

**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**MUNICIPAL YEAR 2017-2018:**

**PLANNING & DEVELOPMENT  
COMMITTEE  
1 FEBRUARY 2018**

**REPORT OF: SERVICE  
DIRECTOR PLANNING**

	Agenda Item No. 5
<b>APPLICATIONS RECOMMENDED FOR APPROVAL</b>	

**1. PURPOSE OF THE REPORT**

Members are asked to determine the planning applications outlined in Appendix 1.

**2. RECOMMENDATION**

To approve the applications subject to the conditions outlined in Appendix 1.

1. Application No: 17/1217 - The refurbishment and retention of the ground floor retail unit (A1), residential conversion of first floor and erection of an additional floor and additional space to the rear of existing building to create 16 affordable and 6 market residential units, retention of basement for car parking, and associated works at Unit 100-102 Taff Street, Pontypridd (Amended description 21st December 2017), Former Marks and Spencer, 100-102 Taff Street, Pontypridd.
2. Application No: 17/1218 - The remodelling and refurbishment of the interior and exterior of Pontypridd YMCA including an extension to the rear of the site facing Morgan Street, Pontypridd YMCA, Crossbrook Street, Pontypridd..
3. Application No: 17/1231 - Demolition of former public house and construction of 9no. affordable apartments, car parking, landscaping and associated works, The Griffin Public House, 48-49 Carne Street, Pentre.
4. Application No: 17/1281 - Proposed pair of 3 bedroom semi detached houses, 162 - 163 Tyntyla Road, Llwyn-Y-Pia, Tonypandy.

## **APPLICATIONS RECOMMENDED FOR APPROVAL**

**APPLICATION NO:** 17/1217/10 (CHJ)  
**APPLICANT:** DR Real Estate Ltd  
**DEVELOPMENT:** The refurbishment and retention of the ground floor retail unit (A1), residential conversion of first floor and erection of an additional floor and additional space to the rear of existing building to create 16 affordable and 6 market residential units, retention of basement for car parking, and associated works at Unit 100-102 Taff Street, Pontypridd (Amended description 21st December 2017)  
**LOCATION:** **FORMER MARKS AND SPENCER, 100-102 TAFF STREET, PONTYPRIDD, CF37 4SL**  
**DATE REGISTERED:** 06/12/2017  
**ELECTORAL DIVISION:** Graig/Pontypridd

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**RECOMMENDATION:** Approve.

### **REASONS:**

The extension of the building will improve the architectural quality of the existing building and signifies an enhancement of the overall street scene and, by this improvement will enhance the character of the Conservation Area.

The introduction of flats will add vibrancy to the town centre at all times of the day and will compliment a number of town centre uses, such as pubs, clubs and restaurants that operate outside of normal business hours.

The proposed refurbishment of the retail premises will have a positive impact on the vitality and viability of the town centre its approval will enhance the attractiveness of the premises in securing a future retail tenant.

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

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

### **APPLICATION DETAILS**

The proposal involves

- (a) The refurbishment of the existing retail premises
- (b) The erection of two additional floors for residential accommodation (16 1 & 2 bedroom flats (to be taken up by Trevallis) and 6 “open market” 2 bedroom flats)
- (c) The retention of the existing basement area for car parking (13 spaces in association with the “open market” flats) and associated works.

The basic arrangement of the building, as proposed, will consist of the following:

- Basement Level – Car Parking (plus refuse bin and bicycle storage)
- Ground Floor Level - Retail
- First Floor Level – Residential (8 x 1-bedroom flats & 4 x 2-bedroom flats for Trevallis)
- Second Floor Level – Residential (4 x 1 bedroom flats for Trevallis and 6 x 2 bedroom flats for “open market” sale.

While the works proposed by the application are substantial, the footprint of the building will not change.

Pedestrian access to both the retail unit and the flats will be from Taff Street. Vehicular and Service access to the flats and retail store will be from the existing access from the adopted lane (leading to the pedestrian access to the Park).

It is understood that the applicant has been in discussion with Trevallis who will take the 16 x 1 & 2 bedroom units - however, Committee is advised that the “tenure” of any given residential development is not, of itself, a material planning consideration and that the development proposes 22 one and two bedroom flats and should be considered on this basis. Regardless of the proposed tenure, the LDP will require a minimum of 20% of the accommodation to be “affordable”.

The planning application was also accompanied by a Design & Access Statement (DAS), a Flood Risk Assessment (FCA) and an Air Quality and Noise Assessment.

Due to the scale of the application the proposal was also the subject of the statutory Pre-Application Consultation (PAC) process. As part of this process the applicant engaged with the Pontypridd Town Council, Local Councillors and the community, as well as a number of statutory consultees.

The findings of this exercise were collated and a PAC Report was also submitted with the application.

## **SITE APPRAISAL**

The application site is the former Marks & Spencer store on Taff Street. .

The site is located to the southern end of the town centre of Pontypridd along the main shopping area.

The site comprises a two storey building fronting Taff Street. The site slopes so as to have a substantial basement level (the former Food Hall). The building has an unusual “L” configuration which may not be immediately apparent when viewed from inside the store or on the surrounding street / park.

While the building occupies an important and prominent site within the Town Centre the building is of no particular architectural merit although the site itself falls within the Pontypridd Town Centre Conservation Area.

The surrounding buildings are predominantly retail / commercial in use although some residential uses are to be found on the upper floors of nearby buildings.

Taff Street is partially “pedestrianised” with access for (certain) vehicles being restricted at certain times of the day.

A bus stop (with benches and other street furniture) is located immediately outside the store.

The River Taff runs parallel to the site’s eastern boundary which adjoins Ynysangharad Park. The River Rhondda runs under the main (formerly ladies wear and food store) part of the building

The principal access is onto Taff Street where the unit’s shop front is located. A service yard is located to the site of the building along a carriageway shared with a pedestrian access to the Park.

The site lies within close proximity to Pontypridd railway station and Pontypridd Bus Station.

The site also lies in close proximity to the Taff Trail.

The entire building is currently vacant and has been since September 2015 (the closure of Marks & Spencer itself).

## **PUBLICITY**

As was the case in the earlier application, 22 individual properties were notified of the application by letter. Notices were also placed in the vicinity of the application site (along Taff Street and in Ynysangharad Park) in addition to a Notice being placed in the press.

During the course of this and the previous application there has been an element of confusion amongst the general public over the two proposals for this property. Therefore, for the avoidance of any doubt and to enable Committee to take into account all representations, all of the concerns have been amalgamated for ease of consideration.

- concern that the introduction of “social housing” into this location may give rise to problem tenants.
- likelihood of an over saturation of residential uses within the town,
- public safety in respect of increased vehicular traffic as a result of the proposed use,
- that concern is expressed on the implications for general parking for the area as a whole.
- a desire to see a retailer of similar character to M & S is also expressed.
- while not specifically relating to this application two other letters were received in respect of a similar (in terms of use) application to change the former bingo hall into 55 flats. The concern related mainly to noise and the potential conflict between the proposed residential uses and the late nights activity premises within the town.

- concerns have also been expressed about the potential for conflict between pedestrians entering the Park and vehicles accessing the basement area of the M & S building for parking in association with the flats.

These concerns have been addressed within the report.

## **PLANNING HISTORY**

None relevant to the consideration of this application although Members will recall that the applicant has also submitted a similar scheme for 44 flats that was the subject of the Committee Site Visit on 3<sup>rd</sup> January 2018. This application is currently being held in abeyance pending consideration of this application.

## **CONSULTATION**

In addition to the above, the following consultations have been undertaken. Again, the respective responses have been summarised for Committee's convenience.

RCT Transportation Section – no objection.

RCT Public Health & Protection – no objection.

RCT Countryside – no objection.

RCT Drainage – no objection.

NRW – no objection.

Dwr Cymru / Welsh Water – no objection.

Statutory Undertakers (Utility Providers) – advise on the location of apparatus.

South Wales Police (Crime Prevention) – have made a number of technical suggestions and would welcome the opportunity to discuss “secure by design” options with the developer.

## **POLICY CONTEXT**

### **LDP**

#### **Proposals Map**

The site is:

- within the settlement boundary of the Principal Town of Pontypridd
- within the town centre of Pontypridd
- within the retail centre of Pontypridd
- within the primary retail frontage of Pontypridd
- partly above a site of importance for nature conservation

#### **Constraints Map**

The site is:

- within a C2 flood risk zone

- within Pontypridd Town Centre Conservation Area
- adjacent to the essential setting of Ynysangharad War Memorial Park registered historic park
- adjacent to Pontypridd Town Centre Air Quality Management Area

### Core policies

**Policy CS2** promotes sustainable growth in the South that benefits Rhondda Cynon Taf as a whole. In particular, CS 2 supports:

- Residential development with a sense of place that respects the character of principal towns (1)
- Development within settlement boundaries (2)
- Reuse of buildings (2)
- Large-scale regeneration schemes in Pontypridd (3)
- Sustainable transport (6)
- Protection of built heritage (7).

**Policy CS5** requires the provision of affordable housing in new housing schemes.

### Area-wide policies

**Policy AW1** defines the sources of the housing land supply, which include:

- Unallocated land within the settlement boundaries of Principal Towns (3)
- Conversion of suitable structures (5).

**Policy AW2** promotes development in sustainable locations, which include:

- Sites within settlement boundaries (1)
- Sites where development would not conflict with adjoining uses (2)
- Sites with good accessibility by sustainable transport (3)
- Sites with good access to key services and facilities (4)
- Sites in a C2 flood risk zone where highly vulnerable development can be justified as necessary to assist the regeneration of a Principal Town, and flood consequences would be acceptable (5)
- Sites where development would support the role and functions of the Principal Towns (6)
- Sites well related to utility provision (8).

**Policy AW5** gives amenity and accessibility criteria for new development.

**Policy AW6** gives design and placemaking criteria for new development.

**Policy AW7** requires development impacting on conservation areas to preserve or enhance the character and appearance of the site.

**Policy AW8** requires development not to harm SINC unless mitigation is provided.

**Policy AW10** requires development not to harm public health or local amenity because of a range of public health risks, including air pollution (1), noise pollution (2) and flooding (8).

**Policy AW11** gives criteria for development involving alternative uses for retail units in retail centres.

#### Strategy Area policies

**Policy SSA1** gives 8 criteria for residential and commercial development in the town centre of Pontypridd:

- Reinforces the role of Pontypridd as a Principal Town;
- Respects the culture and heritage of Pontypridd;
- Is of a high standard of design and makes a positive contribution to the townscape;
- Contributes to the enhancement of Ynysangharad Park;
- Integrates positively with the existing built form;
- Promotes opportunities for new retail, tourism and leisure development;
- Promotes walking and cycling;
- Promotes accessibility to services by sustainable transport.

**Policy SSA2** proposes pedestrianisation of Taff Street.

**Policy SSA11** sets out a minimum density for residential development of 35 dwellings per hectare.

**Policy SSA12** states that the Council will seek provision of 20% affordable housing in schemes of 5 units or more.

**Policy SSA13** gives 5 criteria for housing development inside settlement boundaries, of which the relevant 2 are:

- The proposed development is accessible to local services by a range of modes of sustainable transport, on foot or by cycle;
- The proposed development does not adversely affect the provision of car parking in the surrounding area

**Policy SSA16** supports retail development that maintains or enhances Pontypridd retail centre's position as a Principal Town retail centre.

**Policy SSA17** supports new and improved retail facilities in Pontypridd retail centre subject to 5 criteria, of which the relevant 3 are:

- The proposed use will provide a direct service to visiting members of the general public and generate sufficient day time and evening pedestrian activity to avoid creating an area of relative inactivity in the shopping frontage;

- The proposal does not prejudice the effective use of upper floors, retaining any existing separate access to upper floors; and
- The proposal will retain or provide a shop front with a display function and entrances which relate well to the design of the host building and to the streetscene and its setting, in terms of its materials, form and proportion.

