



PLANNING & DEVELOPMENT COMMITTEE

19 SEPTEMBER 2019

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 17/1384/10 (GD)
APPLICANT: Transforma Home Building Services Ltd
DEVELOPMENT: Proposed residential development, parking, improved highway access, drainage, landscaping and ecological mitigation (amended plans received 23/02/18. Further amended plans and additional detail received 5th December 2018)
LOCATION: LAND ADJACENT TO COLDRA ROAD, BLAENRHONDDA, CF42 5ST
DATE REGISTERED: 05/12/2018
ELECTORAL DIVISION: Treherbert

RECOMMENDATION: Approve subject to a S.106 Agreement

REASONS:

The principle of the proposed development is considered acceptable in the context of planning policy insofar as it relates to the development of the site. Additionally the proposed development offers the opportunity to provide new housing which will contribute to improving housing land supply in the County Borough

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to Director of Prosperity and Development;
- Three or more letters of objection have been received;

APPLICATION DETAILS

This proposal seeks full planning permission for the construction of nine houses off Coldra Road, Blaenrhondda. The development would comprise two 3 bedroom semi-detached and seven 4 bedroom detached properties. The properties will be effectively of three storey construction as a result of the difficult topography with parking undercroft at road level. It is intended that the properties would be built in combinations of stone, finished render and brick with slate substitute roofs. The two semi-detached properties at the southern end of the site would stand-alone

separated from the remaining seven properties by an easement that has to be maintained around two water mains that traverse the site.

The houses would be built in linear fashion extending northwards from Coldra Road with all development-taking place on the upslope eastern side of the road. The highway adopted will be extended and improved through the existing cattle grid to provide a 5.5m wide carriageway, 2m footway to the eastern side and a 1m verge on its western side.

The proposals if allowed would by necessity also involve a substantial amount of overburden being removed from the development site to achieve the intended levels for both the houses and their rear gardens. The overburden will be removed from the site across the applicants own land for temporary storage within the wider Fernhill Colliery site.

The application is accompanied by the following:

- Planning Statement;
- Drainage Strategy Report
- Site Re-profiling Report
- Ground Investigation (2018 & 2019)
- Tree Survey and Arboricultural Impact Assessment
- Ecological Appraisal Report
- Landscape and Visual Impact Appraisal

SITE APPRAISAL

The application site lies immediately to the north of Coldra Road, Blaenrhondda. The site forms part of the much larger former Fernhill Colliery site. The Site comprises 0.57 hectare of land located in the countryside and sits adjacent to the settlement boundary as defined by the Local Development Plan. Access to the site is derived via a field gate and along the single-track lane that runs northwards from Coldra Road, though surfaced in tarmac the surface is in a state of disrepair. The site rises steeply in a broadly easterly direction. Beyond the road, the site is mostly grassland managed through low intensity grazing though the road itself is lined with a variety of trees of varying age and generally low quality. A watercourse, culverted in parts also runs alongside the eastern side of the access road. Tree Preservation Orders 28/1992 and 15/1989 lie downslope to the west of the site, though only the latter has a small length of contiguous boundary with the access road to the site at its southern end

PLANNING HISTORY

None

PUBLICITY

The planning application has been the subject of neighbour notification letters and site notices and this has resulted in the submission of 12 letters or emails raising the following objections and concerns –

Highways

- The development will double traffic through Coldra Road which like many streets in the valleys has traffic parked either side.
- Coldra Road is steep and whilst most users are aware of this and maintain a low speed, anything coming out of the development site will be descending at higher speed.
- The bend at the bottom of Coldra Road is to all intents and purposes blind as a result of double parking.
- Large vehicles and plant accessing the site, particularly in the early stages must avoid using Coldra Road as it is unsuitable to accommodate the type of vehicles used to deliver such machinery and in any event, they would be unable to turn. Access for this equipment should be derived from the Rhigos Road via Fernhill and on to Coldra Road.
- The existing road structure on Coldra Road is substandard and weak. This has in the past lead to its collapse. Additionally because of the road being so thin, it regularly forms potholes and damages cars. Allowing further development will only exacerbate this situation.
- Previously residents have been advised that any development of the Fernhill site would require an access off Rhigos Road to minimise the impact of development on the existing village streets, yet this proposal would be accessed off Coldra Road.

