



PLANNING & DEVELOPMENT COMMITTEE

4 FEBRUARY 2021

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 20/1375/10 (GH)
APPLICANT: Cynon Taf Community Housing Group
DEVELOPMENT: Residential development and associated works. (Site Investigation Report received 8th December 2020 and updated layout plan received 18th January 2021).
LOCATION: LAND ADJACENT TO ABERGORKI INDUSTRIAL ESTATE, TREORCHY, CF42 6DL
DATE REGISTERED: 18/01/2021
ELECTORAL DIVISION: Treorchy

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT

REASONS: The application site is located within the settlement boundary and benefits from an existing live consent for a comparable residential scheme. The principle of residential development would therefore be acceptable and accord with Policies CS1, AW1, AW2, NSA2 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

Furthermore, the proposed housing development has been designed for and in accordance with a registered social landlord and will provide beneficial and much needed additional affordable housing, of an appropriate size and tenure to meet local housing demand.

REASON APPLICATION REPORTED TO COMMITTEE

The proposal is not covered by determination powers delegated to the Director of Prosperity & Development.

APPLICATION DETAILS

Full planning consent is sought for the construction of thirteen dwellings at land adjacent to Abergorki Industrial Estate.

The application is made on behalf of Cynon Taf Community Housing Group and the development would provide 100% affordable homes for social rent.

It is proposed that the affordable dwellings would be built on vacant land at the southern end of the Industrial Estate, located between the railway line and the Rhondda River and would provide the following accommodation:

Block one: 2 x ground floor wheelchair adapted apartments
3 x one-bed apartments
1 x staff unit (office and amenity area)

Block two: 3 x two-bed houses arranged as a terrace

Block three: 4 x two-bed houses also arranged as a short terrace

Access to the site would be from the existing turning head, leading to a communal parking area containing eighteen block-paved parking spaces. The area to the front of the dwellings would comprise landscaping and numerous street trees, much of which would form part of the sustainable drainage strategy.

Amenity space would be provided to the rear of each of the houses, including a drying area, terrace and shed; whilst the apartments would have a shared garden with a bin and cycle store adjacent to Crichton Street.

All properties would be constructed from the same external materials, although the designs are less traditional, and the external finishes avoid the use of render in favour of brickwork. The elevations would include corbelled brickwork to the ground floor, larch panelling or soldier-course brick cills and heads around fenestration, and fibre cement cladding to the projecting bay windows.

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

- Drainage Strategy
- Design and Access Statement
- Tree Survey
- Tree Constraints Plan
- Site Investigation Report
- Ecology Report
- Noise Assessment
- Planning Statement
- Pre-Application Consultation (PAC) Report

Furthermore, it has been confirmed that this housing scheme, for 100% social rent, has been designed by Cynon Taf Community Housing Group in dialogue with the

Council's Housing Strategy Team to help address the need for additional affordable housing within Treorchy. The unit mix and tenure proposed accord with the Local Housing Market Assessment 2017/18.

Lastly, an amended site layout plan was submitted following discussions with the Council's Highways and Transportation Section. These minor revisions relate to the 'squaring up' of splayed parking bays; the reallocation of two spaces from plots 7 & 8 allocated to the flats; and an increase in the extent of the adopted road.

SITE APPRAISAL

The application site is an irregularly shaped piece of land located to the southern end of Abergorki Industrial Estate. Comprising a surface area of approximately 0.22 hectares, the land is accessed from the existing estate distributor road.

The site is reasonably flat and is covered with scrub with some trees to the north-eastern side. The adjoining land to the south east, as well as that adjacent to the river bank, is not included in the development area, but is within the same ownership.

Other than the aforementioned north-eastern boundary with the river, the edge of which comprises part of a Site of Importance for Nature Conservation (SINC), the boundaries of the site are formed by a public right of way to the south-east, the railway line to the south-west, and the existing highway to the north-west. The former is used as a walking route to Treorchy Comprehensive School since part of the estate road is used as a school bus drop off/pick up point.