### **SPG**

- Design & Placemaking
- Historic Built Environment
- Design in Town Centres
- Affordable Housing
- Nature Conservation
- Access, Circulation & Parking
- Shopfront Design
- Flats
- Employment Skills

### **National Planning Policy**

#### **Planning Policy Wales 9**

4.9.1 – preference for use of previously developed land over greenfield land.

4.11.2 – good design benefits the environment, combats climate change, attracts business and investment, promotes social inclusion and improves quality of life.

5.3.11 – non-statutory designations such as SINC should not unduly restrict acceptable development.

5.5.11 – the presence of a protected species on a site is a material consideration in planning.

6.5.20 – general presumption in favour of the preservation or enhancement of the character or appearance of a conservation area.

6.5.26 – parks and gardens and their settings included in the register of historic parks and gardens in Wales should be protected and conserved.

7.2.2 – economic benefits associated with a proposed development should be understood.

7.2.4 – mixed-use development should be promoted in settlements.

7.6.1 – positive and constructive approach to applications for economic development should be taken.



7.6.3 – employment and residential uses can be compatible – both amenity and economic development opportunities should not be unduly compromised.

9.2.14 – the need for affordable housing is a material consideration.

9.3.4 – new housing development should not damage an area's character and amenity.

10.1.13 - Opportunities to live in retail and commercial centres, combined with their good public transport links, make them very sustainable places.

10.1.5 - retailing (A1 uses) should continue to underpin retailing and commercial centres.

10.2.4 – policies should encourage a diversity of uses within centres. Mixed use developments, for example combining retailing with entertainment, restaurants and housing, should be encouraged so as to promote lively centres as well as reduce the need to travel to visit a range of facilities.

**TAN1** - places considerable weight on the need to increase housing land supply where the housing land supply is less than 5 years.

**TAN15** - states that highly vulnerable development should not be considered or permitted in Zone C2.

## **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.

The principal material planning considerations in the determination of this application are (in no order of importance):

- the refurbishment of the existing retail unit
- the supply of housing within the County Borough
- transportation issues and highway safety
- the compatibility of the residential use with nearby town centre type businesses (including noise and amenity)
- air quality
- flood risk

- design, especially in relation to the setting of the Conservation Area and the Ynysangharad War Memorial Park.
- ecology
- the retail use

### **The refurbishment of the existing retail unit**

The development proposes the refurbishment of a retail unit that has been vacant since September 2015. It lies in a Principal Town Centre, in an established retail zone and has a primary retail frontage and, accordingly complies well with development plan policies for the location of retail development.

The proposal involves the loss of the former basement food hall from retail use, but as this was not a separate independent retail unit, no loss of a retail unit is proposed, therefore policy AW11 is not engaged (which seeks to prevent the loss of retail units).

It is considered that the advantages of providing a modernised retail unit outweighs the disadvantage of a reduction in the overall retail floor-space (in a configuration that would not suit all retailers) and provides the optimum opportunity to secure a new retailer to these premises.

### **The supply of housing within the County Borough**

The 2017 housing land supply in Rhondda Cynon Taf is in shortage at 1.3 years, so that considerable weight should be given to the opportunity to increase the housing land supply. Grant of planning permission would make a modest but meaningful contribution to the 5-year housing land supply.

The “affordable housing” SPG is a relevant material consideration in the determination of this application. The LDP requires that a minimum of 20% of the 22 units should be made available as “affordable” units. The proposal is for 16 of these units to be “affordable” therefore the policy requirement is met.

The provision of 22 flats in a Principal Town, close to rail, bus and cycle routes (Taff Trail) and close to facilities and amenities also complies well with policies for the location of residential development and is considered to be one of the most sustainable locations available for housing in the County Borough

The reuse of a prominently-sited building that has been vacant for over 2 years also complies well with policies that give priority to recycling of previously developed land over development of “greenfield” sites.

There is an expressed concern over the type of “social housing” tenant that may occupy these flats. Committee is advised earlier in this report that “tenure”, per se, is not a material planning consideration. While the perception of difficult tenants is understood, there is no evidence to suggest that this development would act as a magnet for difficult tenants and it is open to Trevallis to include certain criteria within any tenancy agreement. That said, Committee will recall that during “Member Training” the bus visited a housing association scheme in Llanharan and, it is fair to say, that everyone was impressed by the standard of design and finish and there

was even an opportunity to meet some of the residents whose lives has been positively affected by their occupancy.

There was some concern expressed about “over-saturation” of residential accommodation within Pontypridd Town Centre. Committee is advised that Planning Policy Wales strongly favours residential accommodation (and other uses) within town centre locations. In addition, the Council also identifies areas of housing need and through the Social Housing Grant can effectively influence where affordable housing is needed / targeted. With the exciting new development at Taff Vale underway and the application for the YMCA elsewhere on the agenda as well as the positive discussions regarding a mixed use development on the former Bingo Hall site there will be plenty of reason for people to want to both live and work in the town centre as well as those who will want to benefit from the excellent transport links that the location offers.

**Design (especially in relation to the setting of the Conservation Area and the Ynysangharad War Memorial Park).**

The proposal involves adding one storey on the Taff Street frontage and two storeys on the elevation facing the Park.

The applicant proposes a modern glazed frontage to the retail unit at ground floor level. At first floor and above the facade will include large glazed windows and a rendered finish with grey metallic cladding being provided at the second level. Members are advised that a plan showing the elevations will form part of the presentation materials at Committee.

The appearance of the increased bulk (substantially reduced from the previous application) of the building needs to be considered acceptable under policies for sustainable growth (CS2), conservation areas (AW7), essential setting of the registered historic park (AW7) and regeneration of Pontypridd town centre (SSA 1).

In respect of the mass of the new building, the (now limited) increased height in Taff Street would be perceived in the context of the visually dominant former Stardust Bingo Hall (former County Cinema) and tall buildings to the north. Discussions have taken place with several prospective developers in respect of the bingo hall and each scheme discussed has involved either its retention (involving substantial alteration and modernisation) or its redevelopment with a building of similar or increased height. Therefore, the increased scale of the proposed development would likely remain to be seen in the context of a higher building and, as such is considered to be acceptable in this respect.

The (now reduced) increased height facing the War Memorial Park is mitigated by the improvement in quality of appearance of what is currently a drab and uninspiring element of the setting of this historic park. The redevelopment of the building is considered to significantly improve the vista when viewed from the Park and is therefore considered an acceptable addition that will positively enhance the setting of the Park.

The building is also situated within a Conservation Area although is not Listed or afforded any statutory protection based on its architectural quality. Although the alterations proposed to the former M & S are contemporary in its design and

materials, it is not considered that this will necessarily detract from the historic environment.

The proposed outlook to the Taff Street elevation is simple and it is not trying to compete with the other more historic and architecturally more interesting buildings on Taff Street and its environs and it is not considered to be detrimental to the setting of any Listed Building or the Conservation Area.

### **Transportation issues and highway safety**

The Council's Transportation Section has advised that the proposed development (as a whole) has a parking requirement of 67 spaces. The provision of 13 spaces leaves a shortfall of 54 spaces and is a cause for concern

As the site is so well-located in relation to the railway station, bus stops and cycle routes, and in walking distance of town centre shops and services, future residents are likely to make use of sustainable means of transport. The location is considered to be one of the most sustainable available within the County Borough.

Equally, the retail unit will be highly accessible by sustainable means of transport. Therefore, the proposal complies well with policies that promote the use of sustainable transport.

The location (within Taff Street) is also subject to vehicle prohibition between the hours of 11.00 and 15.00 and is controlled by a rising bollard. There are some exceptions to this prohibition that enable the local bus service and some businesses that have a genuine need for access (such as banks, pharmacies, etc.) to gain entry.

The Access, Circulation and Parking SPG is a relevant material consideration.

The basement plan shows 13 parking spaces, 11 in the former food hall. It is acknowledged that this provision could lead to pressure for rights or permissions to drive through the pedestrian zone during the restricted hours (which could undermine the regeneration objective of policy SSA2) however other residential uses are situated within Taff Street and have co-existed with the restricted vehicular access provisions without any significant issues.

The Council's Transportation Section has assessed any potential impact from the development and has offered no objection to the proposed scheme although have recommended that the access to the basement parking area should be widened to 4.5 metres to allow two cars to pass each other and remove the need for vehicular reversing movements. It is considered that this can be achieved through a suitably worded condition.

As a result of this development it could be argued that it could lead to an increase in vehicular movements through the pedestrian zone in restricted hours. Committee is advised that the restrictions in place are made by a Traffic Order and any change to that Order would be the subject of a separate procedure under the respective Highways Act and it is not proposed as part of this development.

Concern regarding the potential for conflict between pedestrians looking to access the park and residents looking to access the parking spaces beneath the flats is understandable however the restrictions in place mean that the ability to access the parking spaces will be limited and at all other times of the day there will not be are

more significant vehicular activity along Taff Street than currently exists when it is open to both vehicles and pedestrians. A condition requiring the access into the building to be widened will make entry / exit safer.

While construction traffic would need to be carefully managed it is considered that this can be controlled through a suitably worded condition.

Similarly, there is some concern that the development of the Taff Vale site, the redevelopment of the YMCA, the redevelopment of the former Marks & Spencer building and the potential redevelopment of the former Bingo Hall may have significant impact on accessibility through the Town Centre, the impacts of these developments can be mitigated through the use of an appropriately worded condition and the use of highway legislation. While there will inevitably be some impacts, the town centre is seeing a significant level of inward investment that can only be good for the vitality and viability of the town at a time when many other town centres within the country are in a state of decline.

### **Flood risk**

The application was accompanied by a Flood Consequence Assessment

The site lies immediately adjacent to the confluence between the Rivers Taff and Rhondda and, as such, is located within a C2 flood zone (as designated by NRW's Development Advice Maps (DAMs))

The former food hall is known to have flooded in the 1990s. As the highly vulnerable development is proposed at higher levels, there should be no immediate danger to residents, provided there is a safe escape route.

NRW have assessed the FCA and are satisfied that the development will not have any significant impacts on safety / risk of flooding and complies with the guidance set out in A1.14 and A15 of TAN 15 (Development and Flood Risk).

### **Ecology**

The River Rhondda is a SINC and there is a potential for there to be protected species under the building (which, in part, is cantilevered over the river).

The proposal involves building upwards rather than doing works within the river however it is likely that there may be some potential for impact within this ecologically sensitive area. It is therefore proposed to include a condition which has regard to the potential impact during the construction period.

### **Air Quality**

The application site is adjacent to the Air Quality Management area but not actually in it. Due to its close proximity, the applicant submitted an appropriate assessment during the course of the application. This assessment was reviewed by the Council's Public Health & Protection Service and no objections were raised in respect of the development.

### **The compatibility of the residential use with nearby town centre type businesses (including Noise and Amenity)**

As the development proposes a significant amount of residential use in a town centre location, there is the potential for this use to be in conflict with uses such as pubs, clubs and restaurants which primarily operate during the evening and early hours of the morning.

That said, PPW advises that policies should encourage a diversity of uses within centres. Mixed use developments, for example combining retailing with entertainment, restaurants and housing, should be encouraged so as to promote lively centres as well as reduce the need to travel to visit a range of facilities.

Concern was expressed by some local businesses that complaints by residents of the proposed development could mean that their ability to operate may be affected in the event of a complaint raised in respect of noise. In light of these concerns, the applicant was requested to undertake a Noise Assessment which took into account the potential for conflict.

Following the submission of the assessment, the Council's Public Health & Protection Service have advised that there is no objection to the scheme as proposed and have suggested, purely as a recommendation, that the applicant considers installing triple glazing to some windows to minimise any residual risk.

In respect of wider issues it is well acknowledged in Planning decisions that those people who choose to live in town and city centre locations cannot expect the same levels of amenity as those who choose to live in the suburbs and urban fringes. The introduction of additional residential units will enhance the vitality and viability of the town centre by bringing additional activity to the area at times when, traditionally, these areas would be devoid of vibrancy. These flats would help support the pubs, clubs, restaurants and shops within the proximity.

South Wales Police have also responded in respect of the development and have offered a number of technical requirements that the applicant should consider in respect of designing out crime. A copy of this letter has been passed to the applicant.