Drainage

- The plans show foul and surface water pipes connecting into an existing 150 mm inspection chamber in the road it is questioned that the chamber is capable of accommodating another 9 properties.
- Concern is expressed for maintaining drainage through any build period as properties can currently cope with the water that flows behind Coldra Road and do not want to see this delicate balance disrupted.
- There are a number of subterranean streams in the Coldra Road/Castleton Avenue area and these are concerning to residents and they would not want to see these watercourses disrupted with the possibility of adverse consequences for established homes as a result of this site being developed.
- If flooding, subsidence or sinkholes appear in the area during or after the development who will investigate, and if the development causes such problems who will remedy them?
- The Metro Rod drainage survey identifies faults in the drains running under Coldra Road will these faults be rectified. Damaged pipes can lead to sink holes how likely are they to happen here
- More recent development on Coldra Road has been required to provide soak aways for storm drainage.

Other Issues

- What is the expected construction period and what measures will be put in place to minimise disruption and noise pollution from construction activity and traffic to local residents?
- The applicants did not consult with local residents before submission as claimed.
- Concern is expressed that the high-pressure water main has been inaccurately mapped and that it actually runs where the two semi-detached houses are proposed. This has been drawn to the attention of Dwr Cymru Welsh Water and the planning officer.
- The tree survey report accompanying the planning application misidentifies no.9 Coldra Road as No.10.
- Objection is raised on the basis that the proposed houses are three storey in height and would result in an invasion of privacy to properties on Castleton Avenue.
- The proposed development would damage one of the few areas in the Rhondda suitable for disabled walking.
- Concern is expressed that water pressure in the area is too low to serve additional development at the elevated location.
- Historically, there have been problems with scramblers using the access road, the provision of the cattle grid and access gates has put a stop to this and their removal has the potential for an old problem to resurface.
- Residents remain concerned that references in the supporting documentation to the development being an initial proposal and to phase 1 on the technical drawing, suggest that further development might be forthcoming in the future.
- The landscape has been ruined locally by windfarms and further development will only worsen that situation.

CONSULTATION

Highways – No objections subject to conditions.

Flood Risk Management – The applicant has provided the relevant pre and post discharge rates for the site boundary as well as the storage requirements to support the discharge of surface water at the pre-existing rate to adequately manage the site's surface water flood risk as a residential development.

As such, no objection is raised or conditions of consent suggested for the development of the housing itself.

The applicant is reminded that any culverting activities will be subject to Ordinary Watercourse Consent prior to the works taking place. The applicant should further note the Ordinary Watercourse Consent is not available retrospectively.

Support for the views of the structural engineer regarding the drainage of the slope during and following engineering works is also offered.

Structural Engineer - Having considered the ground stability reports submitted in support of the development no objection is offered subject to conditions.

Public Health & Protection – No objections subject to conditions

Countryside Section – If the balance of planning issues favours a recommendation of approval there will be a negative ecological/SINC impact. However, a section 106 agreement could secure the long-term arrangement and aftercare of the mitigation area identified by the applicant that would satisfy policy requirements. In such circumstances, an ecological objection to the proposed development could not be sustained.

Natural Resources Wales – No objections

Dwr Cymru Welsh Water – No objections subject to conditions

Western Power Distribution – Any proposals which involve a new connection or service diversion will require the consent of Western Power Distribution

Wales & West Utilities – Raise no objection to the proposed development and advise with regard to the location of their apparatus in the vicinity of the application site and appropriate working practices to be adopted when working in proximity to it.

South Wales Fire & Rescue Service – Raise no objections to the proposed development subject to the provision of adequate water supplies for firefighting purposes and the provision of appropriate access for emergency firefighting appliances.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Core Policies

Policy CS1 – Development in the North - places an emphasis on building strong, sustainable communities

Policy CS3 – Strategic Sites – allocates the former Fernhill Colliery site for development.

