



PLANNING & DEVELOPMENT COMMITTEE

5 DECEMBER 2019

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/1403/10 (GH)
APPLICANT: Newydd Housing Association Limited
DEVELOPMENT: Demolition of the existing buildings and erection of 18 no. affordable homes, highway improvement works, landscaped parking area and associated works. (Revised highway access, traffic calming, site layout and site location plans received 18th September 2019)
LOCATION: FORMER GELYN OG YARD BUS DEPOT,
CASTELLAU ROAD, BEDDAU, PONTYPRIDD, CF38 2RA
DATE REGISTERED: 19/12/2018
ELECTORAL DIVISION: Beddau

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT:

REASONS:

The proposed development would provide a range of affordable dwellings designed to meet local housing need, and would result in the regeneration of a redundant and unsightly derelict yard and workshop.

Furthermore, on account of the highway improvements and proximity to existing services and public transport links, the development would be considered to be in a sustainable location.

Therefore, as an extension to the existing settlement the application would be considered acceptable as an affordable site, which would neither harm the quality of the Special Landscape Area or cause detriment to the amenity of the closest neighbouring occupiers.

REASON APPLICATION REPORTED TO COMMITTEE

The proposal is not covered by determination powers delegated to the Service Director, Prosperity and Development

APPLICATION DETAILS

Full planning consent is sought for the construction of 18 affordable homes, for social rent, at the former Gelynog Yard Bus Depot, Castellau Road, Beddau.

It is proposed to clear and level the site which would result in the removal of the extant two storey workshop/office building and a further separate outbuilding. Access would be maintained from the existing entrance, which would be widened in order to provide a safe pedestrian access and footway. The mature hedgerow to the site frontage would be retained.

The new dwellings would be arranged in a U-shape around a communal green area, with parking directly to the front of each property, and would comprise the following mix of types:

- 4 x two bedroom semi-detached houses
- 8 x one bedroom apartments, arranged as a two storey terrace
- 4 x three bedroom semi-detached, three storey town houses
- 2 x four bedroom semi-detached, three storey town houses

All of the dwellings would be constructed from the same materials palette, namely white render above a plinth wall of yellow brickwork, and a twin pitch roof of smooth grey tiles. Each property would have an entrance canopy, with further detail in the form of stone window cills and soldier-course heads. Furthermore, whilst the houses would be provided with amenity space to the rear, including drying and refuse space, the apartments would benefit from cycle parking and communal refuse and drying areas.

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

- Transport Statement
- Drainage Strategy
- Design and Access Statement
- Geotechnical Study (Site Investigation)
- Pre-Application Consultation Report
- Ecology Report
- Special Landscape Area Appraisal

Lastly, revised plans were received during the consultation period as a result of discussions between the Applicant and the Transportation Section. The agreed amendments included the introduction of traffic calming features within Castellau Road, a

reduction in the speed limit, street lighting and confirmation of the details of a pedestrian footway to link the site with Beddau.

SITE APPRAISAL

The application property is a piece of brown field land, most recently used as a depot for a local bus company, from which the owners have since retired. Comprised of concrete slabs and hardstanding, the north-eastern corner of the site accommodates a two storey workshop/office in a poor state of repair

The 0.34 hectare site is located outside the settlement boundary to the west of Beddau and is directly to the north of Castellau Road, from which a gated entrance provides vehicular access. Along the 83m frontage screening is provided by a mature hedgerow and sections of wall, whilst the remainder of the site boundary is characterised by mature trees and vegetation.

The area as a whole is located on a slope that falls from east to west and is below the level of the residential properties to the east. However, on account of how the site has been engineered from earlier land uses, the main yard area is of a largely consistent level.

There are a number of pertinent environmental or policy considerations in that the site is within the Mynydd y Glyn and Nant Muchudd Basin Special Landscape Area and is opposite the Llantrisant Common Site of Importance for Nature Conservation (SINC). The Gelynog Colliery Spoil Tips - a designated Regionally Important Geological Site (RIGGS) are also in close proximity.

