



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: Kate Spence - Gwasanaethau Democrataidd (07747485566)

Bydd cyfarfod hybrid o'r **Pwyllgor Cynllunio a Datblygu** yn cael ei gynnal ar **DYDD IAU, 24AIN MAWRTH, 2022** am **3.00 PM**.

Bwriedir i'r cyfarfod yma gael ei weddarlledu'n fyw, mae rhagor o fanylion am hyn [yma](#).

MAE MODD I AELODAU NAD YDYN NHW'N AELODAU O'R PWYLLGOR AC AELODAU O'R CYHOEDD OFYN I ANNERCH Y PWYLLGOR YN YSTOD Y CYFARFOD SY'N YMWNEUD Â'R MATER SYDD WEDI'I NODI. RYDYN NI'N GOFYN EICH BOD CHI'N RHOI GWYBOD AM EICH BWRIAD I SIARAD DRWY E-BOSTIO GWASANAETHAUCYNLLUNIO@RCTCBC.GOV.UK ERBYN 5PM AR DYDD MAWRTH, 22 MAWRTH 2022, GAN NODI A FYDDWCH CHI'N SIARAD YN GYMRAEG NEU'N SAESNEG.

MAE'N BOSIB BYDD TREFN YR AGENDA'N NEWID ER MWYN HWYLUSO BUSNES Y PWYLLGOR.

AGENDA

Tudalennau

1. DATGAN BUDDIANT

Derbyn datganiadau o fuddiannau personol gan Aelodau, yn unol â'r Cod Ymddygiad.

Nodwch:

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; a
2. Lle bo Aelodau'n ymneilltuo o'r cyfarfod o ganlyniad i ddatgelu buddiant sy'n rhagfarnu, mae **rhaid** iddyn nhw roi gwybod i'r Cadeirydd pan fyddan nhw'n gadael.

2. DEDDF HAWLIAU DYNOL 1998 A PHENDERFYNIADAU RHEOLI DATBLYGU

Nodi y dylai Aelodau o'r Pwyllgor, wrth benderfynu materion rheoli datblygu ger eu bron, roi sylw i'r Cynllun Datblygu ac, i'r graddau y bo hynny yn berthnasol, i unrhyw ystyriaethau perthnasol eraill. Rhaid i Aelodau, wrth ddod i benderfyniadau, sicrhau nad ydyn nhw'n gweithredu mewn modd sy'n anghyson â'r Confensiwn ar Hawliau Dynol fel y'i hymgorfforwyd mewn deddfwriaeth gan Ddeddf Hawliau Dynol 1998.

3. DEDDF LLESIANT CENEDLAETHAU'R DYFODOL (CYMRU) 2015

Nodi bod Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 yn gosod dyletswydd ar gyrff cyhoeddus i gynnal datblygiadau cynaliadwy yn unol â'r egwyddor datblygu cynaliadwy, ac i weithredu mewn modd sy'n anelu at sicrhau y caiff anghenion y presennol eu diwallu heb amharu ar allu cenedlaethau'r dyfodol i ddiwallu eu hanghenion hwythau.

4. COFNODION 24.02.22

Cymeradwyo cofnodion cyfarfod y Pwyllgor Cynllunio a Datblygu a gynhaliwyd ar 24 Chwefror 2022 yn rhai cywir.

5 - 8

CEISIADAU A ARGYMHELLIR AR GYFER EU CYMERADWYO GAN Y CYFARWYDDWR MATERION FFYNIANT A DATBLYGU

5. CAIS RHIF: 21/0783

Caniatâd Adeilad Rhestredig (LBC) ar gyfer gwaith trosi capel yn annedd, stiwdio gelf/ffilmiau. **CAPEL SILOA, Y STRYD LAS, GADLYS, ABERDÂR**

9 - 20

6. CAIS RHIF: 21/0784

Newid defnydd o gapel i annedd, stiwdio gelf/ffilmiau. **CAPEL SILOA, Y STRYD LAS, GADLYS, ABERDÂR**

