



PLANNING & DEVELOPMENT COMMITTEE

19 SEPTEMBER 2019

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/1394/13 (MF)
APPLICANT: J H Leeke and Sons Ltd
DEVELOPMENT: Demolition of existing store and construction of replacement store, mixed retail floorspace and foodstore, together with associated access, car parking and other facilities (Coal Mining Risk Assessment received 14 January 2019)
LOCATION: J H LEEKE AND SONS LTD, COWBRIDGE ROAD, TALBOT GREEN, PONTYCLUN, CF72 8XU
DATE REGISTERED: 14/01/2018
ELECTORAL DIVISION: Talbot Green

RECOMMENDATION: Approve, subject to Section 106 Agreement

REASONS: It is considered that the proposal represents an efficient and appropriate redevelopment of a sustainably located site and would deliver on the key land use planning policy objectives of both Planning Policy Wales and the Local Development Plan. Furthermore, whilst full detailed design and layout elements are not submitted for consideration as part of this outline scheme, it is considered that an appropriate development of the scale proposed could be implemented at the site without having a prejudicial impact upon the development of the wider strategic allocation.

Furthermore, whilst it is accepted that some highway safety concerns have been identified with aspects of the proposal, no highway objections have been raised on the basis that such issues can be controlled by means of Grampian style conditions and dealt with at detailed reserved matters stage.

Consequently, following a full and balanced consideration of all relevant policies, the proposed development is, on balance, considered acceptable.

REASON APPLICATION REPORTED TO COMMITTEE

The application is reported to Committee as the proposal is not covered by determination powers delegated to the Director of Prosperity and Development.

APPLICATION DETAILS

Outline planning permission is sought for demolition of the existing Leekes store and the construction of a replacement retail development in its place. The new scheme would comprise 3 no. separate elements; a replacement Leekes store; a mixed retail unit; and a food store, together with associated access, car parking and other facilities. The application seeks consent for the principle of the development only, with all other matters (access, appearance, landscaping, layout and scale) reserved for future consideration. However, Members are advised that following initial consideration of the scheme, it was considered that given the sites location and the volume of traffic associated with the existing/proposed retail use, some additional general highway information would be required at this stage to ensure suitable access/parking facilities could be provided at the site, but the detailed access/parking arrangements could still be considered at reserved matter stage. As such a Transport Statement was submitted on 15th February 2019 and additional information on 23rd August 2019 for consideration.

An indicative site layout plan has been submitted with the application to illustrate that a replacement scheme could be implemented on the site. The plan indicates the replacement Leekes store would be sited along the northern boundary of site, the mixed retail unit would be located along the eastern boundary of the site, and the food store would be located at the south-western corner of the plot. Each of the units would be orientated in to site addressing a central car park, with a further car park area sited at the south-eastern corner of the plot (a total of 345 no. off-street parking spaces). Whilst layout, scale and appearance are matters reserved for future consideration, the likely breakdown in the size of the units are set out below (the mixed retail unit would be split in to a number of units depending on demand):

Unit	Existing floorspace (m ²)	Proposed floorspace (m ²)	Difference (m ²)
Leekes store	16,580	10,688	-5892
Mixed retail unit	0	2369	+2369
Food store unit	0	2092	+2092
Total	16,580	15,149	-1431

With units being constructed within the following scale ranges:

- Width: minimum 36.5m – maximum 79.1m;
- Depth: minimum 29.9m – maximum 56.6m;
- Height: minimum 5.9m – maximum 9m.

It is detailed that access to the site would remain unchanged with the 2 no. existing accesses off Cowbridge Road (A4222) being utilised, 1 no. at the north-west corner of the plot via a private road, and 1 no. located centrally along the western boundary. It is detailed however that the accesses would be improved to the relevant, current standards.

The applicant has detailed that the existing Leekes store employs 110 no. full time equivalent staff, and it is anticipated the new development would increase job provision by an estimated 15%.

The application is accompanied by the following supporting documents:

- Design and Access Statement;
- Transport Statement;
- Retail Considerations Assessment Report;
- Coal Mining Risk Assessment Report;
- Ecological Impact Assessment Report;
- Pre-Application Consultation Report;
- Planning Policy Wales 10 Placemaking Paper.

SITE APPRAISAL

The application site is a roughly rectangular plot that amounts to approximately 2.5ha. It is sited between the settlements of Talbot Green and Pontyclun and is currently occupied by the 'Leekes' retail store.

The plot is level throughout and occupied by a large, two-storey retail unit that covers the majority of the plot. Associated car parking is sited to the front and southern side of the building, with a delivery yard at the south-eastern corner. The plot fronts Cowbridge Road (west) with a BT telephone exchange, car repair garage and factory unit sited opposite. A residential street, Railway Terrace, is located to the rear (north-west) of the telephone exchange and car repair garage. To the south the site is bound by a Royal Mail sorting office and Y Pant Comprehensive School. A private road is located directly to the north, beyond which is an area of open land that was formerly occupied by the Purolite factory and has extant planning permission for a food retail store. A further area of open land is located to the rear (east) which has extant planning permission for a new town centre. The town centre planning permission also includes this application site, the former Purolite site to north, and the former Staedtler factory site to the north-east.

Access to the site is gained via 2 no. separate entrances, 1 no. directly off Cowbridge Road at the centre of the site's western boundary, and 1 no. via the private road along the sites northern boundary, off Cowbridge Road. The private road also serves the adjacent former Purolite and Staedtler sites.

The surrounding area is generally semi-industrial in nature, however, it is noted that a single residential dwelling is located at the south-western corner of the site, between it and the sorting office, and a residential street, Pant Y Dderwen, is located approximately 130m to the south-west.

