



PLANNING & DEVELOPMENT COMMITTEE

18 OCTOBER 2018

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/0067/10
(MF)

APPLICANT: Mr & Mrs Bond

DEVELOPMENT: Demolition of existing gospel hall (D1) and construction of two-storey building in its place to accommodate B1 office at ground floor level with a one bedroom, self contained flat at first floor level (amended plans and description received 13/03/18, ecology report received 22/08/18, Coal Mining Risk Assessment received 04/09/18).

LOCATION: PLACE OF WORSHIP, CARDIFF ROAD, GLAN-Y-LLYN, TAFFS WELL, CF15 7PE

DATE REGISTERED: 04/09/2018

ELECTORAL DIVISION: Ffynon Taf

RECOMMENDATION: Approve

REASONS:

Whilst it is accepted the application site is located within a predominately residential area of the village and therefore the commercial element of the proposed development could result a degree of disturbance to surrounding residents, the site is currently occupied by a gospel hall where a considerable number of comings and goings could occur throughout the week and in to the evenings each day. As such it is not considered a small scale office of the nature proposed would significantly alter the current character of the site or result in significantly more disturbance to surrounding residents than that which could currently occur. Further, whilst the proposed two-storey building itself would inevitably result in a degree of impact to the amenity and privacy standards currently enjoyed by the occupiers of the adjacent properties, this type of relationship is typical of the area and it is not considered any impact would be significant enough to warrant refusal of the application.

Additionally, whilst it is accepted that a two-storey building on the site will undoubtedly alter its current character and appearance, any potential impact would be minimised through the combination of attractive design and appropriate external finishes. Therefore any potential visual impact would be relatively minor.

Finally, whilst it is accepted that the introduction of a commercial use at the site may result in some delivery vehicles parking on-street in the vicinity, taking into account this occurrence would be infrequent given the small scale of the building and the additional rear access, on-balance, the proposal is acceptable in respect of its potential impact upon pedestrian and highway safety in the locality.

The application is therefore considered to generally comply with the relevant policies of the Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

Thirty three letters of objection have been received from occupiers of neighbouring properties following the consultation process.

APPLICATION DETAILS

Full planning permission is sought for the demolition of an existing Gospel Hall (Class D1) at Cardiff Road, Taffs Well and for the construction of a two-storey building in its place, accommodating an office (Class B1) at ground floor level with a self contained residential flat (Class C3) above.

The proposed building would be sited towards the rear of the plot following the existing building line of the adjacent residential properties along Stradmore Close. It would have a similar footprint to that of the existing building it would replace, measuring 10m in width by 21m in depth at ground floor level, however the two-story element would be reduced to 9m in depth, essentially forming what would appear as a traditional two-storey dwelling from the front with a large single storey annex to the rear. The two-storey element would incorporate a pitched roof design to 6.9m in height and the single storey element would incorporate a flat roof design to 3.2m in height. A two-storey annex would be sited to the southern side of the building, set down from the main ridgeline by 800mm. The property would be finished in painted render, concrete roof tiles, and uPVC sash windows.

The ground floor would be split in to two separate office areas (to be occupied by the same business) and a staff room/toilet facilities. Primary access would be gained via the front elevation of the building however 3 no. secondary emergency accesses would be sited to the rear. The self-contained flat would accommodate a living/kitchen area, a bathroom, and 1 no. bedroom. Access to the flat would be gained via its own separate entrance within the front elevation of the two-storey annex.

Primary access to the site would be gained off Cardiff Road with 5 no. off-street parking spaces, a turning area, and 4 no. cycle spaces being sited to the front of the

building. A secondary access would be provided off a service lane to the rear of the site with a further off-street parking space provided here.

The applicant has detailed that the proposed office would be occupied by a small, family run energy management controls company (smart meters) that have been located in Taffs Well since 1996. It is stated that the company have outgrown their current premises further along Cardiff Road and now require a larger premise that would also provide off-street parking, and that they wish to remain within Taffs Well. It is also detailed that the company maintain and repair energy systems in situ and therefore the proposed office would simply be used for administrative purposes. The company currently employs 5 no. full time and 2 no. part time members of staff, however most staff are predominantly site based (4 no. engineers) and would spend little time at the office. It is detailed however that the company intends to employ a further office worker and an apprentice in the near future. Finally the applicant has detailed that the proposed office would be open between the hours of 8am and 4.30pm, Mondays to Fridays.