Policy CS4 – Housing Requirements – identifies the former Fernhill Colliery for the provision of between 350 and 400 homes

Area Wide Policies

Policy AW2 – Defines the application site as being a sustainable location

Policy AW4 – Community Infrastructure & Planning Obligations –sets out the policy basis for justifying the Section 106 agreement in this case.

Policy AW5 – Sets out requirements relating to amenity and accessibility that new development is expected to meet.

Policy AW6 – Sets criteria relating to design and placemaking that new development is expected to meet

Policy AW8 – Aims to protect the natural environment from unacceptable or inappropriate development

Northern Strategy Area

Policy NSA5 – Allocates the former Fernhill Colliery Site for the development of up to 400 dwellings a local retail centre and informal recreational uses.

Policy NSA10 –Requires the provision of housing density on new development of 30 dwellings per hectare unless site specific circumstances justify a lower figure.

Policy NSA12 – Sets criteria for the consideration of development within and adjacent to settlement boundaries.

Supplementary Planning Guidance

- Design and Placemaking
- Affordable Housing
- Nature Conservation
- Planning Obligations
- Access, Circulation & Car 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 Edition 10 sets out the Welsh Government's current position on planning policy, which incorporates the objectives of the Wellbeing of Future Generations Act in to planning.

It is considered that the current proposals meet the seven wellbeing of future generation's goals inasmuch as they relate to the proposed development and the site is being brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking as defined by chapter 2 people and places: Achieving Wellbeing through Placemaking of the new policy document and that the proposal is also consistent with the following insofar as they relate to the development proposed –

Chapter 1 managing new development.

Chapter 2 achieving wellbeing through placemaking

Chapter 3 strategic and spatial choices.

Chapter 4 active and social places

Chapter 6 distinctive and natural places.

Other relevant policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;

PPW Technical Advice Note 12: Design;

PPW Technical Advice Note 13: Tourism;

PPW Technical Advice Note 18: Transport;

PPW Technical Advice Note 23 Economic Development

Manual for Streets 2

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:

The key issues in the determination of this planning application are-

- the planning policy position in relation in particular to the principle of residential development of the site,
- the impact of the proposed development on the character and appearance of the locality
- the impact of the proposals on residential amenity and privacy.
- The impacts on ecology,
- The impacts on highway safety and access considerations
- The drainage of the site.

Principle of the proposed development

In terms of planning policy, the proposed development complies with the requirements of the Local Development Plan. The development proposes 9 dwellings immediately adjoining the settlement boundary and consequently it is acceptable in terms of the requirements of Policy NSA12. Given the situation with the water mains and the steeply sloping nature of the site, the proposal is also considered to comply with policy NSA10 requirements. The site occupies by definition a sustainable location served by public transport with access to key services and facilities demonstrating compliance with AW2 and CS1. Other policy considerations are evaluated below against the issues they address and have regard to.

Impact on the character and appearance of the area

Amongst the representations received there has been some criticism that a three storey design as proposed would be out of character with the area. However, the locality is not characterised by any particular design style or idiom. The site sits on the periphery of Blaenrhondda in an area that is overwhelmingly domestic in character. Further, the type and age of housing in the locality varies greatly from traditionally built valley terraces to modern detached brick built properties. In addition to this the palette of finishes is also varies with stone, brick render and spar dashed walls all present along with slate and tiled roofs of various types all present. Consequently, the proposed development will not appear out of character as it would only add to the mix of house types in an acceptable way with finishes that reflect the eclectic mix of the locality.

The mix of detached and semi-detached properties proposed set in a linear formation is entirely representative of the area and whilst three storey properties are locally rare in this instance, their use is justified by the steep topography of the site. Furthermore, elsewhere in the Rhondda, three storey properties on steeper slopes are a common site.

The impact of the proposed development on the character and amenity of the local area is considered acceptable and as such, the proposed development is regarded as being compliant with the requirements of Local Development Plan Policies AW5 & AW6 insofar as they relate to this issue.

Impact on residential amenity and privacy

In considering the proposed development in relation to the issue of impact on amenity and privacy, it is important to consider both the nature and significance of any such impacts, particularly if they will affect established residential property and particularly so in this case as it is a subject that is clearly of concern to some local residents.

