



PLANNING & DEVELOPMENT COMMITTEE

16 JULY 2020

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 19/1245/10 (GH)
APPLICANT: Hafod Housing Association
DEVELOPMENT: Development of 25 affordable dwellings and associated works (Planning Policy Tech Note; Transport Assessment Addendum; Site Investigation; Ecological Management Plan; Revised Boundary Detail; and other revised plans to reflect changes to traffic calming/site entrance; received 30th January 2020)

LOCATION: LAND TO THE NORTH OF BRYNNA ROAD, BRYNNA
DATE REGISTERED: 27/11/2019
ELECTORAL DIVISION: Brynna

RECOMMENDATION: APPROVE, SUBJECT TO CONDITIONS AND SECTION 106 AGREEMENT

REASONS:

The proposed development would provide a welcome range of affordable dwellings designed to meet an identified local housing need.

Furthermore, on account of the proposed highway-related improvements and public transport links the development, on fine balance, would be considered to be in a sustainable location.

Therefore, as an extension to the existing settlement boundary the application would be considered acceptable as an affordable housing exception site, which would neither be harmful to the quality of the surrounding countryside 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 Director of Prosperity and Development.

APPLICATION DETAILS

Full planning consent is sought for the construction of 25 affordable dwellings, within a parcel of land to the north of Brynna Road and to the east of the property known as Lynwood.

The site currently contains a cluster of agricultural buildings which, together with several trees and a section of hedgerow, would be cleared. The development site would continue to be accessed from the same junction with Brynna Road, although this would have to be improved and widened to enable satisfactory vehicle and pedestrian use.

The new dwellings, all two-storey, would be sited along a cul-de-sac and would comprise the following house types:

- 4 x one bedroom *Monnow* flats
- 3 x one bedroom (ground floor) *Mythe* flats
- 3 x two bedroom (first floor) *Mythe* flats
- 8 x two bedroom *Ogmore* houses
- 7 x three bedroom *Wye* houses

The applicant has provided a materials schedule which demonstrates that all of the properties would have elevations of face brickwork and roof planes of smooth grey tiles. Fenestration, barge boards and fascias would be of white uPVC, except for grey entrance doors.

The development would provide a total of 45 off street parking spaces, of which 5 would be allocated for visitors. Most spaces would be to the front or side of dwellings, except for two small parking courts.

As part of the proposal, off site highway improvements are proposed. These include a raised table junction on Brynna Road and speed markings; traffic calming features, two bus stops and footway improvements; although plans for a zebra crossing further to the north-west, just past the junction of Brynna Road with Red Roofs Close, were later removed.

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

- Ecological Statement and Phase 2 Surveys
- Transport Statement
- Design and Access Statement
- Drainage Strategy and Flood Consequences Assessment
- Engineering Appraisal
- Ground Investigation and Coal Mining Report

- Landscape Strategy
- Arboricultural Impact Assessment
- Tree Survey
- Tree Protection Plan
- Tree Constraints Plan
- Pre-Application Consultation Report

A second consultation with residents and relevant statutory consultees was undertaken on receipt of the following additional documents:

- Planning Policy Technical Note
- Transport Assessment Technical Note
- Site Investigation
- Ecological Management Plan

The Council's Housing Strategy Section has advised that the unit mix and tenure proposed are in accordance with the Local Housing Market Assessment 2017/23 and LDP Policy SSA12.

Lastly, Members may be aware that this planning application has been subject to a 'call-in' request under Section 77 of the Town and Country Planning Act 1990.

Consequently, under the auspices of Article 18 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, the Welsh Government has directed that planning permission shall not be granted without the prior authorisation of the Welsh Ministers.

In practice, this means that if Committee Members indicate they are minded to grant consent, the Welsh Government will advise whether it wishes to formally call-in the application for Ministers to determine. However the direction does not prevent the Council from refusing planning permission.

SITE APPRAISAL

The application site is an irregular-shaped piece of land adjacent to the settlement boundary at the western fringe of Brynnau Gwynion. The site has accommodated a cluster of agricultural style buildings, benefitting from a direct access with Brynna Road to the south.

Although the area within the red line plan incorporates a surface area of 0.6 hectares, the land within the ownership of the applicant extends a little further to the north and west. This larger area amounts to approximately 2 hectares and abuts the boundary with Bridgend CBC and land designated as a SSSI.

The majority of the site is located within a high risk coal area and in addition to being identified as 'potentially contaminated' it is within 250m of a previous landfill site, hence

the submission of the relevant site investigation report. However the western part of the site which falls within a C2 flood zone does not form part of the proposed area to be developed.

Neighbouring properties consist of a cluster of residential units on land immediately adjacent to the east, and comprise a mix of several large detached houses, terraced cottages and bungalows. On the opposite side of Brynna Road a vegetated verge separates the highway from the South Wales main line railway.

PLANNING HISTORY

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

- 19/5079/41:** Affordable housing scheme for 23 dwellings. Decision: 18/07/2019, Raise No Objection.
- 13/0188/10:** Open fronted agricultural shed for storage of hay, straw and agricultural machinery. Decision: 24/06/2013, Grant.

PUBLICITY

The application has been advertised by direct notification to twenty-two neighbouring properties and notices were displayed on site. Furthermore, in accordance with the Development Management Procedure (Wales) Order the relevant press notice was published on 5th December 2019 identifying that the proposal was a departure from the Local Development Plan.