Lastly, the land may be subject to contamination from being on the site of the former North Llantwit Colliery and the site is within the High Risk Coal Field Area. The shaft to the former Gelynog/North Llantwit Colliery is located in the north eastern part of the site.

PLANNING HISTORY

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

18/5113/41: Pre Application Advice. Decision: 12/10/18, Raise objection

18/5028/41: Residential development. Decision: 18/04/2018, Raise objection

PUBLICITY

The application was initially advertised by direct notification to four neighbouring properties and notices were displayed on site. Furthermore, in accordance with the Development Management Procedure Order (Wales) the relevant press notice was published identifying that the proposal was a departure from the Local Development Plan..

However, a second consultation was undertaken following the receipt of revised plans, whereby the extent of the 'red line' area was extended to incorporate highway improvements and traffic calming. Consequently, a further twenty-one properties were notified.

During the first consultation one letter of objection was received from residents of a property approximately 300m to the east of the site, raising the following concerns:

- Lack of consultation
- Encroachment into 'green belt'
- Highway concerns regarding access and quantity of traffic

No observations or objections were received as a result of the second consultation.

CONSULTATION

Highways and Transportation

The development is acceptable subject to conditions in respect of highway details, a Traffic Regulation Order (TRO) and Construction Method Statement

Natural Resources Wales

Conditions are requested in respect of bat mitigation measures and external lighting, together with an advisory note regarding an European Protected Species licence. NRW objects to the proposed private treatment of foul water.

Public Health and Protection

A desk-based study has already been provided, which recommends further site investigation. A standard contaminated land condition should be applied to any consent, although the desk study part of the condition has already been satisfied.

Western Power Distribution

A new connection or service alteration will require a separate application to WPD.

Countryside – Ecologist

Conditions are recommended requiring plans in respect of species and habitat protection; tree, hedgerow and scrub management; and species, habitat, landscape and tree mitigation. Furthermore, it is requested that a Section 106 agreement would be required for the delivery and reporting of the latter plan.

Dwr Cymru Welsh Water

No objection since as proposed, the development would not discharge to the public sewer.

Wales and West Utilities

WWU has provided a list of general conditions and a plan of underground assets for the benefit of the applicant.

The Coal Authority

No objection, subject to a condition requiring a scheme of intrusive site investigations.

Glamorgan Gwent Archaeological Trust

No objection

South Wales Police

No objection. A list of recommendations, in respect of designing out crime, have been submitted for forwarding to the developer.

Drainage

The applicant has indicated the sites surface water will be discharged via sustainable drainage methods. A condition is required for the submission of full drainage details.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies 111m to the west of the settlement boundary for Beddau

Policy CS2 - The policy emphasis in the Southern Strategy Area (SSA) is on sustainable growth that protects the culture and identity of communities by focusing development within defined settlement boundaries. Emphasis will also be on protecting the cultural identity of the strategy area by protecting the natural environment.

Policy CS5 - the policy identifies that there is a need to provide 1770 affordable housing units over the plan period.

Policy AW1 - This policy is concerned with the supply of new housing within the Borough. It stipulates that the supply will be met by the development of unallocated land within the defined settlement boundaries of the Principal Towns, Key Settlements and Smaller Settlements.

Policy AW2 - This policy 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 AW3 - This policy states that development proposals for the provision of affordable housing outside and adjoining the identified settlement boundaries will be permitted where

it can be demonstrated that: the proposed development cannot be accommodated within the defined settlement boundary; the site does not exceed 30 dwellings or 1 hectare; the proposed development is solely for the provision of affordable housing to meet identified local need; and the proposed development is not within a Green Wedge, Special Landscape Area or within, near or adjacent to an internationally, nationally or locally designated nature conservation site

Policy AW5 - policy identifies the appropriate amenity and accessibility criteria for new development proposals. It expressly states that the scale, form and design of the development should have no unacceptable effect on the character and appearance of the site and the surrounding area. There should also be no significant impact upon the amenities of neighbouring occupiers and should, where appropriate, retain existing features of natural environmental value. Additionally the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

Policy AW6 - The policy supports development proposals that are of a high standard of design that reinforce attractive qualities and local distinctiveness.