SITE APPRAISAL

The application site forms a roughly rectangular plot, amounting to approximately 300sq.m., sited along the main highway through the village. The plot is currently occupied by a single storey gospel hall that has been vacant since January 2017. The existing building is sited towards the rear of plot having a driveway and grassed area to the front and a small yard to the rear. Primary access is gained off Cardiff Road to the front, however a secondary access is located to the rear off an unadopted service lane. The site fronts the highway, is bounded by a semi-detached bungalow to the northern side, a semi-detached dwelling to the southern side, and a large industrial unit to the rear (east).

The surrounding area is generally residential in nature, comprising of a mix traditional terraced, and more modern detached and semi-detached dwellings and bungalows of varying design and scale. It is noted however that an industrial estate is located to the rear of the site and a number of commercial properties are sited along Cardiff Road nearby.

PLANNING HISTORY

No previous planning applications have been submitted at the application site.

PUBLICITY

The application has been advertised by means of direct neighbour notification and site notices. Thirty three letters of objection have been received from occupiers of neighbouring properties, making the following comments (summarised):

- The proposed use of the site for commercial purposes would result in an intensification of use of the site, resulting in noise and disturbance to surrounding residents from both the operations undertaken within the office and staff/delivery vehicles. There are more suitable sites in the area for this type of use such as the nearby industrial estates.

- The application lacks detail in respect of the proposed commercial use.
- Staff may smoke outside the office and the fumes would disperse to neighbouring properties.
- A two-storey property at the site would be out of character with the adjacent bungalows along Stradmore Close.
- The first floor windows would result in overlooking to surrounding properties.
- A two-storey building would overshadow the surrounding properties.
- The proposal would result in overdevelopment of the plot.
- There is insufficient off-street parking provision proposed at the site given the size of the new building and the proposed number of staff. As such staff and visitors will inevitably park in the nearby residential streets and along the main road which already have high on-street parking demand.
- The site access off Cardiff Road is not suitable in respect of width and visibility. Therefore the number of vehicles associated with the proposed use would result in disruption to the flow of traffic along Cardiff Road and a detrimental impact upon pedestrian and highway safety in the locality.
- The unadopted service lane to the rear of the site is not suitable for vehicle access.
- The existing foul and surface water drainage facilities on site are not suitable for the proposed development.
- The existing building may contain Asbestos which could impact upon surrounding residents during demolition.

CONSULTATION

Transportation Section – no objection, subject to conditions.

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

Flood Risk Management – no objection, subject to condition.

Countryside, Landscape and Ecology – no objection.

Coal Authority – no objection.

Dwr Cymru/Welsh Water – no objection, subject to conditions.

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

Western Power – no objection.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary for Taffs Well, but is not allocated for any specific purpose.

Policy CS2 – outlines how the emphasis on building strong, sustainable communities will be achieved in the Southern Strategy Area.

Policy AW1 – sets out the criteria for new housing proposals.

Policy AW2 – supports development in sustainable locations and includes sites that are accessible by a range of sustainable transport modes and would not unacceptably conflict with surrounding uses. Developments should support the role and function of small settlements.

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

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

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

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

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

Policy SSA13 – sets out the criteria for the consideration of housing development proposals within the settlement boundaries.

Supplementary Planning Guidance

- Design and Placemaking;
- A Design Guide for Householder Development;
- Nature Conservation;
- Planning Obligations;
- Access, Circulation and Parking;
- Development of Flats.

National Guidance

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

Planning Policy Wales Chapter 2 (Local Development Plans), Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability), Chapter 7 (Economic Development), Chapter 8 (Transport), Chapter 9 (Housing), Chapter 10 (Retail and Commercial Development) and Chapter 13 (Minimising and Managing

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

REASONS FOR REACHING THE RECOMMENDATION

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

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

Principle of the Proposed Development

The application seeks full planning permission for the demolition of the existing Gospel Hall (Class D1) and the construction of a two-storey building in its place, accommodating an office (Class B1) at ground floor level with a self contained residential flat (Class C3) above.