A second consultation was undertaken following the receipt of revised plans and supporting information in January 2020.

Objections were received from seven properties, which also include a submission from a planning consultant. The following is a summary of the concerns raised:

Sustainability of location

- The site will be unsustainably located with unacceptable poor access to necessary local services and facilities, and is therefore non-compliant with the Active Travel (Wales) Act 2013 and PPW10.
- Bus stops are over 400m away uphill.
- There are no shops in Brynna Gwynion, with a 25 minute walk to the nearest shop and school in Brynna.
- Local schools, doctors surgeries and dentists are full.
- The nearest doctors is in Pencoed, although at least 2km away, it is likely that people will walk the above route if they do not have a vehicle. The walking route is dangerous.
- The Nant Ciwc recently flooded into the adjacent field; the houses shouldn't be built on a flood plain.

Highways

- Development at the Llanilid site will see at least 2,000 houses built, more likely to be well in excess of 5,000 over the next 10 years or more and all travelling to the M4 Junction 35 at Pencoed, together with traffic generated by the Bridgend College expansion. Traffic is already gridlocked.
- Walking routes from the site are not safe, some parts are narrow or unlit.
- Any development north of the railway line cannot be addressed by extra roads, there is one road in and one road out.
- The suggested number of daily two-way trips doesn't make sense given the number of properties and car parking spaces.
- The entrance to the site is by a speed calming measure. Many drivers try to get around this as quickly as possible before traffic coming down the hill can pass. It will be a danger to anyone trying to exit the site out onto the road together with the fact that at certain times of the year you cannot see up the road at oncoming traffic due to the sun being low in the sky.

Housing need/policy

- Occupation of the proposed development for a purpose other than genuinely accommodating an identified local affordable housing need would fail to accord with Policy AW3.
- The Registered Social Landlord does not have a local lettings policy, yet Policy AW3 requires the development should be for a local identified need.
- It cannot be guaranteed that local people will occupy the homes.
- Rhondda Housing Association are currently providing 61 affordable houses in Llanharan on top of 32 already built.
- The proposed development does not follow Welsh Government policy/guidelines for affordable housing which should be accommodated within large new housing developments. This proposed site is self-contained on the edge of a village where most of the properties are either bungalows or executive houses. There are many large new housing developments in the surrounding areas which are already covering the annual need for units in the area. There is no 'need' for this development.
- The development would not meet the requirements of PPW TAN 2 which requires a well-integrated mix of housing types and tenures.

Neighbour amenity

- The sewerage pumping station should not be located immediately adjacent to our property, there is room for it to be located elsewhere within the site.
- The rear wall of one of the existing farm buildings forms part of the boundary to our property, the remainder of which is a relatively new close boarded fence about 2m high. The only provision in the plans to deal with this is a new section of hedge. Such a hedge will take some time to mature and will never provide

an animal proof solution at its base. It is our view that the developer should also provide a new section of fence to match the existing.

- We are concerned about safety and crime if problem families are placed in these homes.

Ecology

- The site is close to SSSI land which conflicts with Policy AW3.
- Building work here and elsewhere in Bryncae and Llanilid is already having a devastating effect on the countryside.
- Concern that any development would affect the water table and the garden lake in an adjoining property.

Other

- Welsh Water has stated that the site is crossed by a trunk water main and that no structure must be sited within a minimum 11m distance from the centre line of the pipe.
- A local resident who worked underground in Llanharan deep mine states that one of the seams travels under the site and that is why the trains travel slowly passed the area.
- The concern is that our homes will become unsaleable. The properties bordering this site are valued between £350,000 and £800,000. They are the most expensive homes in the village and not indicative of the general housing stock. Who will buy houses of this calibre with housing association homes behind?

CONSULTATION

Transportation Section

No objection subject to conditions including a requirement for a Construction Method Statement and engineering design and details of highway construction and access.

Flood Risk Management

The applicant has indicated that the site's discharge rate will be controlled at the Qbar (2l/s) rate in keeping with the requirements for the Welsh Government's national standards for SUDs in Wales. This discharge rate is controlled for events up to an including the Q100+ climate change event.

As such the applicant has demonstrated that the sites development will not increase the risk of flooding to the site itself or the surrounding communities and therefore no objection or recommendation for condition is recommended in relation to surface water flood risk.

Public Health and Protection

Conditions are recommended in respect of noise, dust, waste and lighting. It is considered that these matters can either be controlled by existing public health powers or will be addressed by a construction method statement.

In addition, given that the site is located within 250m of the Red Roofs Landfill site there is a risk of landfill gas. The Desk Study and Site Investigation Report demonstrate that a six round of sampling has been undertaken, as specified by current practice; however only two borehole wells were installed. The CIRIA C665 recommend, however small the site might be, that a minimum of three wells needs to be installed and therefore further gas monitoring should be undertaken to ensure the risk is suitably addressed.

Noting that the site is located on colliery spoil and given that Integral Geotechnique has identified the need for further investigation and recommended intrusive works, it would be prudent to append a contaminated land condition to ensure that any remedial measures identified by this process are appropriate and properly validated after completion.

However since an acceptable desktop study has already been provided, that part of any condition can be dispensed with.