Additionally proposals must be designed to protect and enhance landscape and biodiversity

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

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

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 SSA13 - The settlements in the Southern Strategy Area have absorbed a significant amount of new development during the last decade. In order to protect the identity of these settlements, ensure the efficient use of land and protect the countryside from urbanisation and incremental loss; the policy stipulates that development will not be permitted outside the defined settlement boundary.

Policy SSA23.6 - Special Landscape Area, Mynydd y Glyn and Nant Muchudd Basin. The policy states that in the SSA, Special Landscape Areas (SLA) have been identified to protect the distinctive landscape. Therefore development in any SLA will be expected to conform to the highest design standards and ensure materials and layouts are appropriate to the character of the area.

Supplementary Planning Guidance

- Design and Place-making
- Access, Circulation and Parking Requirements
- Affordable Housing
- Planning Obligations

National Guidance

In the determination of planning applications, regard should also be given to the requirements of National Planning Policy which are not duplicated in the Local

Development Plan, particularly where National Planning Policy provides a more up to date and comprehensive policy on certain topics.

The Welsh Government published Planning Policy Wales 10 on 5th December 2018, and the document aims to incorporate the objectives of the Well-being of Future Generations (Wales) 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)

Chapter 6 (Distinctive and Natural Places)

Other policy guidance considered:

PPW Technical Advice Note 1 – Joint Housing Land Availability Studies

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

The application seeks the development of 18 affordable residential dwellings on the Former Gelynog Yard Bus Depot. The site lies just outside of the defined settlement boundary for Beddau but is within the Mynydd y Glyn and Nant Muchudd Basin Special

Landscape Area. A designated Regionally Important Geological Site (Gelynog Colliery Spoil Tips) is also in close proximity to the site.

The scheme proposes a range of affordable dwellings and LDP Policy AW3 allows for exception sites within the countryside, outside but adjoining the settlement boundary, subject to a number of criteria. It should be noted that the site does not adjoin the settlement boundary on any side, albeit that the development would be adjacent to an existing dwelling and affordable housing site.

However, although the 111m gap between the site and settlement boundary means that Policy AW3 is not a key consideration, the Policy still provides detailed criteria which are pertinent to the development. Therefore it is considered reasonable that some weight is attributed to the information submitted in support of the application, which notes that there are no suitable sites within the settlement boundaries of nearby communities to deliver these affordable houses.

Furthermore, recent Joint Housing Land Availability studies have identified constraints which are preventing the shorter-term deliverability at allocated strategic sites; in particular at the former Cwm Colliery and Coking Works, from which approximately 160 affordable dwellings were anticipated.

It is also accepted that due to the high density of development in the existing settlements in this area, along with higher land values, larger scale sites for affordable housing are not readily available.

That the site is located within a Special Landscape Area (SLA), means that the development would have been contrary to criteria 4 of Policy AW3. In the Southern Strategy Area SLAs have been identified to protect their distinctive landscape character. Particular consideration has been given to the protection of the unspoilt low-lying farmland, common land and gentle valley slopes, which form a visual backdrop to the settlements of the area.

Whilst SLAs protect distinctive landscape quality, it does not follow that any development therein should be resisted. The policy states that development proposals will be acceptable providing they conform to the highest design standards and utilise a layout and materials in keeping with the character of the area. The applicant has submitted a Special Landscape Area Visual Impact Assessment to evidence that the impact on the character of the SLA is negligible.

On the basis of this submission, noting both that the application would provide 100% affordable housing and that the existing bus depot and brown field site is unsightly, it is considered that the location within the SLA could be acceptable in this instance, albeit that further consideration of this matter follows below.

It is recognised that paragraph 6.2 of TAN1, which previously directed LPAs to give considerable weight towards developments that would help address shortfalls in the 5-year

land supply requirement, was recently dis-applied at the instruction of the Welsh Government. This means that the LPA can choose the material weight it gives to such matters.