### **The Existing Retail Use**

While the proposal includes the refurbishment of the existing retail store, the premises itself still has an authorised (lawful) A1 retail use that, of itself, is not the subject of this application.

While everyone would want to see another high profile retailer take up the space, there is nothing that can be done (in Planning terms) to influence this decision and it is up to the owners of the building as to who they wish to sell/rent this space to.

Some concerns have been raised about the loss of the basement area to car parking. While the potential does exist for a large retailer to want more retail space that would be available after the parking area has been created, there is little evidence that there has been any demand for a unit of this size since the closure of Marks & Spencer.

Notwithstanding this application, it has always been open to the owners of this building to sell / rent the unit to one or more retailers without the need for planning consent (save for the relatively minor application of a new shop front)

## CIL

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 2 of Rhondda Cynon Taf CBCs Residential Charging Zones, where there is a liability of £40 / sq.m. for residential development.

The CIL (including indexation) for this development is expected to be £tbc.

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

### **RECOMMENDATION: Grant**

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. Building works shall not be commenced until such time as samples of all external materials have been submitted to, and approved in writing by, the local planning authority. All materials used shall conform to the samples as may be approved.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity in accord with Policies AW5 & AW6 of the Rhondda Cynon Taff Local Development Plan.

3. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority.

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

4. Prior to commencement of development a scheme shall be submitted to, and approved in writing by, the local planning authority for the provision of 20% affordable housing. The scheme shall include the location of the units to be provided, the type of tenure proposed (in accordance with the Council's SPG on Affordable Housing) and the mechanism to secure the type of affordable housing in perpetuity. The development shall be carried out in accordance with the details approved as part of the scheme.

Reason: To comply with Policy SSA 12 of the Rhondda Cynon Taff Local development Plan.

5. No development shall take place until a **Wildlife and River Protection**

**Plan** 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 and timing (both physical measures and sensitive working practices) to avoid impacts during construction;
- c) Details of precautionary species measures for bats and birds
- d) Details of any riverside vegetation clearance
- e) Details of wildlife sensitive lighting proposals for construction and operation
- f) Details of water pollution control measures
- g) invasive plant control

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.

Reason: To protect the integrity of the SINC and its wildlife and to comply with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. The development shall be carried out in accordance with the details contained within the Flood Consequence Assessment (produced by Vale Consultancy) dated 25<sup>th</sup> May 2017.

Reason: In the interest of public safety and to comply with Policies AW2 & AW10 of the Rhondda Cynon Taf Local Development Plan.

7. Notwithstanding the submitted plans, full engineering design and detail of the proposed vehicular access to the basement parking area measuring 4.5m in width shall be submitted to and approved in writing prior to the commencement of works on site. The approved details shall be



implemented prior to beneficial occupation of the development.

Reason: To ensure the adequacy of the proposed development, in the interests of highway and pedestrian safety.

8. Notwithstanding the submitted plans, full engineering design and detail of the proposed pedestrian access off Taff Street shall be submitted to and approved in writing prior to the commencement of works on site. The approved details shall be implemented prior to beneficial occupation of the development.

Reason: To ensure the adequacy of the proposed development, in the interests of highway and pedestrian safety.

9. Notwithstanding the submitted plans, full engineering design and detail of the proposed bin storage area in basement shall be submitted to and approved in writing prior to the commencement of works on site. The approved details shall be implemented prior to beneficial occupation of the development.

Reason: To ensure the adequacy of the proposed development, in the interests of highway and pedestrian safety.

10. The parking area in the basement shall not be used for any other purpose other than parking ancillary and incidental to the use of the residential element of the development.

Reason: To ensure that vehicles are parked off the highway, in the interests of road safety.

11. No HGV deliveries shall take place during the construction period between the hours of 11:00 am to 15:00 pm to and from the site.

Reason: In the interests of the safety and free flow of traffic.

12. The development shall be carried out in accordance with the following plans and documents:-

- Completed application forms and certificates (received 05/12/17);
- Completed CIL forms (received 21/12/2017);
- Pre-Application Consultation Report (WYG, November 2017 (received 22/11/2017);
- Coal Mining Risk Assessment (WYG, March 2017) (received 09/11/2017);
- Air Quality Assessment (WYG, September 2017) (received 09/11/2017);
- Noise Assessment (WYG, September 2017) (received 09/11/2017);
- Flood Consequence Assessment (Vale Consultancy, April 2017) (received 09/11/2017);
- Planning, Design and Access Statement (WYG, November 2017)

- (received 09/11/2017);
- Plans & Drawings (received 21/12/2017):
  - Site Location Plan (TKA, A130 B)
  - Existing Basement Plan (TKA, A131 B)
  - Existing Ground Floor Plan (TKA, A132 B)
  - Existing First Floor Plan (TKA, A133 B)
  - Proposed Basement Plan (TKA, A134 B)
  - Proposed Ground Floor Plan (TKA, A135 B)
  - Proposed First Floor Plan (TKA, A136 C)
  - Proposed Second Floor Plan (TKA, A137 B)
  - Proposed Roof Plan (TKA, A138 B)
  - Proposed Front and Rear (TKA, A139 B)
  - Proposed Rear Elevation (TKA, A140 B)
  - Proposed Section/Courtyard Elevations (TKA, A141B)
  - Perspective View (TKA, A142 B)
  - Courtyard Perspective View 1 (TKA, A143)
  - Courtyard Perspective View 2 (TKA, A144)

Reason: To define the scope of this consent and in the interests of clarity.

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<b>APPLICATION NO:</b>	<b>17/1218/10 (CHJ)</b>
<b>APPLICANT:</b>	<b>Pontypridd YMCA</b>
<b>DEVELOPMENT:</b>	The remodelling and refurbishment of the interior and exterior of Pontypridd YMCA including an extension to the rear of the site facing Morgan Street.
<b>LOCATION:</b>	<b>PONTYPRIDD YMCA, CROSSBROOK STREET, PONTYPRIDD, CF37 4TT</b>
<b>DATE REGISTERED:</b>	<b>10/11/2017</b>
<b>ELECTORAL DIVISION:</b>	<b>Town (Pontypridd)</b>

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**RECOMMENDATION: Approve**

**REASONS:**

**The redevelopment of the YMCA is an exciting project that will bring a significant investment to the town centre.**

**While the new scheme is significantly more compact than previously approved, the new proposal still involves some dramatic alterations and construction that will mean that it will become a landmark building within Pontypridd.**

**It achieves this dramatic change while still respecting the Town Centre Conservation Area status and also maintaining the integrity of the setting of two nearby Listed Buildings.**

**The numerous and varied uses that will take place within the building are entirely compatible with this town centre location.**

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## **APPLICATION DETAILS**

This is a detailed (full) application which involves the refurbishing and remodelling of the existing YMCA building as well as incorporating a significant new build element dramatically altering the appearance of the elevation on to Morgan Street (in particular) as well as Taff Street and Cross Brook Street.

Some Members of Committee may recall that a similar application was approved in February 2016. The size of this scheme, relative to the scheme previously approved, sees the Gross Floor Area (GFA) reduce from 2646 sq.m to 1551 sq.m. (which represents 59% of the scheme previously approved).

In a similar vein to the previous application, the complexity of the design features mean that the principal elevations have been included as **APPENDIX 1** to assist Members consideration of the changes.

Members are also advised that, in addition, there will also be a number of drawings and “artist’s impressions” in the presentation at Committee which clearly show the distinct elements of the scheme as well as their relationship with the Conservation Area and the Listed Buildings.

The proposed (revised) development is, arguably, more coherent in how it will be viewed than the previously approved scheme. The existing traditional YMCA structure will largely remain and the new build will be of a far more modern appearance (as per the previous consent).

The new completed building will feature a Lower Ground Floor, an Upper Ground Floor and a First Floor. Accommodation will be as follows:

- **Lower Ground Floor:** Cafe, Fitness Room & Studio Theatre.
- **Upper Ground Floor:** 3 Meeting Rooms, Art Studio and Art/s Offices
- **First Floor:** Crèche, Hot Desk Area, New Shelly Hall

Those uses which have been omitted from the previous scheme include the Youth Club Room, Recording Studio, 1 Meeting Room, 1 Dance Studio, Retail Units, Training Room, Digital Studio, Resource Room and Offices (to let).

The main access to the building will be to Morgan Street where access is predominantly at the same level as the adjacent road although there will be access

to the building from Taff Street (to the Cafe) and from the existing access onto Cross Brook Street (with a generous lobby area with links to a lift). The access onto Cross Brook Street, while being architecturally most elaborate, is located on a steep slope rising from Taff Street to Morgan Street therefore it is anticipated that persons with access difficulties will enter the building from the level accesses of Taff Street or Morgan Street.

There is no car parking proposed as part of the development although Members will note that none currently exists and there is insufficient land available around the building to provide any.

Discussions have been held to see whether a “disabled” drop-off bay / mini-bus lay-by can be provided at Taff Street however these do not affect the consideration of the planning application. Any provision that can be made would require amendments to existing Traffic Orders that are in force in this area and are capable of being considered outside of the Planning system.

In terms of the proposed materials to be used, the external envelope is a combination of the original masonry structure and new cladding.

On the Taff Street elevation all of the existing brickwork and stonework will be retained, repaired and cleaned. All of the extraneous cables, brackets and fixtures (including the Council’s CCTV camera) will be removed in order to allow the masonry to be returned, as close as possible, to its original state.

The same approach will be applied to the Cross Brook Street elevation. On this side however, the capping of the existing light well does mean that the part of the existing wall that is currently within the light well will be concealed from view. The existing lower ground floor windows that currently face into the light well will also be removed. The parts of the window openings that project above the pavement level will be in-filled with salvaged bricks (which will be recovered from the partial demolition works).

The existing main entrance doors to the building are at the upper ground floor level on Cross Brook Street. These doors were built as part of the mid 1990s refurbishment. The door is no longer required as part of the current proposal and it spoils the symmetry of the facade above the light well. The door will be removed as parts of the proposed works and a replica of the original window opening will be reinstated in its original position.

The YMCA does not have an elevation that currently faces directly on to Morgan Street. The area was previously occupied by the Annex building which was demolished in 2017. The proposed elevation for Morgan Street is an entirely new fascia and is the outer wall of the new extension, built off the existing north-west elevation of the YMCA building.

The existing north-west elevation is itself constructed in a mix of solid brickwork and more modern concrete blocks infilling large old window openings. This wall is to be dismantled as part of the conversion works. It is anticipated that the dismantling of this wall will provide the salvage bricks that will be used for making-good of the

retained brickwork walls and for the brickwork on the ground floor of the new extension facing Morgan Street.

The envelope construction of the new parts of the elevations uses an acrylic render system. The render is in two colours, a dark bronze for the projecting mouldings and a warm grey, matching the colour of the Blue Pennant sandstone, for the infill areas between the projection mouldings. The projection mouldings are fabricated from expanded plastic insulation foam. Committee is advised that this type of system is well tried and tested and is primarily used in the restoration of heritage buildings.

The projection mouldings are intended to echo the sandstone string courses that feature in the original masonry walls of the building. The string courses and the parapet capping link the three principal elevations together. In the same way, the projecting mouldings run continuously around the three elevations providing a unifying feature. On the all-new Morgan Street elevation the mouldings are formed into an interlinked ellipse pattern that expresses the contemporary character of the design.

While the scheme is referred to as the “YMCA”, one of the most innovative aspects of the project is the creative partnership between the Pontypridd YMCA and the Art/s Community. The partnership recognises not just the similarities in the types of spaces that the two organisations need to fulfil their missions, but also the similarities in the goals of the two organisations themselves. Although they will remain two distinct organisations, there is potential for the two partners to combine strengths to deliver their services to the public more effectively and more imaginatively.

The design of the building aims to optimise the opportunities for joint working by providing functional spaces that link easily together through the full height of the building while, at the same time giving each of the two organisations its own discrete identity – the applicants anticipate that the building will continue to be known as the YMCA.