21 - 32

7. CAIS RHIF: 21/1367

Gwaith arfaethedig i adeiladu 5 uned storio/dosbarthu Dosbarth B8 (Derbyniwyd cynlluniau diwygiedig ar 20/12/21). **M AND M GARAGES, Ffordd Bleddyn, Ffynnon Taf, Caerdydd, CF15 7QR**

33 - 42

8. **CAIS RHIF: 21/1434**

Pont droed newydd arfaethedig i gymryd lle pont droed bresennol Castle Inn. (LBC 21/0714/11) **PONT DROED CASTLE INN, STRYD Y CASTELL, TREFFOREST, PONTYPRIDD**

43 - 58

9. **CAIS RHIF: 21/1517**

Ysgol gynradd cyfrwng Cymraeg newydd, ardal gemau aml-ddefnydd, cae chwaraeon, maes parcio, gwaith tirweddu, a gwaith seilwaith cysylltiedig (derbyniwyd asesiad trafndiaeth diwygiedig, cynllun teithio a chynllun fesul cam, yn ogystal ag asesiad Llwybrau Diogel i'r Ysgol, ar 28 Ionawr 2022). **YSGOL GYNRADD HEOL Y CELYN, STRYD Y CELYN, RHYDFELEN, PONTYPRIDD, CF37 5DB**

59 - 92

10. **CAIS RHIF: 22/0028**

Campfa ac adeiladau'r 6ed dosbarth arfaethedig, dymchwel 4 adeilad, maes parcio newydd, a gwaith seilwaith a thirweddu cysylltiedig. **YSGOL GYFUN BRYNCELYNNOG, HEOL PENYCOEDCAE, BEDDAU, PONTYPRIDD, CF38 2AE**

93 - 124

11. **CAIS RHIF: 22/0085**

Cymeradwyo holl faterion wedi'u cadw'n ôl ar gyfer datblygiad diwydiannol a gweithgynhyrchu yn Llain C5. **LLAIN C5 SAFLE CYFLOGAETH STRATEGOL COED-ELÁI, HEOL CWM ELÁI, COED-ELÁI, TONYREFAIL**

125 - 134

ADRODDIAD ER GWYBODAETH

12. **GWYBODAETH I AELODAU SY'N YMWNEUD Â'R CAMAU GWEITHREDU WEDI'U CYMRYD O DAN BWERAU DIRPRWYEDIG**

Rhoi gwybod i Aelodau am y canlynol, ar gyfer y cyfnod 07/03/2022 a 11/03/2022.

Penderfyniadau Cynllunio a Gorfodi – Apeliadau a Dderbyniwyd.
Penderfyniadau Dirprwyedig, Ceisiadau wedi'u Cymeradwyo a'u Gwrthod gyda Rhesymau.
Trosolwg o Achosion Gorfodaeth.
Gorfodi Penderfyniadau Dirprwyedig.

135 - 142

13. MATERION BRYS

Trafod unrhyw eitemau sydd, yn ôl doethineb y Cadeirydd, yn faterion brys yng ngoleuni amgylchiadau arbennig.

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 R Williams)

Y Cynghorydd J Barton, Y Cynghorydd D Grehan, Y Cynghorydd G Hughes,
Y Cynghorydd P Jarman, Y Cynghorydd W Lewis, Y Cynghorydd W Owen,
Y Cynghorydd S Powderhill, Y Cynghorydd, J Williams and
Y Cynghorydd D Williams

Pennaeth Cynllunio

Cyfarwyddwr Materion Ffyniant a Datblygu

Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu

Pennaeth y Gwasanaethau Cyfreithiol

Pennaeth Datblygu Mawr a Buddsoddi

Uwch Beiriannydd

**PWYLLGOR CABINET CYNGOR RHONDDA CYNON TAF
PWYLLGOR CYNLLUNIO A DATBLYGU**

Cofnodion o gyfarfod hybrid y Pwyllgor Cynllunio a Datblygu a gynhaliwyd
Dydd Iau, 24 Chwefror 2022 am 3.00 pm