The application site is situated inside of the defined settlement limits of the village where the principle of both residential and commercial development are considered to be acceptable, subject to compliance with other relevant material considerations and the policies set out within the Local Development Plan.

Policies CS2 and AW1 aim to encourage residential development on unallocated land within settlement boundaries. The development therefore complies with the general principles of these policies and the introduction of a residential use at the site considered acceptable. Further, the site is located along the main highway through village which forms a main bus route and is also located in close proximity of Taffs Well train station. It is also accessible by other modes of sustainable transport such as by bicycle or on foot and has good access to key services and facilities within the nearby Taffs Well Retail Centre. Consequently the site can be considered a sustainable location in accordance with the criteria set out in Policy AW2.

Whilst it is accepted the application site is located within a predominately residential area of the village and therefore the commercial element of the proposed development could result a degree of disturbance to surrounding residents, the site is currently occupied by a gospel hall where a considerable number of comings and goings could occur throughout the week and in to the evenings each day. As such it

is not considered a small scale office of the nature proposed would significantly alter the current character of the site or result in significantly more disturbance to surrounding residents than that which could currently occur. Furthermore, the Town and Country Planning (Use Classes) Order 1987 defines Class B1 use as:

'Use for all or any of the following purposes –

- a. As an office other than a use within A2 (financial and professional services),*
- b. For research and development of products or processes, or*
- c. For any industrial process,*

Being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.'

Therefore the proposed use would be restricted to that considered acceptable in a residential area by the very definition of a Class B1 use and also by the small scale of the office proposed. It is consequently considered the proposed commercial element of the scheme would be compatible with surrounding residential land uses and would not result in a degree of disturbance at the site that would have a significant impact upon the amenity standards currently enjoyed by surrounding residents.

It is therefore considered the proposed mixed commercial/residential development at the site is acceptable, in principle, subject to compliance with the other relevant material considerations set out below.

Residential Amenity

The application property is located within an established residential area and is abutted by residential dwellings at either side. Therefore the use of the ground floor of the proposed building as an office will inevitably result in a degree of disturbance to the immediate neighbours, as detailed by the objectors. However, as highlighted above, the existing property has historically been in use as a gospel hall where a considerable number of comings and goings could occur throughout the week and in to the evenings each day. As such it is not considered a small scale office of the nature proposed, with a one bedroom residential flat above, would significantly alter the current character of the site or result in significantly more disturbance to surrounding residents than that which could currently occur. In fact, it is considered the loss of the gospel hall could reduce the potential comings and goings to/from the site and may actually reduce any current disturbance to neighbouring residents. Further, the office would be restricted to Class B1 use only, which is defined as *'being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit'*. As such its operation within Class B1 would ensure any potential impact in this respect is minimal. It is also noted that the applicant has detailed the office would only be open between hours of 8am and 4.30pm, Mondays to Fridays. It is

considered that these daytime hours are reasonable and will further ensure any potential disturbance to surrounding residents is minimal. It is considered however that a restrictive condition should be added to any consent to ensure the office does not operate outside of normal daytime hours to further protect the amenities of surrounding residents.

It is also noted that a number of concerns have been raised by surrounding residents with respect to the proposed building itself, commenting that the structure would overshadow and overlook the adjacent properties and their amenity space. Whilst these comments are acknowledged and it is accepted that the proposed two-storey building would inevitably result in a degree of both overshadowing and overbearing impact to the immediate neighbouring properties, especially given the fact that the neighbours have become accustomed to a single storey building located on site, the depth of the two storey element would be only 9m which is considered typical of a residential dwelling. Further, this element of the building would be located directly adjacent to the neighbouring property to the north, 14 Stradmore Close, so any overshadowing/overbearing impact would occur to the roof of this property only and would not be significant enough to warrant refusal of the application.

