



RHONDDA CYNON TAF

**CYNGOR BWRDEISTREF SIROL
RHONDDA CYNON TAF
COUNTY BOROUGH COUNCIL**

GWŶS I GYFARFOD PWYLLGOR

C Hanagan
Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu
Cyngor Bwrdeistref Sirol Rhondda Cynon Taf
Y Pafiliynau
Parc Hen Lofa'r Cambrian
Cwm Clydach, CF40 2XX

Dolen gyswllt: Hannah Williams - Uned Busnes y Cyngor - Gwasanaethau Llywodraethol
01443 424062

Bydd cyfarfod o'r **PWYLLGOR CYNLLUNIO** yn cael ei gynnal **AR Y SAFLE** ar **DYDD MERCHER, 1AF MAI, 2019** yn unol â'r manylion isod.

AGENDA

DATGANIADAU O FUDDIANNAU – Derbyn datganiadau o fuddiannau personol gan Gyngorwyr, yn unol â gofynion Côd Ymddygiad y Cyngor.

Noder:

1. Mae gofyn i Aelodau ddatgan rhif a phwnc yr agendwm mae eu buddiant yn ymwneud ag ef a mynegi natur y buddiant personol hwnnw.
2. Lle bo Aelodau'n ymneilltuo o'r cyfarfod o ganlyniad i ddatgelu buddiant sy'n rhagfarnu, **rhaid** iddyn nhw roi gwybod i'r Cadeirydd pan fyddan nhw'n gadael.

<u>AMSER</u>	<u>LLEOLIAD</u>	<u>PWRPAS</u>
<u>10.00 am</u>	Hen safle Ysgol Gynradd Gymraeg Llantrisant, Stryd yr Ysgol, Llantrisant, CF72 8EN.	Cais 18/1411/10: Newid defnydd yr adeilad presennol i ddarparu 14 fflat, adeiladu tri thŷ ac un byngalo, a gwaith cysylltiedig gan gynnwys tirlunio, mynediad a pharcio ceir, hen safle Ysgol Gynradd Gymraeg Llantrisant, Stryd yr Ysgol, Llantrisant.

<u>AMSER</u>	<u>LLEOLIAD</u>	<u>PWRPAS</u>
<u>11.20 am</u>	Hen safle Ysgol Gyfun Blaengwawr, Club Street, Aberaman, Aberdâr. CF44 6TN.	Cais 18/1346/10: Datblygiad preswyl arfaethedig 120 uned, gyda gwaith tirlunio a pheirianeg cysylltiedig, hen safle Ysgol Gyfun Blaengwawr, Club Street, Aberaman, Aberdâr.

Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu

Cylchrediad:-

Aelodau o'r Pwyllgor Cynllunio a Datblygu:

Cadeirydd ac Is-gadeirydd y Pwyllgor Materion Rheoli Datblygu
(Y Cynghorydd S Rees a Y Cynghorydd G Caple)

Y Cynghorydd J Bonetto, Y Cynghorydd D Grehan, Y Cynghorydd G Hughes,
Y Cynghorydd P Jarman, Y Cynghorydd W Owen, Y Cynghorydd J Williams,
Y Cynghorydd S Powell, Y Cynghorydd J Harries ac Y Cynghorydd R Yeo

Safle 1

Cynghorydd Lleol nad yw'n aelod o'r pwyllgor - Y Cynghorydd G Holmes

Safle 2

Cynghorydd Lleol nad yw'n aelod o'r pwyllgor - Y Cynghorydd L De Vet ac Y Cynghorydd S Evans

PLANNING & DEVELOPMENT COMMITTEE

4 APRIL 2019

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/1411/10
(GH)
APPLICANT: LCB Construction
DEVELOPMENT: Change of use of the existing building to provide 14 flats, construction of three houses and one bungalow, and associated works including landscaping, access and car parking.
LOCATION: FORMER LLANTRISANT WELSH PRIMARY SCHOOL, SCHOOL STREET, LLANTRISANT, CF72 8EN
DATE REGISTERED: 04/01/2019
ELECTORAL DIVISION: Town (Llantrisant)

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

REASONS:

By virtue of its location within the settlement boundary, the principle of residential development would be acceptable and accord with Policies CS2, AW1, AW2 and SSA3 of the Rhondda Cynon Taf Local Development Plan.

The proposed development would result in the beneficial re-use of a redundant building, the refurbishment of which would result in the enhancement of the Llantrisant Conservation Area and a significant improvement in the character of the street scene.

In addition, the new affordable dwellings would provide a valuable contribution towards addressing local housing needs as identified by the Council's Local Housing Market Assessment 2017/18.

REASON APPLICATION REPORTED TO COMMITTEE

The proposal is not covered by determination powers delegated to the Service Director for Planning.

APPLICATION DETAILS

Full planning consent is sought for the change of use of the existing school building to provide fourteen flats, to construct three houses and one bungalow, and undertake associated works including landscaping, access and car parking, at the former Llantrisant Welsh Primary School, Llantrisant.

The proposed accommodation comprises the following mix of affordable social rent properties on behalf of Trivallis, with the new buildings located to the northern part of the site:

- 8 x one bedroom flats
- 6 x two bedroom flats
- 3 x two bedroom terraced houses
- 1 x two bedroom bungalow

The main roof of the School building would require some amendment in order to accommodate the first floor flats as designed. This would be achieved by introducing a replacement section of flat roof to the rear, between opposing ridges, and also to the front, where two small flat-roofed extensions would be faced with a rust-red coloured cladding.

The front of the new build dwellings would also have external finishes to reflect those of the extant building, comprising imitation stonework and panels of the same red cladding, whilst the less visible side and rear elevations would be face brickwork. The new roofs would be finished with grey tiles of a slate type appearance.

Around the perimeter of both existing and new buildings, the land would be used to create three parking courtyards to include sections of soft landscaping and a bin store. A ramp would provide a graded access to plots 16 to 18, whilst a new pedestrian access would be formed in the boundary wall adjacent to no. 1 School Street. The plans demonstrate that the existing boundary wall would be retained.

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

- Transport Statement
- Design and Access Statement
- Geotechnical Study (Site Investigation)
- Pre-Application Consultation Report
- Ecological Assessment
- 3D visualisations

Lastly, it has been confirmed that this 100% social rented scheme has been designed by Trivallis Housing Association in dialogue with the Council's Housing Strategy Team to help address the need for additional affordable housing within Llantrisant. The unit mix and tenure proposed accord with the Local Housing Market Assessment 2017/18 and the proposal satisfies LDP Policy SSA12.

SITE APPRAISAL

The application property comprises the former Llantrisant Welsh Primary School and its external play areas and hardstanding, which is located to the west of the historic centre of Llantrisant.

The 0.27 hectare site has been vacant for a period in excess of ten years and although secured and in reasonable external condition, albeit overgrown, is reported by the applicant to be in poor condition internally.

Although there is an existing break in the stone wall facing School Street to the west, where the new pedestrian entrance is proposed, the main entrance, including that for vehicles, is located at the south-eastern corner.

With the exception of the open land adjoining the site to the north-west, the site is surrounded by a variety of residential properties, including those dwellings to the north of later 20th century construction.