**Y Cyngorwyr Bwrdeistref Sirol - Pwyllgor Cynllunio a Datblygu Aelodau oedd yn
bresennol: -**

Siambr y Cyngor

Y Cyngorydd S Rees (Cadeirydd)

Y Cyngorydd R Williams

Y Cyngorydd W Lewis

Y Cyngorydd G Hughes

Zoom

Y Cyngorydd W Owen Y Cyngorydd J Barton

Y Cyngorydd J Williams Y Cyngorydd S Powderhill

Y Cyngorydd D Williams

Swyddogion oedd yn bresennol: -

Siambr y Cyngor

Mr J Bailey, Pennaeth Cynllunio

Mr S Humphreys, Pennaeth y Gwasanaethau Cyfreithiol

Mr C Jones, Pennaeth Datblygu Mawr a Buddsoddi

Mr A Rees, Uwch Beiriannydd

197 CROESO AC YMDDIHEURIADAU

Daeth ymddiheuriadau am absenoldeb gan Gyngorwyr y Fwrdeistref Sirol D.
Grehan a P. Jarman.

198 DATGAN BUDDIANT

Yn unol â Chod Ymddygiad y Cyngor, ni wnaethpwyd unrhyw ddatganiadau
mewn perthynas â'r Agenda.

**199 DEDDF HAWLIAU DYNOL 1998 A PHENDERFYNIADAU RHEOLI
DATBLYGU**

PENDERFYNWYD nodi y dylai Aelodau o'r Pwyllgor, wrth benderfynu materion
rheoli datblygu ger eu bron, roi sylw i'r Cynllun Datblygu ac, i'r graddau y bo
hynny yn berthnasol, i unrhyw ystyriaethau perthnasol eraill. Rhaid i Aelodau,
wrth ddod i benderfyniadau, sicrhau nad ydyn nhw'n gweithredu mewn modd
sy'n anghyson â'r Confensiwn Ewropeaidd ar Hawliau Dynol fel y'i
hymgorfforwyd mewn deddfwriaeth gan Ddeddf Hawliau Dynol 1998.

200 DEDDF LLESIANT CENEDLAETHAU'R DYFODOL (CYMRU) 2015

PENDERFYNWYD nodi bod Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 yn gosod dyletswydd ar gyrff cyhoeddus i gynnal datblygiadau cynaliadwy yn unol â'r egwyddor datblygu cynaliadwy, ac i weithredu mewn modd sy'n anelu at sicrhau y caiff anghenion y presennol eu diwallu heb amharu ar allu cenedlaethau'r dyfodol i ddiwallu eu hanghenion hwythau.

201 COFNODION 13.01.22

PENDERFYNWYD cadarnhau'r cofnodion o gyfarfod y Pwyllgor Cynllunio a Datblygu a gynhaliwyd ar 13 Ionawr 2022 yn rhai cywir.

202 CAIS RHIF: 21/1081

Cyflwynodd Pennaeth Materion Cynllunio'r cais i'r Pwyllgor. Ar ôl trafodaeth hir ynglŷn â'r cais, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu, yn amodol ar atodi nodyn gwybodaeth i'r caniatâd cynllunio mewn perthynas â'r pryderon ynghylch cael gwared ar y gwrychoedd.

203 CAIS RHIF: 21/1095

Cyflwynodd Pennaeth Materion Cynllunio'r cais i'r Pwyllgor. Ar ôl trafod y cais, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr Materion Ffyniant a Datblygu.

204 CAIS RHIF: 21/1456

Cyflwynodd Pennaeth Materion Datblygu Mawr a Buddsoddi'r cais uchod i'r Pwyllgor. Yn dilyn trafodaeth, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr Materion Ffyniant a Datblygu.

205 CAIS RHIF: 21/1474

Cyflwynodd Pennaeth Materion Datblygu Mawr a Buddsoddi'r cais uchod i'r Pwyllgor. Yn dilyn trafodaeth, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr Materion Ffyniant a Datblygu.