Natural Resources Wales

Planning permission should only be granted subject to conditions in respect of enabling permanent access for the management of the SSSI site, approval of details for the proposed cattle crush, and for the submission of a Construction Environmental Management Plan.

In respect of other matters, NRW has confirmed that the site includes a small area of Zone C2 of the Development Advice Map (DAM) contained in TAN15 and the 1% (1 in 100 year) and 0.1% (1 in 1000 year) annual probability fluvial flood outlines. Given the limited extent of flood risk shown to be affecting the application site (and in the absence of a Flood Consequences Assessment) NRW considers the proposals could be acceptable, subject to the developer being made aware of the potential flood risks to these areas.

Lastly, NRW has noted the revised Ecological Site Assessment and Phase 2 Surveys by Ecological Services Ltd, dated 18 November 2019, V4.0, which includes survey results for dormice and bats. The surveys found no evidence of dormice or evidence of roosting bats in any building and therefore NRW has no further comments on this matter.

Bridgend County Borough Council

No objection.

Llanharan Community Council

Objects to the application on the basis of poor site access to highways and local facilities, lack of safe walking routes and disabled access, and the absence of spare capacity in local schools. In addition the Community Council has highlighted the proximity of the site to the SSSI and that the RSL does not have a local lettings policy.

Dwr Cymru Welsh Water

DCWW confirms that foul water flows can be accommodated in the public sewer system and acknowledges that the intention is to dispose of surface water via a sustainable drainage system and existing watercourse.

Western Power Distribution

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

South Wales Fire and Rescue Service

No objection. The developer should consider the need for the provision of adequate water supplies on the site for firefighting purposes and access for emergency firefighting appliances, information on which can be obtained from the Fire Safety Officer.

Countryside, Landscape and Ecology – Ecologist

A Section 106 Agreement would provide an acceptable delivery mechanism for ensuring the required ecological mitigation, as specified within the Ecological Management Plan, would be provided.

A condition is recommended in order to ensure landscaping proposals and plant/seed mix varieties are appropriate to the context of the site.

The Coal Authority

The planning application is accompanied by a Site Investigation Report (12506/LW/19/SI Rev A, dated January 2020) prepared by Intégral Géotechnique (Wales) Limited. This report has been informed by intrusive ground investigations in the form of four rotary open hole boreholes drilled to a maximum depth of 30m. Borehole logs and a plan illustrating where the boreholes were drilled are appended to the report.

Section 5.2 identifies that each borehole was terminated within superficial deposits. Bedrock was not encountered within any of the boreholes and no coal and/or workings were encountered. The report author concludes (Section 9) that due to the thickness of the superficial deposits encountered within all the boreholes this would prevent the migration of voids to surface level. Therefore the risk of ground subsidence occurring

as result of past shallow mine workings is considered to be low and no further investigation works are required in this regard.

The Coal Authority is satisfied with the broad conclusions of the Site Investigation Report (12506/LW/19/SI Rev A, dated January 2020) informed by the site investigation works; that coal mining legacy issues are not significant within the application site and do not pose a risk to the proposed development. Accordingly, the Coal Authority has no objection to the proposed development and no specific mitigation measures are required as part of this development proposal to address coal mining legacy issues.

South Wales Police

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

Wales and West Utilities

A list of general conditions and a plan of underground assets has been provided for the benefit of the developer.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is outside of but directly adjacent to the settlement boundary for Brynna.

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 - The 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 options.

Policy AW3 - This policy states that development proposals for the provision of affordable housing outside of but 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 – The 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 is a minimum of 35 dwellings per hectare.

Policy SSA12 - The provision of 20% affordable housing will be sought on sites of 5 units or more.

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.

Supplementary Planning Guidance

- Design and Place-making
- Access, Circulation and Parking Requirements
- Affordable Housing
- Planning Obligations
- Employment Skills
- Development of Flats

National Guidance

In the determination of planning applications, regard should also be given to the requirements of National Planning Policy which are not duplicated in the Local Development Plan, particularly where National Planning Policy provides a more up to date and comprehensive policy on certain topics.

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

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 2 – Planning and Affordable Housing

PPW Technical Advice Note 12 – Design

PPW Technical Advice Note 15 – Development and Flood Risk

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 site is in the Southern Strategy Area and is outside of but directly adjacent to the settlement boundary. As noted previously the Brynna a Wern Tarw SSSI, which straddles the RCT and Bridgend boundary is in close proximity to the application property, with land designated as a SINC to the north. A minor part of the site is within the C2 flood zone, although this relates to the part of the site where the drainage proposals would be located and not the footprint of the built development or its access.

The LDP clarifies that within the Southern Strategy Area development outside of the settlement boundary is not supported and therefore any such applications would, under normal circumstances, result in a refusal of consent, in line with Policy SSA13. However this application proposes the provision of 100% affordable housing, on behalf of a Registered Social Landlord (RSL), and constitutes a rural exception site.

PPW TAN 2 notes that affordable housing provision in rural areas must be supported by a rural exception site policy, which in the case of the LDP is reflected by Policy AW3. Paragraph 10.13 of the TAN states that “sites should be small (as locally defined in the development plan), solely for affordable housing and on land adjoining existing rural settlements which would not otherwise be released for market housing”. The proposed development accords with these requirements.