Additionally, whilst it is acknowledged that a degree of overbearing impact would occur to the adjacent property to the south, 2 Bute Villas, given the separation distance between the proposed building and the adjacent property and being of a typical scale and height of a traditional two-storey dwelling, it is not considered any overbearing impact would be significant enough to warrant refusal of the application. Further, with 2 Bute Villas sited to the south of the application site, it not considered any undue overshadowing would occur to this property. Consequently it is not considered any potential overshadowing/overbearing impact upon this property would be significant enough to warrant refusal of the application.

With regard to privacy, given the two-storey nature of the proposed building the first floor flat will inevitably have a degree of overlooking to the front/rear gardens of the adjacent properties. However, no habitable room windows would be sited in the side elevations of the first floor flat and given the nature of properties sited side by side, there will always be a degree of overlooking into one another's gardens from front/rear windows, an impact that already occurs between the existing properties along the street. Therefore this relationship is typical of the area and it is not considered the first floor windows in the front/rear elevation of the proposed building would increase the current levels of overlooking from the site to such an extent that would justify refusal of the application. It is noted however that a window would be sited in the northern side elevation of the proposed building at first floor level that could result in a degree of overlooking to the adjacent property, however this window would serve a kitchen and could be obscure glazed which could be controlled through condition. As such this element of the scheme is also considered acceptable and condition to this affect is detailed below.

Consequently, whilst concerns raised by the objectors in this respect are acknowledged and it is accepted that there will undoubtedly be a degree of impact upon the amenity and privacy standards currently enjoyed by the immediate neighbours, it is not considered any potential impact would be significant enough to warrant refusal of the application.

Visual Impact

The site is currently occupied by a single storey gospel hall building. Therefore the construction of a two-storey building on the plot will inevitably alter its current character and appearance and that of the immediate street scene along Cardiff Road. However, the existing building is of an unattractive, pre-fabricated concrete design and its replacement with what would essentially form an attractive, traditionally designed, two-storey dwelling with appropriate finishing materials would greatly improve the current character and appearance of the site. Further, whilst the application site is located along and accessed from the main highway through the village, Cardiff Road, it is located directly adjacent to the final property along Stradmore Close and therefore appears as the natural finish of the existing residential cul-de-sac. Therefore whilst it is accepted the adjacent property to the north is a single storey bungalow, it is considered the construction of a two-storey property at the site would finish the row along Stradmore Close, as seen in many streets across the County Borough where larger buildings are located at the end of residential streets. It is also noted that there are a number of two-storey properties nearby, including the adjacent property to the south and those opposite. Consequently it is not considered the proposed structure would be out of character with the surrounding locality.

With respect to the design of the building itself, it is noted that the applicant originally proposed the two-storey elements of the building incorporate flat roof designs. This was considered unacceptable given the general character of the surrounding area whereby all neighbouring properties accommodate more traditional pitched roof designs. In light of these concerns the applicant amended the design of the building on 13/03/18 whereby the proposed flat roof design was replaced with a pitched roof to improve the structures overall visual appearance. Consequently, whilst the new building would be of a more modern design to that of the surrounding traditional terraced properties, it is considered to be of an attractive design and modest scale with its mass and proportions being comparable to that of many similar two-storey dwellings in the locality, including the immediate property to the south, 2 Bute Villas and many others nearby. Further, whilst it is accepted the rear single storey element would be large in terms of footprint, it would be sited to the rear of the building where it would not be readily visible from the front of the site or the adjacent highway and would therefore have no undue impact upon the character of the street scene along Cardiff Road.

In light of the above, whilst the concerns raised by the objectors in this respect are acknowledged and it is accepted that a two-storey building on the site will undoubtedly alter the current character and appearance of the plot, it is considered the proposed building would have a limited impact upon the visual appearance of the locality and that any potential impact would be minimised through the combination of attractive design and appropriate external finishes. The scheme is therefore considered acceptable in respect of its potential visual impact.

Highway Safety

As detailed above a number of concerns have been raised by surrounding residents in respect of the potential impact the proposed development would have upon highway safety in the locality. The objectors commented that insufficient off-street parking would be provided at the site and consequently staff and visitors will inevitably park in the nearby residential streets and along the main road; and the site accesses off Cardiff Road and the rear lane are not suitable for commercial traffic. However, following consultation and assessment of the scheme, no objections have been raised by the Council's Transportation Section.