Given the proposed arrangement of new dwellings the closest relationship would be between the proposed semi-detached dwellings on plots 1 & 2 and no.9 Coldra Road. However this relationship is not problematic given the general arrangement and the fact that the gable elevation facing no.9 would only have non habitable rooms facing it. There is clearly a more direct relationship between proposed plots 1 and 2 and 14 Castleton Avenue. In this instance there would some 38 metres between existing and proposed facing elevations which is considered acceptable in planning terms, particularly so in this case as the difference in levels will create a situation where the development will look over rather than overlook the existing dwelling. The next nearest relationship would be between plots 3 & 4 and Fernhill House where the building to building distances slightly exceed 40m and the woodland provides an additional degree of screening.

Whilst the development has been designed to adequately take account of privacy requirements, the introduction of a relatively modest residential development in an established residential area presents no amenity issues other than those that might

be associated with the construction phase of development and these are addressed below. It is therefore considered that the proposed development is acceptable in terms of its impact on amenity and privacy in itself and in its relationship with established property. As such, the proposal is considered acceptable in terms of Local Development Plan Policies AW5 and AW6 insofar as they relate to these issues.

Access and highway safety

Whilst access and highway safety issues have been a subject of great concern to local residents Members should first note that subject to conditions Highways Development Control hold no objection to the current proposals. In arriving at their conclusions Highways Development Control have taken full account of the limitations and substandard nature of much of the existing highway network that leads to the site. This includes consideration of junction radii, visibility, vertical alignment and narrow widths created by high levels of on street parking and the associated blocking of sight lines along with the potential increase in traffic movements. However account also has to be taken of the fact that the highway leading to the proposed development is typical of many valleys streets. Also the improvements suggested to Coldra Road, to widen the existing carriageway, provide enhanced footway links and a full size turning area for service and calling delivery vehicles represent a substantial improvement which makes the development acceptable.

Some residents have referred to the requirement in the Local Development Plan to provide a highway access to the Fernhill site from Rhigos Road, which would reduce traffic through the village. Whilst this would be a reasonable stance to take if the whole site for some 350 – 400 dwellings were being proposed, in this case it would be a disproportionate requirement. Similarly concerns expressed at the capability of Coldra Road to accommodate heavy plant and vehicles due to its claimed substandard construction. The applicants agent has confirmed that the soil and sub soil to be removed from the site will not be taken out along Coldra Road as they have sufficient control of the route to other land in their ownership where the material would be stored. However, deliveries relating to the development of the site and construction works will have to take place via Coldra Road. Should such vehicles be responsible for damage to the highway then the responsibility for making good would rest with the developer(see also condition 9, 10 & 11 below).

As such, the proposed development is considered to comply with Local Development Plan Policy AW5 insofar as it relates to the issues of access and highway safety.

Ecology

A number of documents that relate to issues around ecology, namely, the tree survey, ecological appraisal and Landscape and Visual Impact Appraisal, supports the current planning application. The application is also supported by a detailed landscaping scheme that aims to enhance the visual and ecological value of the site. It is clear from the available information that the development of the site will have an adverse ecological impact, however, the proposed Section 106 agreement affords the opportunity to secure long-term management and aftercare of the proposed mitigation area and on balance and this is considered sufficient. Members should

note that neither the Council's ecologist nor Natural Resources Wales have raised objection to the proposals on ecological grounds. As such, the proposals are considered sufficiently compliant with the requirements of Local Development Plan Policy AW8 insofar as they relate to this particular issue.

Drainage

Given the history of the wider area, it is understandable that one of the main concerns of objectors relates to the drainage of the site. The applicants have provided substantial detail in this regard including discharge rates pre and post development and storage requirements to support the discharge of surface water at pre-existing rates. Indeed, as the introduction of highway drainage to serve the development will to some extent alleviate the problems created through the lack of drainage that currently exists on the higher parts of Coldra Road it potentially offers an incremental improvement.

Members will also note that the removal of material from the site and the re-contouring of the slope also involves by necessity the introduction of additional drainage detail across the site. This has been subject to consideration by the structural engineer and subject to conditions (as specified by suggested conditions 13-15 below) the proposals are regarded as acceptable.