Reference has been made by one of the objectors to matters of integration, and specifically paragraph 10.11 of TAN 2 which advises that development should seek to “establish an appropriate and well-integrated mix of housing types and tenures which will contribute to the identified need for affordable housing, and to the objective of achieving mixed and sustainable communities”.

However, this paragraph of TAN 2 relates to the setting of thresholds and site specific targets as part of the development plan, and is therefore pertinent to the plan-making process and the quantity, mix of house types and tenure of affordable housing on large or strategic residential sites. As noted above, rural exception sites are considered distinct from this.

LDP Policy AW3

Consequently, the key test of the acceptability of the application in *principle* is whether it can be demonstrated to accord with LDP Policy AW3. This policy states that development proposals for the provision of affordable housing outside of but directly adjoining the identified settlement boundaries will be permitted where it can be demonstrated that:

1. The proposed development cannot be accommodated within the defined settlement boundaries.
2. The site does not exceed 30 dwellings or 1 hectare.
3. The proposed development is solely for the provision of affordable housing to meet an identified local need.
4. The 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.

In respect of criterion 1, the applicant was required to provide robust evidence to show that the development could not be accommodated within the settlement boundaries. Evidence has been submitted, including a supplementary policy note, to show that other possible sites and allocations have been considered.

This includes three suggested alternative sites which were investigated by the applicant at the request of the Council and were either ruled out or the suggestion for consideration was withdrawn. The strategic site at Llanilid was also considered, but due to the phasing of the site there will be a slower release of affordable homes. It is therefore considered that the applicant has evidenced that the affordable housing numbers cannot be accommodated elsewhere.

Criterion 2 states that the site cannot exceed 30 dwellings or 1 hectare. The application is for 25 dwellings within a site of 0.85 hectares, which is acceptable.

Criterion 3 stipulates that the site should be solely for the provision of affordable housing to meet an identified local need. Clearly the application is for 100% affordable housing and the application is submitted on behalf of an RSL which indicates that this is the case. In addition, any planning consent would be subject to a S106 agreement to ensure the tenure of the accommodation.

With regard to the identification of a local need, the applicant has subsequently provided evidence of the need in this area, at the time of enquiry, by confirmation through the Council's waiting list as follows:

- 1 bedroom - 59 applicants
- 2 bedroom - 48 applicants
- 3 bedroom - 30 applicants
- 4 bedroom - 8 applicants

The Council's Housing Strategy Team which has discussed the current proposal with the applicant has identified that even taken together with the affordable housing

provided at Phase 1 of the Llanilid development, the annual need for the Brynna area, for both tenure and mix, would still not be met.

On this basis it is considered that criterion 3 has been met.

Criterion 4 seeks that the site is not within a Green Wedge, Special Landscape Area or within, near or adjacent to an internationally, nationally or locally designated nature conservation site. The site is not within a Green Wedge or Special Landscape Area, but is near to SSSI and SINC designations, and in respect of the latter, approximately 60m at its closest point.

In this case, the tipping point of acceptability for whether this criterion would be met, and whether the proposed scheme complies with Policy AW3, rests on the interpretation of what 'near' means. Criterion 4 is evidently intended to prevent areas of ecological importance from harm and whether 60m or 600m away, it is considered that the views of the Council's Ecologist and NRW are, perhaps, the best measure.

Neither NRW nor the Council's Ecologist has raised an objection to the proposal, subject to conditions and a S106 agreement, so on this basis, it could be argued that there is no conflict with criterion 4.

Nonetheless, in relation to rural exception sites PPW states that 'Sites must meet all the other criteria against which a housing development would be judged'. Therefore this development needs to be assessed against all other relevant policies in the LDP.

Sustainability

One of the main objectives of both PPW and the LDP is to achieve sustainable development. Any application should be considered against Policy AW2 of the LDP which requires that developments are in sustainable locations. The following criteria of Policy AW2 are considered relevant:

1. Are within the defined settlement boundary.

The site is outside of the defined settlement boundary and under normal circumstances an objection would be raised to development in this location. However as this application is for a rural exception site and providing that it has been fully justified under the auspices of Policy AW3 by the applicant, an objection would not be raised in this instance.

2. The site would not unacceptably conflict with surrounding uses.

The layout of the development shows that it would be close to other dwellings on its eastern boundary. However, since both new and existing adjoining uses would be residential, this would not represent a conflict.

The remaining boundaries abut open countryside and as discussed above, are close to the SSSI and SINCE ecological designations. As per that discussion, and since no objections were received from either NRW or the Council's ecologist, this criterion is met.

3. The development should have good accessibility by a range of transport options and;

4. The site should have good access to key services and facilities.

Taking these two points together the site is located on the edge of the settlement of Brynnau Gwynion which itself is detached from the closest settlement of Brynna by approximately a third of a mile.

The site benefits from a network of pavements which allow access to any available services and in terms of public transport options there is an existing bus stop on Brynna Road which is a short walk from the site and which provides a regular bus service between Bridgend and Talbot Green. There would also be a new stop on both sides of Brynna Road, close to the site entrance.

The closest train station is Pencoed which is approximately a 20 minute walk away. This is deemed too far to be considered a reasonable distance from the site in terms of walking but it is considered that cycling would be possible and reasonably convenient. There is also the opportunity to cycle to Llanharan which has a number of facilities and services.