206 CAIS RHIF: 21/1475

Cyflwynodd Pennaeth Materion Cynllunio'r cais i'r Pwyllgor ac yn dilyn trafodaeth **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr Gwasanaeth Materion Ffyniant a Datblygu, yn amodol ar gwblhau cytundeb adran 106 sy'n golygu mai dim ond un o'r ddau ganiatâd cynllunio, naill ai 20/1243/10 (Trosi ysgubor i greu 2 uned Air B&B) neu 21/14751/0 (y cais cyfredol am 1 uned Air B&B â 2 ystafell wely) y mae modd ei weithredu.

207 CAIS RHIF: 21/1498

Cyflwynodd Pennaeth Materion Datblygu Mawr a Buddsoddi'r cais uchod i'r Pwyllgor. Yn dilyn trafodaeth, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr Materion Ffyniant a Datblygu.

208 CAIS RHIF: 21/1546

Cyflwynodd Pennaeth Materion Datblygu Mawr a Buddsoddi'r cais i'r Pwyllgor ac yn dilyn trafodaeth, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu yn ddarostyngedig i gytundeb Adran 106 i sicrhau bod yr anheddau'n cael eu sefydlu a'u cynnal a'u cadw fel unedau fforddiadwy am byth, i'r diben parhaus o ddiwallu anghenion tai lleol a nodwyd.

209 CAIS RHIF: 21/1574

Cyflwynodd Pennaeth Materion Cynllunio'r cais i'r Pwyllgor. Ar ôl trafod y cais, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr Materion Ffyniant a Datblygu.

210 CAIS RHIF: 22/0114

Roedd Cynghorwyr y Fwrdeistref Sirol G Hughes ac W Lewis wedi datgan buddiant personol a buddiant sy'n rhagfarnu mewn perthynas â Chais 22/0114 gan adael y cyfarfod ar gyfer yr eitem yma:

"Mae gen i berthynas agos gyda'r ymgeisydd, Cynghorydd y Fwrdeistref Sirol M. Norris"

Cyflwynodd Pennaeth Materion Cynllunio'r cais i'r Pwyllgor. Ar ôl trafod y cais, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr Materion Ffyniant a Datblygu.

211 GWYBODAETH I AELODAU SY'N YMWNEUD Â'R CAMAU GWEITHREDU WEDI'U CYMRYD O DAN BWERAU DIRPRWYEDIG

PENDERFYNODD yr Aelodau dderbyn adroddiad y Cyfarwyddwr Gwasanaeth – Materion Cynllunio mewn perthynas â'r Penderfyniadau Apeliadau Cynllunio a Gorfodi a ddaeth i law, Cymeradwyaethau Penderfyniadau a Gwrthodiadau Dirprwyedig gyda rhesymau, Trosolwg o Achosion Gorfodi a Phenderfyniadau Gorfodi Dirprwyedig ar gyfer y cyfnod 31/01/2022 – 11/02/2022.

Daeth y cyfarfod i ben am 3.50 pm

**Y Cynghorydd S Rees
Cadeirydd.**

tudalen wag

PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/0783/12 (BJW)
APPLICANT: Podgy Dwarf Productions Ltd
DEVELOPMENT: Listed Building Consent for conversion of Chapel to dwelling, art/film studio.
LOCATION: SILOA CHAPEL, GREEN STREET, GADLYS, ABERDARE
DATE REGISTERED: 04/06/2021
ELECTORAL DIVISION: Aberdare East

RECOMMENDATION: Approve, subject to positive referral to Cadw.

REASONS: The external works would be minor and while lacking in details could be adequately controlled by condition to ensure their acceptability.

The proposed use would bring an attractive and prominent listed building back into a productive use. The internal works, while more strident, could also be controlled by way of condition and the re-use of existing materials, fixtures and fittings would be broadly supported.

The establishment of the residential accommodation is wholly within the attached vestry/hall, which is less internally impressive than the main chapel. While details are lacking, this does give the opportunity to control more of this work by way of condition or additional subsequent Listed Building Consent (LBC) applications.