PLANNING HISTORY

The site is subject to a substantial planning history associated with the retail store. As such only the previous planning applications that are considered relevant to this development are detailed below (including the wider Strategic Site):

17/0559	Land adjacent to Cowbridge Road and A473, Talbot Green	Section 73 application seeking the variation of Condition 2 as imposed on outline permission 11/1330	Undetermined
14/1128	Land south of A473 (Sainsburys), Talbot Green	Variation of Condition 2 and removal of Conditions 47, 48 and 49 of planning permission 12/1102/10 to allow minor alterations to the approved plans comprising a reduction in net sales area, internal and external alteration to the approved store and alterations to the layout of plant within the service yard	GTD 31/08/18
11/1330	Land adjacent to Cowbridge Road and A473 (inclign Leekes Depot Store, former Purolite works and Staedtler factory), Talbot Green	Development of new town centre comprising: a 10,801sqm gross food store (Class A1); 8 pump petrol filling station; 35,522sqm gross retail floor space (Class A1); 600sqm gross café space (Class A1); 1000sqm financial/professional service space (Class A2); 2390sqm gross food and drink space (Class A3); 1400sqm gross office space (Class B1); 750sqm gross Class D1 space; 8 screen cinema; 80 bed hotel; 64 dwellings (Class C2/C3); multi-storey and surface level car parking; associated access infrastructure, re-profiling of land, landscaping and flood alleviation works	GTD 24/12/14

PUBLICITY

The application has been advertised by means of direct neighbour notification, site notices and a press notice. 1 no. letter of objection has been received from the developers of the adjacent town centre site, making the following comments (summarised):

- the proposed development is contrary the LDP allocation, as the application site forms a small element of the wider strategic site. The delivery of the town centre in its entirety is a strategic priority of the LPP;
- permission is sought for four retail units, the layout of which is completely discordant with the allocation. The units turn their back on the remainder of the town centre site and offer no opportunity for pedestrian or vehicle links or legibility;
- the Council are currently processing a separate planning application (17/0559, also on this agenda) to extend the time limit to implement the committed town centre development. Our client, the majority site owner, reaffirms they have every intention of delivering the wider town centre allocation. The implementation of the access infrastructure improvements at the A473 and the renewal of the consent is, itself, an indication of this commitment;
- the application fails to deliver many of the elements previously identified as being characteristics of a town centre, such as the identified public transport hub on the allocation's Cowbridge Road frontage;
- the outline application requests that in respect to retail floorspace, no conditions are applied to the new development, allowing the new units to be used for convenience or comparison sales. This allows, at detailed design stage a wholly convenience retail or wholly comparison retail scheme to be brought forward. It is considered that this is contrary to the development plan and is prejudicial to the strategic allocation as a whole accommodating the allocated floorspace in a way which delivers a town centre;
- the application is unacceptable in highway terms as the application does not state the area or areas where access points to the development proposed will be situated. The application submission is invalid in this respect as no such point or points are indicated;
- the submitted information does not clearly demonstrate safe and satisfactory access to the public highway will be provided;
- the application does not demonstrate the applicant has control over the private access road to deliver a secondary access to the car park and delivery yards. Moreover, the exclusion of this private road from the red or a blue line area mean that improvements cannot be sought as part of the development;
- the Transport Statement and DAS are contradictory in respect of proposed site access arrangements;
- the private road to the north of the site lies beyond the red line boundary and there is no blue line boundary (showing where requisite control of land may be secured). The Highways Authority does not have sufficient detail to robustly determine whether safe public access can be achieved;

- the application does not demonstrate the proposed access/egress arrangements meet technical standards for customer and servicing/deliveries movements;
- the proposed layout shows parking for 345 cars. This equates to around one space per 44sqm of retail floor area which is approximately one third of the maximum provision. This is insufficient. The shortfall of 303 car parking spaces is highlighted by the Council's Highways Department in the PAC report as a 'major cause for concern and is therefore considered unacceptable;
- The Retail Considerations Assessment submitted with the application is based on PPW9 which has been replaced by PPW10. The RCA provides no assessment of impact. This is inconsistent with the LPA's request for our client to provide an impact assessment pursuant to planning application ref: 17/0559 for the renewal of the committed town centre development planning permission;
- the current Leekes proposal will have a negative impact on a committed town centre investment proposal;
- a Flood Consequences Assessment (FCA) has not been submitted. Similarly, a Drainage Strategy has not been submitted. The application does not detail or assess foul and surface water arrangements (it is not specified on the application form or in the application how the site is intended to be drained). The application is therefore also not considered to be valid in this respect;
- It is considered that the proposal should be subject to formal EIA, as was the case for the wider town centre development;

CONSULTATION

Transportation Section – No objection, subject to conditions.

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

Flood Risk Management – No objection, subject to condition.

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

The Coal Authority – No objection, subject to conditions.

Natural Resources Wales – No objection, subject to conditions.

Glamorgan Gwent Archaeological Trust – No objection.

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

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

Western Power Distribution – No objection.

South Wales Fire and Rescue Service – No objection.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is located within the settlement boundary for Talbot Green. It is also located within the town centre and retail centre of Talbot Green, as well as the Mwyndy/Talbot Green Strategic Site boundary.

Policy CS2 – sets out the criteria for development in the Southern Strategy Area.

Policy CS3 – identifies the County Borough's Strategic Sites which have been allocated to promote sustainable growth for residential, employment, retail and recreational purposes, including Strategic Site 7 (Mwyndy/Talbot Green).

Policy CS7 – sets out the County Borough's retail development allocations, detailing that Strategic Site 7 (Mwyndy/Talbot Green) has an allocation of 23,400m² net.

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

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

Policy AW5 – sets out criteria for new development in relation to amenity and accessibility.

Policy AW6 – requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

Policy AW8 – sets out the criteria for the protection and enhancement of the natural environment.

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

Policy SSA3 – sets out the criteria for residential and commercial development within the Principle Town of Llantrisant/Talbot Green.

Policy SSA8 – sets out the criteria for the development of Strategic Site 7 (Mwyndy/Talbot Green), allocating land for the construction of 500 no. dwellings, 15 hectares of employment land, 23,400m² net new retail floor space, 10,000m² net of leisure floor space, a primary school, library/community facility, and informal amenity space in a landscape setting.

Policy SSA16 – identifies the retail hierarchy for the Southern Strategy Area with Llantrisant/Talbot Green being classed as a Principle Town Centre.

Policy SSA17 – states that new and improved retail facilities and other appropriate uses will be permitted in the Retail Centres of Principle Towns subject to certain criteria.

Supplementary Planning Guidance

- Design and Placemaking;
- Design in Town Centres;
- Nature Conservation;
- Planning Obligations;
- Access, Circulation and Parking;
- Shopfront Design;
- Development of Flats;
- Employment Skills.

