



## **PLANNING & DEVELOPMENT COMMITTEE**

**7 NOVEMBER 2019**

### **REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

#### **PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 18/0089/10 (GH)  
**APPLICANT:** SF Foundation  
**DEVELOPMENT:** Conversion of the main school building and three outbuildings to provide 26 affordable dwellings, comprising 25 flats & 1 house; construction of 5 two-bedroom market bungalows; additional vehicular access from Depot Road; car parking and cycle stands; refuse stores; site management office and demolition of other redundant ancillary buildings (description amended to reflect revised plans, substituting new-build flats with bungalows, received on 11th October 2019)

**LOCATION:** FORMER ABERDARE GIRLS SCHOOL, GADLYS ROAD, GADLYS, ABERDARE, CF44 8AE

**DATE REGISTERED:** 27/06/2019  
**ELECTORAL DIVISION:** Aberdare East

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**RECOMMENDATION: GRANT SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT**

#### **REASONS:**

The redevelopment of the former school, to include the conversion of the main school building and outbuildings, together with the construction of new-build bungalows, would bring a welcome mix of new, affordable and unique housing to the centre of Aberdare.

In addition the property, effectively a brownfield site, occupies a sustainable location whereby its proximity to shops, services and public transport would be both convenient to future residents and supportive of the local economy.

**Furthermore the redevelopment scheme would result in the beneficial re-use and secure the future of a prominent, vacant building of significant historical interest and architectural merit; thus contributing greatly to the public realm and townscape.**

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## **REASON APPLICATION REPORTED TO COMMITTEE**

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

## **APPLICATION DETAILS**

Full planning consent is sought for the change of use and redevelopment of the former Aberdare Girls School, Gadlys Road, Aberdare to provide 31 residential units.

The scheme proposes the following accommodation:

- The main school building (Building No.1) would be retained and restored to provide 19 units, comprising of 3 x one-bedroom flats, 12 x two-bedroom flats and 4 x three-bedroom flats.
- The single storey former art block (Building No.7) would be converted into 2 x two-bedroom flats.
- Conversion of the two storey former science block (Building No.3) to provide 3 x one-bedroom and 1 x two-bedroom flats.
- The single storey detached cookery block (Building No.4) would become a two-bedroom bungalow, with its own small garden area.
- Five new-build two-bedroom bungalows located within the northern higher extent of the site.

Further to the residential development, the site contains several ancillary curtilage buildings, which would be retained or replaced:

- Building no.2 is a post-war prefabricated building located in the southern corner of the site, and has elevations of pebble-dash and a corrugated metal roof. This would be removed and the single storey management office and refuse store B would be constructed in its place, but to a smaller footprint.
- Building no.10 is shown on the existing site plan and recorded as being a small prefabricated building close to the long ramp from Elm Grove. However it is no longer extant.
- Building 10A is a single storey stone building, with slate roof, adjacent to the western retaining wall. It would be retained and repurposed as an external store.
- Building no's 8, 9 and 11 are modern demountable, prefabricated or brick outbuildings and would be removed. In place of the two former buildings refuse stores A and C would be erected.
- Building no.5, at the higher northern part of the site is a post-war prefabricated structure located in the southern corner of the site, and has elevations of pebble-

dash and a corrugated metal roof, similar to building no.2. This would be removed and the area used to construct the new build flats, with parking and playground.

- Building no.6 is shown adjacent to no.5. However, this was removed by 2016 and only the concrete slab remains

Notwithstanding the above, the external changes to the main building and others to be converted are minimal, compared to the scale of the site. Some examples of betterment include the removal of the ductwork, flues and plant to the rear elevation and the flat roofed kitchen to the rear of the more westerly wing on building no.1.

In addition there are two unauthorised doorways to building no.1 which would be restored to have windows of original appearance and proportion. There are other small examples of modification such as that to building no.3, where the single storey section to the southern side would be modestly enlarged to enable a habitable room of reasonable size.

The site layout plans presented with the application demonstrate that the curtilage of the site would be laid out for parking, circulation and amenity purposes. The Gadlys Road frontage would be retained with its mature vegetation, whilst other sections of land at the front and rear of the main building, including that towards the northern part of the site, would be left as open space or landscaped.

The application has been accompanied by a comprehensive range of plan and elevation drawings, and the following documents have been submitted in support:

- Design and Access Statement
- Pre-Application Consultation Report
- Ecological Assessment
- Heritage Statement and addendum
- Coal Mining Risk Assessment
- Structural Appraisal
- Tree Report

A separate and concurrent application for Listed Building Consent (18/0088/12) has been submitted for this site for Members to consider.

Lastly, it has been confirmed that the affordable housing part of the scheme has been developed alongside Rhondda Housing Association, which has been in dialogue with the Council's Housing Strategy Team to help address the need for additional affordable housing within Aberdare. The unit mix and tenure proposed accord with the Local Housing Market Assessment 2019 and the proposal satisfies LDP Policy NSA11.

## **SITE APPRAISAL**

The application site comprises the grounds and buildings of the former Gadlys Aberdare Girls Lower Comprehensive School. The school is a Grade II listed building, which opened in October 1907 and was listed in January 1991.

The listing notes its free Jacobethan style, with eastern influences to the dome, as well as dark coursed and bull-nosed local stone with red wilderness dressing including quoins, still bands, plinth band and gable parapets with conical finials; slate roof. It is recorded that the middle section is the tallest and is advanced including an octagonal tower with swept roof octagonal cupola crowned by iron weathervane.