Within Brynna there are some limited facilities within walking distance of the site including a shop, takeaway, play area and a school. These are an approximately 15 minute walk from the site via a network of pavements.

Furthermore other services and facilities can be accessed from the site, via public transport, including Talbot Green, Bridgend and Pontypridd which would allow access to a variety of services and facilities.

However, the views of the Council's Transportation Section, which are reported further below, consider walking routes to be poor and that there would be a high reliance on private motor vehicles; although the new bus stops and cycle storage would encourage the use of sustainable transport options.

In this respect, given the above, it is considered that the case for arguing that the site benefits from good accessibility to a range of transport options and key services and facilities is a weak one.

5. Do not permit highly vulnerable development and emergency services within Zone C2 floodplain.

There is a minor part of the site in the C2 flood zone, however this is in respect of a small section of the sustainable drainage scheme, and does not relate to the part of the site that would accommodate the proposed dwellings and their infrastructure.

Housing Density

Policy SSA11 seeks a minimum housing density of 35 dwellings per hectare unless it can be robustly justified why this figure cannot be achieved. The site is for 25 dwellings on a site of 0.85 hectares. This equates to a density of just under 30 dwellings per hectare.

This is a lower density than the policy seeks and given that the site is outside of the settlement boundary, on green field land and on the edge of Brynnau Gwynion, this is considered to be acceptable. Additionally, paragraph 4.2.22 of PPW10 notes that development densities should be appropriate to the site context and would be expected to be higher on sites in town centres and which have good walking, cycling and public transport links

Conclusion

Of the policy tests referenced above, it is considered that against most of the criteria the development would clearly be acceptable. The matters where there is less clarity concern criterion 4 of Policy AW3 – the question of ‘nearness’ - and the sustainability of the site location with regard to criteria 3 and 4 of Policy AW2.

Consequently, in terms of the acceptability of the proposal in principle, it is for Members to decide how much weight to apportion to each of the material concerns listed. However, noting the high level of affordable housing need and the lack of other available sites, the recommendation in this case, is that that development is, on balance, *just* acceptable.

Design, Layout and Placemaking

The existing built environment in Brynnau Gwynion is of a mixed character throughout, with the closest neighbouring properties being of a variety of scale, types, age and appearance. These range from Victorian terraced cottages and larger pre-war properties, to detached houses and spacious bungalows of later vintage.

In this setting it is not possible to identify an underlying character against which the design and layout of the site should be compared or seek to assimilate; and although more than half of the number of dwellings in the village comprise the 1960s/70s Red Roofs Close/Manor Park development, within which there is some uniformity, that development is mostly set back from the main street scene of Brynna Road.

It is pleasing therefore, given the edge of village position, that the development is of a relatively low density, compared with other contemporary schemes. By necessity of

Policy AW3 it is also of a small scale as are the proposed house types, none of which exceed two storeys.

Consequently the site layout plan and street scene visuals suggest that the site would not appear cramped, and both the layout and landscaping arrangements, together with a setback of elevations of between 14-18m from Brynna Road to the south, mean that the development would not feel overwhelming of the western part of the village.

In addition, the tree and hedge planting, particularly that around the western-facing boundary fences will soften formal lines and sharp angles, although it is noted that the landscaping will take time to mature, and that with every new development the harshness of new materials takes time to weather.

With regard to the style of the house types, these would be of an unremarkable contemporary appearance, utilising two options of face brickwork and incorporating some items of design interest, such as entrance canopies, gables and stone cills/heads to the principal elevations.

The internal layout of the site follows a short cul-de-sac with some planting and landscaping. Although there is some concern that southernmost part of the development could be dominated by car parking spaces, both this and the fact that most of the properties would not be served by in-tandem parking spaces will hopefully reduce the degree of on-street parking.

Further to the above, the applicant was asked to make a judgment of the development against National Sustainable Placemaking Outcomes as set out in PPW10.

Placemaking in this sense is not confined to matters of style and design, but considers other cross cutting issues such as economic impact, use of resources, environmental protection and sustainable communities, some of which are considered elsewhere.

PPW10 states that a development would not be expected to meet all of the outcomes but that every effort should be made to consider these and make improvements where they can be made. A thorough assessment was submitted by the applicant identifying how the scheme meets these outcomes.

Therefore in terms of the impact of the development on the character and appearance of the local area, the application is considered to be acceptable.

Impact on neighbouring occupiers

The edge of settlement site location means that the number of properties and residents that could be affected directly by the development are fewer. There are dwellings whose boundaries are shared with the application site, namely 'Lynwood' and nos. 1 and 2 Emanda Gardens.

The external layout plan identifies that the boundary would be demarcated by a close-boarded wooden fence on the development side, most of which would be to a height of 2.4m, recognising that the application site is slightly lower, in part, than its neighbours. The fence between and beyond the principal elevations of Lynwood and Plot 5 would have a similar fence to a height of 2.1m.

Plot 5 is the house type identified as Ogmore, which to the first floor rear would have a single large casement window serving a bedroom. It is possible that this window may benefit from some skewed views towards the garden of Lynwood, although this would be limited and far less intrusive than the direct views that would seem to be possible from the rear dormer windows of no. 2 Emanda Gardens.