For clarity, the scheme proposes that only foul water will be connected to the existing sewer and Dwr Cymru Welsh Water, as the appropriate drainage body have not objected to that. Storm Water will be attenuated to greenfield run off rates and discharged to the existing culvert.

No evidence is offered to suggest that the proposed development will adversely affect existing drainage patterns off site and it would be unreasonable to expect the applicants to undertake such work. Similarly, no evidence is offered to suggest that any subterranean streams would be disrupted by the development.

There is a suggestion that the development might lead to the subsidence or the creation of sinkholes if current patterns are disrupted. No evidence is provided to support the supposition. In any event should such circumstances arise it would be the responsibility of the appropriate statutory undertaker to address unless there is a clear link to the development and the actions undertaken by the developer. Similarly, the existing condition of the drainage system serving existing development is not a reason to resist the planning application as its maintenance rests with the relevant statutory undertaker.

Other Issues:

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.

The applicants have given no indication of the likely construction period nor are they in any way obliged to. Nuisance that may result from the development process is

better governed by other legislation than through the planning process as the former allows for a quicker response.

The proposal is a minor development of only nine dwellings, therefore and regardless of what might be claimed by the developer or the residents, there is no obligation on the developer to undertake pre application consultation with the residents.

The misidentification of no.9 Coldra Road in the tree report in no way undermines the report findings or the application proposals.

Post development, the improvements to the highway will make walking easier rather than more difficult as suggested by objectors.

Dwr Cymru Welsh Water as a consultee on the planning application would have properly considered the water pressure issue and they have raised no objections to the proposals on this or any other basis. Similarly, Dwr Cymru Welsh Water are content that the position of the water mains are accurately marked. Should that prove not to be the case it might affect the applicants ability to deliver the development as currently proposed and if that circumstance arises the proposals might need to be redesigned, which would necessitate a further planning application.

Historical problems with scramblers are not bound to resurface and in any event would not form the basis of a successful argument against the current proposals.

The application also falls to be considered on its individual merit, references to it being a first phase or initial development are irrelevant as any further development would require the further consent from the Local Planning Authority and granting consent for the current proposals in no way obliges the Council to grant consent for any subsequent development.

The fact that the introduction of wind farms has had an impact on the landscape can form no basis for refusing a planning application for housing in the same area. The proposal has to be considered on its own merit and in that regard the Landscape & Visual Appraisal document which supports the current planning application clearly identifies that the impact of the current proposals in respect of this issue are acceptable.

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 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.

Section 106 Contributions / Planning Obligations

Section 106 of the Town and Country Planning Act (as amended) enables local planning authorities and developers to agree to planning obligations to require operations or activities to be carried out on land (in-kind obligations) or require payments to be made (financial contributions), to mitigate any unacceptable impacts of development proposals.

The Community Infrastructure Levy (CIL) Regulations 2010, with effect from 6 April 2010, state that a planning obligation (under S.106) may only legally constitute a reason for granting planning permission if it is:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and,
3. fairly and reasonably related in scale and kind to the development.

Guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case

- The provision of a long-term management and aftercare programme for the ecological mitigation area to offset the adverse impacts of the development.
- The provision of a long term maintenance and management plan for site drainage to ensure the maintenance of ground stability across the site

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan in respect of residential development on an area of land outside but adjoining the settlement boundary as defined by the Local Development Plan. The development will make a small but valuable contribution to the housing land supply shortfall within the County Borough in an area where new housing is relatively rare. Whilst the application has generated a substantial amount of concern amongst local residents, particularly with regard to the proposed access and drainage arrangements, the application remains acceptable in terms of planning policy and all other material planning considerations.