The site is enclosed by a high stone wall, although parts of this have been repaired and replaced by blockwork. There are a number of gated pedestrian entrances around the site perimeter, with vehicular access from Depot Road. The curtilage includes a number of traditional and ancillary outbuildings of similar age and later construction.

The site as a whole is roughly rectangular in shape, and comprises an area of approximately 0.86 hectares. The majority of the grounds are relatively level, although there is a large stone wall retaining the higher ground to the north-eastern rear.

There are residential properties surrounding the site on Gadlys Road to the south-west, Elm Grove to the north-west and north-east and Depot Road to the south-east. With the exception of the latter, most of these dwellings are of Victorian or early 20<sup>th</sup> century origin.

The site is located within the settlement boundary. Other than for the listed building status, and intersection with an area of high risk to development from coal mining, there is an oak tree in the northern corner of the site subject to a Tree Preservation Order (TPO 146).

## **PLANNING HISTORY**

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

- 18/0088/12:** Listed building consent for the proposed conversion of former Aberdare girls school into 38 residential units (1X2 bed hs, 6X1 bed, 15X2 bed and 4X3 bed) 3No. refuse store, car parking, outbuilding into 12 flats two storey dwelling (12X2 bed). Demolition of outbuilding No. 02,05/06, 08, 09, 10 & 11. Alterations - Single storey joint extension to No. 3. Decision: Undetermined
- 17/5047/41:** Pre application advice enquiry for conversion of former Aberdare Girls School to 30 residential units (1x2 bed h5, 18x1 bed, 7x2 bed & 4x3 bed). 3 no. refuse store, car parking, outbulding to 12 flats two storey dwelling (12x2 bed). Demolition of building no. 02, 05/06, 08, 09, 10 & 11. Alterations - single storey joint extension to no. 3. Decision: 19/07/2017, Permission Required
- 11/0109/08:** Demolish an existing single storey, timber-framed classroom building and replace with a prefabricated portable classroom building for a temporary period of 3 years. Repair works to boundary wall. Decision: 20/04/2011, Grant

## **PUBLICITY**

The application has been advertised by direct notification to 113 neighbouring properties and notices were erected on site. Furthermore, in accordance with the Development Management Procedure (Wales) Order the relevant press notice was published.

A re-consultation of neighbouring properties was undertaken, following the submission of a revised plan altering the position of the flats originally proposed to the north of the site and introducing the tree protection zone.

A further re-consultation of neighbouring properties took place on the receipt of revised plans substituting five bungalows in place of the twelve two-storey flats.

Letters of objection were received from the residents of eleven neighbouring properties, highlighting the following concerns:

- The oak tree adjacent to Elm Grove is of significance being subject to a Tree Preservation Order (TPO) and a survey should be undertaken by an arboricultural consultant to identify the root protection area.
- Guidance provided in respect of the location of new development in proximity to trees has not been followed.
- The safe building distance from the tree to the new development has not been adhered to and the new flats would impact/destroy the protected tree.
- A greater distance should be allowed between the nearest bungalow and the root protection area.
- The Council should commission a further tree survey from an independent specialist.
- The tree survey provided on behalf of the applicant uses a google street view image, which suggests the arboriculturalist did not visit the site.
- There are insufficient parking spaces and Department of Transport statistics highlight increased levels of car ownership.
- Depot Road is already subject to on-street parking which restricts access to the car park at the rear of the Croft Practice.
- The development of vacant urban land should not involve the loss of valuable open space, and the cumulative effects of development should not damage the character and amenity of established residential areas.
- The new flats will harm outlook and obscure views of the valley.
- Regarding the position of refuse store C, this could be misused and waste streams mixed. Food waste could be mixed with general waste resulting in an increase in vermin and smells in warm weather. The store should be moved to an internal locked away facility.
- The flats would be overbearing, of excessive scale and out of character with the surrounding area and could be described as the visual equivalent of the black death.

- The side elevation of the flats would be within 15m of the nearest principle elevation at Elm Grove, and would cause overlooking, loss of privacy and overshadowing, and would affect property values.
- The pre-application process and consultation with local residents has been flawed and received insufficient due diligence in scrutiny of it by the LPA.
- The timing of the TPO requires review and investigation as to why it was not in place at the time of the sale of the site.

Where appropriate these matters are addressed within the body of the report below.

## **CONSULTATION**

### The Coal Authority

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

### Tree Officer

Agrees with the assessment of the tree survey report and the root protection area identified, and that this should be secured by condition.

### Highways and Transportation

No objection subject to conditions.

### Drainage

There would be no increase in the impermeable area of the site and no conditions are recommended.

### Cadw

No objection to the impact of the proposed development on scheduled monuments.

### Dwr Cymru Welsh Water

DCWW notes that the site drains to Cynon Waste Water Treatment Works, requests a condition regarding surface water and an advisory note regarding the position of a mains sewer.

### Countryside- Ecologist

No objections subject to conditions in respect of bat mitigation and a method survey.

### Glamorgan-Gwent Archaeological Trust

Archaeological mitigation is required, therefore a condition and informative note is requested in respect of a programme of historic building recording.

#### Natural Resources Wales

No objection, but an informative note, identifying the need for the developer to obtain a European Protected Species Licence, should be attached to any planning permission.

#### Public Health and Protection

A condition is required for the submission of a site investigation for contamination. In addition, the issues of noise, waste, dust, lighting and hours of operation have been highlighted.

With the exception of the latter, it is considered that these matters can be either addressed by an informative note, given the scope of existing public health legislation, or by a Construction Method Statement.

#### South Wales Police

No objection. Guidance for the mitigation of crime has been provided for the benefit of the applicant.