The majority of the application site falls within the Llantrisant Conservation Area and is within the defined settlement boundary.

PLANNING HISTORY

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

11/1286/10	Conversion of former school into 8 residential apartments and construction of 2 dwellings at rear of site.	02/12/2014 granted.
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PUBLICITY

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

Thirty-four individual letters of objection have been received raising a variety of issues, which can be summarised as follows:

Visual Considerations

- The development would overcrowd the site / appear overdeveloped
- Adverse effect on conservation area
- New build properties not to the same attractive standard

- Previous plans were more sympathetic
- New windows should be of the same style and roof lights are not in character
- Bin store is in a prominent location

Amenity

- Overbearing to closest properties and ridge height of new houses higher than the school
- Noise, nuisance and disruption from construction
- Overshadowing and intrusive views towards neighbouring houses
- Light pollution from roof lights

Highways and Transport

- Development would create permanent increase in traffic volume
- Significant concerns in respect of the structural safety of existing buildings, walls, roads and retaining walls, given well-known issues of wall collapse associated with previous developments
- Road network leading to the site is substandard and in poor condition. Access is poor and existing TROs are not enforced
- On-street parking demand is already at its limit
- Proposed on-site parking is inadequate and does not accurately reflect car ownership levels
- Highway safety is already poor with a record of damage to vehicles and property from traffic
- School traffic levels are not comparable to the current proposal since this was restricted to school hours and vehicles did not enter the site
- No provision of cycle stands
- The popularity of online shopping would result in more deliveries being made
- Access would have to be maintained during construction
- Past applications for housing were refused at Church Street and Heol Y Beiliau due to highway safety concerns
- Access to public transport is poor and the planning statement inaccurate. The nearest railway station is at Pontyclun and there are no easy or convenient walking/cycling routes. The closest bus stop requires an uphill walk so the development would increase the reliance on the private car

Other

- One bedroom flats will not cater for families which would support local school numbers
- Location means that the development would only be suitable for young people
- Previous application for luxury flats was preferable and more appropriate
- Public notices of Pre-Application Consultation were put up late
- Social housing can result in anti-social behaviour / tenants have no pride in looking after property / the transient nature of tenants affects crime rates
- Affordable housing will be filled with riff-raff and they should pay high bills like everyone else
- Flats would change the nature of the community

- Sewer capacity might not cope
- Renewable energy is not included in the scheme
- 100% affordable housing provision is not needed in Llantrisant
- Additional hard surfacing will create further surface water issues and exacerbate current problems with dampness/water table, that development has caused nearby

CONSULTATION

The Coal Authority- the Coal Authority considers that the content and conclusions of the Geotechnical and Geo-Environmental Report are sufficient for the purposes of the planning system in demonstrating that the application site is safe and stable for the proposed development, and therefore has no objection.

Highways and Transportation - no objection, subject to a number of conditions and an informative note.

Drainage - a condition is requested for the submission of drainage details.

Dwr Cymru Welsh Water - no objection subject to a condition in respect of foul water and advisory note regarding sewer connection.

Countryside - Ecologist - the ecological surveys and proposed bat mitigation measures are acceptable.

Glamorgan Gwent Archaeological Trust - a condition and informative note is requested in respect of a programme of historic building recording.

Llantrisant Community Council group - objects on the basis that the development would exacerbate an existing congestion and parking problem.

Natural Resources Wales - initially, NRW requested further detail of bat mitigation measures, in consultation with and for the approval of the Council's Ecologist. These have been provided and a condition recommended accordingly.

Public Health and Protection - conditions are recommended in respect of demolition, noise, dust, waste and hours of operation. However, with the exception of the latter, it is considered that these matters can be best addressed by an informative note.

In addition, the Public Health Section considers that the submitted Geotechnical and Geo-environmental Site Investigation Report addresses all contamination concerns, and that contaminated land conditions are not applicable to this planning application.

South Wales Fire and Rescue Service - no objection.

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.

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 Llantrisant, and partly within the Llantrisant Conservation Area

Policy CS2 - emphasises sustainable growth in the southern strategy area by promoting residential development which respects the character and context of the key settlements, and promoting the reuse of under used and previously developed land and buildings.

Policy AW1 - concerns the supply and location of new housing within the Borough, including the development of unallocated land within the defined settlement boundaries of the Principal Towns, Key Settlements and Smaller Settlements.

Policy AW2 - 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 - 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 AW7 - developments that impact upon sites of architectural or historic merit must demonstrate that they preserve or enhance the character of the site.

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

Policy AW10 - supports development proposals which are not detrimental to public health or the environment.

Policy SSA3 - supports proposals for residential development in Llantrisant where the development is of a high standard of design and integrates positively with existing development, and respects the culture and heritage of Llantrisant.

Policy SSA11 - The policy stipulates that residential development will only be permitted where the net residential density a minimum of 35 dwellings per hectare.

Policy SSA12 - a minimum provision of 20% affordable housing is required on sites of five units or more.

Policy SSA13 - residential development is supported within the defined settlement boundary if the development is accessible to local services by a range of sustainable transport modes, and does not adversely affect the provision of car parking in the surrounding area.

Supplementary Planning Guidance

- Design and Placemaking
- Access, Circulation and Parking Requirements
- Affordable Housing

- Planning Obligations
- The Historic Built Environment
- Development of Flats
- Nature Conservation

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 5th December 2018, and the document aims to incorporate the objectives of the Well-being of Future generations 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)

Other policy guidance considered:

PPW Technical Advice Note 1 - Housing

PPW Technical Advice Note 12 - Design

PPW Technical Advice Note 18 - Transport

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

Consent is sought to convert the former Llantrisant Welsh Primary School and grounds into a residential building. The site is within both the defined settlement boundary and the Llantrisant Conservation Area.

The development of unallocated sites within the defined settlement boundary is supported by LDP Policies AW1 and AW2, with the latter requiring development to be in a sustainable location. The site is in walking distance to some key services and facilities, and is accessible by a range of sustainable transport options including bus, bicycle and foot. However, it is acknowledged that the terrain makes the latter two options less desirable and practical.

The conservation area location means that the design of the development is of particular importance, and although these matters are considered further below the approach to convert the school building, rather than demolish it, is welcomed. Policy CS2 notes the value of promoting the re-use of redundant buildings and previously developed land, and since the School has been closed for fourteen years its refurbishment would halt the decline of the building and sense of dereliction.

The application proposes to develop a total of 18 dwellings, comprising 14 flats, 3 houses and 1 bungalow, on a 0.27 hectare site. The site is situated in the Southern Strategy Area and Policy SSA11 seeks net residential density to be a minimum of 35 dwellings per hectare. The density proposed is approximately 66 dwellings per hectare, thus satisfying the policy.

As with any proposal which includes the construction of flats, whether conversion or new build, the Council's SPG for the Development of Flats would normally be a key consideration. However this scheme would also be expected to be compliant with the Welsh Government's Development Quality Requirements (DQR).

The DQR standards, which are reflected within the SPG for Affordable Housing, specify such matters as the level of space, amenity and layout for affordable housing units for social rent. Each dwelling appears to be of a suitable size with sufficient supply of natural light, albeit that the outlook from 2 or 3 of the ground floor flats would be limited on account of the topography and retaining structures.