A concern was raised about the proximity of the proposed sewage pumping station to the boundary of no. 2 Emanda Gardens, and the possibility of pollution from any spills. However, it is noted that the pumping station would occupy lower ground and would be 36m from the property itself.

In other respects, the rear elevations of Plots 6 to 11 face towards the shared boundary. With a minimum depth of 12m they benefit from reasonably deep gardens the effect of which is that the distance between these elevations and those of nos. 1 and 2 Emanda Gardens ranges between 26m and 43m.

Nonetheless, it is recognised that residents of the aforementioned properties may previously have enjoyed views beyond the settlement boundary and the absence of any activity, other than that related to agriculture, will have resulted in a quietness of location. It is therefore understandable that housing development, regardless of tenure, would not be welcomed.

That said, the loss of a view is not a material planning consideration and the proposed new dwellings are not close enough to the existing where they could be considered overbearing. Similarly and in principle, a new neighbouring residential land use cannot be considered anything other than compatible to an existing one.

It is unlikely, therefore, that the new dwellings would have an adverse effect on the existing neighbours, by way of detriment to privacy, immediate outlook or overshadowing and therefore the application would be acceptable in terms of neighbour amenity and Policy AW5.

Ecology

Policy AW8 seeks to protect the County Borough's distinctive natural heritage, and states that there must be no unacceptable impact upon features of importance to landscape or nature conservation, including ecological networks, the quality of natural resources such as air, water and soil, and the natural drainage of surface water.

Therefore, all development proposals, including those in built up areas, that may affect protected and priority species must demonstrate what measures are proposed for the protection and management of the species and the mitigation and compensation of potential impacts. This consideration applies in general and not just to land subject of a designation such as the SINC or SSSI.

This application has been supported by the submission of an Ecological Statement and Phase 2 Surveys, and subsequently by an Ecological Management Plan. The latter is particularly relevant since mitigation of ecological impacts is not sufficient on its own.

In October of last year the Welsh Government wrote to Welsh planning authorities to clarify legislation and confirmed that if biodiversity enhancement is not proposed as part of an application, "significant weight will be given to its absence, and unless other significant material considerations indicate otherwise it will be necessary to refuse permission".

Although the ecology surveys found no evidence of the presence of dormice, bats or marsh fritillary butterflies within the development site boundary, the Ecological Management Plan includes measures for bats, herptiles, nesting birds, invertebrates and hedgerow replacement.

Not all of these measures or necessary land management would be within the red line site boundary and therefore would have to be provided by a S106 agreement rather than by condition. It has been confirmed by the Council's Solicitor, to the satisfaction of the Ecologist, that a S106 agreement is appropriate in securing and maintaining those measures and, like a condition, is enforceable.

The absence of any of the aforementioned protected species on site means that NRW has not advised of the need for a European Protected Species Licence, but concerns were raised about ongoing access to the SSSI for the purpose of management.

The particular issue is that the maintenance of the SSSI requires its grazing by cattle. The cattle currently access the SSSI via a gate and crush at the northern end of the development site. As a result of discussions between the agent and NRW, this matter has been clarified and the access included within the proposed layout plan 100 Rev R. This access is also subject to two recommended conditions.

Further conditions, requested by the Ecologist or NRW, relate firstly to a Construction Environment Management Plan. This is distinct from a Construction Method Statement in that it seeks details of how the development would be undertaken to prevent pollution to the adjoining land, ground water and watercourses. Secondly, details of landscaping have been requested, in particular to identify that the proposed planting and seed mixes are appropriate to what is already a species-rich area.

Highways and accessibility

Access from Brynna Road

Brynna Road is a bus route and also acts as a diversionary route when the A473 is closed due to maintenance or an accident. The proposed development, which would be served via a priority junction with a raised junction plateau from Brynna Road, would have a 5.5m wide carriageway, 6m junction radii, 2m wide footways within the site and a 3m shared cycle/footway abutting Brynna Road. As such the proposed junction, with satisfactory vision splays, is acceptable in principle, subject to detailed design and road safety audit.

Vision Splays

The speed limit in the vicinity of the proposed junction is 30mph. The submitted Transport Statement includes a 7 day ATC traffic survey which was carried out between 25th June and 1st July 2019. The results indicate an 85th percentile speed of 28.4mph in an eastbound direction (determining vision to the right at the junction) and 33.3mph in a westbound direction (determining vision to the left at the junction).

There is no frontage development in the vicinity of the proposed site access and the nearest access to a dwelling is approximately 50m to the east. As such, Table A from Annex B of TAN 18 with traffic speed being known should be complied with. Therefore, based on the actual speed, the vision splay requirements, without traffic calming measures, would be 2.4m x 79m to the left and 2.4m x 70m to the right.

The submitted drawing no. 194856_C03 Rev E shows maximum achievable vision splays of 2.4m x 58m to the left and 2.4m x 64m to the right, which are less than the requirements set out in TAN 18. However, the proposed 'throttle' narrowing of the carriageway approaching the junction and the proposed raised junction plateau would both lower traffic speeds to the region of 15 to 20mph at the junction and as such, the vision splays indicated on the submitted drawing would be within the requirement of 2.4m x 47m.