Nonetheless, the Council currently has a housing land supply of just 1.3 years and the 2019 Annual Monitoring Report shows that both the Council's delivery of affordable housing and the delivery of the general LDP housing requirements are behind target. This suggests that to give this matter considerable material weight would be appropriate.

It would therefore be reasonable to consider opportunities for affordable housing on suitable sites outside the settlement boundary, which offer sustainably located development in accordance with national guidance, and the Council's Housing Strategy Section has advised that the scheme has been designed to address local need.

Notwithstanding the above the site should demonstrate good accessibility, and to be considered sustainable, in line with Policies AW2 and AW5, it should benefit from a range of sustainable transport modes. Currently, there are no pavements leading from the site to Beddau for some 200m, and the lane is neither within the 30mph speed limit area or benefits from street lights.

However, to ensure residents' safety and amenity, and the ability to safely walk or cycle to the nearby amenities and public transport links, the development incorporates a continuous pedestrian link with street lighting and traffic calming. These highway improvements would also be supportive of the aims of LDP Policies CS2, AW2 and SSA13 which seek to direct development towards sustainable locations.

So whilst the site is outside the defined settlement boundary, it is in close proximity to the local amenities located within Beddau. Indeed it is considered that the application site benefits from being in a more sustainable location than much of the existing southern part of Beddau; being close to three schools and the shops and services at Gwaunmiskin Road.

To summarise, the development would deliver affordable housing; regenerate a previously-developed site; not be car dependant; have convenient access to goods and services and be of an appropriate density.

Therefore with regard to PPW10 Chapter 2, the proposal would comply with national sustainable placemaking outcomes, in particular:

- Making Best Use of Resources
- Maximising Environmental Protection and Limiting Environmental Impact
- Creating and Sustaining Communities
- Facilitating Accessible and Healthy Environments

In light of the above it is considered that the proposed location of the affordable housing development can be justified as supportive of the aims of local and national planning policy, and is therefore acceptable in principle.

Special Landscape Area

In terms of the wider impact of the development, consideration of the setting of the site, within the Mynydd y Glyn and Nant Muchudd Basin Special Landscape Area, is the main material concern.

As noted above the purpose of this non-statutory designation is to protect areas of high landscape value, where development proposals are expected to be of good quality design and/or demonstrate that they would not harm the setting.

In this regard a Landscape Review was submitted with the application which reflects the unique characteristics of the site. In particular the sense of enclosure and seclusion is recognised where the much earlier mining activities resulted in a lowering of the site, and where there are tall banks to northern and western sides.

In addition, the boundary of the site is demarcated by mature trees, hedgerow and scrub, all of which combine to screen the property and limit any views towards the interior, other than from the gated entrance on Castellau Road.

Consequently, notwithstanding that the proposed housing represents an improvement over the established land use as a bus depot and workshop, the scheme would have little or no wider visibility and would not therefore, erode the qualities of the SLA designation.

Nonetheless, to ensure that the immediate attractive setting of the site is maintained, the Council's Ecologist has recommended three conditions which would require the submission of plans for approval relating to species and habitat protection during construction; tree, hedgerow and scrub management during construction; and species, habitat, landscape and tree mitigation (conditions 9, 10 and 11). The suggested inclusion of the latter as part of a section 106 agreement, would ensure longer term maintenance.

Design and Layout

The development is proposed to be laid out as a U-shape with the site entrance from Castellau Road remaining in the same position, albeit widened to meet current highway standards.

The logical layout of the dwellings reflects both the small scale of the site and the limited options available to make the most efficient use of the land. This has resulted in the frontages of the buildings overlooking the parking area and communal amenity space.

As the consultation response from South Wales Police notes, this introduces a degree of natural surveillance which would help to reduce the chances of crime and anti-social

behaviour taking place, whilst enabling gardens of a more private nature to the rear of each house.

