



## **PLANNING & DEVELOPMENT COMMITTEE**

**3 DECEMBER 2020**

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

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/0921/10 (GH)  
**APPLICANT:** c/o Agent Starburst Ltd  
**DEVELOPMENT:** Erection of three Class B1/B2/B8 units and associated parking and servicing (units 16, 17 &18). Revised layout plan received 12th October 2020)  
**LOCATION:** **UNITS 16,17 &18 HEPWORTH BUSINESS PARK, PONTYCLUN, CF72 9DX**  
**DATE REGISTERED:** 12/10/2020  
**ELECTORAL DIVISION:** Llanharry

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**RECOMMENDATION:** GRANT SUBJECT TO THE CONDITIONS BELOW:

**REASONS:**The Hepworth Business Park already accommodates a variety of businesses operating within Use Class B. Consequently, the construction of a further three industrial units, of a similar style and scale, would be compatible with those neighbouring land uses and would be consistent with the character of the site and adjacent Coedcae Lane Industrial Estate.

Furthermore, the additional, flexible floor space would be beneficial to both new and existing businesses and would support economic growth within the County Borough, as well as the potential for the creation of employment opportunities.

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

The proposal is not covered by determination powers delegated to the Director of Prosperity & Development because it constitutes both major and new-build industrial development.

#### **APPLICATION DETAILS**

Full planning permission is sought for the construction of three industrial units at Hepworth Business Park, Pontyclun.

The buildings would have a gross internal floor space of 4333m<sup>2</sup> and are proposed to accommodate Class B1, B2 and B8 uses. Initially the two larger buildings would contain 11 separate units and the smaller building would comprise 7 units; albeit that the flexibility of the modular design would enable units to be combined to meet the needs of tenants.

Information accompanying the application states that off-street parking and circulation space will be provided to the front of each building and in two parking areas adjacent to the units. This would create a total of 53 parking spaces, of which 14 would be for disabled users; whilst space to the front of roller shutter doors would be sufficient for vans and smaller HGVs.

In respect of the appearance of the development, the new buildings would be of a similar scale and style to tie in with the existing units within the Business Park, including those to the west which have recently benefitted from planning consent (20/0375/10). It is proposed that the walls of the units would be of a metallic silver micro-rib cladding, with Solent blue coloured roller shutter doors to match the roof colour.

Within the curtilage of the site there would be two separate covered cycle stores, each holding 6 cycles, whilst each unit would have a bin store to the rear accessed via a single pedestrian door in the rear elevations. Lastly, an attenuation pond would be located adjacent to the northern boundary and existing sewage works, as part of the drainage strategy for the premises.

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

- Design and Access Statement
- Flood Consequences Assessment
- Geoenvironmental Report
- Pre-Application Consultation Statement

## **SITE APPRAISAL**

The application site comprises a piece of land within Hepworth Business Park, which is located off Coedcae Lane to the north of Tyla Garw.

Formerly the site was that of the Hepworth Concrete Works business, but which has been largely redeveloped as an industrial park within which an access road and a variety of new and replacement units have already been constructed.

The site is situated to the north of the South Wales railway line and is mostly surrounded by a variety of neighbouring industrial and commercial premises. There are two dwellings and the Haveli Hotel which are located approximately a minimum of

135m to the south west, although the majority of the other closest residential properties are at least 415m to the south at Tyla Garw and 490m to the north-east at Lanelay Hall.

Owing to the proximity of the Nant Melyn watercourse, part of the site falls within an area designated as C2 Flood Zone. In addition, the site intersects with land identified as being a coal high risk to development area.