It is intended that there will be no single predominant user group. Pontypridd YMCA and the new Art/s Community arts centre will serve a cross section of the population with staff, visitors and the general public identified as regular users of the facilities. As such, it is anticipated that a broad spectrum of physical, mental, eye-sight and hearing capabilities will need to be accommodated within the development.

The goal of making the building universally accessible is taken as being equally applicable to existing staff members and those that may become disabled during their careers.

To assist all user groups, careful use of colour and / or tonal contrast to maximise legibility and way-finding will be used throughout the development with special attention to measures to assist those who have impaired vision. This will be complimented by an integrated, bilingual signage system provided with accessible detaining to assist way finding.

## **SITE APPRAISAL**

Committee is advised that the YMCA building is not, of itself, a Listed Building however it does fall within the Pontypridd (Town Centre) Conservation Area. It is also adjacent to two Listed Buildings – the Muni Arts Centre and the Municipal Building respectively.

The YMCA has always had a major civic presence within the centre of Pontypridd.

While the north of Taff Street has, perhaps, suffered the most decline within the town centre, the building has still remained an important contributor to the public realm and quality of the town centre.

The original YMCA building was designed with two key contextual relationships in mind.

The first of these is at the north-west end of the site. At this point it directly faces the Municipal Building. This was the most important building in Pontypridd in 1920 when the YMCA was built and is still one of the most historic buildings in the town. The YMCA was originally designed to be an appropriately impressive neighbour. The proposed works, which include a dramatic new facade, has also been designed to fulfil this function.

The second key relationship is with Taff Street itself. Until 1910 the site of the YMCA was occupied by an old farmstead which pre-dated the development of the town. The YMCA project was seen as an opportunity to create a building with a suitably grand civic presence at the north end of Taff Street as a counterpoint to the Peniel Chapel thus giving it a strong definition to the Taff Street precinct and making it feel like an important public space. Again, it is intended that the project under consideration will also deliver this civic goals of the original YMCA design.

Committee may be aware that the construction of the YMCA was never completed as the required funds were never raised. It was intended to be two to three storeys higher than is currently the case and it is likely that it would have had its main entrance onto Morgan Street involving a large extension onto the existing building where the existing red-brick annexe was located (which was constructed around WWII). Since Committee previously considered proposals for this site, this annexe has been demolished to make way for the new building works (under the provisions of the previous consent).

Very little evidence exists to confirm, with any degree of certainty, the original design for the building.

## **PLANNING HISTORY**

Committee is advised that there is a substantial planning history at this site many of which are not considered relevant to the consideration / determination of this application. Those of relevance are listed below, the most notable of which is 15/1637 which was considered by Committee (for a similar redevelopment) around two years ago.

96/2005	Repair works to the external fabric, extension to	Approved
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	rear, renew roof and wall cladding to top floor, new fire escape to replace existing, new access for disabled.	28/08/96
96/2157	Replacement of asbestos cladding to the first floor, window and door renewal etc. (Application for Conservation Area Consent).	Approved 28/08/96.
15/1637	The remodelling and refurbishment of the interior and exterior of the Pontypridd YMCA which will also include a new build element to the rear of the site.	Approved 15/02/16

## **PUBLICITY**

The application was advertised in the Press and by way of notices placed in the vicinity of the site and Town Centre. No correspondence (objection or support) has been received.

## **CONSULTATION**

As part of the application process the following were consulted in respect of the proposal. A brief précis of responses have been included for Committee's information. Members may wish to note that the responses received are substantially similar to those received for the previous scheme and do not raise any new issues.

RCT Transportation Section – no objection.

RCT Countryside Section – a bat survey was submitted at the time of the application concluding that there was no evidence of bats being present. No objection.

RCT Drainage Section – no objection.

Dwr Cymru / Welsh Water – no objection but advises the applicant to make contact prior to construction to identify the location of existing apparatus.

Pontypridd Community Council – no response received.

## **POLICY CONTEXT**

### **LDP Proposals Map:**

The YMCA site is:

- Inside the settlement boundary of the principal town of Pontypridd;
- Within the boundary of the town centre of Pontypridd;
- Within the defined retail centre of Pontypridd (but outside the primary retail frontages)

### **Constraints Map:**

The YMCA site is:

- Within the Pontypridd Town Centre Conservation Area;
- Within the setting of two Listed Buildings

Core policies:

Policy CS2 - Development In The South

*In the Southern Strategy Area the emphasis will be on sustainable growth that benefits Rhondda Cynon Taf as a whole. This will be achieved by:*

- 1. Promoting residential development with a sense of place which respects the character and context of the Principal Towns and Key Settlements of the Southern Strategy Area;*
- 2. Protecting the culture and identity of communities by focusing development within defined settlement boundaries and promoting the reuse of under used and previously developed land and buildings;*
- 3. Promoting large scale regeneration schemes in the Principal Town of Pontypridd and Key Settlement of Tonyrefail;*
- 4. Realising the importance of the Principal Town of Llantrisant / Talbot Green as an area of social and economic growth;*
- 5. Providing opportunities for significant inward investment, in sustainable locations, that will benefit the economy of Rhondda Cynon Taf and the Capital Region;*
- 6. Reducing daily out commuting by private car and promoting sustainable forms of transport;*
- 7. Protecting the cultural identity of the Strategy Area by protecting historic built heritage and the natural environment,*  
*and*
- 8. Promoting and enhancing transport infrastructure services to support growth and investment.*

Area-wide policies:

Policy AW2 - Sustainable Locations

*In order to ensure that development proposals on non-allocated sites support the objectives of the plan, development proposals will only be supported in sustainable locations. Sustainable locations are defined as sites that:–*

- 1. Are within the defined settlement boundary or in the Northern Strategy Area, accord with Policy NSA12;*
- 2. Would not unacceptably conflict with surrounding uses;*
- 3. Have good accessibility by a range of sustainable transport options;*
- 4. Have good access to key services and facilities;*
- 5. Do not permit highly vulnerable development and Emergency Services within Zone C2 floodplain;....*
- 6. Support the roles and functions of the Principal Towns, Key Settlements and Small Settlements;*



*7. Support the development of the 8 Strategic Sites;*

*8. Are well related to existing water, sewerage, waste, electrical, gas and telecommunications infrastructure and improvements to such services will be provided where necessary.*

*9. Where proposals relate to existing buildings in the countryside, accord with AW9.*

#### Policy AW5 - New Development

*Development proposals will be supported where:-*

- *1) Amenity*

*a) The scale, form and design of the development would have no unacceptable effect on the character and appearance of the site and the surrounding area;*

*b) Where appropriate, existing site features of built and natural environment value would be retained;*

*c) There would be no significant impact upon the amenities of neighbouring occupiers;*

*d) The development would be compatible with other uses in the locality;*

*e) The development would include the use of multi-functional buildings where appropriate;*

*f) The development designs out the opportunity for crime and anti social behaviour.*

- *2) Accessibility*

*a) The development would be accessible to the local and wider community by a range of sustainable modes of transport;*

*b) The site layout and mix of uses maximises opportunities to reduce dependence on cars;*

*c) The development would have safe access to the highway network and would not cause traffic congestion or exacerbate existing traffic congestion;*

*d) Car parking would be provided in accordance with the Council's Supplementary Planning Guidance on Delivering Design and Placemaking: Access, Circulation and Parking Requirements.*

#### Policy AW6 - Design and Place-making

*Development Proposals will be supported where:-*

*1. They are of a high standard of design, which reinforces attractive qualities and local distinctiveness and improves areas of poor design and layout;*

*2. They are appropriate to the local context in terms of siting, appearance, scale, height, massing, elevational treatment, materials and detailing;*

*3. In the case of extensions to buildings, they reflect, complement or enhance the form, siting, materials, details and character of the original building, its curtilage and the wider area;*

*4. In the case of proposals for new and replacement shop fronts and signage, they make a positive contribution to the streetscene;*

- 5. In the public realm and key locations such as town centres, major routes, junctions and public spaces, the character and quality of the built form is to a high standard of design;*
- 6. They include public art;*
- 7. Landscaping and planting are integral to the scheme and enhance the site and the wider context;*
- 8. They include an integrated mixture of uses appropriate to the scale of the development;*
- 9. They include the efficient use of land, especially higher-density residential development on sites in proximity to local amenities and public transport;*
- 10. Open space is provided in accordance with the Fields in Trust Standards;*
- 11. A high level of connectivity and accessibility to existing centres, by a wide range of modes of sustainable transport;*
- 12. Schemes incorporate a flexibility in design to allow changes in use of buildings and spaces as requirements and circumstances change;*
- 13. The development reflects and enhances the cultural heritage of Rhondda Cynon Taf;*
- 14. The design protects and enhances the landscape and biodiversity;*
- 15. The development promotes energy efficiency and the use of renewable energy; and*
- 16. The design promotes good water management, including rainwater storage, sustainable urban drainage, porous paving etc.....*

#### Policy AW7 - Protection and Enhancement of the Built Environment

*Development proposals which impact upon sites of architectural and / or historical merit and sites of archaeological importance will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.*

#### Southern Strategy Policies:

##### Policy SSA 1 - Development in the Principal Town of Pontypridd

*Proposals for residential and commercial development within the defined town centre of Pontypridd will be permitted where the development:-*

- 1. Reinforces the role of Pontypridd as a Principal Town;*
- 2. Respects the culture and heritage of Pontypridd;*
- 3. Is of a high standard of design and makes a positive contribution to the townscape in the defined town centre;*
- 4. Contributes to the enhancement of Ynysangharad Park;*
- 5. Integrates positively with the existing built form;*
- 6. Promotes opportunities for new retail, tourism and leisure development;*

7. *Promotes walking and cycling;*
8. *Promotes accessibility to services by a range of sustainable modes of transport.*

### **Policy SSA 16 - The Retail Hierarchy**

*The hierarchy of retail centres in the Southern Strategy Area is defined as follows:*

1. *Principal Town Centres: Pontypridd and Llantrisant (Including Talbot Green);*
2. *Key Settlements: Llanharan and Tonyrefail;*
3. *Local and Neighbourhood Centres: Church Village (Centre);*

*Llantrisant Old Town, Pontyclun, Rhydyfelin, Taffs Well, Tonteg (Precinct), Treforest and Tyn-y-Nant.*

*Proposals for retail development or changes of use to retail uses inside the defined boundaries, which would maintain or enhance a centre's position in the retail hierarchy will be permitted.*

## **Planning Policy Wales**

**6.5.9** Where a development proposal affects a listed building or its setting, the primary material consideration is the statutory requirement to have special regard to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.

**6.5.17** Should any proposed development conflict with the objective of preserving or enhancing the character or appearance of a conservation area, or its setting, there will be a strong presumption against the grant of planning permission.

**10.1.1** The Welsh Government's objectives for retailing and town centres are to:

- secure accessible, efficient, competitive and innovative retail provision for all the communities of Wales, in both urban and rural areas;
- promote established town, district, local and village centres as the most appropriate locations for retailing, leisure and other complementary functions;
- enhance the vitality, attractiveness and viability of town, district, local and village centres; and to
- promote access to these centres by public transport, walking and cycling.

**10.2.4** Mixed use developments, for example combining retailing with entertainment, restaurants and housing, should be encouraged so as to promote lively centres as well as to reduce the need to travel to visit a range of facilities. Leisure uses can benefit town and district centres and with adequate attention to safeguarding amenities can contribute to a successful evening economy.

**10.2.5** Public realm improvements and other distinctive design solutions can assist the regeneration of town centres.

## **Technical Advice Notes**

- PPW Technical Advice Note 5: Nature Conservation and Planning
- PPW Technical Advice Note 12: Design
- PPW Technical Advice Note 18: Transport
- PPW Technical Advice Note 23 Economic Development

## **Supplementary Planning Guidance**

- The Historic Built Environment (March 2011)

## **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 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.

The principal considerations in the determination of this application (as in the previously approved scheme) are considered to be:

- the compatibility of the proposed uses with a town centre location,
- compliance with the LDP
- design,
- the effect of the appearance of the scheme on the character of the Conservation Area and the setting of the nearby Listed Buildings, and
- highway safety.