Off-site Highway Improvements

The submitted drawing no. 194856_C03 Rev E indicates numerous off-site highway improvements consisting of:

1. A raised junction plateau at the proposed priority junction to lower the speed limit.
2. Narrowing of the carriageway and associated works such as road markings, signage to the west of the proposed junction to lower the speed limit.
3. Removing the existing priority build out the east of the proposed junction and reinstating the carriageway to full construction.

4. Widening the existing footway fronting the site to a 3m wide shared use footway/cycleway.
5. Relocating the existing speed limit terminal signs to the west to encompass the re-located priority buildout within the 30mph zone.
6. Provision of 2 new bus stops, including pole, sign, cage markings, shelter, boarder, widening of footway to a minimum of 3m and other associated engineering works on Brynna Road in the vicinity of the proposed junction.
7. Provision of uncontrolled pedestrian crossings at the site access.

The re-location of the speed limit terminal signs would require an amendment of the Traffic Regulation Order (TRO) on Brynna Road and an order would also be required for the introduction of the proposed traffic calming/raised plateau junction. Therefore, subject to granting of planning permission, the developer would be responsible for associated costs of the amendments to the TRO and implementation of the works prior to any works commencing on site.

The proposed off-site highway improvements are considered acceptable in principle subject to detailed design and a road safety audit, which can be secured by a planning condition.

Trip Generation

The submitted Transport Statement (TS) includes trip generation based on TRICS database. It is stated in the TS that the proposal would generate 115 two way daily trips with an AM peak of 13 trips between 0800 and 0900 hours and PM peak of 12 trips between 1700 and 1800 hours.

The Council's Transportation Section advises that this level of trip generation would not have a significant enough impact on the capacity of the local highway network to warrant further assessment. The impact on the strategic highway network such as the A473 and A4119 would be mitigated via Community Infrastructure Levy (CIL).

Internal Circulation

The site layout drawing indicates an internal highway layout incorporating a 5.5m wide carriageway with a 2m wide continuous footway on its western side and a 2m wide footway which narrows to 1m wide on the eastern side.

The narrowing of the footway gives cause for concern; however, there is a private footway off the 2m wide section which provides pedestrian access to plots 6-11. As such, on balance, the narrowing of the footway is considered acceptable.

The site layout drawing also indicates a non-standard turning area at the head of the cul-de-sac. However, submitted drawing no. 194856_AT_C01 Rev D, which forms part of the Technical Note, includes swept path analysis which demonstrates that the amorphous turning area can accommodate the turning manoeuvres of a typical refuse vehicle, albeit with a degree of overhanging of the footway. Whilst of some concern, it is not considered that this infrequent situation would warrant an objection.

The plan also indicates 3 no. private shared accesses. Both the access near to the proposed priority junction with Brynna Road and the easternmost access off the proposed turning area are acceptable.

The westernmost private shared access, from the turning area between plots 15 to 18, has a width of 3.5m which is insufficient for two vehicles to pass each other. Private shared accesses should have a minimum width of 4.5m to facilitate two-way traffic movement, in accordance with RCT's Highway Design Guide Standard Details drawing no.102.

Nonetheless, considering the private shared access is located at the turning area of a Cul-De-Sac serving 25 dwellings and the speed would be low, the potential harm is not significant enough to warrant a highway objection and this issue could be mitigated at detail design stage of the proposal.

Parking

The proposed development is for 25 no. residential dwellings within parking zone 4, as identified by the Council's SPG. The 25 dwellings consist of 7 x one-bed dwellings, 11 x two-bedroom dwellings and 7 x three-bed dwellings.

The Council's SPG identifies the following off street parking requirements:

- A maximum of 2 spaces per 1-2 bedroom dwellings
- A maximum of 3 spaces per 3+ bedroom dwellings
- 1 space per 5 dwellings for visitors.

This equates to a requirement of 57 spaces for residents and 5 visitor spaces, and a total of 62 spaces. The submitted Parking Strategy Layout drawing indicates 44 off-street spaces, resulting in a shortfall of 18 spaces.

Considering the limited local amenities, employment opportunities, poor safe routes in communities and that the level of public transport serving the site is also limited, the residents would largely rely on the use of a private car as a main mode of travel and therefore the shortfall in parking provision gives cause for concern.

Furthermore, the applicant's Technical Note states that as social housing, car ownership levels would be lower than comparable private housing; however, no robust justification is provided to address the Council's concerns in this respect.

However, the Technical Note also states that secure cycle storage would be provided, and both this and the two new bus stops near the Brynna Road junction would, to a degree, encourage use of sustainable modes of travel.

Therefore, considering the type and size of the proposed dwellings and mitigation measures proposed, the shortfall in parking provision is, on balance, considered acceptable.

Travel Plan

The submitted documents do not include a draft Travel Plan, however, the omission can be addressed by a condition to ensure that prospective occupiers of each dwelling are provided with a travel plan as part of a welcome pack to identify walking and cycling routes to access local amenities and services, details of park and ride facilities, and details of local bus and train timetables etc. to encourage sustainable modes of travel.

Conclusion

The proposed access, circulation and off-site highway improvements are acceptable in principle subject to detailed design and road safety audit.

There is some concern regarding the shortfall in parking provision, however considering the type and size of dwellings proposed, the provision of mitigation in the form of secure cycle storage and two new bus stops at Brynna Road near the junction, together with cycleway and footway improvements, the shortfall is, on balance, considered acceptable.