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.

Welsh Government published Planning Policy Wales (Edition 10) on 5th December 2018. The document aims to incorporate the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the Welsh Government's policy on planning issues relevant to the determination of planning applications.

It is considered that this proposal meets the seven goals set out within the Well-being of Future Generations (Wales) Act and the site has been brought forward in a manner consistent with the five ways of working. Furthermore, it is also considered that the proposed development is consistent with the key principles set out in Chapter 2 (People and Places: Achieving Well-being Through Placemaking); Chapter 3 (Strategic and Spatial Choices); Chapter 4 (Active and Social Places); Chapter 5 (Productive and Enterprising Places); and Chapter 6 (Distinctive and Natural Places) of Planning Policy Wales (Edition 10).

Other relevant policy guidance consulted:

- PPW Technical Advice Note 4: Retail and Commercial Development;
- PPW Technical Advice Note 5: Nature Conservation and Planning;
- PPW Technical Advice Note 11: Noise;
- PPW Technical Advice Note 12: Design;
- PPW Technical Advice Note 18: Transport;
- PPW Technical Advice Note 23: Economic Development.

REASONS FOR REACHING THE RECOMMENDATION

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

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

Principle of the Proposed Development

Outline planning permission is sought for demolition of the existing Leekes store and the construction of a replacement retail development in its place. The new scheme would comprise 3 no. separate elements; a replacement Leekes store; a mixed retail unit; and a food store, together with associated access, car parking and other facilities. The application seeks consent for the principle of the development only, with all other matters (access, appearance, landscaping, layout and scale) reserved for future consideration.

The existing Leekes store provides 16,580m² floorspace across a single commercial unit. The proposal seeks to provide 3 no. commercial units with respective floorspace of 10,688m², 2369m² and 2092m², a total of 15,149m² across the 3 no. units. In considering the principle of allowing the re-development of the site, the sustainability of the site is a matter of significant material weight, particularly since Planning Policy Wales 10 (PPW) states that sustainable places are the goal of the planning system. The Local Development Plan (LDP) supports this aim through the detailed objectives of policies CS3, SSA3, SSA8 and SSA16.

Given the above it is recognised that when considering the principle of development due regard should be paid to both the objectives conveyed through PPW and the spatial planning objectives of the LDP. With respect to PPW, it is evident that this guidance promotes the presumption in favour of sustainable development, and therefore proposals which advance the objectives of sustainable development are supported at a national policy level, subject to compliance with other relevant material considerations. With respect to this case, it is considered that the proposed development can be considered to be sustainable as it makes efficient use of a previously developed site which is both in existing retail use and located within the settlement boundary. The site is also located within the defined retail centre and town centre boundary and also benefits from residential areas nearby having a potential local labour source and local customers. In addition, it is noted that the proposal would accord with the objectives for retail and commercial centres contained within PPW, as the proposed development seeks to improve the retail offer within a defined town centre, thereby promoting a viable and sustainable retail and commercial centre.

A Retail Considerations Assessment report has been submitted in support of the proposal which seeks to demonstrate the improved retail offer that would

arise as a result of the proposal. Having reviewed this submission it is considered that the overall document, and in particular the findings and conclusions, serve to highlight the potential benefits that the proposal would have in terms of the varied offer, and in turn the vitality and viability of the Town Centre.

For the reasons detailed above, it is considered that the proposals would accord with the relevant national level policy guidance set out within PPW10.

Turning to the relevant policies of the LDP, Policies SSA3, SSA8, SSA16, and CS3 are most relevant.

Policy SSA3 includes 8 no. criterion that proposals for residential and commercial development in Llantrisant/Talbot Green need to satisfy in order to be permitted:

1. Reinforces the role of Llantrisant/Talbot Green as a Principal Town;
2. Respects the culture and heritage of Llantrisant/Talbot Green;
3. Is of a high standard of design and makes a positive contribution to the townscape in the defined town centre;
4. Integrates positively with existing development;
5. Promotes opportunities for new retail, tourism and leisure development;
6. Manage sites of importance for nature conservation;
7. Makes a positive contribution to the reduction of congestion by promoting accessibility to services by a range of sustainable modes of transport including public transport links with the north-west of Cardiff; and
8. Improves the provision of car parking.

With respect to criterion 1, it is considered that the nature and scale of the proposals would serve to reinforce the role of Llantrisant/Talbot Green as a Principal Town Centre and therefore compliance with criterion 1 would be achieved. Specifically, it is considered that the proposal will improve both the quality and varied nature of the retail offering provided on the site, with the additional units likely to generate further turnover for the area. In addition to this it is considered that the proposals would serve to strengthen the existing Leekes store, which is a long established element of the wider town centre. In terms of overall quantum of floorspace, it is acknowledged that the proposals would result in a technical reduction of 1430m² in overall retail floorspace compared to the existing arrangement on site, however, this reduction would be offset by the likely improved efficiency that would arise from the delivery of a new retail development that incorporates purpose built retail floorspace and a varied offer through the introduction of both a new food store and a mixed use retail building. As such, it is considered that provision of two additional retail units would complement and enhance the retained retail offer provided by the Leekes store, with this acting to reinforce the role of Llantrisant/Talbot Green as a Principal Town.

In terms of the second criterion, and whilst it is acknowledged that the application is in outline only, it is considered that the location of the site and existing use, combined with the scale of the proposal and associated parameters set out ensure that no harm to the culture and heritage of Llantrisant/Talbot Green would arise as a result of the development. It is therefore considered that compliance with criterion 2 would be achieved, with this compliance to be reinforced through any subsequent applications to deal with the more detailed elements of the proposals at any future reserved matters stage.

As with criterion 2, criterion 3 would be carefully considered in full at any future reserved matters stage where the Local Planning Authority would have an opportunity to ensure the detailed proposals submitted are of a high standard of design and the approach to architecture and materiality makes a positive contribution to the wider townscape. However, a brief appraisal in this respect is set out below within the Visual Impact section of the report.

Pursuant to the requirements of criterion 4, as with criterion 2 and 3 the need to ensure that the proposal integrates positively with existing development would be fully considered at any future reserved matters stage, however a brief appraisal in this respect is set out below within the Visual Impact section of the report.