### **The compatibility of the proposed uses with a town centre location**

The application proposes both the refurbishment of an existing facility as well as a significant new build element. The use of the site as a YMCA has existing in this location since its construction 1920 and has happily co-existed with other uses during that time adapting, as it has, to the evolving requirements of the organisation.

The previous scheme showed that there were 3 units of “retail” (within the “arches”). The current proposal replaces these units (while retaining the “arches”) with a cafe. Committee is advised that a cafe is an A3 use and is compatible with the town centre location and is capable of reverting back to an A1 retail use in the future without the need for planning consent. While some concern may be expressed about the loss of retail units, per se, in this part of town, Committee is advised that the previous

tenants of these units were a Tattoo Parlour, an Opticians and GMB Union Offices – none of which were retail uses. Therefore there is considered to be no loss of retail as a result of the scheme.

As such the uses proposed by the YMCA (referred to in the APPLICATION DETAILS section of this report) are considered appropriate. Similarly, the co-habitation of the building by the Art's organisation would also introduce a range of uses which are compatible with the town centre location where, in conjunction with the YMCA will bring a range of activities that will ensure that the town centre is a vibrant location well after the shops have closed.

It will bring with it a diverse range of visitors at various times of the day and week that will bring with it a wider range of economic benefits to the town above and beyond that of the previous incarnation of the YMCA building.

### Compliance with the LDP

In principle, the proposals are considered acceptable as:

- The site is in a sustainable location – highly accessible by sustainable transport modes and co-located with other facilities and services;
- The use overall would make a positive contribution to the LDP strategy in several respects: (a) contributing to the vitality of the retail centre of Pontypridd, (b) contributing to the regeneration of the principal town centre and (c) contributing to the LDP strategy of growth in the Southern Strategy Area that benefits the whole of Rhondda Cynon Taf, since Pontypridd serves the lower Rhondda valleys in the Northern Strategy Area.

It is therefore considered to be compliant with the relevant LDP criteria set out in the **POLICY CONTEXT** section of this report.

### Design

The scheme proposes significant and dramatic change to the existing building such that, when constructed, this will become a landmark building in what is a very prominent location within the town centre (it has three distinct frontages).

The design proposed is very modern and is unlike anything else within the town centre. The most striking frontage will be onto all three of its elevations whereas the previous scheme combined this dramatic frontage onto Morgan Street with a more traditional interpretation on the Cross Brook Street and Taff Street elevations. The design incorporates an intricate design on the building as well as the use of the most modern materials but it is the detailing on this elevation of the building that will bring the sense of light and space into the interior of the building.

Committee is advised that “design” is a very subjective topic and not everyone can always agree on whether something is good or bad design. It is fair to say that the design will certainly be a talking point within the town and not everyone will like the modern appearance however, the design is of a very high standard and the building will become a landmark building within the town and will compliment the modern design of the “gateway” building on the Taff Vale development.

Detailed discussions have taken place with the applicants and their Architect to ensure that the materials to be used are of an appropriate quality to compliment the design of the building as well as seeking reassurance that the building will continue to be a feature building within the town without needing excessive maintenance to keep it looking good, especially given its location in a Conservation Area and adjacent to two Listed Buildings. Discussions over the final choice of materials and finishes are still ongoing at the time of writing this report. It is therefore proposed to include a condition which requires the submission of these details (including a schedule of maintenance) prior to any construction work taking place.

#### The effect of the appearance of the scheme on the character of the Conservation Area and the setting of the nearby Listed Buildings

Although the YMCA building is not in itself designated, its primary significance is in forming part of an historic backdrop to the area. As such, the period detailing and design which remains as part of the original building is key to its integration.

Although the alterations proposed to the YMCA building are overtly contemporary in the design and materials, it is not considered that this will necessarily detract from the historic environment.

- The current situation

The previous outlook to the YMCA's Morgan St. elevation was simple with a diminutive scale of a red-brick curtilage building (now demolished) was unsuited in massing and design for its important location on a high street facing a Grade II\* Listed Building. It did however benefit from being subservient and traditional in form.

This accepted, it is not considered any detailing of notable quality or significance is proposed for replacement on this elevation so that it could be considered detrimental to the setting of the Listed Building or Conservation Area.

- Principle of modern versus period

Having now demolished the existing structures, the only question would be of appropriateness of their replacement. In terms of the ethical approaches in responding to architectural context of an important Listed Building - the choice is whether to "contrast" or "conform".

Although the starkly modern design is not 'in keeping' *per se* with the historic outlook, it is considered that the proposed design is an honest intervention of its own distinct age and design, using innovative materials and detailing.

This in itself is not objectionable in principle and avoids the poor alternative of an Edwardian pastiche,(as supported by Section 30 of the Welsh Office Circular 61/96)

Moreover, the proposed development fulfils the spirit of the structure originally intended as part of the original YMCA, in a style which respects the existing window rhythms and proportions, albeit in contemporary fashion.

In so much that the modern architecture is of a high standard, it is not considered that this is to be of detriment to the setting of the Listed Buildings nor the Conservation Area and Committee is advised that this would actively enhance the setting.

- Massing, scale & materials

The scale of the replacement facade and additional upper floors will not significantly affect direct views of the immediately adjacent Listed Buildings, nor their visual relationship with each other. It should be noted that the proposed design aims to respond to the powerful and well designed facade of the Grade II\* Municipal Buildings with its own bold and impressive design, in similar scale and massing.

The integration of new floors into the respective elevations, responds well to the alignment and rhythm of the existing YMCA building by deliberately contrasting in its form and rhythm. However, material finishes will be crucial to the success of the design should will need to be agreed in advance by provision of samples for the less familiar aspects of the design.

The re-working of the Cross Brook St. elevation is again considered to be generally sensitive and in-keeping with the overall design which successfully juggles the traditional with the modern.

#### Highway Safety

- Access

As part of the application process the Councils Highways and Transportation Section has been consulted.

Access to the upper ground floor is attained through Morgan Street which accommodates for two way traffic.

Morgan Street's high volume of pedestrian and vehicular traffic is controlled by traffic lights at the amalgamation of Gelliwastad Road and Morgan Street.

Morgan Street contains permanent parking restrictions on both sides of the carriageway.

Access to the lower ground floor is attained through multiple entrances adjacent to Taff Street and Cross Brook Street. Taff Street and Cross Brook Street operates with a one-way system which feeds traffic to Morgan Street. This traffic is controlled at traffic lights at the junction of Cross Brook Street and Morgan Street.

Taff Street incorporates Taxi Parking, Disabled Parking, Loading bays, no loading restrictions to the front of the proposed and a Bus Stop along its length along with pedestrian footways on either side of the development.

- Mini Bus Lay-By

The development proposes on-street mini bus parking space outside of the proposed adjacent to its access from Taff Street to serve the proposed as a loading bay / mini bus drop off point. The proposal suggests that the loading bay will be used to pick up and drop off members of the YMCA exclusively. However, the loading bay would be located on the public highway and would be available for use by other road users and therefore cannot be guaranteed for use.

Furthermore, the proposed loading bay / mini bus drop off bay will remove the existing parking restrictions which have been put into place to protect Highway Safety and the free flow of traffic.

There is potential to overcome some concerns by amending the existing traffic regulation orders. However, this would require consultation with the Traffic Section of the Council and the businesses within the vicinity of the site. The cost of this consultation and to amend the existing traffic regulation orders would be £3500 and as stated above the proposed mini bus parking bay could not be secured for the YMCA only and would be open to parking for any mini bus.

- Parking

The proposed suggests internal alterations which do not affect the parking requirement therefore acceptable.

- Sustainability

The proposed development is in a sustainable location with a train station, bus station, multiple bus stops and local stores all within walking distance.

- Highway Conclusion

The proposed remodelling and refurbishment of the interior and exterior of Pontypridd YMCA is considered acceptable. Given the sustainable location of the proposed with regards to the availability of public car parks and the close proximity of the proposed to the train station and bus station the parking provision is considered acceptable.

However, there is some outstanding concern that the proposed mini bus parking bay cannot be restricted for the use of the YMCA only and is subject to consultation at a cost of £3500 which would include any amendments to the existing no parking and no loading at any time restrictions along the frontage on Taff Street. .

## **Conclusion**

The scheme, while smaller than previously proposed, still represents an exciting investment into the architectural quality of the Town. The building will become a land mark feature and will bring much needed activity throughout the daytime and evening to this end of the town centre.



In combination with the new development proposed / currently underway on the site of the former Taff Vale shopping centre the scheme(s) will bring with it the dawning of a new era the Town.

**RECOMMENDATION: Grant**

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. No development shall commence until all relevant matters outlined on the attached Planning Requirements Relating to Flood Risk Management including full drainage details have been approved in writing by the Planning Authority. These details shall indicate how the development is to comply with the requirements of Section 8.3 of Technical Advice Note 15.

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.

3. Notwithstanding the approved plans and before work begins, the design details and specification (including a schedule for maintenance) of the following shall be submitted to, and approved in writing by the Local Planning Authority. The works shall then be carried out in accordance with these details approved: -

- (a) door and window profiles and product details,
- (b) glazing arrangement at lower ground floor shop-front apertures,
- (c) proposed doorway remodelling on Cross Brook Street,
- (d) boundary treatment to Cross Brook Street,
- (e) specification of roofing material and detailing,
- (f) material for infilling of window spaces at lower ground floor on Cross Brook Street,
- (g) cladding to upper floors,
- (h) a schedule for the interim ground and boundary treatment, once demolition is commenced.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the Conservation Area and adjacent Listed Buildings in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall take place on any identified phase of the development until a site specific Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Council.

The Plan shall provide a construction method statement for:

- a) the means of access to 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 construction 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 otherwise agreed in writing with the local planning authority.

The environmental management element of the plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include but not be limited to:

- Procedures for maintaining good public relations, including complaint management, public consultation and liaison.
- Arrangements for liaison with the Council's Pollution Control Team.
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
  - 08 00 hours and 18 00 hours Mondays to Fridays and 08 00 hours and 13 00 hours on Saturdays and at no time on Sundays and Bank or Public Holidays.
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- Mitigation measures as defined in BS 5528:parts 1 & 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Control measures for dust and other air borne pollutants. This must also take into account the need to protect any local resident who

- may have a particular susceptibility to air borne pollutants.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.

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

5. The development shall be carried out in accordance with the plans and documents listed in the letter from Capita Architecture dated 16<sup>th</sup> January 2018.

Reason: in the interest of clarity and to ensure that the development is carried out in compliance with the approved plans and documents.

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<b>APPLICATION NO:</b>	<b>17/1231/10</b>	<b>(HL)</b>
<b>APPLICANT:</b>	<b>WK Plasterers</b>	
<b>DEVELOPMENT:</b>	Demolition of former public house and construction of 9no. affordable apartments, car parking, landscaping and associated works.	
<b>LOCATION:</b>	<b>THE GRIFFIN PUBLIC HOUSE, 48-49 CARNE STREET, PENTRE, CF41 7LD</b>	
<b>DATE REGISTERED:</b>	<b>16/11/2017</b>	
<b>ELECTORAL DIVISION:</b>	<b>Pentre</b>	

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**RECOMMENDATION:** Approve subject to conditions

**REASONS:**

The proposed development presents an opportunity to provide new housing on a previously developed site within the settlement boundary of Pentre and would make a contribution to addressing the Council's housing land supply shortage. It is also considered that the proposal represents a more neighbourly form of development within a residential area, in comparison to the established A3 use of the site. The proposed development is compliant with planning policy and is acceptable with regard to all other material planning considerations.

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**REASON APPLICATION REPORTED TO COMMITTEE**

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

**APPLICATION DETAILS**

The application seeks full planning permission for the demolition of an existing public house and the development of 9 flats, on the site of The Griffin, Carne Street, and Pentre. The accommodation mix would comprise four No. one bedroom apartments and five No two bedroom apartments in a single building.