#### Western Power Distribution

Any new service connection or diversion would require an application to be made to WPD.

#### Wales and West Utilities

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

#### Waste Services

Vehicular access should be acceptable, however refuse stores should include separate areas between the types of material to be collected. In addition it is recommended that refuse stores are locked to prevent dumping of waste.

No other consultation responses have been received within the statutory period.

### **POLICY CONTEXT**

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

The application site lies within the settlement boundary for Aberdare

**Policy CS1** - in the northern strategy area the emphasis will be on promoting residential and commercial development in locations which support and reinforce the Principal Towns and Key Settlements. The policy also promotes the re-use of underused buildings, seeks to protect the cultural identity of the area by protecting the historic built heritage, and provide high quality affordable accommodation that promotes diversity in the residential market.

**Policy CS4 and CS5** - the policies identify that land is required to meet the housing requirements of 14,385 new dwellings in sustainable locations over the plan period. Of these, 1,770 should be affordable units, as set out in Policy CS5

**Policy AW1** - new housing will be provided via a variety of methods, including the conversion of suitable structures to provide housing.

**Policy AW2** - development proposals will only be permitted in sustainable locations, these are defined as sites that: are within the defined settlement boundary; would not unacceptably conflict with surrounding uses; have good accessibility by a range of sustainable transport options; and have good access to services and facilities.

**Policy AW4** - details the criteria for planning obligations that may be sought, including the Community Infrastructure Levy (CIL).

**Policy AW5** - sets out criteria for new development in relation to amenity and accessibility. Criteria 1 of the policy states that development proposals will only be supported where: 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; and that the development would be compatible with other uses in the locality. Criteria 2 of the policy stipulates that: the development would have safe access to the highway network and would not cause traffic congestion; and that car parking would be provided in accordance with the Council's SPG on Delivering Design and Place-making: Access, Circulation and Parking.

**Policy AW6** - relates to design and place-making and outlines that proposals will be acceptable where: they are appropriate to the local context in terms of siting, appearance, scale, height, massing, elevational treatment, materials and detailing; and that they are of a high standard of design, which reinforces attractive qualities and local distinctiveness and improves areas of poor design and layout.

**Policy AW7** - 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.

**Policy AW8** - the policy states that distinctive landscape features, such as trees, are important for biodiversity, consequently they will be protected in line with this policy.

**Policy AW10** - does not support development where unmitigated environmental, public health or amenity risks are present.

**Policy NSA1** - supports residential and commercial developments within the defined town centre of Aberdare.

**Policy NSA10** - sets the density level for the NSA at 30dph unless a lower density level is needed to protect the character of the site, protect the amenity of existing/future residents or the development still makes adequate use of the site.

**Policy NSA11** - requires 10% affordable housing on sites of 10 units or more.

**Policy NSA12** - provides for housing within the defined settlement boundaries, where it can be demonstrated that:



- the proposed development does not adversely affect the highway network and is accessible to local services by sustainable modes of transport;
- the development does not adversely affect the provision of car parking in the surrounding area; and
- the development does not adversely affect the provision of open space.

**Policy NSA13** - allows for the rehabilitation/conversion of large buildings for residential purposes within the Northern Strategy Area, where it can be demonstrated that:

- the building is located within the settlement boundary;
- the building is of historic or architectural importance or is prominent and makes a valuable contribution to the townscape of the settlement; or
- There is no economically viable alternative use for the building.

### **Supplementary Planning Guidance**

- Design and Placemaking
- Access, Circulation and Parking Requirements
- Affordable Housing
- Planning Obligations
- The Historic Built Environment
- Development of Flats
- Nature Conservation
- Employment and Skills

### **National Guidance**

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

The Welsh Government published Planning Policy Wales 10 on 5<sup>th</sup> December 2018, and the document aims to incorporate the objectives of the Well-being of Future Generations (Wales) Act into Town & Country Planning.

It is considered that this proposal meets the seven wellbeing of future generations goals inasmuch as they relate to the proposed development and that the site has been brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for Placemaking as set down in Chapter 2 People and Places: Achieving Well-being Through Placemaking, of PPW10 and is also consistent with the following inasmuch as they relate to the development

Chapter 1 (Managing New Development)

Chapter 2 (Maximising Well-Being and Sustainable Places through Placemaking)

Chapter 4 (Active and Social Places)

## Chapter 6 (Distinctive and Natural Places)

Other policy guidance considered:

PPW Technical Advice Note 1 - Housing

PPW Technical Advice Note 12 - Design

PPW Technical Advice Note 18 - Transport

PPW Technical Advice Note 24 – The Historic Environment

### **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 proposal seeks to convert the former Aberdare Girls' School and three outbuildings, to create 25 flats and 1 dwelling. The development will also involve the erection of 5 two-bedroom bungalows, bringing to total to 31 dwellings. A number of other outbuildings, not part of the original school, are to be demolished as part of this application.

The property lies inside the Aberdare settlement boundary, just outside the defined retail centre and is not within the Conservation Area. The building is however a Grade II listed property and there is a Tree Preservation Order (TPO) for an old oak tree in the site's north west corner (TPO146). There are a number of considerations to be made in relation to this application.

The listed status of the building means that both Policy AW7 and the Council's Supplementary Planning Guidance (SPG) for The Historic Built Environment are relevant. Therefore, development proposals will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

From the Heritage Statement submitted, along with the DAS and associated plans, there appears to be no intention to modify the building's exterior in any significant or detrimental way. Furthermore, the addition of the mezzanine floor appears to be sensitively designed, ensuring that the introduction of partitions to form flats do not abruptly cut through the existing windows. The light-touch approach is therefore considered to be appropriate,

although these matters are considered in depth in the concurrent LBC application (18/0088/12).