Criterion 5 seeks to ensure that proposals promote opportunities for new retail, tourism and leisure development. In response to this requirement it is evident that the proposal would both strengthen the existing retail operation on site and provide opportunities for new retail operators to become established in this location, thereby contributing to the overall offer within the Town Centre.

Criterion 6 specifically relates to the need to manage sites of importance for nature conservation. Members are advised that the site is not subject to any specific ecological designations, although notwithstanding this, the application has been supported by an Ecological Assessment report which demonstrates that, subject to appropriate mitigation, the proposed redevelopment of the site would not result in a significant impact to ecology. Full details in respect of the ecology assessment are set out below in the Ecology section of the report.

In response to criterion 7 and 8, it is acknowledged that a detailed Transport Statement has been provided with the application and following assessment, whilst some concerns are raised, the Council's Transportation Section have no objections to the scheme and consider that any additional information can be gained by condition and would be fully considered at any future reserved matters stage. Full details of the highways assessment are set out in the Highway Safety section of this report.

Turning to Policy SSA8, this policy seeks to build upon the objectives of Policy CS3 (Strategic Sites) and provides specific guidance for how the LDP envisages proposals will come forwards across the Mwyndy/Talbot Green strategic site. Specifically, the policy states:

'In accordance with Policy CS3 land is allocated at Mwyndy / Talbot Green Area for the construction of 500 dwellings, 15 hectares of employment land, 23,400m² new retail floor space, 10,000m² net of leisure floor space, a primary school, library / community facility and informal amenity space in a landscape setting.'

It is noted that the policy seeks to ensure a range of uses are delivered across the wider site, including 23,400m² of new retail floor space. In essence the policy seeks to set a range of headline targets for various uses across the wider strategic site. It also aims to ensure the wider strategic site is comprehensively master-planned being supported by an Indicative Concept Plan which sets out an indicative approach to the location of land uses within the wider allocated site, proposing retail uses in this specific area.

Clearly this scheme relates solely to the Leekes area of the allocation and does not include the wider strategic site and could therefore have implications for future development at the remainder of the allocation, especially if development were to proceed in line with the indicative layout submitted which does not address the land to the rear. However, the scheme is currently submitted at outline stage only, with all other matters reserved for future consideration. Therefore the indicative layout submitted is not being considered at this stage. It is however considered the site is capable of accommodating a development of the size proposed that could link with the land to the rear resulting in a comprehensive development that would reflect the characteristics of a town centre. As such, whilst there is a degree of concern in this respect, it is considered this could be overcome at reserved matters stage through the submission of a more appropriate layout and design.

Further to the above, it is important to recognise that Policy SSA8 sets an overall target of 23,400m² of new retail floor space across the wider allocation, in addition to the existing 16,580m² provided by the current Leekes store. However, it also states that the replacement of the existing Leekes floorspace must be with an equivalent amount of new comparison goods floorspace to that existing on those premises at the date of the adoption of the LDP.

As such, with an overall floorspace of 15,149m² proposed, this scheme could principally re-provide what existed at the point of the LDP adoption, albeit across 3 no. units and with a slight reduction of 1430m². But the scheme does not set out exactly how the floorspace would be used, i.e. would it be comparison goods floorspace? The indicative site layout submitted seems to indicate it would not and would instead be a mix of retail uses. As such, it is considered that further information would be required in respect of the exact net floorspace and the type of retail proposed before any final detailed scheme could be approved. Consequently there is some concern with the lack of information in this respect, but it is not considered that the proposal would have a prejudicial impact on the quantum of floorspace that could potentially be delivered across the remaining part of the allocation, and therefore the relevant information could be provided at reserved matters stage. It is considered however that a condition should be attached to any outline permission to ensure

that the relevant figures are not exceeded and there is no impact to the provision on the wider allocation.

Further to the general acceptability of the proposal when considered in isolation against Policy SSA8, and notwithstanding the need to consider the acceptability of the proposal on its own merits, due regard must be given as to whether the proposal would prejudice the delivery of the wider allocation. In this respect it is acknowledged that the scheme deviates from the allocation wide proposals approved under planning permission ref. 11/1330/13, however, the redevelopment of the Leekes site in itself is not considered to have an unacceptably prejudicial impact on the wider allocation. Specifically, it is acknowledged that the remaining parts of the allocation would retain multiple points of access to the public highway in addition to maintaining a frontage onto Cowbridge Road. Furthermore, in this case the existing site is already occupied by existing development that if retained would represent a barrier to the layout approved under the previous planning permission from being delivered. As such, consideration must also be given to whether the proposal would have a greater or lesser prejudicial impact to the wider allocation than the existing arrangement on site. In this respect it is considered that, on balance, the proposal would have no further prejudicial impact than the status quo; and as detailed above, alterations to the indicative layout submitted would be expected in any reserved matters application which would ensure any impact is minimal.

In addition to the above, the indicative layout retains an access route through to the adjoining land, but this would again be fully considered at reserved matters stage and would be expected to be improved on any future detailed layout. The ability to safeguard such access is considered to represent a positive element of the scheme as it may facilitate, and in any event does not prejudice, the delivery of other parts of the allocation in due course. In this respect the current application being considered under planning application ref. 17/0559/15 to extend the time limit for the implementation of the outline planning permission granted under planning permission ref. 11/1330/13 should be acknowledged. Furthermore, it is accepted that this application indicates the potential for this wider scheme to be delivered. Whilst this pending application is noted, the Council has a duty to ensure both applications are considered on their own merits, and in accordance with the LDP. It is on this basis that this application has been considered.

Given the above, and when considering this proposal on its own individual merits, whereby the scheme would provide significant enhancement and betterment to an established retail site that could otherwise continue operating based on current arrangements, it is considered that the scheme generally complies with the aims Policy SSA8.

It is also noted that Policy SSA16 sets out the hierarchy of retail centres in the Southern Strategy Area and confirms that Llantrisant (including Talbot Green) sits at the top of the hierarchy (alongside Pontypridd). The policy goes on further to state that proposals for retail development or changes of use to retail uses inside the defined boundaries, which would maintain or enhance a centre's position in the retail hierarchy will be permitted. In response to the objectives of

policy SSA16, and as set out within the sections above, the proposal represents the redevelopment of an existing retail site to deliver enhanced and varied provision and therefore it is considered to accord with the objectives of Policy SSA16.