## **PLANNING HISTORY**

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

- 20/0375/10:** Erection of two Class B1/B2/B8 units and associated parking. Decision: 10/07/2020, Grant.
- 17/1059/10:** Application for the erection of Class B1/B2/B8 units and associated parking and servicing. (Flood Consequences Assessment received 16/11/17). Decision: 11/01/2018, Grant.
- 17/0399/10:** Proposed erection of Class B1/B2/B8 units and associated external alterations (Unit 10). Decision: 25/07/2017, Grant.
- 15/1417/10:** Application for the erection of Class B1/B2/B8 units and associated external alteration (Phase 4). Decision: 27/01/2016, Grant.
- 11/1431/10:** Development comprising 2 buildings for Class B1, B2 and B8 Use (Phase 3). Decision: 06/08/2015, Grant.
- 09/0036/10:** Development comprising 3 buildings (B1, B2 and B8 use) with on site car parking (amended description 06/04/10 - retention of building as built and amendments to design and siting of remainder of development). Decision: 21/07/2011, Grant.
- 07/1539/10:** Erection of 1 unit B2 General Industrial Building and Internal Offices. Decision: 07/03/2008, Grant.

## **PUBLICITY**

The application has been advertised by direct notification to twenty-five neighbouring properties and notices were displayed on site.

Furthermore, in accordance with the Town and Country Planning (Development Management Procedure)(Wales) Order the relevant press notice was published identifying that the application constitutes 'major development'.

No letters of objection or representation have been received.

## **CONSULTATION**

### Highways and Transportation

The proposed development satisfies its access, circulation and parking requirements and therefore is considered acceptable, subject to conditions.

### Drainage

No objection subject to an informative note regarding the need for SAB approval, and a condition for the submission of drainage details.

### Public Health and Protection

Conditions are recommended in respect of demolition, hours of operation, noise, dust, waste and site contamination. However, with the exception of the latter, it is considered that these matters can be best dealt with under existing public health powers, and therefore an informative note will be appended to any planning consent.

### Dwr Cymru Welsh Water

Since the proposal intends utilising an alternative to mains drainage, DCWW advises that the applicant should seek advice from Natural Resources Wales and/or the Local Authority Building Control Department/Approved Building Inspector as both are responsible to regulate alternative methods of drainage.

### Natural Resources Wales

No objection subject to a condition for a site investigation and scheme to deal with contamination. NRW has also noted that the site lies partially within Flood Zone C2, but is satisfied that any water displaced as a result of raising finished floor levels can be accommodated within the site without having an impact elsewhere.

### Western Power Distribution

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

### The Coal Authority

The Coal Authority previously commented on planning applications for Phase 4 (15/1417/10) and Unit 10 (20/0375/10), where it reviewed information provided by Dr Ian Williams, Director, Ground Investigation.

On the basis that the content of the submitted Phase 1 Geoenvironmental Report (July 2020, prepared by Hydrogeo Ltd), which accompanies this planning application and

which confirms that the risk to development on the site from past coal mining activity is extremely low, the Coal Authority has no objections to this planning application.

No other consultation responses have been received within the statutory period, and any late representations will be reported directly to Committee.

## **POLICY CONTEXT**

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

The application site lies within the settlement boundary for Pontyclun.

**Policy CS2** - The policy emphasis in the Southern Strategy Area (SSA) is on sustainable growth that protects the culture and identity of communities by focusing development within defined settlement boundaries, and support opportunities for investment in sustainable locations that will benefit the economy.

**Policy AW2** - The policy provides for development in sustainable locations which are within the settlement boundary; would not unacceptably conflict with surrounding uses; and have good accessibility by a range of sustainable transport option.

**Policy AW5** – The policy identifies the appropriate amenity and accessibility criteria for new development proposals. It expressly states that the scale, form and design of the development should have no unacceptable effect on the character and appearance of the site and the surrounding area. There should also be no significant impact upon the amenities of neighbouring occupiers and should, where appropriate, retain existing features of natural environmental value. Additionally, the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

**Policy AW6** - The policy supports development proposals that are of a high standard of design that reinforce attractive qualities and local distinctiveness. Proposals must also be designed to protect and enhance landscape and biodiversity

**Policy AW8** - Seeks to protect and enhance the natural environment from inappropriate development.

**Policy AW10** - Development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

**Policy SSA13** - The settlements in the Southern Strategy Area have absorbed a significant amount of new development during the last decade. In order to protect the identity of these settlements, ensure the efficient use of land and protect the countryside from urbanisation and incremental loss; the policy stipulates that development will not be permitted outside the defined settlement boundary.

### **Supplementary Planning Guidance**

- Design and Place-making
- Access, Circulation and Parking Requirements
- Employment 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.