Policy NSA12 establishes a fixed settlement boundary within Aberdare, which provides for housing development inside the defined boundary, subject to a number of criteria. The second of these stipulates that the proposed development must not adversely affect the highway network and be accessible to local services by a range of transportation modes, as well as being accessible for walking and cycling.

In this regard the location of the property is considered to be sustainable, being within the defined settlement boundary. There are good opportunities for walking and cycling, as well as excellent access to public transport with bus services running through the area and Aberdare bus and train stations within close proximity. These services run to Merthyr Tydfil, Blaenau Gwent Cardiff, Swansea and the wider area. The property also has good access to key services and facilities available within the defined retail centre of Aberdare, which means that the proposal would be compliant with Policies CS1 and AW2.

The provision of 31 dwellings will further contribute to the supply of new housing. Policy AW1 states that the supply of new housing will be met in a number of ways, including the conversion of suitable structures to provide necessary housing. Furthermore, Policy NSA13 also provides for the conversion of large buildings for residential purposes, providing that the building is within the settlement boundary and is of historic or architectural importance and/or makes a valuable contribution to the townscape. The proposal is undeniably compliant with both policies and will bring an architecturally significant building back into beneficial use.

Policy NSA10 requires a minimum density of 30 dwellings per hectare in the northern strategy area, although lower density levels are acceptable where it is necessary to protect the character of site or surrounding area, or to protect the amenity of existing or future residents. In this case the site is just over 0.9 hectares, meaning that the site has a density of approximately 35dph and the proposal accords with the requirements of Policy NSA10.

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

Planning Policy Wales stipulates that there should be a general presumption in favour of development that preserves or enhances the character or appearance of a listed building and its setting, which might extend beyond its curtilage.

The concurrent Listed Building Consent Application before Members determines the detail of such matters, although the impact of the other development in and around the building is of relevance to this application and whether the proposed conversion and enabling development is acceptable.

The national policy position is incorporated within LDP Policy AW7 and the Council's SPG for the Historic Built Environment emphasises that the conversion and any alterations to

the school building must make a positive contribution and be of a high standard of design sympathetic to the listing.

So far as the conversion of the school building is concerned, it is usually a matter of balancing the benefit of bringing a redundant building back into beneficial use from a state of disrepair, against any external revisions that might adversely affect the character of the building and the wider area.

Nonetheless, the external alterations proposed by the development are all considered to be positive ones, Not only would the building be restored, but some unauthorised changes to fenestration would be rectified and the later 20<sup>th</sup> century flat-roofed kitchen extension would be removed – as would the ugly flues attached to the rear elevation.

Additionally five unattractive structures within the curtilage of the site would be removed, namely the buildings identified as numbers 2, 5, 8, 9 and 11. These are either demountable, prefabricated or in disrepair, and their removal would result in an improvement.

The replacement buildings, such as the refuse stores and management office would be of a better quality. Combined with the areas of landscaping shown on the proposed site plan, these changes would create a significant improvement to the overall appearance of the site and the setting of the listed building.

With regard to the new build element, the revision to construct bungalows in place of the previously submitted flats is welcomed. Despite their position close to the large retaining wall dividing the site, the single storey elevations will be far less obvious and will be more in keeping with the scale of buildings 5 and 6 which either would be, or already have been, removed.

The approach taken to the design of the bungalows is also appreciated inasmuch as it reflects some of the features of the older school buildings, such as the roof proportions, the brick detailing around the doors and windows, and the plinth detail around their circumferences.

However although the bungalows and other proposed new buildings are considered to be appropriate to the context of the site a condition is proposed for the submission of external finishes, both to ensure that the development would be constructed to the highest standard and would have no adverse effect on the listed building.

Thereupon, the proposed development is considered to be acceptable in terms of its design, siting, scale, and overall visual appearance and would make a positive contribution to the property and surrounding public realm.

### **Privacy and amenity of residents**

The existing school buildings proposed for residential conversion on the main part of the site would, with the exception of minor external alterations and removal of the modern single storey kitchen extension, retain the same form.

Therefore the relationship between these structures and the closest properties at Gadlys Road, Depot Road and Elm Grove would be unaltered and not affect the outlook of neighbouring occupiers; although any views into the site would undoubtedly be improved by the restoration of the property and its occupation.

Notwithstanding that the southern part of the site occupies lower ground than the nearest dwellings, consideration was also given to whether the conversion would enable any intrusive views towards the habitable rooms of other dwellings. Noting the topography, intervening structures and that the distances between opposing elevations were by and large in excess of 25m, any detriment to privacy would be very unlikely and no objections have been received in this context.

With regard to the new build bungalows, these would be arranged with principal elevations facing northwards. On account of their being single storey there would be no intrusive views towards dwellings on Elm Grove or the property known as Maes yr Haf.

Similarly, most of the elevations of the bungalows would be screened from Elm Grove by the existing boundary wall and oak tree, such that only the gable end of the detached bungalow would feature in views towards the site. Therefore whilst the outlook of a few Elm Grove residents would include the gable end this would not be of significance or detrimental to amenity.

Thought was also given to the juxtaposition of buildings within the site and whether, for example, the amenity of any new residents would be harmed by overlooking. Such considerations are reflected within the Council's SPG for the Development of Flats. However, although four of the ground floor flats within the rear wings of the main building have windows facing each other, they would be separated by a gap of approximately 10m, which would be acceptable.