For the reasons detailed above, it is considered that the proposal represents an efficient and appropriate redevelopment of a sustainably located site that delivers on the key land use planning policy objectives of both PPW and the LDP. The proposal is therefore considered acceptable, in principle, subject to an assessment of the criteria set out below.

Visual Impact

The design, appearance, layout and scale of the scheme are reserved for future consideration and would be within the control of the Local Authority. This would therefore allow the Council to reject any future reserved matters schemes that would have an adverse impact in these respects. However, an indicative site layout plan has been submitted with the application that indicates the likely layout of any future development. As such a brief appraisal of the layout set out below:

The indicative layout illustrates that the replacement Leekes store would be sited along the northern boundary of site, the mixed retail unit would be located along the eastern boundary of the site, and the food store would be located at the south-western corner of the plot, each orientated in to site addressing a central car park, with a further car park area sited at the south-eastern corner. Furthermore, the likely breakdown in the size of the units would be:

Unit	Existing floorspace (m ²)	Proposed floorspace (m ²)	Difference (m ²)
Leekes store	16,580	10,688	-5892
Mixed retail unit	0	2369	+2369
Foodstore unit	0	2092	+2092
Total	16,580	15,149	-1431

Having regard to the size of the site and its environs, it is considered that the site is capable of accommodating the proposed units and all associated works without resulting in overdevelopment of the plot or a detrimental impact upon the character and appearance of the surrounding area. Furthermore, proposed retail units of the scale detailed above would be typical of such structures of this type, and additionally, the existing Leekes store is in a tired condition, and in need of significant refurbishment/replacement. As such the redevelopment of the site would considerably improve its current visual appearance.

It is noted however that the layout submitted indicates that each of the units would be orientated to face the central car park area and would therefore not address the wider town centre development. As such it is considered that further careful consideration would need to be undertaken to ensure that any units do not turn their back on the remainder of the town centre site and offer appropriate links and legibility. It is however acknowledged that the submitted

details are for indicative purposes only and that this issue would be given further careful consideration at any future reserved matters stage.

Amenity

The application site is primarily bound by a variety of industrial/commercial uses, as well as Y Pant Comprehensive School. Given the existing retail use at the site and the fact the proposed development would not significantly alter its character, it is not considered the proposal would have any further undue impact to the amenities or operation of the surrounding properties in comparison to that which already occurs.

Furthermore, the nearest residential streets, Pant Y Dderwen and Railway Terrace are both located over 100m from the site. As such it is unlikely there would be undue impact to the amenities of residents of these streets.

It is noted however that a single residential property is located at the south-western corner of the plot, between the existing car park area and the adjacent Royal Mail sorting office. As such it is inevitable that any development at the site would have an impact upon the amenities of the occupiers of this property. However, the scheme is proposed at outline, where the exact siting, layout and scale of the units are yet to be considered. It is therefore considered that a scheme could be produced to ensure that any impact to this property is minimal, and no worse than any impact that currently occurs. This issue would however be given further careful consideration at any future reserved matters stage.

Highway Safety

Members are advised that the Council's Transportation Section initially raised objections to the application as it was considered insufficient information was submitted in respect of highway safety given the sites location and the volume of traffic associated with the existing/proposed retail use. As such the applicant submitted a Transport Statement in support of the application on 15th February 2019 for consideration as well as further highways information on 23rd August 2019.

Following assessment of the additional details, the Transportation Section removed their objections, subject to a number of relevant conditions being added to any consent. They confirmed that whilst insufficient information has been submitted to fully consider the highway impacts, it is considered suitable information has been received to ensure that an appropriate assessment of the scheme could be undertaken, and that the detailed access/parking arrangements could be considered at reserved matters stage where further information would be submitted.

In their assessment of the scheme the Transportation Section commented that the red line boundary illustrated does not enclose the extent of highway necessary to accommodate any improvements that may be required along Cowbridge Road and does not include the private road to the north of the site which is proposed to provide access to the delivery area and carpark. Therefore

the applicant would have to demonstrate that they have control over these roads to facilitate access for the delivery area and the carpark during any future reserved matters or full application.

The Transport Statement (TS) does not include any Traffic Impact Assessment and/or assessment of the adequacy of the existing junctions to serve the proposed development. The additional information provided on 23rd August does not include trip generation from the proposed development and analysis of the junctions to ensure that the proposal would not cause undue harm to highway safety and free flow of traffic on the strategic highway network (A4222). Furthermore the assertion that trips to the new store will fall due to a reduction in floor area does not accord with the aims of the redevelopment to improve the efficiency of the store in terms of display whilst improving the customer experience. Therefore, it is likely that the level of customers to the new Leekes store would remain at similar levels, if not increase. The provision of new retail facilities in the form of mixed retail and a food store would also bring their own trip generation.

Information provided indicates that the proposed food retail unit is likely to be Aldi, which would relocate from the nearby Glamorgan Vale Retail Park and as such customer's trips would already be on the network. However, no assessment of the impact of additional trips on the capacity of the right turning lane at the site access has been undertaken, which gives cause for concern.

The submitted information indicates that the proposed development would be served via two access points. The existing priority junction with right turn lane off Cowbridge Road serving the car park; and a secondary access off a private road for a service yard and deliveries, which could also be potentially used by customers. The design, detail and information provided is insufficient to enable a comprehensive assessment of highway safety, capacity and operation to be carried out. Therefore further assessment must be undertaken to ensure the adequacy of the site accesses.

Further, the internal road layout shown on the indicative site layout does not tie into the access from Cowbridge Road, and the internal road layout plan does not clearly identify suitable facilities to accommodate the new Leekes store, the mixed retail and food retail elements suitable for delivery vehicles including 16.5m articulated lorries.

Additionally, whilst the applicant has confirmed that they have a legal right of access over the secondary access for deliveries and the carpark from the private road, there is cause for concern as it lies outside the red line boundary. Therefore, its inclusion within the red line boundary as well as its geometry and structural integrity would have to be shown to be satisfactory to cater for service and delivery vehicles such as 16.5m long articulated lorries would be required.