The works within the main hall would have the biggest impact with the removal of pews, organ set-fawr and pulpit. While the loss of these details would be regrettable, it is considered that their recording and re-use elsewhere in the property would be broadly acceptable and can be adequately controlled through conditions.

The works which are detailed are well-justified by the supporting Heritage Impact Assessment (HIA) and the schedule of works would find a productive and sustainable use for this property that would allow its continued use for an alternative purpose and ensure its ongoing maintenance and repair.

While this is not an ideal position, with the number of similar chapel buildings struggling to find alternative uses, it is considered that this proposal represents an acceptable option. Any lack of detail can be controlled by condition as can the retention of memorial plaques, blue plaques and other important features.

Consequently, subject to the imposition of appropriately worded conditions, it is considered that the change of use, and the proposed works to facilitate the same, would be acceptable.

REASON APPLICATION REPORTED TO COMMITTEE

Three objections have been received.

APPLICATION DETAILS

Listed Building Consent (LBC) is sought for minor external works and more substantial internal works to facilitate the change of use from a chapel to a dwelling and an art/film studio at Siloa Chapel and its attached hall, Green Street, Gadlys, Aberdare.

Specifically, the proposed works would consist of the following:

External works

- Remove the roller shutter and enclosure from the vestry door and make good the resultant wall finishes; and
- Installation of CCTV cameras

The applicant states that the CCTV cameras will be modern, small, and relatively unobtrusive. They will be removable, and any small screw holes used to secure them can be rendered over. It is the aim to run the cabling through existing holes in the wall (i.e. the eaves/air bricks) where possible.

Internal works

- Removal of existing and installation of new internal stud walls to the kitchen area to allow this to be used in connection with the proposed art/film studio;
- Enlargement of the existing doorway between the two rooms in the vestry to accommodate a tri-fold internal door;
- Installation of a spiral stairs to allow access to the existing attic room;
- Installation of a shower within the existing bathroom;
- Remove the carpet from the vestry/living accommodation, to return to the original wooden flooring;
- Remove the modern acoustic panel ceiling from the vestry/living accommodation, to return to the original plaster ceiling;
- Installation of a temporary floor over the original wood floor of the chapel, out of plywood/hardboard;

- Remove the majority of the pews from the main church hall with some of them placed to the perimeter of the walls, to make the maximum use of the floor space. The remaining pews are to be repurposed as kitchen cabinets, wall paneling, and other furniture in the vestry/proposed living accommodation;
- Removal of the large “set fawr” pew that faces the pulpit from the main hall and its installation in to the living accommodation;
- Removal of the pulpit, including attached lamps and plaques, to be reassembled in the living accommodation to create a raised sitting/office area. To make it fit with the intact “set fawr”, the right hand stairs would be removed and the banister extended over the gap;
- The organ mechanism which is underneath the pulpit, will be left in situ and any gaps created by the removal of the pulpit boarded over with plywood, leaving a raised stage area.
- Re-use of the redundant cast iron heating pipes that formed the old heating system running throughout the chapel. With the pews removed, these will be a trip hazard, so they will be re-used in the living accommodation, as central heating pipes, and also to run modern pipework and cables through (as opposed to plastic channel).

The application is supported by a Heritage Impact Assessment as well as a basic schedule of the proposed alterations.

The Listed Building Consent (LBC) application is submitted in tandem with an application for full planning permission, reference no. 21/0784/10, due to the change of use of the property. This is also being considered within this agenda.

SITE APPRAISAL

The application site relates to a disused Chapel building with an attached vestry located on Green Street in the historic town of Aberdare.

The site is accessed directly onto Green Street, close to the main route through the town to and from adjacent settlements. The property is within the settlement boundary, is within the Aberdare Town Conservation Area and both the main Chapel - Siloa, and the attached hall are Grade II Listed Buildings (Cadw reference nos. 10850 and 10851 respectively).

The surrounding area is characterised by ecclesiastical and civic scale buildings including several within the immediate area which are also listed.