### **Highways and accessibility**

Vehicular access to all units is proposed to be provided from Depot Road which has a carriageway width of 4.8m with a 1.5m footway on the development side and double yellow lines on the opposite side. There are 'School Keep Clear' markings on the carriageway and both these and any associated Traffic Regulation Order will require removal as part of the proposal to redevelop the school.

There is concern that due to its location, within easy walking distance of the town centre, Depot Road has been subject to indiscriminate on-street car parking. This has narrowed the available width of Depot Road to single file traffic and in order to maintain a running width vehicles have mounted and parked on the footway, forcing pedestrians into the carriageway, to the detriment of safety of all highway users.

There is concern that without mitigation measures the proposed additional trips that would be generated by the proposed 31 dwellings would lead to increased hazards to highway safety. However, there is potential to overcome these concerns by providing double yellow lines on both sides of Depot Road with limited areas for resident parking only.

Consequently, the Council's Highways and Transportation Section has recommended a condition requiring a Traffic Regulation Order to remove existing school keep clear markings, and to provide resident parking bays and double yellow lines preventing on-street car parking.

#### Private Shared Access Serving Bungalows 05-06

A private shared access is proposed to serve the northern part of the site which would consist of five two-bedroom bungalows. As submitted this would be sub-standard in terms of junction radii and visibility at the junction with Depot Road.

The applicant would be required to mitigate the impact of the proposal by providing a shared access with swept path analysis to ensure service and delivery vehicles can access / egress the site in forward gear, with visibility splays in accordance with TAN 18 for a 30mph speed limit (2.4m x 40m) and a continuous 1.5m footway link into the proposed redevelopment site. Taking into account this can be accommodated within the site a condition has been suggested accordingly.

#### Private Shared Access Blocks 1,3,4, & 7 Depot Road

The private shared access as submitted is also sub-standard in terms of width for safe two-way vehicular movement, and would have sub-standard junction radii and visibility at the junction with Depot Road .

The applicant would be required to mitigate the impact of the proposal by providing a shared access widened to a minimum of 5.5m, swept path analysis to ensure HGV vehicles can access / egress the site in forward gear, visibility splays in accordance with TAN 18 for a 30mph speed limit (2.4m x 40m) and a continuous 1.5m footway link into the proposed redevelopment site.

There is concern that proposals shown on the amended plan drawing no. 061.17/07 Rev H, do not address comments made in previous observations regarding vision splays, the width and geometry of the site access, therefore a condition stipulating requirements for the design and approval of the proposed accesses must be appended to any consent.

#### Supplementary Planning Guidance for Access, Circulation & Parking (March 2011)

In accordance with the Council's SPG Access, Circulation and Parking the proposed development is located within Zone 3.

A summary of the parking provision as shown on amended drawing no. 061.17/01 Rev M, is provided within the table below:

Building	Number of Units	No of bedrooms	SPG requirement		Proposed	
			(max)	( min)		
05-06 bungalows	5	2-bed	20	10	10	
01 flats	3	1-bed	6	6	45	
	12	2-bed	24	12		
	4	3-bed	12	8		
03 flats	3	1-bed	6	3		
	1	2-bed	2	1		
07 flats	2	2-bed	4	2		
04 house	1	2-bed	2	1		
Visitor parking			7	7		0
Total	31		83	50		55

That proposed would be 28 spaces short of the maximum standards identified by the SPG and there is concern that the spaces running parallel to Depot Road are too short for a standard space. The latter must be increased to a length of 6m which can be accommodated and the minimum reversing width must be 6m. Therefore the parking layout should be amended to reflect this.

There is, however, scope to reduce the maximum standards for the off-street car parking to reflect the sustainable location and lower car ownership associated with small flat / apartments. The minimum off-street car parking required would be:-

- 1 space per one- or two-bedroom apartment,
- 2 spaces per three-bedroom apartment.

Since there are 34 x one- and two-bedroom apartments and 4 x three-bedroom apartments the minimum requirement for off street car parking for the proposed development would be 45 usable spaces for residents and 7 usable visitor spaces.

Taking into account the sustainable location of the proposed development, within easy walking distance of Aberdare town centre with access to local amenities and facilities

including bus station hub and rail station; the lower than average car ownership associated with the type of accommodation offered; the provision of cycle parking and at least one parking space per flat; the provision of 55 off-street car parking spaces is considered, on balance, acceptable. However, the layout must reflect 55 useable parking spaces and a condition is suggested accordingly.

### Cycle Parking

Amended drawing no. 061.17/07 Rev H, shows the provision of 36 cycle parking spaces which is above the standards as set out in the Council's SPG Access, Circulation & Parking 2011. The cycle stands will reduce reliance on the private motor vehicle and promote sustainable modes of travel in accordance with Planning Policy Wales 10th Edition and the Active Travel (Wales) Act 2013.

### Pedestrian Access Points

The proposed development proposes two pedestrian access points, from Depot Road and Gadlys Road utilising the former pedestrian access to the school. All other accesses are to be permanently closed, which is considered acceptable.

### Traffic Regulation Orders

The developer would be required to mitigate the impact of the proposal on the surrounding highway network by implementing Traffic Regulation Orders such as double yellow lines and a possible residents parking scheme, to maintain a running width for the increase in vehicular and pedestrian traffic along Depot Road.

Furthermore the existing School Keep Clear Marking and associated Traffic Regulation Orders will require revoking and removal of the thermoplastic markings. It is anticipated that the required Traffic Regulation Orders and removal of the existing orders would cost in the region of £10,000, to be made payable by the applicant.