The design of the dwellings might best be described as 'traditional contemporary' and would feature elevations of white render above a brick waist wall. Fenestration would be white uPVC, with stone cills and soldier course heads adding some detail. The development would therefore have a uniform appearance and all properties, including the flats, would be of a similar height and small domestic scale.

It is considered therefore, that the massing and density of the development would be appropriate for this well-screened, edge-of-village location, and would have a positive impact on the character of the local area and street scene.

Impact on neighbouring occupiers

The location of the site means that there are few considerations in this regard, save for any impact to the residents of the property to the east, known as Springfield. The distance between the western corner of Springfield and the closest new dwelling would be in the region of 24m.

In this regard, the site is physically separated from Springfield by a tranche of land accommodating a watercourse and Public Right of Way ANT/205/1. The land is vegetated and therefore provides a degree of seclusion.

Consequently, even though the land levels would be similar between the dwelling and application site it is unlikely, due to the distance and screening, that there would be any detriment to the neighbour's outlook or concerns in respect of overlooking, and no objections have been received from this property.

Highways and accessibility

Off-site Highway Improvements

The proposed development would be served from the existing entrance point off Castellau Road, Beddau. Castellau Road is sub-standard in terms of width, which varies between 4.3m and 5.4m across the site frontage, and lacks segregated pedestrian footway facilities.

Furthermore there is inadequate highway drainage, street lighting and structural integrity to serve as primary means of access for the proposed development, although mitigation measures are proposed to overcome the inadequacies of access leading to the site.

Submitted drawing no. "173232_A02" indicates numerous off-site highway improvements to address the objections initially raised by the Council's Highways and Transportation Section. The drawing indicates a raised junction plateau at the junction with Castellau

Road, widening of the highway to a minimum of 5.5m across the site frontage, introduction of a 30mph speed limit, together with associated road marking and traffic calming features.

There would also be a 2m wide footway provided to connect the existing local footways, with street lighting and the formation of a new lined ditch to replace the existing which abuts the Lane. The proposed off-site highway improvements are considered acceptable subject to detail design and implementation, and these matters can be secured by a condition.

Trip Rates and Traffic Generation

TRICS database has been used to calculate levels of trip generation and Tables 2 and 3 in the Transport Statement show trip rates and trip generation numbers respectively. It is considered that the trip rates are too low and as such give cause for concern, and the number of a.m., p.m. and daily trips would be 11, 9 and 90 respectively. Nonetheless the impact on local highway network capacity is not significant enough to warrant objection.

Access and Internal Circulation

It is proposed that the existing junction would be improved to consist of a 5.5m wide carriageway with 6m junction radii, 2.4m x 43m vision splays and 2m wide footways, with a 2m wide footway along the entire site frontage abutting Castellau Road.

Drawing no. "DP 110 Rev N" indicates a mews court construction, with rumble strip and adequate turning area. The proper design and implementation of the proposed highway that will be offered for adoption is recommended to be subject to a condition, and on this basis the proposed access and circulation is considered acceptable.

Vision Splays

Along this section of Castellau Road it is proposed to limit the speed to 30mph, which would require site vision splays of 2.4m X 70m to comply with TAN 18. However, since the available vision splays are approximately 2.4m by 43m it is proposed to provide traffic calming measures to reduce speed, in which case the sightlines required at the junction would be 2.4m by 25m, and the development would be compliant.

Parking

The proposed 18 residential dwellings, comprise of 8 x one-bedroom apartments, 4 x two-bedroom houses, 4 x three-bedroom houses and 2 x four-bedroom houses. The Council's SPG for Access, Circulation and Parking stipulates that 1-2 bedroom dwellings have a maximum requirement of 2 spaces and 3+ bedroom dwellings have a maximum requirement of 3 spaces.

This would equate to a maximum requirement of 42 off-street parking spaces, although, the 1 visitor space per 5 dwellings, would take the development total to a maximum requirement of 46 spaces.