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 Section 92 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the following plans and associated documents. –

a) Proposed works to existing highways drawing no. 7025-03 Rev:1

- b) Highway Layout and construction cross section drawing no. 7025-01 Rev:2
- c) Highways cross sections drawing no. 7025-04 Rev:1
- d) Survey & site section drawing no. 980/SK01
- e) Landscape plan drawing no. 17/589/03 Rev: A
- f) Site cross sections drawing no. 7025-05
- g) Drainage layout drawing no. 7025-02 Rev:3
- h) Site section 1-1 drawing no. 980/P.03 Rev: B
- i) Units 3-9 site plan drawing no. 980/P.06 Rev: A
- j) Site plan & boundary locations drawing no. 980/P.01 Rev: A
- k) Street frontage elevations drawing no. 980/P.04 Rev: A
- l) 4 bed detached house floor plans drawing no. 980/P.10 Rev: A
- m) Proposed site plan drawing no.980/P02 Rev: B
- n) Units 1 & 2 site plan drawing no. 980/P.05 Rev B
- o) 4 bed detached house front & rear elevations drawing no. 980/P11 Rev: A
- p) 3 bed semi-detached house elevations front & rear drawing no. 980/P21 Rev: A
- q) 4 bed detached house side elevations drawing no. 980/P.12 Rev: A
- r) 3 bed semi-detached house side elevations drawing no. 980/P.22 Rev: A
- s) 3 bed semi-detached house floor plans drawing no. 980/P.20 Rev A.

Reason: For the avoidance of doubt as to the approved plans.

3. 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.

4. Building operations shall not be commenced until samples of the external finishes proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so 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 accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

5. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and to ensure that no pollution of or detriment to the environment.

6. The off street car parking facilities, including garages shall remain for the parking of vehicles only.

Reason: In the interests of highway safety and to ensure that vehicles are parked off the highway, in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

7. Notwithstanding the submitted plans, no works whatsoever shall commence on site until full engineering design and details of the highway improvements, as shown on the layout plans drawing numbers 7025-03 Rev 1 & 7025-01 Rev 2 which include the footpath links, street lighting, surface water drainage and highway structures including longitudinal and cross sections have been submitted to and approved in writing by the Local planning Authority. The highway works shall be fully implemented in accordance with the approved engineering details.

Reason: To ensure the adequacy of the proposed development in the interests of highway safety, in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

8. The pedestrian gates shown for plots 1 & 2 shall be relocated to a position where they will not impact on off-street car parking.

Reason: In the interests of highway safety and to ensure that vehicles are parked off the highway, in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

9. Prior to the commencement of development a report indicating the methodology for undertaking a condition survey of local roads (that could be affected by the proposed development) shall be submitted to and approved in writing by the Local Planning Authority. The report should include the timescales for undertaking the surveys and the method(s) of reporting the findings to the Local Planning Authority; comprehensive photographs; and potential compensation arrangements. The development shall not be brought into use until the final survey (on completion of the development hereby approved) and any compensation arrangements have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the extraordinary traffic use arising from the proposed development does not have an adverse impact on highway safety, in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall take place, 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 safety and the free flow of traffic, in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

11. HGV's used in construction shall be restricted to 09:00am to 16:30pm weekdays, 09:00am to 13:00pm Saturdays with no deliveries on Sundays and bank or Public Holidays unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of safety and the free flow of traffic, in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

12. Surface water run-off from the proposed development shall not discharge on to the public highway or be connected to any highway drainage system unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

13. Notwithstanding the detail submitted to date, prior to the commencement of any works whatsoever on site further information in relation to the following shall be submitted to and approved in writing by the Local Planning Authority

- Confirmation of the final ground profile, including upslope of the proposed development, along with a review of, and confirmation of the continued applicability of the slope stability analysis.
- Confirmation of the continued applicability of the parameters used in the report submitted with the planning application during the detailed design stage.
- All details of the slope drainage arrangements including details of ground water monitoring .
- Details of tree planting above and on the slope as part of the mitigation strategy.

The approved details shall be adhered to and implemented through the construction process unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that ground stability is maintained throughout the course of the development in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

14. Throughout the construction phase of the development the continued applicability of the design parameters shall be the subject of review in accordance with a programme to be submitted to and approved in writing by the Local Planning Authority Prior to the commencement of development.

Reason: To ensure that ground stability is maintained throughout the course of the development in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

15. On completion of the development the developer shall provide a final report confirming that all requirements relating to slope stability and its drainage have been implemented in compliance with the agreed details.

Reason: To ensure the long term stability of the site in accordance with Policy AW10 of the Rhondda Cynon Taf local development Plan.