Nonetheless, the plans demonstrate that the houses and flats would all have good access and the car parks are well overlooked. The development also includes a bin storage area at the site entrance, located behind the retained boundary wall and out of sight from School Street.

Notwithstanding concerns about the limited choice of sustainable transport options available to future residents, it is considered that the most appropriate use of the site which would be most compatible with the surrounding dwellings, in accordance with Policies AW2 and SSA13, would be residential.

Lastly, the property benefits from an extant consent for a residential conversion to provide 8 flats and two dwellings to the rear (11/1286/10). In principle therefore, the development is considered to be acceptable.

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 conservation areas. Conversely, there should be a strong presumption against the granting of planning permission for developments which 'damage the character or appearance of a conservation area to an unacceptable level'.

This national policy is incorporated within LDP Policy AW7 and the Council's SPG for the Historic Built Environment such that the conversion and any alterations to the school building must make a positive contribution to the character or appearance of the area. In addition, the new build houses and bungalow should also be a high standard of design sympathetic to the local character and appearance of the conservation area.

Reference to the Council's Llantrisant Conservation Area Appraisal and Management Plan (2011) demonstrates that the site is within Character Area 8: Heol Las and School Street. The appraisal notes that the area is particularly visible from many parts of Llantrisant and 'provides a setting for the town'.

The School is highlighted as being an attractive Victorian building offering opportunities for re-use, and although unlisted, is considered to be a structure of merit. The appraisal suggests that an opportunity for enhancement would be to find an appropriate long-term use for the School and the removal of the modern front extension.

Whilst the extension has already been removed, and a long term plan for the building is central to this application, the document notes that the protection of views in and out of the Conservation Area are important and that the consistency of use of materials and the retention of boundary walls should be reinforced.

In this case, as far as the conversion of the school building is concerned, there has to be a balance between the benefit of bringing a redundant building back into beneficial use from a state of disrepair, and any external revisions that might adversely affect the character of the building and the wider area.

The School would largely be retained in its current form and footprint, and therefore its mass would be unchanged. The proposed alterations to the front, consisting of the small forward extensions, are not considered to detract from the overall appearance of the building. However one of the most noticeable changes to appearance, for the purposes of enabling the first floor accommodation, would be to the fenestration.

The existing windows of two storey height would be replaced and split horizontally to enable the first floor to be created, but the size of the openings would not be altered - this is a common approach and can be seen, for example, in many chapel

conversions. However, notwithstanding the details shown on the accompanying plans, a condition is recommended in respect of the design and finish of the windows to ensure they are of a style befitting that of the building.

In addition, the existing roof planes are proposed to be installed with a considerable number of roof lights to benefit the first floor flats. Whilst many of these would not be visible from the public realm, eleven such lights were proposed to the southern side, and the applicant agreed to reduce their number to seven.

With regard to the new bungalow and houses, these would occupy the less visible part of the site to the rear of the School building. Although they would be sited on higher ground, compared to the School, the positioning and screening from extant elevations would prevent any untoward prominence and ensure a relationship of subservience.

The principal elevations of the new buildings are proposed to be finished with 'imitation stone' and would incorporate sections of the same cladding as used to the front of the School. The new designs are quite plain by comparison and so the use of similar external finishes would help create a cohesive whole; albeit that these are proposed to be subject to a condition to ensure appropriate materials are used.

Consequently, the proposed development is considered to be acceptable in terms of its design, siting, scale, and overall visual appearance, subject to the aforementioned conditions; and would make a positive contribution to the Conservation Area and street scene.

Impact on neighbouring occupiers

The conversion of the School building would not affect its physical relationship with neighbouring properties, and the development would not therefore cause harm by detriment to outlook or by overshadowing.

Some concern was expressed by objectors that the roof lights, in particular, would cause intrusive views towards other dwellings. However, having checked the cross-sectional drawings provided by the applicant and the internal floor levels relative to the roof planes, it would appear virtually all of these would be well above eye level.

The position of the bungalow and its single storey construction means that there would be no concerns about any negative impact on neighbouring residents, however the position of the three new houses requires further consideration.

With regard to the dwellings at School Street to the west, their rear elevations would look towards the side elevation of plot 18, and the gap of just over 18m would be judged easily sufficient not to be overbearing. Nonetheless in the case of the property known as 'Leofric' there would be views towards the front elevation of the new houses, albeit at an oblique angle.

Currently the School boundary has a dilapidated ball fence separating the former playground from the rear garden of Leofric, up and against which vegetation has grown to act as a substantial screen. Consequently, since it is unlikely that either the

fence or overgrowth would be retained, a condition requiring details of boundary treatments is proposed to be appended to any consent. This would ensure that the neighbouring residents are protected and have the added benefit of preventing any light overspill from vehicle lights.

To the north of the site boundary, there are further properties at Dan-Y-Felin, and the rear elevations of Caerlan House and Penrallt face towards the School. Given that the new build houses would be at a lower level and there would be a minimum gap of 25m between the corner of plot 18 and Penrallt, for example, it is unlikely that there would be any implications for privacy. There is also a heavily vegetated piece of land between these existing dwellings and this would also provide screening.

Consequently, in terms of the impact on the amenity and privacy of neighbouring residents, the application is considered to be acceptable.

Highways and accessibility

Access

The proposed development would be served from the existing site entrance off School Street. Drawing no. "A106 Rev A" indicates that the existing access is to be widened to 6.6m, whilst the submitted Transport Statement includes swept path analyses of vehicles expected to require access to the site.

These indicate that a long wheel base fire tender and a 3-axle refuse vehicle are able to enter and exit the site in a forward gear. There is slight concern that such vehicles would require the full width of the access; however, given the expected frequency of such trips, the concern is not considered significant to warrant highway objection.

A new pedestrian access is also proposed from School Street and would be acceptable in principle, subject to the provision of construction details which could be controlled by means of a condition.

Access Leading to the Site

The access leading to the site is severely sub-standard in terms of carriageway width, horizontal and vertical geometry and lack of continuous segregated footway facilities. The public consultation responses demonstrated that these matters, together with the potential impact of both construction traffic and the volume of resident traffic that would be generated by the development, were of great concern.

However, the view of the Council's Highways and Transportation Section is that when considering the previous use of the site as a primary school, which would have generated a comparable level of traffic movements as the proposed development, on that basis alone the development would reluctantly be considered acceptable.

Internal Circulation

There is considerable concern with the proposed internal circulation layout which narrows to less than 4.5m in numerous locations and 3m in the worst instance. This is insufficient to facilitate satisfactory two-way vehicle movements and would result in the creation of vehicular reversing movements, potentially onto the public highway.

Nonetheless, the pinch points are due to existing features of the site such as the position of the school building and boundary treatments, and are located where vehicle movements would be relatedly low.

Furthermore, whilst reversing movements would likely take place within the site, there is opportunity for vehicles to pass each other at the site entrance, reducing the likelihood that vehicles would undertake reversing movements onto the public highway. With these points in mind, the concern is not significant enough to warrant a highway objection.