The revised layout plan, indicates that 28 spaces would be provided to accommodate both the requirements for resident and visitor parking, resulting in a shortfall of 18 spaces, which gives cause for concern. It is further stated in sub-section 3.10 of the Transport Statement, that 12 safe and secure cycle parking spaces would be provided.

However, the Developer's Agent, Vectos, has confirmed that that a Section 106 Agreement would be required to ensure that the development would remain as Social Housing. Consequently, since levels of car ownership in social housing are lower than privately owned developments, the parking provision is considered acceptable on balance.

Foul Water Disposal

Natural Resources Wales has indicated its satisfaction with regard to the provision of mitigation for the bat population that has been recorded in and around the site, and noted that an EPS licence will be necessary.

Conversely, NRW objected to the Developer's proposal to drain foul water to a private treatment works, on the basis that the site is within a reasonable distance (250m) of the nearest possible point of connection to the public sewer.

However, the Agent has since advised that it is now proposed to enable a connection to the main sewer, via the use of pumping station, and that this can be achieved without affecting the viability of the scheme.

In any event, the matter of site drainage, for both foul and surface water, would be subject to a condition requiring the submission of details for approval. Notwithstanding the 'right to connect' it would be for DCWW to agree to the detail and discharge of such a condition at this later point.

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:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and,

3. fairly and reasonably related in scale and kind to the development.

Welsh Office Circular 13/97 Planning Obligations provides procedural guidance on the role of planning obligations in mitigating the site-specific impacts of unacceptable development to make it acceptable in planning terms. The Welsh Government Development Management Manual also advises planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition and when it meets the three tests above. Further guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case

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.

In addition, the Council's Ecologist has requested that the agreement should include the details of the delivery and reporting of the 'in perpetuity' management and monitoring of the Species, Habitat, Landscape, and Tree Mitigation Plan.

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 £85/m² for residential development (including extensions to dwellings over 100m²).

The CIL (including indexation) for this development is expected to be £166,560.69.

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

Conclusion

The proposed development would provide a range of affordable dwellings designed to meet local housing need, and would result in the regeneration of a redundant and unsightly derelict yard and workshop.

Furthermore, on account of the highway improvements and proximity to existing services and public transport links, the development would be considered to be in a sustainable location.

Therefore, as an extension to the existing settlement the application would be considered acceptable as a rural exception site, which would neither harm the quality of the Special Landscape Area or cause detriment to the amenity of the closest neighbouring occupiers.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT:

CONDITIONS

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

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

2. The development hereby approved shall be carried out in accordance with the approved drawing numbers:

173232_A01 Rev C
173232_A02 Rev A
DP110 Rev N
DP700 Rev A
DP310 Rev A
DP300 Rev B
DP410 Rev A
DP400 Rev B
DP510 Rev A
DP500 Rev B
DP610 Rev A
DP600 Rev B
DP601 Rev A
DP611 Rev A

and documents received by the Local Planning Authority on 24th December 2018 and 7th May 2019 and 18th September 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. No development shall commence until full engineering design and detail of the off-site highway improvements have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the LPA prior to beneficial occupation of any dwelling.

Reason: To ensure the proper design and implementation of the required off-site highway improvements, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. No development shall commence until full engineering design and details of the internal road layout including sections; footways, highway structures, street lighting details and surface-water drainage details 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.

6. No development shall commence, including any works of site clearance or demolition, until a Construction Method Statement has been submitted and approved in writing by the Local Planning Authority to provide for;

- a) the means of access into the site for all construction traffic,
- b) the parking of vehicles of site operatives and visitors,
- c) the management of vehicular and pedestrian traffic,
- d) loading and unloading of plant and materials,
- e) storage of plant and materials used in constructing the development,
- f) wheel cleansing facilities,
- g) the sheeting of lorries leaving the site.

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

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

7. No development shall commence until details of external lighting have been submitted to and agreed in writing by the Local Planning Authority. The plan should include details of the type of external lighting to be used and appropriate siting of lights, to demonstrate that the ecological buffer zone and the site boundary habitats are not illuminated and will be maintained as dark corridors. The lighting shall be implemented in accordance with the approved details and maintained as such in perpetuity. No further external lighting shall be erected within the site.