The plans detail the development of an L shaped, three storey building. The front part of the building, which would front the A4058, Carne Street, would measure 20.3m wide, 8.3m deep with a maximum height of 11.3m falling to 8m at eaves level. The rear element of the building would measure 7.4m wide, 7.1m deep with a maximum height of 10.7m falling to 7.9m at eaves level. The proposal would be 2.2 to 3m higher than the existing buildings on site. Externally the building would be finished with a combination of brick, and reconstituted stone and a fibre cement slate tiled roof.

The site layout plan indicates that vehicular access to the site would be gained via a new entrance in the western boundary which would lead to a parking area containing four parking spaces, an amenity and bin storage area

- The application is accompanied by the following:
- Pre-Application Consultation Report;
- Design and Access Statement;
- Planning Statement; and
- Bat survey

## **SITE APPRAISAL**

The site comprises a roughly square shaped parcel of land extending to 0.04 hectares located at the junction of Carne Street (A4058) and Volunteer Street. The site has a 19m wide frontage with Carne Street to the north-east and a 21m wide frontage with Volunteer Street to the west. The site is located within an established residential area, with residential dwellings surrounding the site. The properties in the area are predominantly traditional two storey terraces. Whilst there are some newer properties evident in the area, the nature of development in the wider locality is largely conventional two storey construction.

Carne Street (A4058), which defines the site's north-eastern boundary is the principal route serving the valley to the north and the principal town of Pontypridd to the south and consequently carries a substantial volume of traffic. There are bus stops on both sides of the carriageway directly outside the site.

The area as a whole is located on a slope falling from north-east to south-west. As a result the site is below the level of the terraced properties on the opposite side of Carne Street to the north-east, is level with the terraced properties to the north-west and south-east, but is raised relative to the three storey block of flats immediately adjacent to the south-eastern boundary and the terraced residential properties to the south-west.

The site is currently occupied by The Griffin Public House a two storey, stone faced building with private residential accommodation at first floor level. Pedestrian access

is currently achieved directly off Carne Street with a secondary access on the Volunteer Street elevation. The site does not provide any existing off street parking. However, there is an existing parking lay-by which is used for residential parking and is open for use of the general public to the front of the site. The property has been vacant for at least 12 months and has been advertised for sale

## **PLANNING HISTORY**

There is no planning history for the site.

## **PUBLICITY**

The application has been advertised by direct neighbour notification and the erection of site notices.

Three letters of objection have been received which are summarised as follows:

### **Material**

- Concerns with regard to the lack of proposed parking. Where are the vehicles going to park? There is already parking chaos in this area.
- Demolishing the pub will lead to the loss of a valued community resource, in an area that is in severe decline, and without sufficient community resources. Site should be redeveloped as a new, revamped and family friendly community pub for the area.
- The size of the development is too great for the area. The number of flats proposed (9), will have a resident population of probably in excess of 14 persons, which is a big increase from what was just one dwelling place.
- The proposal is a 3 storey development. Most of the existing housing in the area is 2 storey former mining cottages. The development will allow for increased overlooking and loss of privacy from a higher elevated angle of sight.
- The proposal will create light implications as the proposal would be developed over the courtyard with no gap between the building.
- The three storey height will tower above the existing houses and will be overwhelming.
- The assertion that the proposal creates 4 additional parking places is disingenuous and misleading. The open area, that the previous occupant had used for an open air beer garden has in the past been, and could be again in the future used for car parking for some 6 - 8 cars. Therefore the proposal is not increasing potential car parking space but reducing it by possibly some 50%, while increasing the demands on what is available.
- The increased number of cars will inevitably park in the bus stop outside the site causing mayhem.
- Car parking in the area is a problem. Few of the existing houses around have any off road parking available, resulting in on street parking. Some of the street area cannot be used due to the presence of bus-stops. The proposal will generate 10 + cars parking in an already severely congested area.

### **Non Material**

- There will be no gap in the line of housing development allowing a view to the hill beyond.

- Is there a need for the accommodation proposed? There is already, ample, empty, low cost housing in Pentre and the surrounding area.

## **CONSULTATION**

Highways - no objection subject to conditions.

Land Reclamation and Engineering - no objection subject to conditions.

Dwr Cymru/Welsh Water - no objection subject to conditions.

Ecology - advice provided and conditions recommended.

Natural Resources Wales - no objection.

Public Health and Protection - advice provided regarding demolition, noise, dust, waste and lighting.

Wales and West Utilities (Gas) - advice provided regarding the position of apparatus.

Western Power Distribution (Electricity) - advice provided with regards to potential new connections.

South Wales Fire and Rescue - advice provided with regard to the need for adequate water supplies on the site for fire fighting purposes and access for emergency fire fighting appliances.

## **POLICY CONTEXT**

### **Rhondda Cynon Taf Local Development Plan**

The relevant policies in the Local Development Plan are as follows:

**Policy CS1** sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services promoting residential development with a sense of place and focusing development within defined settlement boundaries.

**Policy CS4** defines the housing land requirements.

**Policy CS5** identifies the affordable housing figure requirement over the plan period.

**Policy AW1** defines the housing land supply, to be met partly by development of unallocated land within settlement boundaries.

**Policy AW2** promotes development in sustainable locations, which includes site within settlements boundaries, benefiting from existing services and sites that support the roles and functions of Principal Towns and Small Settlements. The locations should not unacceptably conflict with surrounding uses.

**Policy AW5** lists amenity and accessibility criteria that will be supported in new development proposals, giving particular attentions to neighbouring land uses and occupiers. Existing site features of natural environmental value should be retained where appropriate.

**Policy AW6** outlines design and placemaking criteria that will be supported in new development proposals.

**Policy AW7** seeks to preserve or enhance sites of architectural and/ or historical merit.

**Policy AW8** sets out policy for the protection and enhancement of the natural environment, including that proposals should not result in harm to sites with recognised nature conservation interest or have an unacceptable impact on features of importance to landscape or nature conservation.

**Policy AW10** development proposals must overcome any harm to public health the environment or local amenity.

**Policy NSA2** seeks to create development that will support and reinforce the roles of key settlements.

**Policy NSA10** seeks a minimum density of 30 dwellings per hectare.

**Policy NSA11** requires development of 10 units or more to provide at least 10% affordable housing.

**Policy NSA12** gives further criteria for suitable housing development within and adjacent to settlement boundaries.

The following Supplementary Planning Guidance documents are also applicable,-

- Design and Placemaking;
- Delivering Design and Placemaking - Access Circulation and Parking Requirements;
- Planning Obligations;
- Development of Flats - Conversions and New Build;
- Nature Conservation; and
- Affordable housing

## **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.

Planning Policy Wales (Edition 9 November 2016) Chapter 2 (Local Development Plans); Chapter 3 (Making and Enforcing Planning Decisions); Chapter 4 (Planning for Sustainability); Chapter 8 (Transport), Chapter 9 (Housing), sets out the Welsh Government's policy on planning issues relevant to the determination of the application.

- Other relevant policy guidance consulted:
- PPW Technical Advice Note 2: Planning and Affordable Housing;
- PPW Technical Advice Note 12: Design;
- PPW Technical Advice Note 18: Transport;
- Manual for Streets

## **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:**

As detailed above, the application proposes the demolition of the former public house and the erection of a block of 9 flats. The key considerations with regard to the determination of this application are: the principle of development; impact on the character and appearance of the surrounding area; impact on the residential amenities of neighbouring properties and highway safety.

### **Principle of Development**

The site is within the settlement limits of an established residential area, of Pentre, as defined by the proposals map of the Rhondda Cynon Taf Local Development Plan and is not allocated for any specific use. The site is currently occupied by The Griffin Public House which has been vacant for at least 12 months. In such circumstances, residential development would be considered acceptable, subject to the proposal being able to demonstrate compliance with the planning policies that would affect the proposed development.

One of the key requirements of policy is that residential development in the northern strategy area should achieve a density of 30 dwellings per hectare. The current proposal would deliver a density of 225 dwellings per hectare and is therefore compliant with the requirements of policy NSA10 of the Rhondda Cynon Taf Local Development Plan.

Another key requirement, in terms of planning policy, is that the site should deliver 10% affordable housing. The details submitted as part of the application specify that all of the units would be retained as a social rented tenure operated and maintained by a Registered Social Landlord. The proposal is therefore compliant with the requirements of policy NSA11 of the Rhondda Cynon Taf Local Development Plan.

The site lies within the defined settlement limits and is located approximately 320 metres and 700 metres from the retail areas of Pentre and Treorchy respectively, with two bus stops located directly outside the site on Carne Street. The site is therefore considered to be sustainably located and compliant with the relevant criteria of policies AW2 and AW5.

Policy AW11 would not apply in this instance, whilst the development would result in the loss of a class (A3) community facility, the site lies outside of the defined retail centre of Pentre and Treorchy where there is no Local Development Plan policy protection afforded to the existing building. Planning Policy Wales does afford a level of protection for community facilities, stating at Paragraph 10.2.8, *“Individual small shops and businesses, such as convenience stores and public houses, which are not part of established retail and commercial centres, can play an important economic and social role, particularly in rural areas and in urban areas with limited*



*local provision, and their loss can be damaging to a local community. The role of these businesses should be taken into account in preparing development plan policies and in development management decision making."*

In this instance it is considered that the close positioning of the site to a number of other local facilities, including other public houses and public transport links, means that the loss of the public house would not be so detrimental to the local community to warrant refusal of the application on such grounds.

In conclusion, on this planning policy and principle of development issue, it is considered that the proposed development is compliant with Local Development Plan policies CS1, CS4, CS5, AW1, AW2, AW5, NSA2, NSA10, NSA11 and NSA12 inasmuch as the issues outlined above relate to those policies and is considered policy compliant against these tests and the broader requirements of Planning Policy Wales.

The key considerations, beyond the principle of development itself with regard to the application are considered to be - the impact on the proposal on the character and appearance on the area; the residential amenity of those living closest to the site; highway safety and impact on the ecology of the area.

### **Character and Appearance**

In comparison to the existing building, the proposal would be larger in height and its overall massing than the existing building and would be designed to front Carne Street, therefore filling the width of the plot. As a result, the development would be more apparent and visible in the street scene. Issues relating to the height and scale of the development have been raised as a concern by local residents. Whilst the proposed building would be larger than the vast majority of buildings in the immediate vicinity, precedent for the construction of a three storey building has been established by the adjacent block of flats, albeit these are set at a lower finished floor level than the proposal. It is considered that the focal corner plot position of the site and the width of Carne Street would provide sufficient space to offset the visual mass of the building whilst the mix of external materials and split level design helps to reduce the bulk of the development in proximity to neighbouring dwellings.

On the basis of the above, it is acknowledged that the proposed development would be larger in both mass and scale than anything in the immediate vicinity. However, it is considered that the siting, conventional design and external finish proposed would prevent the proposal from being so detrimental to the overall character and appearance of the area to warrant refusal of the application on such grounds. As such the application is considered compliant with the requirements of policies AW5, and AW6 of the Rhondda Cynon Taf Local Development Plan.

### **Residential amenity**

As specified above the site is located within an established residential area with properties surrounding the site. In comparison to the existing building, the development of a three storey building containing nine residential units will impact on overlooking and privacy at a level not currently experienced. Furthermore, the

perception of overlooking could be exacerbated by the three storey height of the building. As a result, issues relating to loss of privacy; amenity; increased overshadowing; and loss of light are a concern for neighbours.

The plans submitted indicate that the building would be sited within 2m to the north-west of the flats at 10-12 Price Street; 7.5m to the north-east of 1 Volunteer Street (an increase of 5m relative to the existing arrangement); 15m to the south-east of 50 Carne Street and 23m to the south-west of 1-5 Carne Street which are set at a slightly higher level relative to the site. 1.1m high railings would be provided on parts of the boundaries with a 1.8m high close boarded fence provided around the amenity and bin storage area. Although the development of a building of the mass and height proposed would represent a substantial change to the area that could have an impact on amenity, it is considered that the distances maintained would not be out of keeping with the established pattern of development within the area.

The greatest impact from the proposal would be experienced by the residents of 10-12 Price Street with the proposed building being positioned within 2m of theirs. 10-12 Price Street has a number of windows in the side elevation which directly overlook the site. A minimum distance of 13m would be maintained between existing and proposed windows that directly face each other. All of the windows in the rear elevations of the proposed building would serve kitchens, bathrooms and hallways.