Planning Policy Wales Edition 10 (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

Other relevant national policy guidance consulted:

PPW Technical Advice Note 11: Noise;  
PPW Technical Advice Note 12: Design;  
PPW Technical Advice Note 15: Development and Flood Risk;  
PPW Technical Advice Note 23: Economic Development;  
Manual for Streets

## **REASONS FOR REACHING THE RECOMMENDATION**

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

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

### **Main Issues:**

#### **Principle of the proposed development**

The application relates to the construction of three industrial units on land within the curtilage of Hepworth Business Park.

As the planning history and past land uses demonstrate, this site has been subject to longstanding industrial development and recent redevelopment; indeed, the OS six-inch map series published in 1900 shows that a Sanitary Pipe & Brick Works was already established at this location.

Chapter 2 of PPW 10 clarifies that the use of previously developed land and its regeneration accords with the National Sustainable Placemaking Outcomes which seek to make best use of resources. The development would also accord with other Outcomes by virtue of the likely job creation, the fostering of economic activity and the accessibility of the site. TAN 23 is also supportive and advises that local planning authorities should “recognise market signals and have regard to the need to guide economic development to the most appropriate locations, rather than prevent or discourage such development”.

The location of the site within the settlement boundary means that the development would comply with LDP Policies CS2, SSA13 and point 1 of Policy AW2. Furthermore, the compatible surrounding uses, accessibility by sustainable transport options and access to key services and facilities in the nearby settlements, means that the site would be considered to be a sustainable location as defined by the other relevant criteria of Policy AW2.

Therefore, subject to the material issues considered below, the development would be in accordance with national and local planning policy, and acceptable in principle.

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

The proposed units would be sited within the curtilage of the existing Hepworth Park, and would be of a comparable scale, mass and design to the existing large units; including units 14 and 15 which were recently approved by Committee Members under the auspices of planning application 20/0375/10.

In this case the considerations about site context are again the most relevant in determining the acceptability of the appearance of the development, and whilst the functional design and external finishes would not be suitable for a town centre or residential setting for example, they are entirely appropriate at this location.

Consequently, the application is considered to be in accordance with LDP Policies AW5 and AW6, and no harm would be caused to the appearance of the site or the character of the wider area.

### **Impact on neighbouring occupiers**

Hepworth Business Park is located within the centre of a larger industrial area to the west of Talbot Green and north-east of Pontyclun and Tyla Garw. This comprises an extensive range of commercial and industrial premises across approximately 63 hectares.

There are no residential land uses within the immediate vicinity of the application site, with the closest being two dwellings and a small motel located 135m to the south-east on Coedcae Lane. Within this intervening gap, there are extant industrial units of a large scale and screening by vegetation, so it is considered very unlikely that any detriment to amenity would be caused.

In addition, no objections have been received as a result of the public consultation exercise and none were recorded in response to the Applicant's Pre-Application Consultation.

Therefore, given that this part of the Hepworth Park development is some distance from residential properties, and already surrounded by similar industrial uses, it is considered that there would be no unacceptable impact on neighbouring occupiers and that conditions for either hours of construction or operation would be unnecessary.

### **Access and highway safety**

The Council's Highways and Transportation Section has noted that the submitted red line boundary does not definitively show the proposed means of access from the publicly maintained highway, but assumes that the Applicant has the benefit of using the existing access arrangements from Coedcae Lane that serve the neighbouring units.

#### Access

The proposed development is located within Hepworth Park, Coedcae Lane. Hepworth Park is served from the public highway via a private access road with a carriageway width of 7.3m with a 2m wide footway on one side. The proposed development will utilise this existing access road, which is considered acceptable. There is no new access off the public highway proposed as part of this development.

The proposed development would be accessed via the forecourt/circulatory area constructed as part of previous phases of development at the site. It is noted that this access route does not incorporate a defined carriageway with segregated footways and street lighting, which is a cause for concern.

However, a concrete service yard does not provide scope for such provision and as a result of the shared space surface, vehicle speeds will be slow and therefore, on balance, the lack of dedicated pedestrian access is reluctantly accepted. Furthermore, given that Hepworth Park is privately maintained, the estate management company would be able to address any future issues in this respect.