Vision Splays

The vision splay to the right of the site access is severely sub-standard due to the height of the boundary retaining wall adjacent to the site entrance, although the continuation of School Street from this point provides access to three dwellings on Y Graig, which is a private cul-de-sac and would be lightly trafficked.

There are no recorded accidents in the vicinity of the site entrance and for this reason, together with the limited vehicular movements to the three existing dwellings, that the vision splays are considered acceptable. Furthermore, a consequence of the proposed improvements to the access is that vision to the left would be as far as the junction between School Street and The Mews/Hoel Y Graig; which is a distance of circa 34m.

Parking

Off-street parking for the proposed development would be expected to be in compliance with the Council's adopted SPG for Access, Circulation and Parking Requirements, where the provision would be 2 spaces for 1-2 bedroom dwellings; 3 spaces for 3+ bedroom dwellings, plus 1 space per 5 dwellings for visitors.

The proposed development consists of 8 one-bedroom flats, 6 two-bedroom flats, 3 two-bedroom houses and 1 two-bedroom bungalow; giving a total of 18 dwellings. The SPG determines that, the proposed development has a requirement of 40 spaces. Submitted drawing no. "A106" indicates that 29 spaces are to be provided, resulting in a shortfall of 11 spaces.

The shortfall of 11 spaces gives cause for concern and since on-street parking in and around the centre of Llantrisant is already subject to great demand, there would be little scope for the public highway to accommodate any overspill from the site. Consequently the representations from objectors identified this as being one of the most significant problems with the proposal.

However, the Highways and Transportation Section considers the development to be in a sustainable location; and notes that since it would consist exclusively of 1 and 2 bedroom dwellings, where the Council's SPG advises that residents of flats and apartments often have lower car ownership rates than other types of household, any concern is not significant enough to warrant a highway objection.

Lastly, conditions have been recommended which would require the submission of a construction method statement prior to construction, and design details of the vehicular and pedestrian site entrances. Further conditions would ensure that the off-street parking would be retained for that purpose, and HGV deliveries limited so as not to coincide with work travel periods.

Archaeology

Glamorgan-Gwent Archaeological Trust (GGAT) has noted that information in the Historic Environment Record, shows that the school was built in 1867 as a National School by the National Society, derived from the Society for the Promotion of Christian Knowledge. The school pre-dated the Education Act and offered education to children of both sexes; its establishment followed a long and important history of social and educational work in the town.

GGAT considers that the buildings are an important part of both the local history and local street scene, and it is necessary to mitigate their conversion. Their view is that a record should be made that includes information on the construction of the buildings, details of their architectural features and a history of development. Consequently a condition is recommended requiring that a Level 3 survey is undertaken (Historic England 2016, Understanding Historic Buildings: A Guide to Good Recording Practice), and that a scheme of investigation is submitted for approval.

Conversely, the significant medieval buildings and settlement of the town are concentrated to the northeast and there is no indication that the development would adversely impact on any buried archaeological remains. There are no other recorded archaeological features shown on the Historic Environment Record and GGAT has no objections to the granting of the application on archaeological grounds.

Drainage

The matter of drainage was raised by objectors, and although Dwr Cymru Welsh Water has advised that there is sufficient capacity to deal with foul water from the site, the problem of surface water run-off was raised directly with the case officer during a visit to a resident of Church Street.

There was some concern about how the development might affect the water table and affect run-off rates from the site, with it being noted that the existing hardstanding and roofs already result in significant flow directly onto School Street and then to Heol-Y-Beiliau. That the additional car parking area, which would result in the removal of the grassed area to the front of the site, could worsen matters was considered unacceptable

Notwithstanding that the state of the current site surface water drains is unknown and may neither be functioning satisfactorily or been maintained since the School was closed, both DCWW and the Council's Drainage Section have requested a condition for the submission of full drainage details.

This means that prior to any development taking place, such details will have to demonstrate that the development can be drained to current standards and without causing additional detriment. It is considered therefore, that the development scheme will provide an opportunity to address existing problems and improve the status quo. Any proposals submitted as part of an application to discharge the drainage condition would have to be to the satisfaction of the statutory consultees.

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 proposed development, on behalf of the Registered Social landlord Trivallis, would provide 100% affordable housing for social rent.

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. The application lies within Zone 3 of Rhondda Cynon

Taf's Residential Charging Zones, where there is a liability of £85m² for residential development (including extensions to dwellings over 100m²).

The CIL (including indexation) for this development is expected to be £142,391.36.

However, social housing relief may be claimed on the social housing element of the development.

Conclusion

For the reasons given above the proposed residential use, School conversion and new dwellings are considered to be both acceptable in principle and 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, and would enhance the conservation area, whilst retaining a Victorian building of value.

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 received by the Local Planning Authority on 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 samples of the external materials proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so approved. Such samples shall include details of replacement windows, doors and roof lights, with the latter being of a 'conservation style'.

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, AW6 and AW7 of the Rhondda Cynon Taf Local Development Plan.

4. 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.

5. No development shall commence until details of the proposed boundary treatments to be erected, including both new and retained, 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

6. No development shall commence until full construction details of the proposed vehicular and pedestrian accesses, including details of their tie-in with the public highway, have been submitted to and approved in writing with the Local Planning Authority. The approved details shall be implemented on site prior to beneficial occupation.

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

7. 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.

8. 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.

9. The parking spaces indicated on submitted drawing no. "A106 Rev A" shall be constructed on site in permanent materials and retained for the purpose of the parking of vehicles only.

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

10. HGV's used as part of the development shall be restricted to 09:30am to 16:30pm weekdays, 09:30am to 13:00pm Saturdays with no deliveries on Sundays and Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

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

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

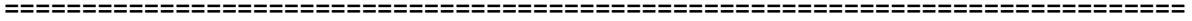
Monday to Friday	08.00 to 18.00 hours
Saturday	08.00 to 13.00 hours
Sunday and Bank Holidays	Not At All

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.

12. Measures to protect and retain bat roost resources shall be provided and maintained in perpetuity in accordance with the details contained within 'Section 5 - Mitigation Strategy' of the Ecological Assessment, produced by Pure Ecology (February 2019). Furthermore, no additional external lighting shall be erected within the Lighting Control Zones identified by annotated drawing no. A106 Revision A (Appendix 5).

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.



PLANNING & DEVELOPMENT COMMITTEE

4 APRIL 2019

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/1346/10
(GD)
APPLICANT: Davies Homes Ltd
DEVELOPMENT: Proposed 120 unit residential development, with associated landscaping and engineering works.
LOCATION: FORMER BLAENGWAWR COMPREHENSIVE SCHOOL, CLUB STREET, ABERAMAN, ABERDARE, CF44 6TN
DATE REGISTERED: 05/12/2018
ELECTORAL DIVISION: Aberaman North

RECOMMENDATION: APPROVE, SUBJECT TO S106 AGREEMENT.