Neighbouring properties include a mix of commercial uses and dwellings. Other than one property to the south, on the opposite side of the railway, the closest residential properties are at least 30m away at River Terrace.

PLANNING HISTORY

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

18/1422/10: New Residential Development of 4no. 1 bed apartments, 6no. 2 bed houses and 1no. 3 bed house. Decision: 29/07/2019. Grant.

16/0571/13: Development of 4 dwellings (detached) with associated access, parking and amenity space. Decision: 23/09/2016, Grant.

PUBLICITY

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

An objection was received from one resident, raising the following concerns:

- The present climate and time of year does not lend itself to proper representation by the local community to express concerns and should be deferred.
- A site investigation and soil testing were carried out prior to the planning application being submitted, and was undertaken without safety measures, such as fencing.
- Each subsequent application is larger than the previous application.
- The original purpose of the land was for B1, B2 and B8 use, how was it permitted for residential use in 2016?
- A three storey building would be visually intrusive.
- The current sewer, on an adjacent footpath, is permanently blocked and unable to meet the need of the local area, so further development should not be permitted
- The transparency of the sale of the land and its sale by RCT to developers is questioned, given its original gift by WDA for the parking of school buses.

These representations are considered within the body of the report below.

CONSULTATION

Highways and Transportation

No objection subject to suggested conditions and informative notes.

Western Power Distribution

A new connection or service diversion will require the consent of WPD.

Natural Resources Wales

No objection.

Countryside – Ecologist

Any consent should be subject to conditions requiring the submission details for ecological mitigation and a Wildlife and Habitat Protection Plan.

Waste Management

No objection as bin collection points should be to the front of the highway.

Flood Risk Management

No objection or recommendation for condition in relation to surface water flood risk for this application since this will be adequately managed by both the Building Regulations and Schedule 3 of the Flood and Water Management Act 2010.

Dwr Cymru Welsh Water

No objection

South Wales Fire and Rescue Service

In addition to providing guidance for the developer, the service has advised that the development should consider the need for the provision of adequate water supplies on the site for firefighting purposes and access for emergency firefighting appliances.

Public Health

A condition is recommended in respect of site contamination.

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 Treorchy.

Policy CS1 - promotes developments which will support principal towns and key settlements.

Policy CS4 - sets out the housing requirement figure for the County Borough over the plan period.

Policy CS5 - sets out the affordable housing requirement figure for the plan period.

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

Policy AW2 - promotes development in sustainable locations.

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

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

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

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

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

Policy NSA2 - supports developments which support the roles and functions of key settlements including Treorchy.

Policy NSA10 - residential development should normally have a minimum density of 30 dwellings per hectare or greater.

Policy NSA11 - The provision of at least 10% affordable housing will be sought on sites of 10 units or more.

Policy NSA12 - supports housing development within and adjacent to defined settlement boundaries.

Supplementary Planning Guidance:

- Design and Placemaking
- Access, Circulation & Parking Requirements
- Affordable Housing
- Planning Obligations
- Nature Conservation
- Development of Flats

National Guidance

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

Planning Policy Wales 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 considered:

PPW Technical Advice Note 11 - Noise

PPW Technical Advice Note 12 - Design

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

This application seeks permission to construct seven houses and six apartments, one of which would be used as a staff office. The site is located inside the settlement boundary, is within the Northern Strategy Area and also the key settlement of Treorchy.

As vacant land within the Abergorki Industrial Estate the surrounding infrastructure is of a high standard and, as noted by the objector, the original intention for the land was B1, B2 or B8 employment uses. However, it appears, in the absence of any planning submissions, that no such uses came forward for the site.

Although the site is within the industrial estate, it is a separate parcel of land which also relates to the context of the wider residential area on the opposite side of the river. The site has since benefitted from consents for residential schemes (16/0571/13 and 18/1422/10), the most recent of which was reported to Members and received permission in March 2019.