Although there is no dedicated turning area for the new development, this is a continuation of former phases of development and the existing circulatory road would ensure that large vehicles are able to re-join the public highway in a forward gear.



## Parking

The proposed development provides for a total of 53 car spaces (including 14 disabled spaces) for 4,333m<sup>2</sup> GFA of development (1 space per 81m<sup>2</sup>). This level of parking provision is just one short of that set out within the Council's SPG for Access, Circulation and Parking Requirements, which is 54 spaces (1 space per 80m<sup>2</sup>).

It is also noted that operational parking for each unit is provided to the front of the roller shutter doors to cater for light goods vehicles such as a large van. Additionally, secure cycle storage for 12 cycles is proposed to encourage sustainable modes of transport. With these points in mind, the parking provision of the proposed development is considered acceptable.

Nevertheless, a condition is suggested below to ensure that 10% of the proposed parking provision is provided with an electric vehicle charging point, in line with current standards.

## **Flood Zone**

NRW's consultation response recognised that the site is partially within flood Zone C2, and although the planning application proposes a use which is categorised as 'less vulnerable' development, TAN 15 identifies that the justification test within Section 6 should be applied.

In respect of TAN 15 tests (i) and (ii), the proposal would provide business units that would have a beneficial contribution to employment and regeneration and would help to sustain this long-established industrial area. As previously developed land, having been the site of Hepworth Concrete Works, criteria (iii) is also met.

The last test (iv), requires the applicant to demonstrate, via the submission of a Flood Consequence Assessment (FCA), that the potential consequences of flooding can be managed to an acceptable level.

NRW has reviewed the FCA by Marsden Associates, entitled 'Flood Consequences Assessment Units 16, 17 & 18, Hepworth Park, Coedcae Lane, Talbot Green Report MA/PC/07', and dated July 2020.

The FCA indicates that most if not all of the site is at or above a level of 48m AOD. It is proposed that the slab level of the buildings i.e. the finished floor levels (FFL), will be raised by up to one metre to 49m AOD.

The predicted flood level during a 0.1% (1 in 1000 year) flood event is 48.11m AOD, which means that the proposed FFL of 49m AOD would ensure the proposed buildings are designed to be flood free in the 0.1% (1 in 1000 year) flood event.

With regard to the remainder of the site, the maximum flood depth in the 0.1% (1 in 1000 year) flood event is predicted to be 110mm, which NRW advises is within the tolerable limits of paragraph A1.15 of TAN 15.

Therefore, regarding paragraph A1.12 (flood risk elsewhere), NRW is of the view that any water displaced as a result of raising finished floor levels can be accommodated within the site without having an impact elsewhere.

In light of the above, the development is considered to comply with national planning policy in relation to the location of development and flood risk.

### **Other Matters**

The application has identified the intention for foul drainage to be disposed of via a private sewerage system (PTP). Initially, NRW objected to the proposal on the basis that the proposed development is located within a publicly sewered area.

The installation of private sewage treatment facilities within publicly sewered areas is not normally considered environmentally acceptable because of the greater risk of failures leading to pollution of the water environment compared to public sewerage systems.

Section 6.6.21 of Planning Policy Wales states 'Any development discharging domestic sewage should connect to the foul sewer where it is reasonable to do so. Development proposing the use of non-mains drainage schemes will only be considered acceptable where connection to the main sewer is not feasible...'

NRW also expects trade effluent to be connected to mains sewerage since Welsh Government Circular 008/2018 stresses that the first presumption must be to provide a system of foul drainage discharging into a public sewer. Only where having considered the cost and/or practicability it can be shown to the satisfaction of the Local Planning Authority that connection to a public sewer is not feasible, should non-mains foul sewage disposal solutions be considered.

Since submission the Applicant's drainage engineers (Hydrogeo) have been in negotiation with NRW to demonstrate that a mains sewer connection is not possible. The Local Planning Authority has been provided with a copy of correspondence, dated 17<sup>th</sup> November 2020, within which NRW has stated "I understand the cost of connecting to the public sewer is greater than the cost of installing a PTP, in addition to there being practical difficulties, therefore I would consider it not feasible to connect to DCWW's foul sewer".