### **Coal Mining**

Initially the Coal Authority objected to the layout of the proposed new build development to the northern part of the site, since it did not accord with Government guidance relating to building within the influencing distance of a mine entry. Although there is a mine entry adjacent to the front of the western wing of the existing main school building, the objection related to the location of a shaft below the carriageway of Elm Grove.

The Applicant's Agent submitted a revised site layout plan to address both the Coal Authority objection and concerns raised in respect of the protected oak tree.

The Coal Authority notes that refuse store C would remain within the influencing distance of the Elm Grove mine shaft, but assumes that this would be a lightweight or temporary structure that would not result in any significant foundation or groundworks taking place.



In light of the above, as no new built development would knowingly take place over or within the influencing distance of the recorded mine entries, the Coal Authority considers that the proposed layout now accords with adopted policy and the objection has been withdrawn.

The Coal Authority considers that the intrusive ground investigations, as recommended by the submitted Coal Mining Risk Assessment, to characterise the depth/condition of any coal seams/workings beneath this site and the location/condition of the on-site mine entries, can be secured by the imposition of a planning condition.

Accordingly it is recommended that condition 3, as detailed further below, is imposed on any consent.

### **Tree Preservation Order**

The northern corner of the site, adjacent to Elm Grove, is characterised by a large, imposing oak tree that has recently been subject to a tree preservation order. Unsurprisingly given its valuable contribution to the street scene, amenity of residents and importance to ecology, objectors have placed great emphasis on the need to ensure any development would not be harmful to the oak.

Both the Case Officer and Council's Tree Officer met with residents on site and it was confirmed that a tree survey would be required to demonstrate the development could be carried out satisfactorily.

Subsequently a tree survey report was submitted on behalf of the applicant which, given the extent of the existing hard surfacing, has identified an irregular-shaped root protection area, within which construction work should not take place.

An amended site layout plan was received which has resulted in the relocation of the new build development further to the east, both away from the tree canopy and root protection area, and away from the zone of influence of a mine shaft at Elm Grove. The revision has also necessitated the repositioning of some off-street parking spaces and a realignment of the vehicular and pedestrian entrance to this part of the site.

The Tree Officer has confirmed that the tree report is acceptable and agrees with the extent of the proposed root protection area. In addition, in order to prevent accidental damage to the tree canopy by construction vehicles/machinery, or to the root area by the storage of materials, a protective barrier would be required on site to be at least 2 metres beyond the drip line of the canopy.

Furthermore, it has been suggested that the combined root protection and canopy area should be subject to a condition requiring either sensitive excavation methods and working by hand, or under the supervision of an arboricultural consultant. Condition 4 is proposed to address both this and the matter of the barrier.

The revised plan indicates three parking spaces close to the oak tree and partly below the canopy, although the height difference between the canopy and spaces would prevent any conflict of vehicles and branches, The Tree Officer has advised that if the spaces would make use of the existing hard surface material this would be acceptable, otherwise the sensitive excavation methods mentioned above would apply.

Lastly, in response to the suggestion of objectors that the tree survey was provided without a site visit, the arboriculturalist has advised that the tree was surveyed on site with all measurements taken by tape measure and site notes taken regarding the condition of the tree.

The company, which undertakes surveys for both local authorities and private developers for pre-development sites and hazard risk assessments, has stated that they take very seriously the responsibility of providing accurate factual information. Their primary concern has always been to protect trees on site and ensure they are retained wherever possible and properly protected throughout the development construction phase; especially trees such as the one referred to which is a specimen tree in a location where trees are not common.

## **Ecology**

The views of the Council's Ecologist were sought on the information contained within the bat survey, given that a number of buildings are earmarked for demolition and works would be undertaken to the roofs of others.

The Ecologist has advised that the ecology report identified bat roosts in structures which are identified as being retained and pipistrelle bat roost in a structure to be demolished. A European Protected species licence will be required and conditions are recommended for a method statement that ensures successful retention of the retained bat roosts during construction, and that details of all species mitigation and enhancement measures within Section 5 of the submitted ecology report are provided prior to commencement of development.

## **Historic Built Environment**

The listed status of the main school building and ancillary features is recognised, and whilst this designation and the impact of the development on the property are a matter for the Listed Building Consent application, there are considerations with regard to the site setting and the undertaking of any development work.

Cadw has noted that there are five scheduled monuments within 2km of the development site, comprising: Iron Tram Bridge, Robertstown (GM347); Rhos-Gwawr cairn cemetery (GM404); Gelli-Isaf Tramroad Bridge, Abernant Tramroad (GM411); Gadlys Ironworks (Remains of Blast Furnace) (GM438) and Tramroad East of Robert's Town Bridge, Aberdare (GM527).

However the view of Cadw is that it is likely that intervening topography, buildings and vegetation will block the views between the site and the monuments, although if any views are possible, the proposed development will be seen as part of the existing town of Aberdare - consequently, the proposed development would have no impact on any scheduled monument or their settings.

Glamorgan-Gwent Archaeological Trust (GGAT) has advised that information in the regional Historic Environment Record, which they curate, shows that the former Aberdare Girls School is a Grade II Listed Building (Cadw ref: 10847). It is also recorded by the Royal Commission on the Ancient and Historical Monuments of Wales.