Reason: To reduce the impact of lighting in the interest of protected species and their habitats, in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

8. (1) No development shall commence until a scheme to deal with contamination has been submitted and approved in writing by the LPA. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) 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, in accordance with the recommendations set out within 'Geotechnical & Geo-Environmental Desk Study Report,' document reference 15070, produced by Terrafirma and dated November 2018.

(b) A written method statement for the remediation of contamination affecting the site shall be agreed in writing with the LPA prior to commencement and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the LPA.

(2) 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 LPA. Any validation report shall be carried out by a competent person.

(3) 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 LPA 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.

9. No development shall commence until a Species and Habitat Protection Plan for Construction has been submitted 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 including birds, dormouse, badger, amphibians and reptiles,

e) Details of water pollution control measures

f) invasive plant control

g) An agreed scheme of progress reporting to the Council during the construction programme.

h) Details of 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: To ensure the development is carried out with no harm to European Protected Species or ecological networks, in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall commence until a Tree, Hedgerow and Scrub Management Plan for Construction has been submitted 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, scrub and hedgerow management works.
- d) Pre-construction reporting to the LPA with evidence that 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 visual amenity, landscape value and natural heritage, in accordance with Policies AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

11. No development shall commence until details of the Species, Habitat, Landscape, and Tree Mitigation Plan (to include the Public Open Space) has been submitted to and approved in writing by the local planning authority.

The Mitigation Plan shall include details of:

- i) Purpose, aim and objectives of the scheme;
- ii) A review of the plans ecological potential and constraints (ensuring integration with ecological and tree recommendations);
- iii) Details of the species, habitat and landscaping schemes, including:
 - a) species composition
 - b) Bat and Bird boxes on trees and bat and bird bricks and boxes on houses
 - c) source of material (all native planting to be of certified British provenance and no wildflower rich seeds to be used),
 - d) techniques and methods of vegetation establishment (natural restoration),
 - e) method statements for site preparation and establishment of target habitat features;
 - f) extent and location of proposed works;
 - g) invasive plant control
 - h) aftercare and long term management;

- i) personnel responsible for the work;
- j) timing of the works;
- k) monitoring;
- l) disposal of waste arising from the works;

All landscape works shall be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity, landscape value and natural heritage, in accordance with Policies AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

12. No development shall commence until a scheme for the undertaking of intrusive site investigation works has been submitted to and approved in writing by the LPA. The exact form and extent of the intrusive site investigations should be agreed beforehand with the Permitting Section of The Coal Authority.

The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- a) the undertaking of a scheme of intrusive site investigations to determine the need for remedial works to treat the areas of shallow mine workings etc.
- b) the submission of a report of findings arising from the intrusive site investigations.
- c) the submission of a scheme of remedial works for approval

Prior to beneficial use of the extension the remedial works shall be implemented in full.

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

13. Measures to protect and retain bat roost resources shall be provided and maintained in perpetuity in accordance with the details contained within 'Ecology Addendum Report,' document reference E1885701/Doc 02, produced by Soltys Bewster Ecology and dated July 10th 2019.

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.

14. The development shall not be occupied until the Traffic Regulation Order (TRO) along Castellau Road has been completed.

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.

15. The development shall not be occupied until the new pedestrian footway, connecting the site to the extant footway at Castellau Road to the east, has been completed.

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.

16. The parking spaces indicated on submitted drawing no. "DP 110 Rev N" shall implemented on site in permanent materials and maintained for the parking of vehicles unless otherwise agreed in writing by the Local Planning Department.

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.

17. Surface water run-off from the proposed development shall not discharge onto the public highway.

Reason: To prevent hydraulic overload of the highway drainage system, and in the interests of highway safety, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

18. No HGV deliveries during the construction period shall take place between the hours of 08:00-09:00 am and 15:00-16:00 pm on weekdays to and from the site.

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