Based on the plans submitted it is considered that the development would cross the north-western, 25 and 45 degree light angle line. The south-western line would remain unaffected. However, the orientation of the site and position of the building would prevent the cast of a shadow over 10-12 Prince Street.

Whilst the building would be taller and significantly closer to the adjacent flats than the existing building, on balance it is considered that the use of the site for residential purposes, in comparison to the established A3 use, would be more neighbourly and that the increased loss of light and the potential for overlooking and loss of privacy would not be so overbearing or detrimental to the residential amenity of those living closest to the site to warrant refusal of the application on such grounds.

Whilst the provision of a building of the size and scale proposed in association with its position would inevitably change the outlook for many of the properties surrounding the site, loss of view is not a material consideration.

In terms of the occupiers of the units, the plans submitted indicate that an area to the south-east of the building would be retained for private amenity purposes, with an enclosed refuse storage area provided adjacent to the parking area. In light of the above, the proposal is therefore considered compliant with the requirements of the Council's Supplementary Planning Guidance for flat development.

In conclusion, it is acknowledged that the development proposed will have an impact on the amenity of existing residents in terms of the potential for increased overlooking, loss of privacy and increased overshadowing, in comparison to the previous development on site. However, it is considered that the impact of such matters is acceptable in planning terms and would not warrant refusal of the application. The proposal is therefore considered compliant with the requirements of policy AW5 of the Rhondda Cynon Taf Local Development Plan.

## **Highway Safety**

The plans submitted indicate the development of a new site entrance adjacent to the service lane on Volunteer Street, providing vehicular access to a rear parking court containing four off street parking spaces. As part of the public consultation, residents have raised concerns that insufficient parking spaces are proposed relative to the number of units to be provided, identifying that on street parking in the immediate area is already under considerable pressure.

Following consultation, the Council's Transportation Section have advised that the existing public house with residential property above would require a maximum of 39 parking spaces with none provided. Given the sustainable location of the proposal relative to public transport, the proposed requires nine spaces.

Although concerns are raised with regard to the shortfall in parking provision, it is acknowledged that affordable housing generate less car ownership and traffic than privately owned dwellings. As result being mindful of the tenure of the properties proposed and the proximity of the site to bus routes and the shops in Pentre and Treorchy, on balance, the off street car parking proposed is considered acceptable and would not have such a detrimental impact on the highway safety and free flow of traffic in the area to warrant refusal of the application on such grounds.

Although the plans submitted do not indicate the provision of any cycle storage this could be secured by condition.

In light of the above the application is considered as compliant with the requirements of policy AW5 of the Rhondda Cynon Taf Local Plan.

## **Other Considerations**

### **Ecology**

A bat survey report of the site, submitted in support of the application, identifies that whilst a small number of common species of bat were observed passing the building, no bats were observed using the building. It is therefore suggested that the proposed works would have a negligible impact on the local bat population. However, the report does recommend that any demolition be carried out under an ecological watching brief by a suitably qualified ecologist, with a further internal inspection prior to the commencement of demolition.

Following consultation the Council's Ecologist has raised no objection to the application subject to the imposition of condition requiring the submission of a bat sensitive demolition method statement prior to any works being carries out. In light of the above the application is considered compliant with the requirements of policy AW8 of the Rhondda Cynon Taf Local Development Plan.

### **Public Health & Protection**

Following consultation with the Council's Public Health and Protection Section, no objections have been raised to the proposal. However, a number of conditions/

informative notes relating to the potential for disturbance resulting from construction traffic and general on site activities during the course of the construction of the application have been recommended. Whilst it is inevitable that any development of the site would lead to noise and disturbance to adjacent properties during the construction stage, it is considered that matters such as demolition, noise, dust, disposal of waste and lighting can be more efficiently controlled by other legislation with an appropriate Informative being added to any permission notifying the applicant / developer of the need to comply with legislation.

### **Affordable Housing**

Policy NSA11 seeks the provision of 10% affordable housing on residential development of 10 units or more with the subsequent provision secured by a Section 106 Agreement. In this instance the application proposes the development of nine units, with all dwellings being of Social Rented tenure. It is therefore considered sufficient to condition the occupancy of the units and not seek a Section 106 legal agreement.

### **Archaeology**

Following consultation, Glamorgan Gwent Archaeological Trust have advised that whilst the Historic Environment Record shows that there are no archaeological features recorded within the proposed development area, the site is situated within The Rhondda Registered Historic Landscape (HLW (MGI) 5), specifically the Ystrad and Pentre Character Area (HLCA009), as defined within the Register of Landscapes of Special Historic Interest in Wales. It is therefore requested that a condition be placed on any grant of consent requiring the building be the subject of an appropriate historic building record and analysis prior to demolition.

### **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 however, the site of the proposed development lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a nil charge is applicable and therefore no CIL is payable.

### **Conclusion**

Based on the above, it is considered that subject to conditions and the completion of a Section 106 agreement, the development proposed would not have a significantly detrimental impact on the character and appearance of the area, the residential amenity of those living closest to the site, highway safety or ecological value of the area. The application is therefore considered compliant with the requirements of the policies of the Rhondda Cynon Taf Local Development Plan and recommended for approval subject to conditions:

**RECOMMENDATION: Grant**

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 plan(s) no(s):

- A001;
- A002 Rev A;
- A003 Rev A;
- A004 Rev A;
- A005 Rev A; and
- A006 Rev A

and documents:

- Design and Access Statement;
- Bat Survey and
- Planning Statement
- Received by the Local Planning Authority on 14th and 17th November 2017 and 28th November 2017, 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. Prior to any works taking place on site, the applicant shall submit a bat sensitive demolition method statement and other bat mitigation and enhancement measures as set out in section 9 of the Richard Watkins September 2017 Bat report. No works shall commence until written confirmation of the discharge of this method statement condition is provide by the Local Planning Authority.

Reason: in the interest of protecting and enhancing the ecological value of the area. In accordance with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

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

Reason: To prevent hydraulic overloading of the public sewerage system,

to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment. In accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

5. Before the development is brought into use the means of access, together with the parking facilities, shall be laid out in accordance with the submitted plan A002 and approved by the Local Planning Authority. The access and parking area shall be implemented in accordance with the approved plan and provided prior to the first beneficial occupation of the units.

Reason: In the interests of highway safety and to ensure vehicles are parked off the highway. In accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

6. Prior to any construction works commencing on site, design and detail of the vehicular footway crossing including confirmation off the statutory undertakers of their acceptance of the proposal to include relocation of the lamp column and BT service box shall be submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in accordance with the approved details and shall be implemented prior to beneficial occupation.

Reason: In the interests of highway and pedestrian safety, in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. Prior to construction works commencing on site, details and design calculations of the retaining walls abutting the highway shall be submitted to and approved in writing by the Local Planning Authority. All works shall be carried out in accordance with the approved details prior to beneficial occupation.

Reason: In the interests of highway safety and to ensure no encroachment takes place onto the adopted highway. In accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

8. Prior to the first beneficial occupation, secure cycle storage shall be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To maximise opportunities for alternative means of transport, in the interests of highway safety. In accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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

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

10. Prior to installation, details and samples of all external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in accordance with the approved details.

Reason: In the interests of the character and appearance of the area, in accordance with policy AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

11. The dwellings hereby approved shall be retained as affordable housing as defined by Technical Advice Note (TAN) 2: Planning and Affordable Housing (2006).

Reason: To control the occupancy of the units to ensure that they remain available to meet the identified and specific housing need, in accordance with policy CS1 of the Rhondda Cynon Taf Local Development Plan.

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

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact in accordance with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

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<b>APPLICATION NO:</b>	<b>17/1281/10</b>	<b>(KL)</b>
<b>APPLICANT:</b>	<b>Mr Jason Rosser</b>	
<b>DEVELOPMENT:</b>	Proposed pair of 3 bedroom semi detached houses.	
<b>LOCATION:</b>	<b>162 - 163 TYNTYLA ROAD, LLWYN-Y-PIA, TONYPANDY, CF40 2SP</b>	
<b>DATE REGISTERED:</b>	<b>06/12/2017</b>	
<b>ELECTORAL DIVISION:</b>	<b>Ystrad</b>	

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**RECOMMENDATION: Approve**

**REASONS:**

The proposed development is located inside the defined settlement boundary and within an established residential area. It is considered that the dwellings would integrate successfully within the existing street scene and that they would not give rise to any adverse impact on the character and appearance of the surrounding area or upon the residential amenity or privacy of surrounding properties. One letter of objection has been received in relation to the impact of the proposal on parking availability in the area however, given that the site is located within a highly sustainable area and within easy walking distance of

**local facilities and public transport links, no objection has been raised by the Council's Transportation Section in this regard.**

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## **REASON APPLICATION REPORTED TO COMMITTEE**

- The applicant is an immediate family member to Councillor Joy Rosser

## **APPLICATION DETAILS**

Full planning permission is sought for the construction of a pair of semi-detached dwellings on a parcel of land between no's 161 and 164 Tyntyla Road, Llwynypia. The proposed dwellings would be set back from the adjacent footway by 1.3 metres and would be offset from the boundary with neighbouring properties by approximately 1.5 metres. The dwellings would each measure 5.8 metres in width by 9.1 metres in depth and, due to differences in ground levels through the site, they would be two-storey at the front and three-storey at the rear (measuring a maximum of 8.6 metres in height and a maximum of 11.2 metres in height to the ridge respectively). External materials would consist of 'Bradstone' (front) and white render (sides and rear), manufactured slate roof tiles and white uPVC windows and doors.

Each dwelling would consist of an entrance hallway, living room, kitchen and W.C at ground floor with 3 bedrooms and a family bathroom at first floor. A further habitable room would be provided at lower ground floor with access to an enclosed garden at the rear. Each garden would be enclosed by 1.8 metre high timber fencing.

## **SITE APPRAISAL**

The application site relates to a rectangular shaped parcel of land which is located between two existing residential properties on Tyntyla Road, Llwynypia. The plot is relatively flat and level with the adjacent footway for approximately 11 metres, however, ground levels fall away quite significantly beyond this. It is understood that the site was previously occupied by no's 162-163 Tyntyla Road although these were demolished a number of years ago and the site is currently being used for the parking of vehicles.

The surrounding area is predominantly characterised by residential properties, the majority of which are of a traditional terraced design. Those immediately to the south-east and north-west of the site are split-level, appearing as two-storey to the front and three-storey to the rear.

## **PLANNING HISTORY**

No previous planning applications have been submitted at the application site within the last 10 years.

## **PUBLICITY**



The application has been advertised by means of direct neighbour notification letters and through the erection of site notices in the vicinity of the site. One letter of objection has been received as a result of this and is summarised as follows:

- Parking is a nightmare in this area due to the number of residents cars and the GP surgery;
- Adding a further 2 houses would make things far worse.

## **CONSULTATION**

Flood Risk Management – no objection subject to condition.

Public Health – no objection subject to conditions.

Transportation – no objection subject to conditions.

Wales and West Utilities – no objection.

Welsh Water – no objection subject to conditions.

## **POLICY CONTEXT**

### **Rhondda Cynon Taf Local Development Plan**

The application site lies inside the defined settlement boundary and is unallocated.

**Policy CS1** – encourages sustainable growth in the south of Rhondda Cynon Taf through protecting the culture and identity of communities by focusing development within defined settlement boundaries.

**Policy AW1** – identifies the sources of land for new housing, which do not include land outside the defined settlement boundaries.

**Policy AW2** – promotes development in sustainable locations.

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

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

**Policy AW10** - states that development will not be permitted where they would cause or result in a risk of unacceptable harm to health and/or local amenity because of issues including noise and air pollution.

**Policy NSA12** – gives criteria for housing development within settlement boundaries. Development will not be permitted outside the defined settlement boundaries.

