of the site, the single junction with Llanharry Road and the T-shape plan is dictated by the size of the plot and its relationship with the adjoining land. Whilst there is some shared amenity space for plots 5 to 16, which are flats, the external space for the other houses and bungalow are guided by National DQR housing standards.

Consequently, it is considered that the proposed development would be acceptable in terms of its impact upon the character or appearance of the area.

### **Impact on neighbouring occupiers**

Given that the land to the north is open countryside and that to the east is an undeveloped bank of trees, the key consideration is whether the development would affect the amenity of neighbouring residents at Llys Joseph and The Patch to the west, or on Llanharry Road to the South.

Regarding those dwellings to the west, plot 15/16 would be constructed on the site of the former Co-op store adjacent to and existing house no.12 Llys Joseph. Since the new elevations of the new property would not extend past the front or rear elevations of no.12, it is likely that there will be less overshadowing than that caused by the former shop, and no overlooking.

The aforementioned bungalow would share a boundary with no's 26 & 27 The Patch, but noting that the bungalow would be single storey and on lower ground, there are no concerns that the development would be detrimental to these residents.

Two residents living at properties on the opposite side of Llanharry Road raised objections due to concerns of overlooking from the new dwellings. Nonetheless, whilst those concerns are appreciated, the submitted plans demonstrate that there would be approximately 24m to 26m between opposing elevations, which is considered acceptable in planning terms and the to the context of the wider locality.

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

### **Highways and accessibility**

#### Access



Access to the proposed development would be from Llanharry Road, which has a carriageway width of 6.3m width and a 1.5m footway on the opposite side of the road to the proposed development. There is currently no footway along the site frontage.

The submitted site layout plan indicates that plots 1 to 16 would have their primary means of access directly from Llanharry Road via a proposed new 2m wide footway. The parking provision within the curtilage would be to the rear via the main internal access serving plots 17 to 22, which is acceptable.

The internal cul-de-sac access road has 5.5m wide carriageway and 2m wide footways with a satisfactory turning area to cater for safe vehicular, pedestrian and cycle movements. The shared surface area and curtilage parking are also of satisfactory geometry to facilitate safe movement.

Nonetheless, there is great concern that the direct access for plots 1 to 16 would result in on-road parking, since it would be close to property entrances and might appear more convenient than driving into the site and using the allocated space – a concern also highlighted by objectors.

Llanharry Road links the A4222 with the A473 at Llanharan and since the highway carries a high volume of traffic and serves as a bus route, the inadequate carriageway width means that any on-road parking would affect highway safety and traffic flow. However, this adverse impact could be mitigated by a Traffic Regulation Order (TRO) for the prohibition of parking along the site frontage, which would be secured by condition 7 as suggested below.

### Vision Splays

In accordance with Tan 18: Transport, the junction between the proposed estate road and Llanharry Road has vision splay requirements of 2.4m x 40m. The submitted layout plan, drawing no. "A002 Revision A" indicates that this requirement is achievable. However, the vision splay provision impacts on the site frontage of plots 5 to 10 which gives major cause for concern. However, the footway fronting the plots could be widened to incorporate the whole of the vision splay envelope and condition 5 has been recommended for this purpose.

### Parking

The Council's SPG for Access, Circulation and parking Requirements stipulates that the proposed development has an off-street parking requirement of 56 spaces.

The site layout plan indicates that 32 parking spaces are to be provided, resulting in a shortfall of 24 spaces, which gives cause for concern. Plots 17 to 22 would each have 2 dedicated parking spaces and the remaining plots would have shared use over the remaining 20 spaces.



This shortfall in off street parking provision would result in the creation of on-street parking demand and as referenced above this is of particular concern considering that plots 1 to 16 enjoy their primary means of access from Llanharry Road.

Lastly, the post-submission amendment to reposition plots 17 to 22 has resulted in the two allocated parking spaces for plots 20 and 21 being arranged in tandem, instead of parallel, which could result in parking within the turning area. However, the Highways and Transportation Section has advised that the potential adverse impact would not be so significant to warrant a highway objection.

### Sustainable Modes of Travel

The Active Travel Route along Llanharry Road will abut the site upon implementation and should encourage sustainable modes of travel. In this regard the proposed development should provide for upgrades to the existing bus stops on Llanharry Road.