The geometry of both access routes to service the mixed use retail and food retail units does not appear adequate to accommodate delivery vehicles including 16.5m articulated and 12m rigid chassis vehicles. There is also concern that the route for delivery vehicles to the proposed food store is through

the customer car park area. As such further information in these respects would be required.

With respect to parking, the parking provision must be in accordance with the Council's adopted SPG: Access, Circulation and Parking. The proposed development is located within Zone 2. The submitted details have been reviewed and the parking requirements and proposals are shown below:

Element	GFA (m²)	SPG parking requirement	Proposed
Unit 1 (replacement Leekes store)	10,688	356 off-street spaces + 32 cycle spaces	375 off-street spaces with no cycle spaces
Unit 2 (mixed retail)	2369	171 off-street spaces + 1 cycle space	
Unit 3 (food retail)	2092	150 off-street spaces + 8 cycle spaces	
Totals	15,149	677 off-street spaces and 34 motorcycle spaces + 41 cycle spaces	375

There is a substantial shortfall of off-street car parking spaces (302 no.), as well as no motorcycle or cycle spaces proposed, which gives cause for concern. The existing Leekes store is a department store offering a range of household furniture which requires a significant floor area for display purposes as opposed to the higher density food displays associated with supermarkets and superstores, therefore parking in accordance with retail warehousing of 1 no. space per 30m² is considered appropriate and this appears to reflect the current parking provision, which is significantly lower than that required for a supermarket/superstore.

The Council's SPG: Access, Circulation and Parking also requires provision of operational parking and turning space to accommodate service and delivery vehicles and allow entry and egress in forward gear; and parking must also be provided for the disabled, motorcycles and cyclists as set out in the SPG to encourage sustainable modes of travel. It is also a requirement of PPW that 10% of the parking spaces should have Ultra Low Emission Vehicle (ULEV) charging points. No provision for secure motorcycle as well as cycle parking and electric charging points are shown on the indicative site layout to encourage sustainable modes of travel contrary to PPW, Active Travel and the Council's SPG, which gives cause for concern. However it is noted that the applicant has

detailed in the additional information submitted on 23rd August that this would be provided in any reserved matter application.

The information received from the applicant on 23rd August also indicates that the proposed parking provision of 375 no. spaces should be considered acceptable on the basis of the future development of the Talbot Green New Town Centre on the adjacent site, which would deliver additional multi-storey car parking and a link road. However, reliance cannot be placed on the future development of adjacent land which may not happen or make take a different form. Furthermore, the site layout plan does not incorporate suitable provision to accommodate a future link road to accommodate cars, buses and delivery vehicles and the provision of such would result in further loss of parking spaces. As such a Travel Plan outlining measures to encourage the use of sustainable modes of transport by employees should be provided in accordance with the Councils SPG; Access, Circulation and Parking (March 2011).

Since the original development of the site additional requirements and standards with regard to accessibility by the mobility impaired and to encourage journeys by sustainable modes of travel have been introduced and therefore routes to and from the development must be assessed in accordance with Safer Routes in Communities / Active Travel (Wales) Act 2013 / Active Travel (Wales) Guidance and any mitigation measures identified to be implemented or financial contributions provided to enable comprehensive improvements to be carried out to encourage sustainable modes of travel.

The submitted note received from the applicant on 23rd August outlines the requirements of PPW which highlights the necessity for accessibility by active travel and public transport and equality of access. However, no assessment of Active Travel routes and accessibility in accordance with the Active Travel Guidance Audit Tools have been undertaken to demonstrate the adequacy of existing routes to the site for pedestrians and cyclists and no necessary mitigation measures have been identified. But it is noted that there are 2 no. bus stops directly fronting the site along Cowbridge Road which should encourage use of public transport.

Consequently, in conclusion, there are number of concerns which would likely result in highway objections to the proposal if the application were to be submitted in full or at reserved matters stage. However, considering the proposal is at outline stage with all matters reserved and that the site layout provided is only indicative at this stage which would allow for the relevant alterations to be made, it is considered that the highway concerns could be overcome through the submission of further information. Therefore the use of Grampian Conditions would be appropriate in this instance to ensure that the issues raised are mitigated to alleviate adverse impact on highway safety and free flow of traffic on a strategic highway network (A4222). As such, on balance, no highway objections are raised.

In light of the above highway assessment, whilst it is accepted there are a number of concerns in respect of highway safety and further information is required to make a full assessment of any potential impact, it is considered that

these issues can appropriately be considered at any future reserved matters stage and therefore, on balance, the application is considered acceptable in respect of its potential impact upon pedestrian and highway safety in the vicinity of the site, subject to the conditions agreement detailed below.

Public Health

No objections have been received from the Council's Public Health and Protection Division. They did however note that following a search of their records it is likely that the ground is contaminated from previous industrial use. As such a number of conditions are suggested requiring site investigations be undertaken prior to any works starting on site.

Land contamination issues were also raised by Natural Resources Wales (NRW) who commented that development works at the site may impact upon controlled waters. Therefore, whilst no objections are raised, a number of conditions are suggested requiring site investigations be undertaken prior to any works starting on site.

The Public Health and Protection Division also commented that given its scale, the proposed development has the potential have a negative impact on the amenities of the area as a result of noise. As such it is considered that an acoustic assessment would be required, including any mitigation measures identified, so that any potential impact can be fully considered. It is suggested however that given the outline nature of the application, whereby the exact design and scale of the proposal is not yet known, that this information would not be required prior to determination of the application and could be sought via condition.

Furthermore, the Public Health and Protection Division also commented that given its scale, the proposed development has the potential have a negative impact upon local air quality. As such it is considered that an air quality assessment would be required, including any mitigation measures identified, so any potential impact can be fully considered. It is suggested that this information should be provided prior to determination of the application. Whilst these comments are appreciated and it is accepted that this information forms a key consideration of the proposed scheme, given the outline nature of the application, whereby the exact design and scale of the proposal is not yet known and a future reserved matters application would have to gain approval before any works could start on site, it is considered that this information could be gained by way condition, requesting the information be submitted to and approved by the LPA as part of any future reserved matters application.