On this basis, the development can be considered to have complied with statutory requirements in respect of foul drainage disposal, and the matter of a permit for the PTP is one for which the developer will have to apply to NRW.

## **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 CIL rate for this type of development as set out in the Charging Schedule is £nil. Therefore, no CIL would be 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.

Welsh Office Circular 13/97 Planning Obligations provides procedural guidance on the role of planning obligations in mitigating the site-specific impacts of unacceptable development to make it acceptable in planning terms. The Welsh Government Development Management Manual also advises planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition and when it meets the three tests above. Further guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is only intended to form the basis of negotiations between all parties.

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

In this case the proposed development, would provide business units for Class B1, B2 and B8 purposes with a gross floor space of 4333m<sup>2</sup>.

Members will be aware that the Council's SPG for Employment and Skills normally requires residential, retail/leisure/office and industrial developments, that exceed a given threshold, to secure an Employment and Skills Plan via a Section 106 agreement.

However, the Applicant's Agent has explained that the development is a speculative one and at this stage none of the potential occupiers of the completed development, or the type of business they would be engaged in, can be known. It would therefore be impossible to provide a meaningful plan in advance or one that could be monitored for adherence.

Given the above, and since the approved uses of the site would enable long term employment and economic activity unlike, for example a residential development, it is therefore considered that a S106 agreement would be unnecessary and unreasonable in this instance.

## **Conclusion**

It is considered the proposal would not have a significant or detrimental impact on the character and appearance of the site or immediate locality; and would be compatible with the surrounding commercial land uses. The site benefits from acceptable access and circulation space and in addition to its contribution to the local economy, would provide opportunities for employment. The application is therefore considered to comply with LDP Policies CS2, SSA13, AW2, AW5, AW6, AW8 and AW10.

## **RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:**

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 completed in accordance with the approved drawing numbers:

- 026092/1 Rev A
- 026092/2 Rev A
- 026092/3
- 206029/4
- 206029/5
- 026092/6
- 026029/7

and details and documents received on 2<sup>nd</sup> September 2020 and 12<sup>th</sup> October 2020.

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 all relevant matters outlined on the attached Planning Requirements Relating to Flood Risk Management, including full drainage details have been approved in writing by the Planning Authority. These details shall indicate how the development is to comply with the requirements of Section 8.3 of Technical Advice Note 15. The scheme shall be implemented in accordance with the approved details prior to the beneficial use of the development and retained in perpetuity.

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

4. No development shall commence until a scheme to deal with contamination has been submitted to 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.

(i) A preliminary risk assessment which has identified all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors, and potentially unacceptable risks arising from contamination at the site

(ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(iii) The results of the site investigation and the detailed risk assessment referred to in (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(iv) A verification plan to provide details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Reason: To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

5. Prior to the occupation of the development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Reason: To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

6. Prior to the occupation of the development, a long term monitoring plan for land contamination shall be submitted and approved in writing by the Local Planning Authority. The long term monitoring plan should include:
- Details of the methods and triggers for action to be undertaken
  - Timescales for the long term monitoring and curtailment mechanisms e.g. a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required
  - Timescales for submission of monitoring reports to the LPA e.g. annually
  - Details of any necessary contingency and remedial actions and timescales for actions
  - Details confirming that the contingency and remedial actions have been carried out

The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.

Reason: A long term land contamination monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on water quality, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

Reason: To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

8. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed by a competent person for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Subject to approval of the scheme of investigation, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken by a competent person in accordance with a scheme and timescale to be agreed in writing by the LPA. Only material approved by the Local Planning Authority shall be imported.

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

9. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall commence until details providing for electric vehicle charging at 10% of the proposed 53 no. parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior to beneficial occupation and the 53 no. parking spaces and 12 no. cycle parking stands shall be retained in perpetuity for the purpose of vehicular parking only.

Reason: To ensure that adequate access, turning and parking facilities are provided within the curtilage of the site, in the interests of highway safety, and to encourage sustainable modes of travel in accordance with PPW 10 and Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

11. No development shall commence 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) wheel cleansing facilities,
- f) 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.