This would both assist in mitigating the shortfall in off-street parking provision and ensure compliance with PPW10 in respect of the sustainable transport hierarchy. Condition 6 has been recommended for this reason.

### Conclusion

Subject to a condition requiring the submission of the detailed design of the proposed estate road, the Highways and Transportation Section has stated that access to the proposed development is considered acceptable.

Although there is concern with the overall shortfall in off-street parking provision, this can be mitigated to an acceptable level by providing for upgrades to the existing bus stops on Llanharry Road, to encourage sustainable modes of travel, and by the provision of a TRO to prevent on-street parking along Llanharry Road.

### **Other Matters**

Whilst the issues highlighted by objectors have been considered above, in respect of design, amenity and highway safety, the matters of monetary gain, loss of view and devaluation of neighbouring properties were raised.

However, such concerns are not germane to planning and therefore have been accorded no weight in relation to the consideration of the proposed development.

Lastly, reference was made to a previous application at the site 05/1208/13, where outline approval for ten dwellings was sought. The scheme, which proposed to use the existing access to the cottage was refused on the grounds of highway safety; and specifically that the vision splays were not acceptable.

A comparison with the current proposal is therefore unreasonable, since the new junction would be constructed to contemporary standards, and the scheme includes



the provision of a continuous east-west footpath, which would have a wider benefit to existing residents.

### **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 Rhondda Housing Association, 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 £85m<sup>2</sup> for residential development (including extensions to dwellings over 100m<sup>2</sup>).

The CIL (including indexation) for this development is expected to be £165,052.22.

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



## Conclusion

The application site is located within the settlement boundary and the principle of residential development would therefore be acceptable and accord with Policies CS2, AW1, AW2, SSA11, SSA12 and SSA13 of the Rhondda Cynon Taf Local Development Plan.

Furthermore, the proposed housing development has designed for and in accordance with a registered social landlord, and will provide beneficial additional affordable housing to meet local housing demand.

## **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 drawing numbers:

A002 Rev C  
A004 Rev A  
A005  
A006  
A007  
A008  
A009  
A010  
A011  
A012  
A013  
A103783 LA1

and documents received by the Local Planning Authority on 24th December 2018 and 7<sup>th</sup> May 2019, 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 details of a scheme for the disposal of foul and surface water has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in accordance



with the approved details prior to the beneficial use of the development and retained in perpetuity.

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.

4. Notwithstanding the submitted plans, development shall not commence until full engineering design and details of the road layout including sections, street lighting and surface-water drainage and un-controlled pedestrian crossings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

5. Notwithstanding the submitted plans, development shall not commence until details providing for the creation a 2m wide footway on the development side of Llanharry Road Including vision splay area fronting plots 5 to 10 have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior of beneficial occupation of any dwelling.

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

6. Notwithstanding the submitted plans, development shall not commence until details providing for the upgrading of the existing bus stops on Llanharry Road, to include the replacement of kerbing and block paving, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior of beneficial occupation of any dwelling.

Reason: To encourage a sustainable mode of travel and reduce reliance on the private motor vehicles, in the interests of highway safety and the free flow of traffic, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. No works whatsoever shall commence on site until a Traffic Regulation Order (TRO) in respect of the prohibition of on-street parking on Llanharry Road 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, 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 the free flow of traffic, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

9. A) No development shall commence until a scheme to deal with contamination has been submitted 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:
- i). 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.
  - ii). 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.
- B) 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. Any validation report shall be carried out by a competent person.

C) 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. Any revised contamination proposals shall be carried out by a competent person.

Reason: In the interest of health and safety and environmental amenity in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall take place until details of an external lighting plan have been submitted to and approved in writing by the Local Planning Authority. These details shall include the exact location and specification of any external lighting on the site; light control measures to be put place to control light spill in relation to the bat mitigation, and measures to prevent light spill from glazing located near bat access points. These measures and details shall be retained in perpetuity, and no further external lighting shall be erected without the written consent of the Local Planning Authority.

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.

11. No development shall take place until a long term maintenance plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of who will be responsible for the long term maintenance of the bat mitigation in plot 22 as detailed in plan 'House type 1 L645 A004 Rev A', which shall be retained for the exclusive use of bats in perpetuity.

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.

12. The parking areas indicated on submitted drawing no. "A002 Revision A" shall be constructed 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 safety and the free flow of traffic, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

13. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network or the public highway and any highway drainage system.



Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

14. 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.

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