The site has pedestrian access to the nearby residential area via Crichton Street and a further footbridge leading directly to River Terrace. In normal times Treorchy benefits from a well-established and vibrant retail centre with numerous facilities and services at close range.

There are also good transport links, including Ynyswen Train Station, all within easy walking distance. This together with its siting within the settlement boundary makes it a highly sustainable location, and since the development would support the role and functions of Treorchy, it would meet the criteria of LDP Policy AW2.

As Chapter 2 of PPW 10 requires, the development has been assessed against National Sustainable Placemaking Outcomes. The creation of construction employment; the support of economic activity in the local centre; the accessibility of the site; the convenient access to goods and services and the provision of needed social housing are particularly relevant to those placemaking aims.

Consequently, subject to the material planning matters considered further below, the application is considered to be acceptable in principle.

Impact on the character and appearance of the area

The proposed development is considered to be acceptable in terms of its design, scale, materials and overall visual appearance. This view is taken for the following reasons:

The layout of the housing is similar to that of the existing scheme and has responded to the constraints of the site. For example, the northern boundary follows the line of an easement for access to the river; the riverbank forms part of a SINC; there is a public footpath along two sides; and the rail line runs to the south-west. The site access is also dictated by the existing junction/turning head.

However, the proposed scheme diverges from the previous proposal in two main respects:

Firstly, the scale of the development is larger on account of the increase in the number of units. The additional two flats have resulted in a three storey building at the entrance to the site, which would have a maximum height to the ridge line of 10.4m, compared with 8.1m of the earlier proposal.

Nonetheless, although taller, the block is not as wide, and by virtue of its physical separation from the two storey dwellings to its south-eastern side (block 2), the increase in mass has not produced a sense of excess or disproportion with the other properties proposed for the site. The flats are also set further back than block 2, which would help to create a sense of perspective.

In addition, although most of the established residential properties towards the east comprise two-storey Victorian houses, the River, its banks, and intervening vegetation provide both distance and a screen, so there can be confidence that the development would not appear incongruous, and the additional height of the flats would be not be detrimental.

Secondly, the design approach of the current proposal is far more contemporary and considerable thought appears to have been given to the external finishes, to prevent monotony and foster visual interest.

No render is proposed for the elevations, which may be beneficial to maintain the appearance of the properties, and the choice of materials and brickwork treatment would suggest a desire to deliver a quality scheme, and not the cheapest possible, which is pleasing.

Consequently, the scheme would provide an attractive place to live, with a high standard of accommodation and external amenity space for all future residents, which would make a positive contribution to the street scene.

Impact on residential amenity

Although the current scheme differs from the extant consent for eleven dwellings, it is of a similar footprint and located in the same place. It would not, therefore, alter the relationship between the site and the closest neighbouring properties, and the previous comments in that regard.

It is recognised that the construction of the development would cause some disruption and noise, that might normally be expected during construction works, albeit that this would be for a limited period and not a material consideration for withholding permission. However, in respect of any long-term impact it is considered unlikely that the development would be detrimental to the amenity of the closest residents at either River Street to the north-east or at Tyla Coch to the south-west.

There is either ample distance or natural screening between where the new development would be located and the elevations of the closest other properties. This would prevent intrusive views or detriment to outlook, even for those parts of the development that would be visible. In addition, any dwellings to the south-east are located on the opposite side of the railway line and beyond a belt of woodland.

However, since the development site sits within an industrial area, there will inevitably be industrial traffic and industrial processes within close vicinity of the site, as well as frequent rail traffic. In this regard Policy AW10 requires there to be no unacceptable detrimental harm caused to health and/or local amenity because of pollution.

The Applicant submitted a Noise Report which advises that the suitability of the site for residential development has been assessed, based on the development proposals and the measured noise levels. Where the measured levels indicate that noise may be a determining factor in the granting of planning permission, façade mitigation measures have been proposed.