The Transportation Section commented that primary access is off Cardiff Road which has a carriageway width of 7.5m with no parking restrictions and footways which vary in width between 1.6m – 2.1m, which is acceptable for safe vehicular and pedestrian movement. Further, the rear lane is acceptable for secondary access. The existing off-street car parking is via a double gate to the rear and a 3.8m wide access to the front onto Cardiff Road. The proposal increases the width of the access to the front from 3.8m to 5m which is acceptable for safe two way vehicular movement, however the proposed extended vehicular access will require extension of the existing vehicular crossover which can be secured via a suitably worded condition. It was noted that there is some concern with respect to visibility on to Cardiff Road, however there is potential to mitigate the concern by setting the gates back by 300mm into the site which can also be secured by a suitably worded condition.

With respect to parking, the existing gospel hall requires up-to a maximum of 12 no. off-street spaces in accordance with the SPG: Access, Circulation & Parking with only 5 no. provided, resulting in potential indiscriminate on-street car parking within the surrounding streets to the detriment of safety of all highway users and free flow of traffic. The proposed development requires up to a maximum of 6 no. off-street parking spaces (2 no. for the flat and 4 no. for the office) in accordance with the SPG with 6 no. provided, which is acceptable. There is some concern that the proposal could generate additional delivery vehicles to/from the site which would have to park on-street, however taking into account the small scale of the proposed commercial use this occurrence should be infrequent. Further, with the carriageway width fronting the site being of 7.5m, a running width would be maintained. It is also noted that 4 no. cycle stands would be provided which would promote sustainable modes of travel. Therefore, on-balance, the proposal is acceptable and no highway objections are raised, subject to conditions in respect of the vision splays and vehicular crossover.

Therefore, whilst the comments received from the objectors are acknowledged, in light of the above highways assessment, on-balance, the proposal is considered acceptable in respect of its potential impact upon pedestrian and highway safety in the locality, subject to the conditions detailed below.

Public Health

No objections have been received from the Council's Public Health and Protection Division following consultation. They did however suggest a number of conditions be attached to any consent in relation construction noise, waste and dust. Whilst these comments are appreciated, it is considered that construction noise, waste and dust

matters can be more efficiently controlled by other legislation. It is therefore considered the conditions suggested in this respect are not necessary and an appropriate note highlighting them would be sufficient instead.

Drainage and Flood Risk

It is noted that the objectors have commented that the existing site drainage would not be able to cope with the proposed development. Following consultation no objections have been raised by the Council's Flood Risk Management (FRM) Section in respect of potential flood risk. The FRM Section noted that the applicant has not provided any surface water drainage details with the application and consequently it is difficult to assess the potential impact of the development in respect of flood risk, however, it is considered that an acceptable drainage scheme can be implemented at the site that would overcome any concerns. Therefore no objections are raised but it is suggested a condition be added to any consent requesting full site drainage details be submitted to and approved by the LPA prior to any development works starting on site. It is also noted that no objections were received from Dwr Cymru/Welsh Water (DCWW) in respect of foul water drainage, subject to standard conditions and advice.

In light of the above advice from the Councils FRM Section and DCWW, the development is considered acceptable in this regard, subject to the condition detailed below.

Ecology

As the development proposes the demolition of the existing gospel hall an ecology survey has been undertaken at the property to ensure that protected species or nesting birds are not present. The survey detailed that there were no nesting birds present and that building has negligible to low potential for bats, however a further single activity survey was recommended. The further survey has recently been undertaken and no bats were observed entering/existing the building. The Council's Ecologist has assessed both the original ecology report and the recent updated survey works and commented that they have been undertaken to appropriate standards and the conclusion that no further survey works are necessary is reasonable. As such no objections are raised.

Historic Mining Activities

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

The CA commented that the CMRA submitted with the application was acceptable, highlighting that the risk from historic coal mining activities is very low and no further investigation work is therefore required. The CA therefore have no objection to the scheme and do not suggest any conditions be attached to any consent.

Neighbour Consultation Responses

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

An objector commented that the existing building may contain asbestos which could impact upon surrounding residents during demolition. Whilst asbestos may or may not be present, the demolition of the existing building would be controlled through separate Building Regulations processes which should ensure no hazardous materials endanger surrounding residents.