### **Supplementary Planning Guidance:**

Design and Placemaking

Delivering Design & Placemaking: Access, Circulation and Parking

### **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.

Planning Policy Wales Chapter 2 (Development Plans), Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability), Chapter 8 (Transport) and Chapter 9 (Housing) set out the Welsh Government's policy on planning issues relevant to the determination of the application.

Other relevant policy guidance consulted:

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 proposes the construction of a pair of semi-detached dwellings on a plot of land that is situated within the defined settlement boundary and within an established residential area. As such, it is considered that the development of the site for residential purposes would be compatible with surrounding land uses. The principle of the proposal is therefore considered to be acceptable subject to an assessment of the criteria set out below.

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

The application site has been vacant for many years and it is acknowledged that the construction of two residential dwellings within the plot would form a visible addition to the surrounding area. However, it is not considered that the development would be incongruous or overly prominent within the existing pattern of development along Tyntyla Road. The dwellings would be of a modest scale which would not be too dissimilar to existing properties in the immediate street scene and, given that they would be finished with appropriate materials of 'Bradstone', render and slate, it is considered that they would be in-keeping with the materials found in the general area.

As such, it is not considered that the proposed development would have a detrimental impact on the character and appearance of the surrounding area and the

proposal is acceptable in the context of policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

### **Impact on residential amenity and privacy**

The proposed dwellings would be situated between two existing residential properties and it is not considered that they would have an adverse impact on the residential amenity or privacy of these properties. Whilst there may be some overshadowing to no. 164 (to the north-west), this would predominantly be focussed on the side elevation of the main property in which there are no habitable windows that would be impacted. It is noted that there is a window in the side elevation of the first floor extension of that property, however, due to the fact that this is set in from the side boundary and that the window is a secondary window to a family bathroom, it is not considered that the impact would be so significant that it would warrant the refusal of the application. Similarly, the rear bedroom window of this property is set in from the boundary and would not be severely impacted by the proposal.

In terms of privacy, the dwellings would incorporate windows in the front and rear elevations which would not give rise to any significant levels of overlooking that would be over and above that which already occurs between existing properties along Tyntyla Road. Whilst two windows would be located to the side elevations of each dwelling, these would serve a W.C and the first floor landing and would not have a harmful impact on adjacent properties.

As such, the proposal is considered to comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

### **Impact on highway safety**

The application has been subject to consultation with the Council's Transportation Section with a view to assessing the impact of the proposal on highway safety in the vicinity of the site. The response received indicates that Tyntyla Road is a principle route which carries substantial amount of vehicular and pedestrian traffic and which has a considerable amount of on-street car parking pressure due to the majority of dwellings being of a terraced character with limited or no off-street car parking facilities. There are a number of parking restrictions in the area, including double yellow lines across the frontage of the site, which adds to the existing on-street car parking demand in the vicinity.

The proposed three bedroom dwellings would require up-to a maximum of 3 off-street car parking spaces per dwelling however none are provided as part of the proposal. Whilst there is concern that the proposed development will add additional on-street car parking pressure within the vicinity of the site, the proposal is on the site of two former dwellings (no's 162-163 Tyntyla Road) which are assumed to have been 3 bed or more. As such, it is not considered that the proposal would result in an increase to that of the previous dwellings on site. Furthermore, the site is located in a sustainable location, with a number of local facilities and both bus stops and a train station within easy walking distance. A condition has also been suggested for additional information to be submitted in relation to the provision of adequate cycle parking.

One letter of objection has been received in relation to parking issues in the area however the Council's Transportation Section have not raised any objection in this regard and the proposal is therefore considered to be acceptable in terms of the impact it would have on highway safety in the vicinity of the site. The proposal would therefore comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

### **Other**

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation:

### **Public Health**

The Council's Public Health & Protection Section have raised no objections to the proposal, however, a number of conditions have been suggested in relation to hours of operation, noise, waste and dust. Whilst these comments are appreciated, it is considered that issues relating to hours of operation, noise, dust and waste can be more efficiently controlled by other legislation and the suggested conditions are not necessary. It is considered that an appropriate informative note would be sufficient in this instance.

### **Drainage**

Consultation has been undertaken with the Council's Land Reclamation and Engineering Section with a view to assessing any potential impacts upon land drainage. No objection has been received in relation to the application, subject to standard conditions and advice.

Furthermore, no adverse comments have been raised by Dwr Cymru/Welsh Water or Wales and West Utilities.

### **Community Infrastructure Levy 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 however, the application lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a nil charge is applicable and therefore no CIL is payable.

### **Conclusion**

The proposal is considered to be acceptable in terms of its principle, the impact it would have on the character and appearance of the surrounding area, the impact it would have upon the residential amenity and privacy of surrounding properties and the impact it would have on highway safety.

**RECOMMENDATION: Grant**

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

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

2. The development hereby approved shall be carried out in accordance with the approved plans and documents received by the Local Planning Authority on 27th September 2017, unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Site Location Plan;
- Proposed Site Plan;
- Proposed East and West (Side) Elevation Plans;
- Proposed Front and Rear Elevation Plan;
- Proposed Ground Floor Plan;
- Proposed First Floor Plan;
- Proposed Lower Ground Floor Plan

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

3. Prior to the commencement of development, a detailed site investigations report shall be submitted to and approved in writing by the Local Planning Authority. The report should be sufficiently detailed to establish if any ground precautions are necessary in relation to the proposed development and the precautions that should be adopted in the design and construction of the proposed development in order to minimise any damage which might arise as a result of ground condition. The development, hereby permitted, shall be carried out in accordance with the approved site investigations report.

Reason: The site may be unstable and as such a stability report is required in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a comprehensive scheme of landscaping, which shall include indications of all existing trees (including spread and species) and hedgerows on the land and details of any to be retained together with measures for their protection during the course of the development.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

5. All planting, seeding or turfing in the approved details of landscaping shall

be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five 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, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. Notwithstanding the details shown on the submitted plans, development shall not commence until details of secure cycle parking have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial occupation.

Reason: To promote sustainable modes of travel, in the interests of highway safety and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. The existing vehicular crossover fronting the site shall be reinstated in full flexible footway construction in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial occupation.

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

8. No development shall commence until all relevant matters outlined on the attached Planning Requirements Relating to Flood Risk Management including full drainage details have been submitted to and approved in writing by the Local Planning Authority. These details shall indicate how the development is to comply with the requirements of Section 8.3 of Technical Advice Note 15. The dwellings shall not be brought into beneficial use until the drainage works have been completed in accordance with the approved details.

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.

9. No retaining wall(s) shall be constructed on site until details and design calculations have been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out in accordance with the approved details.

Reason: In the interests of visual and residential amenity of the

development in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

10. The site shall be cleared outside of the nesting bird season (1<sup>st</sup> March to 1<sup>st</sup> August) unless a suitable method statement for clearance at any other time has been submitted to and approved in writing by the Local Planning Authority prior to the commencement of works.

Reason: To protect the biodiversity of the site in accordance with Policy AW6 of the Rhondda Cynon Taf Local Development Plan.

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**LOCAL GOVERNMENT ACT 1972**

**as amended by**

**LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**LIST OF BACKGROUND PAPERS**

**PLANNING & DEVELOPMENT COMMITTEE**

**1 FEBRUARY 2018**

**REPORT OF: SERVICE DIRECTOR PLANNING**

**REPORT**

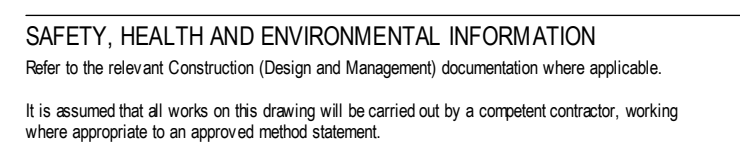
**APPLICATIONS RECOMMENDED  
FOR APPROVAL**

**OFFICER TO CONTACT**

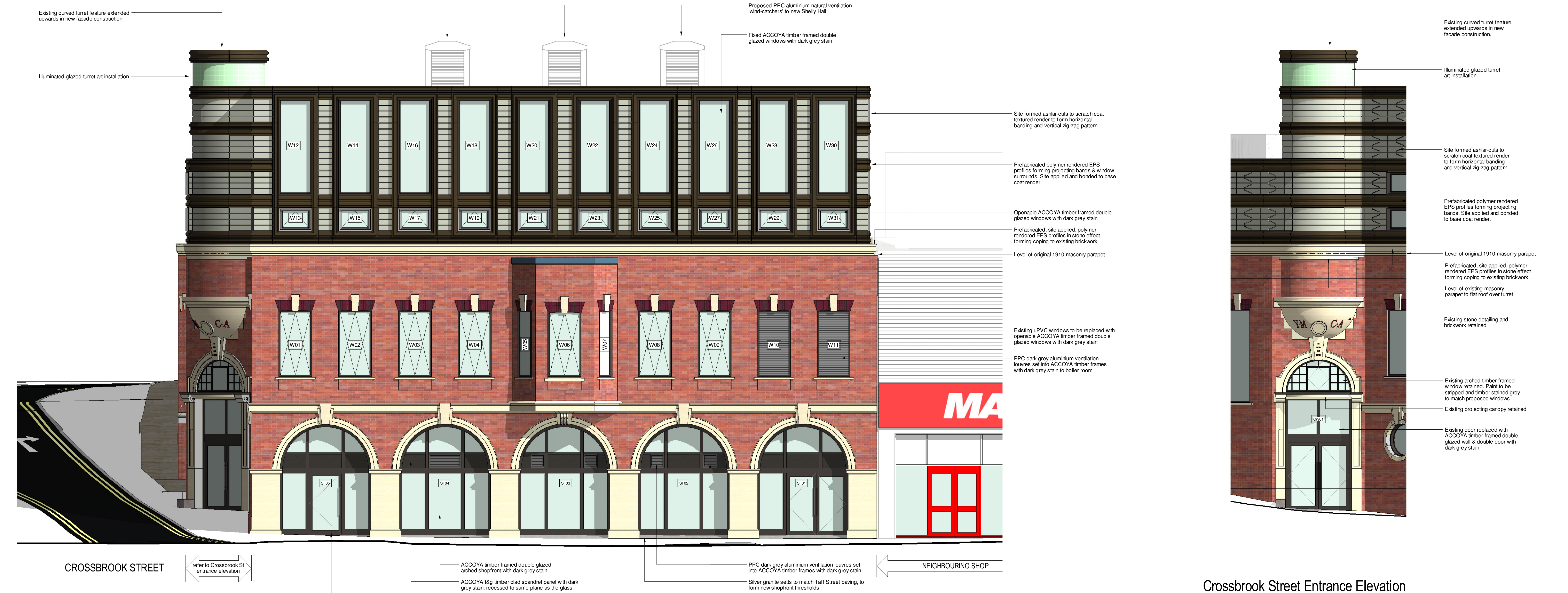
**MR J BAILEY  
(Tel: 01443 494758)**

**See Relevant Application File**






Age (years)	Percentage of people who have ever been in a romantic relationship
15	10
20	25
25	45
30	65
35	80
40	85
45	90
50	95
55	100
60	100
65	100



### Crossbrook Street Entrance Elevation

P03 Issued for Planning	08/11/2017		
P02 Facade updated to suite REA Stage D Board approval and IEs items	06/05/2017		
P01 Facade cladding amended to TRESPA as instructed, windows amended to suit.	27/03/2017		
P00 Issued to Design Team	03/02/2017		
Rev Description (By / Chk'd / App'd)	Date		
Status			
PLANNING			
Classification			
Commercial in Confidence			
Client			
Pontypridd YMCA & Artis Community			
			
Project			
Pontypridd YMCA			
Drawing			
GA Elevations 1 of 3			
Scale @ A	Drawn	Checked	Approved
1 : 50	MB	TG	JGA
Project No.		Date	
CS/050372		09/02/2017	
Drawing Identifier		BS1192 Compliance	
Project	Drawn	Checked	Number
PYM-CAP-XX-XX-	DR-A	-	062001
			P03
CAPITA			
Architecture			
Ty Merer, Unit G1, The Willowford, Treforest Industrial Estate, Treforest CF87 5BF - 01463 823000			
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