To ensure satisfactory acoustic conditions are met the Report has identified the installation of noise mitigation measures to include double and secondary glazing, and mechanical ventilation to specific plots. Conversely, a vibration impact assessment noted minimal vibration was measured from railway operations thus no measures were considered necessary to address this.

Lastly, the scheme was considered in the context of the Council's SPG for the Development of Flats, which concerns such matters as access, size and layout of accommodation, and outdoor space. Whilst there are no concerns in this regard, it is acknowledged that the proposal would be subject to the Welsh Government's Development Quality Requirements, the standards of which Registered Social Landlords must meet.

Highways and accessibility

The application site is located on a plot of land adjacent to Abergorki Industrial Estate and is accessed directly from the estate road, which has a carriageway width of 7.3m with no parking restrictions, and a 1.8m wide footway on both sides.

The most straightforward vehicular and pedestrian route to the A4061 is via Crichton Street which has a minimum carriageway width of 6.8m and 1.8m wide footways. Aside from double yellow lines on the approach to the A4061, there are no parking restrictions on Crichton Street or the Industrial Estate road.

There are a number of terraced properties served from Crichton Street and due to the lack of curtilage parking there is on-street parking demand which reduces the available carriageway width; thus, adversely impacting on highway safety and the free flow of traffic.

In accordance with TAN 18 the vision at the junctions of the estate road and Crichton Street and Crichton Street and the A4061 should be 2.4m x 40m. Both are well in excess of this, although on-street parking to the left and right of the latter reduces vision to approximately 2.4m x 20m and 2.4m x 10m respectively, which gives cause for concern.

However, due to the wide carriageway width of the A4061 at its junction with Crichton Street, vehicles are able to edge out on to the A4061 beyond the give-way line. This increases their vision without impeding 2-way traffic flow along the A4061, thus mitigating the adverse impact of on-street parking affecting sightlines.

As noted above, the site served by a continuous footway of approximately 1.8m on both sides of Crichton Street towards the A4061. The existing footway width is below the required 2m standard and the Council's Highways and Transportation section has therefore stated that this should be widened in the interest of pedestrian safety. As such a condition to this affect is suggested below.

The submitted site layout plan A002 Rev. B, shows a parking court with 10 spaces with access / egress in forward gear. There are an additional 8 spaces which reverse to and from the turning area which is of concern. However, taking into account the limited traffic generated at this location, the proposed is deemed acceptable in this respect.

As noted further above, the applicant has submitted amended details increasing the length of the adopted highway and providing a vehicular crossover for access to the parking court. The carriageway extension will reduce the number of units served off the private shared access to accord with the Council's Highways Design Guide, which stipulates that the maximum served from a shared access should be 5 units.

The table below sets out the off-street parking requirement, as determined by the Council's SPG for Access, Circulation and Parking:

Bedrooms	Required	Provided	Difference
5 x 1 bed	10 spaces	5 spaces	- 5 spaces
6 x 2 bed	12 spaces	10 spaces	- 2 spaces
1x 3 bed	3 spaces	2 spaces	- 1 space
1 x staff unit	2 spaces	1 space	- 1 space
Visitors	3 spaces	0	- 3 spaces

There is concern that the development would be 12 spaces short of the maximum standards for residents and visitors.

However, the Council's SPG for Access, Circulation and Parking states that the car parking requirement can be reduced if the development is located in a sustainable location. Taking into account the close proximity of the train station, bus stops, schools and local facilities, the Highways and Transportation Section has advised that the proposed level of off-street car parking is acceptable in this instance.

It is also noted that the applicant has provided secure sheds for cycle storage for each of the dwellings with the 1 bed apartments having secure cycle stands, which will go some way to mitigate the impact and promote sustainable modes of travel.

Consequently, in light of the above and subject to a number of highway related conditions, it is not considered the proposed development would have a detrimental impact on highway and pedestrian safety or the free flow of traffic.

Ecology

The Council's Ecologist has noted that the site is a relatively small, triangular shaped piece of ground, bordered on its eastern side by the River Rhondda (SINC 142), and to the west by the railway line.