The building was designed by Thomas Roderick, Architect of Aberdare and erected by Messrs Wills and Company. The school was opened in 1907 and was stated to be “the finest piece of architecture in Aberdare”. A review of the First Edition Ordnance Survey (OS) map (dated 1868) shows several structures labelled as ‘Office’ within the north-western extent of the application area and situated to the immediate north are further structures and trackways associated with Gadley’s Iron Works and Coke Yard. The Second Edition OS map (dated 1900) remains unchanged within the application area, and the footprint of the school is shown on the Third Edition OS map (dated 1920) with some of the structures associated with the Office, depicted on the First Edition, still extant.

The application is for a change of use of the Former Aberdare Girls School which includes the demolition of ancillary buildings and the construction of a two storey building. GGAT has considered the impact of the proposed development upon the buried archaeological resource and noted that the ground has already been extensively disturbed from the original construction of the school and subsequent extensions and new builds during the 1950’s and 1970’s.

Furthermore, it is noted from the application’s Heritage Statement that the proposed new buildings are to be situated “...on raised ground which has previously been separate to the main school grounds.” Consequently, GGAT considers it unlikely that significant archaeological remains will be encountered during the proposed works.

GGAT has also considered the impact of the proposed development upon the buildings since the proposed works, especially concerning the interior of the buildings, are of an extensive scale. Consequently, it is their opinion that the former School is of historic and cultural importance, and archaeological mitigation is recommended.

As a result, in order to preserve the structures by record, GGAT has recommended that a building survey is made prior to works commencing, and that this should take the form of a Level 3 survey as set out in “Understanding Historic Buildings: A Guide to Good Recording Practice”, Historic England, 2016. Therefore a condition, with informative note, are proposed to be appended to any consent.

## **Other matters**

### Pre-app process

Reference was made by objectors to the formal Pre-Application Consultation (PAC) that was carried out by the developer, as being flawed and under scrutinised by the LPA.

The undertaking of PAC, whilst a statutory requirement for major developments, is an entirely separate process which should not involve the LPA, albeit that a report of the outcomes must be submitted with a subsequent planning application.

In this case, the first PAC report received was considered to be unsatisfactory and not in compliance with Welsh Government Guidance. Consequently the process was done for a second time, and the submitted details, both in form and content, were considered to be acceptable.

### Loss of views/property value

Other objections were received in respect of the possible impact on property values and to the loss of views from Elm Grove beyond the site. However, although the bungalows would not have the same impact on views as the previously proposed flats, neither issue is a material concern and thus no weight was attributed to them in coming to a recommendation.

### Waste management

The proximity of Refuse Store C to Elm Grove was highlighted by an objector, in terms of the potential for smells, vermin etc. However, the store would be below a large wall retaining the carriageway of Elm Grove, with the neighbouring properties situated to the opposite north-western side of the highway, and it is considered that the best place to locate such stores is around the periphery of the site at convenient points.

The Council's Waste Management Service was consulted on the proposals and whilst the access around the site was considered to be acceptable, a number of points were raised about the separation of waste streams and security of storage to avoid dumping. An informative note is recommended so that the developer would be aware of these issues, and in addition the developer will be advised to arrange an inspection with the Service prior to completion, so that feedback can be given to avoid collection issues.

## **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:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and,
- 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 contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is intended to form the basis of negotiations between all parties.

### **The Section 106 requirements in this case:**

In this case the majority of the proposed development, on behalf of the Registered Social Landlord Rhondda Housing, would provide affordable housing for social rent.

Therefore a S106 agreement will be required to ensure that with the exception of the five bungalows, the dwellings are established and maintained as affordable units, for the continued purpose of meeting identified local housing needs.

Furthermore, since this residential scheme would provide in excess of 25 dwellings, the Council's Supplementary Planning Guidance for Employment and Skills would require an Employment and Skills Plan. The framework of such a plan would also have to be agreed and secured via a Section 106 agreement.

### **Community Infrastructure Levy (CIL) Liability**

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 as amended.

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**

For the reasons given above the proposed conversion and residential use of the School site, together with the new build flats and ancillary buildings, are considered to be acceptable in principle and would be compatible with neighbouring land uses.

The design and layout of the site, including any external alterations, would represent a considerable improvement to the appearance of the site and immediate environs, whilst retaining a listed building of great aesthetic value and prominence.

Therefore, subject to the conditions suggested below, the recommendation to Members is that the proposed development is approved.

**RECOMMENDATION: GRANT SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT**

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 entitled:

1. 061.17/01 Rev M
2. 061.17/02 Rev M
3. 061.17/01B1 Rev M
4. 064.17/RS Rev A
5. 065.17/05 Rev A
6. 065.17/04 Rev A
7. 065.17/14
8. 061.17/05 Rev A
9. 061.17/06
10. 061.17/08
11. 061.17/10
12. 061.17/13
13. 064.17/05
14. 064.17/06
15. 064.17/07
16. 064.17/08
17. 064.17/04
18. 064.17/05
19. 064.17/06
20. 065.17/06
21. 061.17/M
22. 061.17/M1

and documents received by the Local Planning Authority on 25<sup>th</sup> January 2018, 6<sup>th</sup> August 2018, 23<sup>rd</sup> April 2019 and 24<sup>th</sup> June 2019, unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

Reason: To ensure compliance with the approved plans and documents

and to clearly define the scope of the permission.

3. No development shall commence until a scheme for the undertaking of intrusive site investigation works has been submitted to and approved in writing by the LPA.

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

- a) A scheme of intrusive site investigations for both mine entries and the shallow coal workings;
- b) The undertaking of both of these schemes of intrusive site investigations;
- c) The submission of a report of findings arising from the intrusive site investigations and the identification of any remedial works and/or mitigation measures considered necessary, including the submission of the approved layout plan which identifies the location of the mine entries, together with their calculated zones of influence;
- d) The submission of a scheme of remedial works for both mine entries and the shallow coal workings;
- e) Implementation of the remedial works and/or mitigation measures.