The Public Health and Protection Division also suggested a number of conditions be attached to any consent in relation construction noise, waste and dust. Whilst these comments are appreciated, it is considered that construction noise, waste and dust matters can be more efficiently controlled by other

legislation. It is therefore considered the conditions suggested in this respect are not necessary and an appropriate note highlighting them would be sufficient instead.

Furthermore, comments are raised in respect of any potential extraction/ventilation systems that may be required. Again, given the outline nature of this application, it is not considered conditions requiring this information be submitted at this stage are necessary.

Historic Mining Activities

The application site lies within a defined Development High Risk Area and consequently there is a potential for historic mining activities to have an impact upon any future development at the site. In light of this issue consultation with the Coal Authority (CA) was undertaken.

The CA commented that thick coal seams are conjectured to outcrop throughout the site, which may have been worked in the past. The application is accompanied by a Coal Mining Risk Assessment report which has been informed by an appropriate range of sources of information, including the findings of previous site investigations undertaken which covers the Leekes site and the surrounding area.

Based on this review of geological, historical and coal mining information together with the findings of intrusive ground investigations, the report author considers that it is unlikely that unrecorded workings would be present beneath this site, but in order to confirm the finding from the previous investigations, it would be prudent for further site specific investigations, including gas monitoring to be undertaken for this current proposal. The CA consider that the investigations are appropriate and acceptable and therefore raise no objections to the application. They do however recommend a number of conditions be attached to any consent to ensure the recommended ground investigation works are undertaken prior to any development starting on site.

Ecology

As the proposed scheme would involve the demolition of the existing building any potential impact upon protected species must be considered. In light of this fact an Ecological Impact Assessment report has been submitted with the application. The report details that bat roosts for individual common pipistrelle bats were confirmed within the on-site buildings, and evidence of Natterer's and long-eared bats were found on-site, but there was no evidence of any roosts. It was also found that birds are using both the on-site buildings and surrounding trees for nesting. However, the report concludes that the proposed development would not have a significant impact upon the ecology of the area, subject to a number of appropriate mitigation measures being introduced and the applicant applying to NRW for a separate European Protected Species License (EPSL).

Having assessed the ecology report the Council's Ecologist commented that it is a comprehensive and acceptable study of the site and that the conclusions and recommendations are reasonable and appropriate. Therefore no objections are raised but a number of conditions are suggested in line with the recommendations of the ecology report to ensure the proposed development works have a minimal impact. These views were reiterated by NRW who also have no concerns in respect of ecology, but advise the developer is notified of the fact that a EPSL would be required.

Land Drainage and Flood Risk

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

It is noted that the objector has commented that the application should be accompanied by a Flood Consequent Assessment. Whilst these comments are acknowledged and it is accepted the site lies in close proximity of a C2 flood zone (south-east/west of the site), the site lies outside of the designated area and following consultation no concerns have been raised by NRW. As such it is not considered such information is required in this instance.

Other Issues

It is noted that no objections were received from Wales and West Utilities, Western Power Distribution, the Glamorgan Gwent Archaeological Trust or South Wales Fire and Rescue Service, subject to standard conditions and advice.

Consultation Responses

Where the issues raised by the objector are not addressed above, the following additional comments are offered:

The objector has commented that they consider the development would require an Environmental Impact Assessment (EIA) as the application for the wider town centre development did so. Members are advised that whilst it is accepted the application site forms a proportion of the wider town centre site and could effectively replace the development in that part of the site, a full assessment of the potential for EIA requirement was undertaken prior to validation of the application, and given the significantly smaller scale of the site and

development proposed, it was considered an EIA would not be required in this instance.

Section 106 Contributions / Planning Obligations

Section 106 (S106) 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 S106, 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.

PPW advises that contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable. Further guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the LDP and the Council's SPG: Planning Obligations.

In this case the developer will be required to enter into a S106 agreement with the Council for the following:

- Employment Skills - the agreement of an employment skill training plan.

Community Infrastructure Levy Liability

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

As planning permission first permits development on the day of the final approval of the last of the reserved matters CIL is not payable at outline stage, but will be calculated for any reserved matters or full applications.

Conclusion

It is considered that the proposal represents an efficient and appropriate redevelopment of a sustainably located site and would deliver on the key land use planning policy objectives of both Planning Policy Wales and the Local Development Plan. Furthermore, whilst full detailed design and layout elements are not submitted for consideration as part of this outline scheme, it is considered that an appropriate development of the scale proposed could be implemented at the site without having a prejudicial impact upon the development of the wider strategic allocation.

Furthermore, whilst it is accepted that some highway safety concerns have been identified with aspects of the proposal, no highway objections have been raised on the basis that such issues can be controlled by means of Grampian style conditions and dealt with at detailed reserved matters stage.

In addition, the proposal is considered acceptable in terms of all other relevant material planning considerations.

The proposed development therefore complies with the relevant local and national planning policies and is considered acceptable, subject to the S.106 agreement set out above and the conditions detailed below.

RECOMMENDATION: Approve, subject to Section 106 Agreement

1. (a) Approval of the details of the layout, scale and appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter referred to as "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

(b) Plans and particulars of the reserved matters referred to in (a) above relating to the layout, scale and appearance of any building to be erected, the means of access to the site and the landscaping of the site shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

(c) Applications for the approval of reserved matters shall be made before the expiration of three years from the date of this permission.

(d) The development hereby permitted shall be begun before whichever is the latter of either (i) the expiration of 5 years from the date of this permission or (ii) the expiration of 2 years of the final approval of the reserved matters or in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: To comply with Sections 92 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 supporting information received by the Local Planning Authority on 18/12/18, 15/01/19, 15/02/19 and 23/08/19, 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. Full details in respect of the amount of net comparison and net convenience retail floor space that is being proposed on this site, including a robust justification if the levels differ from that set out in Policy SSA8 of the Rhondda

Cynon Taf Local Development Plan, shall be included with any future reserved matters application. No works shall commence on site has until the details have been approved in writing by the Local Planning Authority. The scheme, as approved, shall be carried out in accordance with the approved details, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To define the scope and extent of this consent and to ensure the development is built in accordance with requirements of Policy SSA8 of the Rhondda Cynon Taf Local Development Plan.

4. The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted 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 (i) 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.