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 Hafod 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 S106 agreement will need to incorporate an obligation to manage the land adjoining the application site, for the purposes of delivering the required ecological mitigation and enhancement, in accordance with the approved Ecological Management Plan.

Furthermore, the Council's SPG for Employment Skills requires that residential developments of 25 dwellings or greater must be supported by an Employment and Skills Plan. Its provision should also be secured within the S106 agreement.

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 £160,317.11.

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

Conclusion

The proposed development would provide a welcome range of affordable dwellings designed to meet an identified local housing need.

Furthermore, on account of the proposed highway-related improvements and public transport links the development, on fine balance, would be considered to be in a sustainable location.

Therefore, as an extension to the existing settlement boundary, the application would be considered acceptable as an affordable housing exception site which would neither be harmful to the quality of the surrounding countryside or cause detriment to the amenity of the closest neighbouring occupiers.

RECOMMENDATION:

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

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

2. The development hereby approved shall be carried out in accordance with the approved plans and drawings:

100 Rev. R – Proposed Layout

101 Rev. E – Location Plan

102 Rev. M – External Works and Boundary Treatment Layout

103 Rev. H – Materials Layout

104 Rev. H – Storey Heights Layout

105 Rev. H – Parking Strategy Layout

Wy-P-PIn

Wy-P-E.Bg

Wy-P-E.B1

Wy-P-E.B2

Og-P-PIn

Og-P-E.B1

My-P-PIn

My-P-E.B1

My-P-E.B2

Mo-P-PIn

Mo-P-E.B1

Mo-P-E.B2

FPS-P-C2 – Foul Pumping Station Plans and Elevations

448.01 Rev. A – Landscape Strategy

194856_C03 Rev. E – Proposed General Arrangement

and documents received by the Local Planning Authority on 26th November 2019, 30th January 2020, 23rd April 2020 and 15th May 2020, 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 a scheme for the amendment of the Traffic Regulation Order (TRO) along Brynna Road has been submitted to and approved in writing by the Local Planning Authority. The amended TRO shall be implemented prior to the beneficial occupation of any dwelling.

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.

4. No development shall commence until full engineering design and details, including a road safety audit, of the proposed junction and off-site highway improvements, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the beneficial occupation of any dwelling.

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.

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

approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the beneficial occupation of any dwelling.

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 to 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 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) 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.

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

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

8. No dwelling hereby permitted shall be occupied until the measures approved in the scheme have been implemented and a suitable validation report of the proposed scheme has been submitted to and approved in writing by the Local Planning Authority. Any validation report shall be carried out by a competent person.

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

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

10. No development shall commence until a details and specification for the cattle crush that is to be provided and maintained, with that of any associated apparatus to allow stock loading and handling, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the beneficial occupation of any dwelling

hereby approved and thereafter shall be maintained in good working order, or replaced should replacement be necessary for safe use.

Reason: To facilitate the traditional agricultural management by cattle grazing for the ongoing management of the Brynna a Wern Tarw Site of Special Scientific Interest (SSSI), in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

11. No development, including any site clearance, shall commence until a site wide or phase Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include but not be limited to:

a) General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containment areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, wheel wash facilities, concrete mixing and washing areas) and any watercourse or surface drain.

b) Soil Management: details of topsoil strip, storage and amelioration for re-use.

c) Pollution Prevention: demonstration of how relevant guidelines for pollution prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.

d) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: To protect water quality and ensure protection of the natural environment during construction, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

12. No development shall commence until details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) Planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment)
- b) Schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate
- c) Specifications of seed mixes

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 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: In the interest of visual amenity and ecological management in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

13. Within one month of each dwelling being occupied the developer shall provide the occupier with a Travel Plan / Welcome Pack which should contain the following:
- (a) Bus/train service providers, their contact details, frequency of service, timetable, bus stops/train stations, current ticket costs and financial incentives to encourage use of public transport;
 - (b) Park and ride/park and share facilities and associated costs and restrictions on
use of such facilities;
 - (c) Pedestrian links to public transport services, to local facilities, areas of employment, education and leisure;
 - (d) Local and national cycle routes;
 - (e) Sustainability voucher; and
 - (f) Any other measures that would encourage use of sustainable modes of travel.

Reason: To encourage a sustainable mode of travel and reduce reliance on the private motor vehicle, 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.

14. The parking spaces indicated on submitted drawing no. 105 Rev H shall implemented on site in permanent materials and maintained for the parking of vehicles unless otherwise agreed in writing by the Local Planning Authority.

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

15. No HGV deliveries during the construction period shall take place between the hours of 08:00-09:00am and 16:30-17:30pm 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.

16. The field access located at the northernmost part of the site, shall be kept clear at all times and maintained as such in perpetuity, and in good usable order, in accordance with drawing number 100 Rev. R entitled 'Proposed Layout'.

For the purposes of clarity, the access comprises connection from the adopted highway to the existing Farm Access Track and then along the Farm Access Track, through the five bar gate, to the site boundary with the adjacent field to the north-west. No access along this route will be prevented or denied where it is for the purposes of managing the Brynna a Wern Tarw Site of Special Scientific Interest (SSSI).

Reason: To secure permanency of access for the ongoing management of the Brynna a Wern Tarw Site of Special Scientific Interest (SSSI), in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.