REASONS:

The principle of the proposed development is considered acceptable and the detail of the proposals are acceptable in terms of other material particulars. The current application also represents an opportunity to bring forward much needed housing in the mid valley area of the Cynon Valley., which will also help to address the current housing land supply shortage in the wider County Borough

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

The planning application seeks full planning permission for the construction of 120 dwellings on the site of the former Blaengwawr Comprehensive School. The house types proposed are as follows –

- 6no. Tintern semi detached three bedroom houses.
- 22no. Ascot semi detached three bedroom houses.
- 14no. Canterbury detached two and a half storey three bedroom houses.
- 7no. Hereford detached three bedroom house types.
- 8no. Harrowgate detached four bedroom house types.
- 21no. Radliegh detached four bedroom house types.
- 14no. Lynton detached four bedroom house types
- 5no. Llandovery detached five bedroom house types
- 11no. Knightsbridge four bedroom house types
- 4no one bedroom walk up flats (social rented)
- 2no. 2 bed 4 person houses (social rented)
- 2no 2 bed 4 person (LCHO)
- 4no Tintern three bedroom house types (LCHO)

The houses will be finished in an Ibstock Hardwicke Sherwood Blaze brick with a smooth grey Marley Modern roof tile with terracotta ridge tiles. Lower level roofs canopies and dormer roof tiles will be plain tiles in a colour to match the main roofs of the dwellings. Windows fascias, soffits and bargeboards will be in white uPVC while the rainwater goods will be in black uPVC. Screen walls will be in the same brick as the main dwellings.

The redevelopment of the site will also require the reconfiguration of the levels on the site and the approach taken in this respect has been to create three distinct levels rising upwards from east to west with the lowest parts of the site immediately adjacent to established residential development. From west to east there is currently a 12m fall across the developable area of the site and this would remain the same though the landform would also alter significantly particularly between the middle and higher levels of the site where a cribblock wall of approximately 4m height will be necessary.

The development will be served by a single means of access via Club Street and the estate will be laid out with a central circulatory arrangement with a series of cul de sacs formed off that to both adoptable and private drive standards. Access to the higher level of the site will also be from the central circulatory road but will initially drive northwards before returning to the highest western part of the site. Each house will be provided with a level of off street parking commensurate with its size in the form of integral or detached garages and driveways.

In addition to the housing, the developers have also indicated that they intend to provide a 48-space car park adjacent to no.1 Club Street with four spaces specifically dedicated to the residents of that street. It is also proposed that a footpath link be provided between the site and Maesyffynon Grove accessing on to the highway of the grove between no's 6 & 8.

The application is accompanied by the following:

- Pre Application Consultation report
- Design and Access Statement
- Arboricultural Report
- Transport Assessment
- Site Investigation Report
- Drainage Strategy Report and Supplementary Statement
- Travel plan
- Ecology Report
- Landscape Strategy

SITE APPRAISAL

The school that previously occupied the site has been demolished with much of the building material retained in mounds on site for re-use in the redevelopment of the site. The site itself forms a series of plateaux with relatively steep slopes in-between. The site slopes downwards from west to east with an overall fall across the site of 20m. Being a former school the site benefits from well-established boundaries consisting of tree and hedgerow to the north, though the site also abuts Maesyffynon Grove at its northwest corner, along with tree and hedgerow to the west and south, with the latter boundary strengthened by the presence of the Nant Gwawr immediately adjacent. The eastern boundary is formed by the presence of the playing field and established residential property.

Access to the site is from Club Street, which also served as the principal access to the school when that was present on the site. Club Street itself forms a junction on to the B4275 Cardiff Road, which is itself the principal route through Aberaman.

The wider area is, with the exception of the primary school overwhelmingly residential in character. Aberaman is itself a mix of property types ranging from traditional 19th century terraced homes to modern homes at the Fairways, which have been built in the last ten years or so. House design is therefore varied as is the use of external finish materials ranging through stone and slate through to brick, tile and render of varying colours.

PLANNING HISTORY

16/1172	Permanent bat house	Approved 20/12/16
16/1112	Prior notification of demolition of school buildings	Permission not required 17/11/16
15/1521	Prior notification of demolition of school buildings	Permission required 21/12/15
10/1210	Flag and flag pole	Approved 22/12/10
09/0269	Variation of condition 6 of planning permission 05/1398 to extend the use of the sports pitch to five evenings a week, Monday to Friday 5:30 to 9:30 pm	Approved 17/06/09
08/0081	Erection of a shelter to be used as a shelter for curriculum delivery, storage sheds for gardening and school resources and equipment	Approved 30/05/08
05/1398	Construction of sports pitch 63m x 101m including fencing and floodlighting	Approved 18/11/05
04/0947	Upgrade of existing red ash pitch to synthetic sports pitch to include perimeter security fencing and artificial floodlighting.	Withdrawn 25/08/05

PUBLICITY

The application has been advertised by means of press notice, site notices and neighbour notification letters and this has led to the submission of 62 letters, some of which contain no address, offering the following comments and objections with regard to the proposals.

- Proximity of the proposed development to established properties at Maesyffynon Grove would make maintenance impossible.
- Regardless of the level of objection or the amount of objections that might be submitted, the Council have already made up their minds to allow the development of the site to proceed.

- The presence of the sports pitch and the church already exacerbates congestion on the Club Street access road. The parking situation is also exacerbated by an under provision of parking space to serve the new extra care facility and the contractors currently working there and by care workers from sheltered accommodation in Blaengwawr Close.,
- The current proposals will remove 20% of the legal on street parking space that currently exists and the area proposed for a car park is in practice already heavily used by residents and visitors.
- The development will trigger increases in traffic flow at the road junction between Club Street and the B4275 (Cardiff Road), and this remains a source of concern to residents particularly as it would also add to congestion through the course of the development of the site. The development would also increase the number of vehicles using Club Street, which cannot be accommodated.
- The Council will be well aware of traffic congestion and pollution on Cardiff Road at this junction with traffic backing up to the Aberdare roundabout until the works to Cardiff Road were completed if the development proceeds traffic will build up and pollution increase as before.
- If the development is allowed to use Club Street as the only means of access/egress then chaos and a bottleneck will return along with increased pollution. A single means of access is unacceptable and comparisons are made with other recent developments in Cynon Valley such as the Cwm Cynon North site at Mountain Ash, which has multiple access points, and the approval for residential development at the former Coleg Y Cymoedd site Cwmdare where a 5.5m carriageway with 2m footways and 6m junction radii were a requirement.
- The access point opposite the church cannot be altered and will be single track, which will lead to congestion and disruption.
- Parking in Club Street is already difficult as people from outside of the street also park there and the proposals will make matters worse by removing on street parking from the front of 1-4 Club Street.
- The access points would prove unsuitable for the passage of plant, machinery and HGV's during the construction phase.
- The traffic survey is eight years old and does not reflect the current situation with the church and sports pitch. Club Street cannot cope with the increased traffic that the development would generate and alternative or additional access point must be considered.
- Club Street also provides access to sheltered accommodation and will soon host the extra care facility, it has a higher than average elderly population which leads to a higher incidence of care and support workers as well as health professionals needing access at all hours. Maintaining access for emergency vehicles is of great concern.