The Preliminary Ecological Appraisal (PEA) information indicates that the site is a mosaic of brownfield, neutral and marshy grassland and is relatively species poor, containing willow scrub, and alder and ash trees. There is mixed woodland strip along the eastern side of the site which forms part of SINC 142.

The proposed development will retain the river bank strip of SINC scrub woodland, two other trees close to the development and the habitat zone to the south of the pedestrian footbridge, which is contained within the blue line boundary. Everything else will be removed.

The PEA identifies that nesting birds and small numbers of reptiles may occur and that otter using the River might occasionally use the site, although no holts are present. The PEA does not consider that any bat roosts are affected but given the site location bats will use the area as foraging habitat.

The PEA recommends nesting bird and reptile mitigation, precautionary measures for otter (excavations covered at night or with animal escape provision), construction protection of the retained riverbank woodland and individual trees, water pollution controls, lighting mitigation of the river, management of all retained areas and trees, Japanese Knotweed and Himalayan Balsam control, and bat and bird box provision.

Therefore, conditions to secure a wildlife and habitat plan and ecological mitigation are required.

Further to the above Natural Resources Wales has stated that the proposed development site is within 1.76km of Mynydd Ty-lsaf, Rhondda, which is a Site of Special Scientific Interest (SSSI). NRW has considered the information submitted in support of the application and advised that the proposed development is not likely to damage the features for which this SSSI is of special interest.

Public Health

The Council's Public Health and Protection Division has reviewed the submitted Site Investigation Report, reference 12347/PB/19/SI dated January 2019, and agrees with the report findings and recommendations which include:

- Dibenz(a,h)anthracene exceedance within samples between 0.0 – 1.0 from trial pit TP2 and TP3.
- In accordance with the Site Plan, it is proposed hardstanding will cover the location of the exceedance in trial pit TP3 mitigating the risk to human health.
- In accordance with the Site Plan, trial pit TP2 is located near the eastern boundary. It is proposed that to keep the integrity intact the height of the slope should not be increased. The ground level should be decreased to accommodate the proposed clean cover. This could mean the exceedance is removed altogether.
- The risk to groundwater is low.
- The risk from ground gas is low and the site is currently classified as Characteristic Situation CS 1 (no measures required), following a partial monitoring programme. Results and conclusions will be provided when all rounds are complete.

In light of the above, land contamination conditions are recommended although the desk study element can be dispensed with. Upon receipt of the ground gas monitoring full report, the discharge of the site investigation and remediation part of the condition can be considered.

Other matters

Correspondence raised by the objector highlighted a concern about the ownership of the land being sold to a developer, and an assertion that it was gifted to the Council, by the WDA, for other purposes.

Whilst this is not a material planning concern, the Council's GIS system identifies that this parcel of land, together with a larger area comprising much of the industrial estate, was known as 'Former Abergorki Sidings' and disposed of by Rhondda Borough Council to the WDA in March 1979.

It is not recorded on this system as being reacquired by the Council and disposed of for a second time, and therefore it is assumed that the land was sold by the WDA, or its successors, to third parties. In any event, the only planning applications that have come forward for the site, since 1984, are not for B1, B2 or B8 land uses, and comprise the previous residential proposals outlined in the site's planning history.

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 only intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case:

In this case the Council's Housing Strategy Section has noted that the site would provide 100% affordable housing for social rent, which would accord with LDP Policy NSA11.

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

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 site lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones where a £nil charge is applicable. Therefore no CIL would be payable.

Conclusion

The application site is located within the settlement boundary and benefits from an existing live consent for a comparable residential scheme. The principle of residential development would therefore be acceptable and accord with Policies CS1, AW1, AW2, NSA2 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

Furthermore, the proposed housing development has been designed for and in accordance with a registered social landlord and will provide beneficial and much needed additional affordable housing, of an appropriate size and tenure to meet local housing demand.