With regard to the issue raised by an objector in respect of staff smoking outside the office and fumes dispersing to neighbouring properties, whilst regrettable, this impact could currently occur due to the gospel hall use and given the small scale of the proposed office and limited number of staff, it is unlikely any potential impact in this respect would be any worse than that which could currently occur.

Other Issues

It is noted that consultation has been undertaken with Western Power and Wales and West Utilities with a view to assessing any potential impacts upon electricity and gas supplies respectively. Their responses raise no objection to the planning application subject to standard advice.

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. The application site lies within Zone 3 of Rhondda Cynon Taf's Residential Charging Zones where there is a liability of £85 / sqm for residential development (including extensions to dwellings over 100 sqm).

The CIL (including indexation) for this development is expected to be £6233.81

Conclusion

Whilst it is accepted the application site is located within a predominately residential area of the village and therefore the commercial element of the proposed development could result a degree of disturbance to surrounding residents, the site is currently occupied by a gospel hall where a considerable number of comings and goings could occur throughout the week and in to the evenings each day. As such it is not considered a small scale office of the nature proposed would significantly alter the current character of the site or result in significantly more disturbance to surrounding residents than that which could currently occur. Further, whilst the proposed two-storey building itself would inevitably result in a degree of impact to the amenity and privacy standards currently enjoyed by the occupiers of the adjacent properties, this type of relationship is typical of the area and it is not considered any impact would be significant enough to warrant refusal of the application.

Additionally, whilst it is accepted that a two-storey building on the site will undoubtedly alter its current character and appearance, any potential impact would be minimised through the combination of attractive design and appropriate external finishes. Therefore any potential visual impact would be relatively minor.

Finally, whilst it is accepted that the introduction of a commercial use at the site may result in some delivery vehicles parking on-street in the vicinity, taking into account this occurrence would be infrequent given the small scale of the building and the additional rear access, on-balance, the proposal is acceptable in respect of its potential impact upon pedestrian and highway safety in the locality.

The application is therefore considered to generally comply with the relevant policies of the Local Development Plan.

RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:

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

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

2. The development hereby approved shall be carried out in accordance with the approved plans ref. 4311 01, 4311 02 REV B and documents received by the Local Planning Authority on 23/01/18, 24/01/18, 05/02/18, 14/03/18, 20/07/18, 22/08/18 and 04/09/18, unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

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

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

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

4. Notwithstanding the details shown on the approved plans, no development shall commence on site until details of the site boundary setback to provide for an appropriate vision splay at the site frontage on to Cardiff Road have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the LPA prior to beneficial use.

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

5. No development shall commence on site, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority to provide for:
 - a. the means of access into the site for all construction traffic;
 - b. the parking of vehicles of site operatives and visitors;
 - c. the management of vehicular and pedestrian traffic;
 - d. loading and unloading of plant and materials;
 - e. storage of plant and materials used in constructing the development;
 - f. wheel cleansing facilities;
 - g. the sheeting of lorries leaving the site.

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

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

6. Prior to the development hereby approved being brought into beneficial use, an extended vehicular footway crossing shall be provided in accordance with details to be submitted to and approved in writing by the Local planning Authority prior to any development commencing on site.

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

7. Before the development hereby approved is brought into beneficial use the means of access, together with the parking and turning facilities, shall be laid out in accordance with the submitted plan 4311 02 REV B and approved by the Local Planning Authority. The off-street car parking and turning shall remain thereafter for the parking and turning of vehicles.

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.

8. Prior to the self contained flat, hereby permitted, being brought into beneficial use, the first floor window in the northern side elevation shall be glazed with obscure glass details of which shall first be submitted to and agreed in writing by the Local Planning Authority. The window shall be retained as such thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

10. Any gates fitted at the site entrance onto Cardiff Road shall not open out over the public highway.

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

11. The office hereby approved shall only be open to the public between the following hours:

- 08:00 to 17:00 Mondays to Fridays;
- 08:00 to 14:00 on Saturdays;
- Not at all on Sundays or Bank Holidays.

Reason: In the interests of neighbour amenity, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf local Development plan.

=====