- Should an incident occur due to the inadequacy of the access, the developer and Members of the Planning Committee would have serious questions to answer.
- The footpath link to Maesyffynon Grove is objected to as it will turn a quiet cul de sac into a busy thoroughfare, the boundary needs to be maintained in order to minimise the potential for crime and anti-social behaviour. The existing fence must be retained. The application forms suggest there will be no further public right of way and the alternative already exists with there being the gated access to Gwawr Street.
- The footpath (former railway line) to Cwmaman already attracts illegal activity and the creation of a footpath into Maesyffynon Grove will open the estate to unknown and potentially unwanted visitors placing an additional strain on police resources. The Crime and Disorder Act 1998 encourages Local Authorities to design out crime.
- If there are to be S106 contributions consideration needs to be given to spending some of the monies on alternative play provision for Maesyffynon Grove as the creation of the footpath will mean that currently safe street play will be lost.
- Whilst the desire to improve access to open space via the proposed link to Maesyffynon Grove is appreciated, it does not work in practical terms given the topography and particularly in relation to access to the former railway line.
- Maesyffynon Grove should remain a cul de sac where local children of all abilities can still safely play in the street. By allowing a footpath link, the Council would be eroding an attractive and safe residential environment.
- Allowing access into Maesyffynon Grove would be contrary to Planning Policy Wales as it would damage the character and amenity of the area and the topography is such that the link would be of no use to those with ambulant impairment.
- It is claimed that Maesyffynon Grove was built with the proviso that it would remain a cul de sac with no additional access, why has this been changed and why has it been allowed to change?
- The proposed walkway would intrude on the privacy of residents of Maesyffynon Grove.
- The proposed footpath link would lead to increased littering.
- Some years ago, the Council proposed that the A4233 be diverted due to congestion on Monk Street and the new line of the road would run via Maesyffynon Lane to the A4059. This would offer a viable alternative to the Club Street only option and could potentially make more land available for development.
- The site survey gives the impression of further development behind Club Street and towards Maesyffynon Lane and on the all weather playing pitch and it is questioned why the developers are only now seeking a short term

solution using only Club Street when better alternatives are potentially available.

- Substantial amounts of surface water will be discharged to the Nant Gwawr this has had its capacity improved at public expense and it still requires regular maintenance and upkeep but with additional storm water entering the stream this procedure will need to be increased at public cost to prevent flooding to local properties
- The upper section of the Nant Gwawr has a deteriorating retaining wall and the developer should contribute to the repair of the watercourse.
- In the higher parts of the Nant Gwawr silt levels have been allowed to build up beyond the invert level of the culvert that runs to the rear of 4-8 Gwawr Street and the situation is exacerbated by the poor condition of retaining walls and the presence of Japanese Knotweed. Residents of Brook Street have been flooded due to a lack of maintenance of the stream and Culvert. An FOI request revealed that before a recent flooding incident no maintenance or inspection had taken place.
- Has the Council paid for the demolition of the school and removal of asbestos from the site? Was public money spent in the demolition of the former Aberdare Boys School or Aberdare Campus at Cwmdare Road? If the answer to the second question is no then why is public money being spent at Blaengwawr? This also undermines the Council's view that demolition was undertaken for health and safety reasons.
- The Council met the cost providing the bat house on the site following demolition at public expense which given that the developer was preparing a planning application they should pay for the works
- The road widening undertaken in the construction of the extra care facility at public expense goes beyond what would have been reasonably necessary to facilitate that development, in preparation for the redevelopment of the school site and not to meet the needs of the extra care facility. Given that the developer was preparing a planning application, they should pay for the works.
- The development of the site could last for between 3 & 5 years and would affect greatly resident's quality of life.
- Devaluation of existing property.
- Loss of privacy
- Plot 8 in particular would have an adverse impact on the light and privacy to adjacent homes due to the difference in levels.
- Concern is expressed that the existing sewerage network does not have the capacity to accommodate the proposed development and that there could be further damage to that infrastructure through the course of development further inconveniencing local residents .

- The proposal will result in further prolonged erosion of resident's quality of life through prolonged disruption and the lack of an alternative access point, and the associated stress that this will cause.

CONSULTATION

Highways – no objections subject to conditions.

Flood Risk Management – no objections.

Public Health & Protection – no objections subject to conditions.

Countryside – no objections subject to conditions.

Education – no objections.

Natural Resources Wales – express significant concern with regard to the development as submitted and advise that planning permission should only be granted if issues relating to European Protected Species (relating to the favourable conservation status of bats) can be satisfactorily resolved.

Dwr Cymru/Welsh Water – advise that whilst they have no objection in principle to the proposed development the site is crossed by water mains and that given the layout proposed it is likely that their consent will be required to divert them.

Western Power Distribution – advise that the applicant be made aware that should they require a new connection or service diversion then a further separate consent from Western Power Distribution would be required.

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

South Wales Fire & Rescue Service – raise no objection to the proposed development subject to the provision of adequate water supplies for firefighting purposes and the provision of appropriate access for emergency fire fighting vehicles.

The Coal Authority – raise no objection to the proposed development and advise that further detailed consideration of foundation design are required as part of any subsequent Building Regulations application.

South Wales Police – no response received.

Glamorgan Gwent Archaeological Trust – as the archaeological advisors to the LPA have no objections to the application.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Policy CS1 - sets out criteria for building strong, sustainable communities in the northern strategy area.

Policy AW1 – Indicates that in part the supply of new housing will be met by the development of unallocated land within defined settlement limits.

Policy AW2 - advises that development proposals on non-allocated sites will only be supported in sustainable locations.

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 – requires that development should be able to demonstrate that it will not result in any unacceptable impact on features of importance to landscape or nature conservation.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity.

Policy NSA10 – requires new development to achieve a net residential density of 30 dwellings per hectare.

Policy NSA11 – indicates that 10% affordable housing will be sought on developments of 10 or more units

Policy NSA12 – sets detailed criteria for housing development within and adjacent to the settlement boundaries

Supplementary Planning Guidance

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

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

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

Chapter 1 managing new development.

Chapter 3 strategic and spatial choices.

Chapter 4 active and social places

Other relevant policy guidance consulted:

PPW Technical Advice Note 2: Planning and Affordable Housing;
PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 15: Development and Flood Risk;
PPW Technical Advice Note 18: Transport;
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:

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

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

Principle of the proposed development

The application site lies within the settlement limits of Aberaman as defined by the Local Development Plan. The site is not allocated for any specific use and was formerly occupied by the Blaengwawr Comprehensive School, which has now been demolished. Given the circumstances, a residential development of the site would be appropriate subject to the proposals as brought forward being able to demonstrate compliance with the planning policies that would affect the proposed development.

One of the key policy requirements is that development should achieve a density of 30 dwellings per hectare in the northern strategy area. In this instance the proposals are for 120 dwellings on 4.49 hectares of land which is below the required threshold however, when other factors such as the slope of the site, the provision of additional parking space and ecological requirements are taken into account the net density is considered acceptable.

A further requirement of policy is that the site should deliver 10% affordable housing. In this instance, 12 affordable housing units are proposed to a mix of social rent and low cost home ownership that is acceptable in terms of the Local Housing Market Assessment and the to the Council's Housing Strategy team. Consequently, the proposed development is considered compliant with the requirements of policy NSA11.