The investigations will need to be designed by a suitably qualified and experienced person and in agreement with the Coal Authority's Licensing and Permitting Department as part of the permitting process.

The findings of the investigations will then enable the developer's technical consultant to establish the exact ground conditions and design an appropriate mitigation strategy such as grouting and stabilisation works, treatment and capping of the mine shafts; specific foundation design and / or gas protection measures, if deemed necessary, to ensure the safety and stability of the proposed development.

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

4. No development shall commence, nor any demolition works or site clearance, until there has been submitted to and approved in writing by the Local Planning Authority details of a scheme for the protection of the large oak tree adjacent to Elm Grove, shown to be retained on drawing number 061.17/01 Rev. M.

The approved scheme shall be carried out during the demolition of any buildings/structures/foundations and throughout the course of the development and shall include:

- i) Details of the location and extent of a protective barrier, including a scaled plan of the tree and barrier, to prevent damage to the root protection area identified within the Initial Arboricultural Survey Report, prepared by Cardiff Treescapes and dated 5<sup>th</sup> August 2019;
- ii) In addition of the above, where applicable, the barrier shall include an area at least 2m beyond the drip line of the tree canopy;
- iii) Confirmation that the barriers to be erected shall be in accordance with the specifications detailed in figure 3 of BS5837:2012 'Trees in relation to design, demolition and construction – recommendations';
- iv) Details of any proposed pruning or other work;
- v) Details of any proposed alterations to existing ground levels or existing hard surfaces;
- vi) Details of any proposed excavation that might affect the root protection area; including the use of sensitive or hand-working methods, or supervision by an arboricultural consultant.

The protective barrier shall be erected in accordance with the approved details before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed within any fenced area, and the ground levels within those areas shall not be altered, nor shall any excavation be made, save for any matters identified within iv), v) or vi) above, without the prior written consent of the Local Planning Authority.

Reason: In the interests of visual amenity and nature/landscape conservation in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

- 5.
  - 1. No development shall commence until a scheme to deal with contamination has been submitted and approved in writing by the LPA. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing.
    - (a) A desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of contamination relevant to the site. The desk top study should contain a conceptual site model.
    - (b) A site investigation shall be carried out by a competent person to fully and effectively characterise the nature and extent of any contamination and its implications. The site investigation shall not be commenced until a desk-top study has been completed satisfying the requirements of paragraph (a) above.
    - (c) A written method statement for the remediation of contamination affecting the site shall be agreed in writing with the LPA prior to commencement and all requirements shall be implemented and completed



to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the LPA.

2. The development hereby permitted shall not be occupied and/or operated until the measures approved in the scheme have been implemented and a suitable validation report of the proposed scheme has been submitted to and approved in writing by the LPA. Any validation report shall be carried out by a competent person.

3. If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to and approved in writing by the LPA prior to the work recommencing. Any revised contamination proposals shall be carried out by a competent person.

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

6. No development shall commence until a drainage scheme for the site has been 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 or drain onto the public highway

Reason: To ensure that drainage from the proposed development does not cause or exacerbate any adverse condition on the development site, adjoining properties, public highway, environment and existing infrastructure arising from inadequate drainage, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

7. No development shall commence until details of the proposed boundary treatments to be erected, including both new, retained and repaired, have been submitted to and approved by the Local Planning Authority. Submitted details should indicate the positions, height, design materials and type of boundary treatment, which shall be completed as approved before the building is occupied.

Reason: in the interests of visual and residential amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan

8. No development shall commence until samples or details of the materials proposed to be used for the construction of the proposed bungalows, management building and refuse stores, have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the details 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.

9. No development shall commence until an Ecological Method Statement has been submitted to and approved by the Local Planning Authority. The Statement shall include the details of all species mitigation and enhancement measures identified within 'Section 5 - Conclusions and Recommendations' of the Ecological Assessment produced by Wildwood Ecology (July 2018). These measures shall be provided prior to the commencement of development and maintained in perpetuity.

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

10. No development 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 AW7 of the Rhondda Cynon Taf Local Development Plan.

11. No development shall commence until details of the car parking layout amended for 55 usable spaces, with parallel parking spaces to a minimum length of 6.0 meters, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the LPA prior to beneficial occupation of the first dwelling and retained for parking of vehicles thereafter.

Reason: In the interests of highway safety and to ensure the adequacy of the proposal in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

12. No development shall commence until full engineering design and details of the private shared access points to include 6.0m junction radii, visibility splay of 2.4m x 40m, pedestrian footway links and widened to 5.5m

including tie in with Depot Road together with sections have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and implemented prior to beneficial occupation.

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

13. Prior to beneficial occupation of the new dwellings a scheme for the removal of school keep clear markings, the provision of double yellow lines and resident parking along Depot Road and Elm Grove shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure deliverability of Traffic Management measures and restrictions in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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

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

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

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

15. No lorries shall access or leave the site between the hours of 07:30-08:30 am and 16:30-17:30 pm on weekdays.

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

16. During the construction phase of the development the hours of work shall be restricted to the following:

Monday to Friday	08.00 to 18.00 hours
Saturday	08.00 to 13.00 hours
Sunday and Bank Holidays	Not At All

Reason: In the interests of the amenity of other residents, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

17. No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to 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.

18. The existing accesses leading from the site onto Elm Grove, numbered G2, G3 and G4 on drawing number 061.17/01 Rev M, shall remain closed/locked in perpetuity.

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