RECOMMENDATION: Grant

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

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

2. The development hereby approved shall be completed in accordance with the approved drawings:

- A002 Rev B
- A003
- A004
- A005
- A006
- A007
- A008
- A009
- A011

and details and documents received on 3rd December 2020, 7th December 2020, 9th December 2020 and 18th January 2021.

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

3. A) No development shall commence on site until a scheme to deal with contamination has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:
- i). 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 (1) above.
 - ii). A written method statement for the remediation of contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to commencement and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.
- B) 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 Local Planning Authority. Any validation report shall be carried out by a competent person.
- C) 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 Local Planning Authority prior to the work recommencing. Any revised contamination proposals shall be carried out by a competent person.
- D) Any scheme to import topsoil [natural or manufactured], or subsoil shall be undertaken in accordance with WLGA guidance: Imported Materials Guidance Notes

<http://www.rctdoc.gov.uk/en/relateddocuments/publications/environmentproject/wlgaimportedmaterialsvalidationmay2013.pdf>

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 take place on site until full engineering design and details of a scheme for improvement works to the public footway fronting the

site, including vehicular crossovers, 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 of the first unit.

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

5. No development shall take place on site until full engineering design and details of the section of road proposed as an extension of the adopted highway, including vehicular crossover details, 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 of the first unit.

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

6. No development shall take place on site, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall provide for:

- i) the means of access into the site for all construction traffic;
- ii) the parking of vehicles of site operatives and visitors;
- iii) the management of vehicular and pedestrian traffic;
- iv) loading and unloading of plant and materials;
- v) storage of plant and materials used in constructing the development;
- vi) wheel washing facilities;
- vii) the sheeting of lorries entering and leaving the site.

The approved Statement shall be adhered to throughout the construction period unless otherwise approved 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.--
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7. No development shall take place until a Wildlife and Habitat Protection Plan for Construction has been submitted and approved in writing by the Local Planning Authority. The Plan shall include:

- a) An appropriate scale plan showing 'Wildlife and Habitat Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented;

- b) Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction;
- c) A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed;
- d) Details of nesting bird and reptile avoidance mitigation;
- e) Details of lighting controls in relation the adjacent River Rhondda;
- f) Persons responsible for:
 - i) Compliance with legal consents relating to nature conservation;
 - ii) Compliance with planning conditions relating to nature conservation;
 - iii) Installation of physical protection measures during construction;
 - iv) Implementation of sensitive working practices during construction;
 - v) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
 - vi) Provision of training and information about the importance of the 'Wildlife and Habitat Protection Zones' to all construction personnel on site.

The development shall be implemented in accordance with the approved details and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interest of the protection of the natural environment in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

8. No development shall take place until details of a scheme of ecological mitigation and enhancement for the riverbank woodland and area south of the footbridge, as outlined in blue on drawing number A001 (Site Location Plan), have been submitted and approved in writing by the Local Planning Authority. The scheme shall provide:
- a) Measures in respect of bats, otters, birds and reptiles;
 - b) Measures for SINC, habitat and tree protection;
 - c) Measures for the treatment and control of invasive plant species;
 - d) A 5 year Habitat Management Plan.

The scheme shall be implemented in accordance with the approved details.

Reason: In the interest of the protection of the natural environment in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

9. Prior to beneficial occupation of the first residential unit, the means of access, together with the parking facilities, shall be laid out in accordance with the submitted site layout plan A002 Rev. B. The off-street car parking provision shall not thereafter be used for any other purpose other than the parking of vehicles.

Reason: To ensure that vehicles are parked off the highway, in the interests of road safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

10. All building works relating to the proposed development shall be constructed so as to provide sound attenuation against external noise as detailed in the submitted Noise Assessment (Report by 'Inacoustic', dated 17th January 2020). The attenuation measures shall thereafter be retained in perpetuity.

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

11. No surface water run-off from the proposed development shall be allowed to discharge onto the public highway or connect to any highway drainage system, either directly or indirectly.

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