The site lies within settlement limits and is within walking distance of Aberdare town centre and the local centre of Aberaman itself. Busses pass along Cardiff Road on a regular basis and offer good connections to Aberdare bus station and its railway station. Given this situation, it is considered the site itself is sustainably located.

In conclusion, on the issue of the principle of development it is considered that the current proposals are compliant with development plan policies and the policies of Planning Policy Wales insofar as they relate to the above issues.

Impact on the character and appearance of the area

In considering the impact of the proposed development on the character and appearance of the area, it first needs to be acknowledged that the application site

was previously occupied by a comprehensive school. The school has since been demolished with much of the remnants remaining on site.

Furthermore, with regard to this particular issue it should also be noted that the wider area is not characterised by any one particular design style or idiom. The site sits within a traditional village to the south of Aberdare. Though overwhelmingly domestic in character the type and age of housing in the locality varies greatly from traditionally built valleys terraced homes to modern detached brick built properties. In addition to this, the palette of finishes is also varied with stone, brick and rendered walls, and slate and tiled roofs of various types all being represented in the immediate area. Consequently, the proposed development will not appear out of character as it would only reflect the wider mix of house types and finishes already present.

The proposed mix of houses on the site would be typical of what has been built in the area in recent years, that is, combinations of mostly detached or semidetached property. Where the proposal differs slightly is that many of the houses will be built closer to their service roads than previously might have been the case with front-to-front distances for the proposed dwellings typically between 12.5 m and 14.5m.

Whilst the impact on the character and appearance of the immediate locality is broadly acceptable, the proposed footpath link to Maesyffynon Grove has the potential to adversely affect that particular group of houses – the issues are well rehearsed in the comments from the public above. As such if Members are minded to support the current proposals, a condition preventing the creation of such a link is advised.

Impact on residential amenity and privacy

In considering the proposed development in relation to the issue of impact on amenity and privacy, it is important to consider both the nature and significance of any such impacts, particularly if they will affect established residential property. Though the proposal involves the redevelopment of a former school site, which contained large utilitarian buildings, good distance was maintained between the school and established residential properties and this situation will alter if the current submission proves successful.

The developable areas of the site unlike the former school covers the whole of the site and is respectful of existing residential development to a standard that is acceptable in planning terms. At the closest proposed plot 80 is 17m from 12 Maesyffynon Grove though no 12 has only non-habitable areas overlooking the site which will be much lower in any event. Plot 82 would be a similar distance from 13 Maesyffynon Grove which has a dining room window overlooking the site though this too is considered acceptable given the dominant orientation of the established house clearly directs away from that particular relationship. The presence of the Nant Gwawr at the southern boundary of the site means that good distance is maintained between the development and the properties at Tanyard Place and Gwawr Street. Given the difference in levels between the development site and Blaengwawr Close, the relationship between plot 8 as proposed and no 33 requires careful management as the proposed house would be set 2m higher than the established property.

However, given that there would be some 23.5m between the existing and proposed dwellings and that the proposed dwelling would have a side gable elevation facing the rear of the established property the relationship is considered acceptable in planning terms.

Within the development itself typically distances between the fronts of proposed houses are between 12m and 15m while back-to-back distances are greater and are generally well over 20m.

Having regard to the above, it is considered that the proposed development is acceptable in terms of its impact on amenity and privacy both within itself and in relation to established property. As such, the proposal is considered acceptable in terms of Local Development Plan policies AW5 and AW6 insofar as they relate to this issue.

Ecology

Members should first note that there is no objection on an ecological basis to the redevelopment of the site from the Council's ecologist or from Natural Resources Wales. Information relating to the lighting of the site, reptiles, birds and tree roost potential is acceptable. Issues relating to site clearance and the implementation of mitigation will need to be supervised by an ecologist and subject to regular monitoring. The bat roost present on site will be retained and the land transfer details adequately cover maintenance being the responsibility of the developer. The proposals are considered to be compliant with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

Access and highway safety

Members will note from the representations received that by far the greatest concern of residents has been the single means of access to the site via Club Street. This and other highway related matters are addressed below.

Highways Development Control have given full consideration to the documentation submitted in support of the proposals including the Transport Assessment submission and its subsequent revision dated January 2019. As well as considering the site location and full extent of the application site the following key issues have been considered –

- Trip generation
- Trip distribution
- Junction analysis
- Personal injury collision history
- Access from Club Street
- Internal access roads
- Parking provision
- Safer routes in communities/learner travel/Active Travel (Wales) Act 2013.
- Sustainable modes of transport (walking, bus etc.).
- Travel plan, and

- Traffic Regulation Orders.

The assessment takes full account of the presence of the sports pitch, sheltered accommodation and church, current parking provision and the loss of on street parking because of the proposed access arrangements. Traffic flow and congestion as at present and previously have also been considered as have the suitability of the roads to accommodate larger vehicles. The singular use of Club Street as a means of access is also acceptable. One of the residents points out that some of the data used in the transport assessment is eight years old, this is true in terms of the base data used, however growth factors have been applied to it and it still demonstrates that the development can take place within acceptable thresholds.

Having given appropriate consideration to all of the above issues Highways Development Control have concluded that subject to conditions the proposals are acceptable in highway terms. As such, the proposed development is considered compliant with policy AW5 of the Rhondda Cynon Taf Local Development Plan insofar as it relates to the issue of access and highway safety.

Other Issues:

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation.

Members will be aware that the application site is currently in the ownership of the County Borough Council and that there is agreement between the prospective developer and the Council to address the educational implications through the land transfer arrangements. This will take place outside of the consideration of the planning application.

Members will note that residents have commented at length about the drainage of the site in relation to the Nant Gwawr stream. Whilst surface water drainage will be directed to the Nant Gwawr, to the south east of the application site, the approach is supported with a drainage strategy which illustrates that discharge rates will be substantially attenuated and that the proposed development is compliant with the requirements of TAN 15 Development and Flood Risk. Other suggestions relating to the maintenance and improvement of the Nant Gwawr stream as put forward by residents lie beyond the scope of the consideration of this planning application.

One objector has suggested that the Council have pre-determined the application and regardless of the level of objection consent will be granted. No evidence is produced to support the assertion and the planning application will be determined on its planning merit. Members will no doubt note that the assessment above covers issues that both favour and count against the proposed development.

The requirements for the Section 106 agreement are addressed below. As mentioned above Members are advised not to allow the footpath link to Maesyffynon Grove and as such, there would be no need or requirement to address the play issue raised.

Non-Planning Issues

The suggestion that the developer or Members would be in some way be culpable should an incident occur at some indeterminate point in the future is not a planning consideration

Whether or not there was a provision/covenant made when Maesyffynon Grove was built to the effect that it should remain a cul de sac is of itself not a planning consideration.

Issues relating to who paid for what in terms of the demolition of the school, the provision of the bat house and the widening of Club Street are not material to the consideration and determination of this planning application.

Some residents have suggested that the development of the site will lead to the devaluation of their own property. Whilst no evidence is produced to support this assertion, in any event, it is not a planning consideration.

Community Infrastructure Levy (CIL) Liability

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

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 as amended however, the application lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a nil charge is applicable and therefore no CIL is payable.