5. The development hereby approved shall not be brought in to beneficial use until the measures approved in the scheme referred to in Condition 4 have been implemented and a suitable validation report of the proposed scheme is submitted to and approved in writing by the Local Planning Authority. Any validation report shall be carried out by a competent person.

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

6. If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of

a different type to those included in the contamination proposals then 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 and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. No work shall commence on site until an acoustic report, including any relevant mitigation measures, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details prior to beneficial use of the proposed development, unless agreed otherwise in writing by the Local Planning Authority. The assessment shall be carried out by a competent person.

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. An air quality assessment, including any relevant mitigation measures, shall be included with any future reserved matters application. No works shall commence on site until the report has been approved in writing by the Local Planning Authority. The scheme, as approved, shall be carried out in accordance with the approved details prior to beneficial use of the proposed development, unless agreed otherwise in writing by the Local Planning Authority. The assessment shall be carried out by a competent person.

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. No development shall commence on site until full site drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall not be brought in to beneficial use until the drainage works have been completed in accordance with the approved plans.

Reason: To ensure adequate disposal of foul and surface water drainage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall commence on site until intrusive site investigation works have been undertaken on site and a subsequent report of findings arising from the investigations has been submitted to and approved in writing by the Local Planning Authority. Should the investigations find that any remedial works must be undertaken on site, a subsequent report detailing the relevant works shall be submitted to and approved in writing by the Local Planning Authority prior to any works starting on site. The scheme, as

approved, shall be carried out in accordance with the approved details prior to beneficial use of the proposed development, unless agreed otherwise 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.

11. No development shall take place until a Species and Habitat Protection Plan for Construction has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:
- a. An appropriate scale plan showing 'Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented;
 - b. Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction;
 - c. A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife and species could be harmed;
 - d. Details of specific species and habitat mitigation measures for key species as identified in ecological assessment work submitted in support of the planning application, and to include bat and bird roosting and nesting provisions with the new buildings;
 - e. Details of wildlife sensitive lighting proposals;
 - f. Details of water pollution control measures;
 - g. An agreed scheme of progress reporting to the Council during the construction program.

Persons responsible for:

- i. Compliance with legal consents relating to nature conservation;
- ii. Compliance with planning conditions relating to nature conservation (Ecological Clerk of Works);
- iii. Installation of physical protection measures and management during construction;
- iv. Implementation of sensitive working practices during construction;
- v. Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
- vi. Specific species and Habitat Mitigation measures;
- vii. Provision of training and information about the importance of the 'Protection Zones' to all construction personnel on site.

All construction activities shall be implemented with the approved details and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

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

12. No development shall take place until a Tree and Hedgerow Management Plan for Construction has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:
- a. An appropriate scale plan showing Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented;
 - b. Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction, and the maintenance of those features during construction;
 - c. Details of pre-construction tree management works;
 - d. Pre-construction reporting to the LPA with evidence that tree and hedgerow protection measures are in place, and a scheme of monitoring reporting to the LPA during construction;
 - e. Details of the persons responsible for compliance with all elements of the tree condition works.

All construction activities shall be implemented with the approved details and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

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

13. No development or site clearance shall commence until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping. The scheme shall include indications of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained and set out measures for their protection throughout the course of development.

Reason: To ensure that the new development will be visually attractive and to mitigate against the loss of existing mature trees on site, in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

14. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development site die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure that the new development will be visually attractive and to mitigate against the loss of existing mature trees on site, in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

15. No development shall commence on site until:
- a. A Traffic Impact Assessment including analysis of the junctions off the A4222 serving the proposed development site has been carried out and submitted to and approved in writing by the Local Planning Authority;
 - b. Design and details of the internal circulation and parking, including swept path analysis has been submitted to and approved in writing by the Local Planning Authority. The internal circulation and parking shall be designed so as to not cause queuing backing onto strategic highway network (A4222);
 - c. The site boundary abutting Cowbridge Road (A4222) shall be set back and the footway widened to 3m for shared use by cyclists and pedestrians in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
 - d. Operational and non-operational on-site parking for cars, bicycles and motorcycles including 10% Ultra Low Emission Vehicle charging points shall be provided in accordance with the Council's adopted supplementary Planning Guidance: Access, Circulation and Parking Requirements.

The approved design and details shall be implemented to the satisfaction of the Local Planning Authority prior to any part of the proposed development being brought into beneficial use.

Reason: To ensure that a satisfactory means of access, circulation and parking will be provided to serve the proposal, in the interests of highway safety and free flow of traffic in accordance with Policy AW5 of the Local Development Plan and PPW.

16. No works shall commence on site until a Traffic Regulation Order (TRO) in respect of parking restrictions at Cowbridge Road (A4222) between the traffic signal junction of A473/A4222 and the access to Y Pant School has been completed to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

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

17. Notwithstanding the submitted plans, development shall not commence on site until full engineering design and details of off-site highway improvements, including the proposed junctions and tie-in with A4222, and construction details have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be constructed to the satisfaction of the Local Planning Authority prior to beneficial occupation of any part of the proposed development.

Reason: To ensure the adequacy of the proposed development, in the interests of highway safety, free flow of traffic and encouraging sustainable

modes of travel in accordance with Policy AW5 of the Local Development Plan.

18. No development shall commence on site, including any works of site clearance, until a Construction Traffic Management Plan (CTMP) 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 CTMP 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 Local Development Plan.

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

Reason: To prevent overloading the existing highway drainage system and potential flooding and in the interests of highway safety in accordance with Policy AW5 of the Local Development Plan.

20. No HGV deliveries during the construction period shall take place between the hours of 07:30am and 09:00am and 17:00pm and 18:00pm on weekdays, unless otherwise agreed with the Local Planning Authority.

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

21. Within 6 months following the implementation of this consent or first occupation of any building on site, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:
- a. Travel Plan Co-ordinator;
 - b. Targets for the reduction of road traffic and single occupancy car use, the promotion and delivery of more sustainable travel such as walking, cycling, car sharing/pooling and use of public transport;
 - c. Management strategy for monitoring and delivering the objectives;
 - d. Review Process.

The Travel Plan shall be implemented within one month following its approval and maintained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure reduction of road traffic and promotion of sustainable modes of travel in accordance with the relevant National and Local Planning Policies.

22. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

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.

23. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

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.