Section 106 Contributions / Planning Obligations

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

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

- 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.

Planning Policy Wales (Chapter 3) advises that contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable. 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 intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case

The provision of affordable housing as described in the application details.

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan in respect of the provision of new housing and the creation of 120 new dwellings on a windfall site in the Northern Strategy Area. The development will make a valuable contribution towards the housing land supply shortfall within the County Borough. Whilst the application has generated a substantial amount of concern amongst local residents, particularly with regard to the proposed access arrangements, the application remains acceptable in terms of planning policy and all other material planning considerations.

RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:

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

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

2. The consent hereby granted relates to the following plans unless otherwise modified by subsequent conditions of this consent –

- Site location plan drawing no:1754.PI.01 Rev A
- Planning layout drawing no: 1754.PL01 Rev A
- External works drawing no:1754.EWL01 Rev A
- Garage details drawing no: HAS/GAR01
- Tintern house type drawing no: HAS/TH01
- Ascot house type drawing no: HAS/AH02
- Canterbury house type drawing no: HAS/CH03
- Hereford house type drawing no: HAS/HH04
- Harrowgate house type drawing no: HAS/HH05
- Radliegh house type drawing no: HAS/RH06
- Lynton house type drawing no: HAS/LH07
- Llandoverly house type drawing no: HAS/LH08
- Knightsbridge house type drawing no: HAS/KH09

- Affordable drawing no: HAS/TH01
- Affordable drawing no: HAS/2.1.1. AFF
- Affordable drawing no: HAS/4.2.1. AFF
- Proposed site sections drawing no: 18090.C/PL200 Rev 1

Reason: For the avoidance of doubt as to the approved plans and to define the extent of the consent granted.

3. Notwithstanding the approved details, the consent hereby granted does not relate to the footpath link between the site and Maesyffynon Grove shown on the planning layout drawing.

Reason: To preserve the character and amenity of Maesyffynon Grove in accordance with the requirements of policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. All planting, seeding or turfing in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

5. Before any work is commenced on site, including site works of any description, each of the trees to be retained shall be securely fenced off by a chestnut paling or similar fence erected in a circle round each tree to coincide with the extremity of the canopy of the tree. Within the areas so fenced off the existing ground level shall be neither raised nor lowered, and no materials or temporary buildings or surplus soil of any kind shall be placed or stored thereon. If any trenches for services are required in the fenced-off areas they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cms or more shall be left unsevered.

Reason: To protect the existing trees on the site during the course of building work in the interests of amenity in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. Building operations shall not be commenced until samples of the external

finishes proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so approved.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan .

7. The development hereby permitted shall not begin 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 otherwise agreed in writing by the Local Planning Authority:

- A desk-top study 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.
- 1. A site investigation shall be carried out 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 agreed in writing with the Local Planning Authority.
- 2. A written method statement for the remediation of contamination affecting the site

Reason: In the interest of health and safety and environmental amenity and so as to accord with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

8. Any dwelling, hereby permitted, shall not be occupied until the measures approved in the scheme (referred to in Condition 7 above 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.

Reason: In the interest of health and safety and environmental amenity and so as to accord with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

9. If during development works any contamination is 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 the Local Planning Authority. The development shall not re-commence until the

additional proposals have been agreed in writing by the Local Planning Authority.

Reason: In the interest of health and safety and environmental amenity and so as to accord with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority.

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

11. No dwelling shall be occupied until the approved (as required under condition 10) drainage works have been completed in accordance with the approved plans.

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

12. Other than for works of site clearance, decontamination and preparation, no building works shall commence until full engineering design and details of the works to construct access from Club Street, including measures to accommodate displaced parking, as shown on TA plan 3 and application planning layout drawing no: PL 01 Rev A, including longitudinal and cross sections, contoured plan, street lighting details, traffic calming, parking bay layout/allocation, surface water drainage and service diversions including construction details have been submitted to and approved in writing by the Local planning Authority. The approved details shall be implemented in accordance with a timetable to be agreed with the Local planning Authority at the time the required details are submitted.

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

13. Other than for works of site clearance, decontamination and preparation, no building works shall commence until full engineering design and details of the internal road layout , as shown on the application layout drawing no:PL 01 rev A, including longitudinal and cross sections, contoured plans, street lighting details, traffic calming, parking bay layout and allocation, surface water drainage and details of private shared accesses with associated bin storage, including construction details have been submitted to and approved in writing by the Local Planning Authority. The approved details

shall be implemented in accordance with a timetable to be agreed with the Local Planning Authority at the time the details are submitted.

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

14. HGV's used as part of the development shall be restricted to 09:30 to 16:30 weekdays, 09:30 to 13:00 On Saturdays with no deliveries at all on Sundays or bank or public holidays.

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

15. No works shall take place including any works of site clearance and preparation, until a construction method statement has been submitted to and approved in writing by the Local planning Authority to provide for;

3. The means of access into the site for all construction traffic
 - a) The parking of vehicles of site operatives and visitors
 - b) The management of vehicular and pedestrian traffic
 - c) Loading and unloading of plant and materials
 - d) Storage of plant and materials used in constructing the development
 - 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 otherwise agreed in writing with the Local Planning Authority.

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

16. The developer shall provide to occupier of each dwelling with a travel plan/welcome pack which should contain the following:-

- g) Bus/train service providers, their contact details, frequency of service, timetable, bus stops/train stations, current ticket costs and financial incentives to encourage use of public transport
- a) Park and ride/park and share facilities and associated costs and restrictions on use of such facilities
- b) Pedestrian links to public transport services, to local facilities, areas of employment, education and leisure
- c) Voucher or other means of contribution towards the cost of public

transport season ticket, or purchase of bicycle or cycling accessories

- d) Local and national cycling routes, and
- e) Any other measures that would encourage use of sustainable modes of travel

Reason: To ensure a reduction in road traffic and the promotion of sustainable modes of travel in accordance with relevant national and local planning policies, in accordance with policy AW5 of the Rhondda Cynon Taf Development Plan.

17. No development shall take place until a Species, Habitat And Tree Protection Plan for Construction has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

a) An appropriate scale plan showing 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 including tree protection;

c) A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife and species could be harmed.

d) Details of specific species mitigation measures for bats (including tree felling), reptiles and birds.

e) Details of water pollution control measures

f) Wildlife sensitive lighting,

g) Precautionary invasive plant control

h) An agreed scheme of monthly progress reporting to the Council during the construction programme.

Persons responsible for:

i) Compliance with legal consents relating to nature conservation;

ii) Compliance with planning conditions relating to nature conservation (Ecological Clerk of Works);

iii) Installation of physical protection measures and management 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) Specific species and Habitat Mitigation measures

vii) Provision of training and information about the importance of the 'Protection Zones' to all construction personnel on site.

All construction activities shall be implemented with the approved details

and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interest of maintaining biodiversity in accordance with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

18. The proposed development shall be carried out in accordance with the engineering considerations and recommendations of the site investigation report prepared by Integral Geotechnique submitted in support of the application insofar as it relates to issues of ground stability.

Reason: to mitigate any potential ground instability in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

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