The application property itself is a substantial building (approximately 232 sq.m, excluding the upper gallery) with an attached vestry building (approximately 95 sq.m) which is within a constrained wider site curtilage of some 614 sq.m and extends to the north and the west of the building.

The Listing(s) for the building(s) contains the following details:

Cadw Listed Building refs: 10850 and 10851 (both Grade II)

Location

Near the western end of the street, facing north.

History

Built in 1844; rebuilt in 1855; historically one of the foremost congregational chapels in Wales.

Exterior

Simple classical 3-bay gabled front; rendered with end pilaster strips, stringcourse to middle and cornice giving light pediment treatment. Oval date plaque to gable. Slate roof and wide boarded eaves. Round arched headed windows with keystones and fluted architraves. Horned sashes with marginal glazing bars. Similar style round arched headed entrance to centre; double panelled doors with 5-pane semi-circular fanlight. 4-bay side elevations with camber headed sashes in square openings. Stepped down at the rear and with a steeper roof is the chapel hall with small pane sashes to the sides. Cement render rear gable facing the river with tiny octagonal chimney stack. Round arched and boarded gable window with flanking circular 4-pane windows; 4 pane sashes below; projecting stones on the south west corner suggests that some further structure formerly abutted here.

Forecourt has rubble piers with freestone caps swept up into ball finials at the gated entrance; the gates have 'Capel Siloa' to lock bar; the pier has commemorative tablet. Iron railings; some uprights are barley twist.

Interior

Galleried interior with herringbone boarded ceiling with roses; end bays had different ornament (now removed to front end). Raked gallery with panelled and bracketed front carried on cast iron columns. Simple classical 'set fawr' with quatrefoil punched newels capped by ball finials. Pitch pine furnishings; seats approximately 900.

Attached vestry/hall with ceiling ventilators and central rose.

Listed

Group value.

PLANNING HISTORY

21/0784	Siloa Chapel, Green Street, Gadlys, Aberdare	Change of use from Chapel to dwelling, art/film studio	Not yet determined
20/5088	As above	Pre-application enquiry for the conversion of existing Chapel into an Art/Film Studio and a single residential unit within the attached hall/vestry	Raise no objection 30/02/2021

PUBLICITY

The application has been advertised by neighbour notification letters, site notices and a press notice. Three responses have been received, the main points of which are detailed below:

1. Concerns are raised that obvious or significant changes to the exterior of the Chapel would damage and detract from the current integrity and uniquely attractive character of the existing complex of buildings and should be avoided at all costs.
2. In terms of the chapel's interior, my main concern is that certain internal features be safeguarded - either in situ or elsewhere by the intervention of the Local Authority with that end in view. These include the memorial plaques mounted on the chapel's interior ground-floor walls (several of which have value in terms of the history of Aberdare) and - most especially - the memorial window situated in the wall that separates the chapel vestibule from its ground-floor interior.
3. Concerns over the blue plaque on the front of the property mounted there in 2015 to mark the 150th anniversary of establishing the Welsh settlement in Patagonia in 1865: an episode in which the Cynon Valley - and 'Siloa' chapel - played a very significant role.

This plaque was paid for and erected using funds raised by the local Welsh community newspaper - Clochdar from among its readership, and with the generous support of the committee of the Cynon Valley Historical Society (CVHS). The plaque was - and remains - the property of the 'Clochdar' committee. At no time was its ownership sought by or granted to officers or members of 'Siloa' chapel - either at the time or subsequently. Those officers and members simply consented (willingly) to its being mounted on the chapel facade as a matter of public interest. That was the limit of their involvement. It follows, therefore, that in recently selling the chapel building on behalf of the remaining congregation at 'Siloa', the Union of Welsh Independent Churches did not sell the plaque as a part of that transaction as it was not theirs to sell.

The committee of 'Clochdar' retained - and retains still - ownership of the plaque. Given that its continued ownership is acknowledged by the chapel's recent purchaser, the committee would be content, in the public interest, that the plaque remain in situ on the chapel facade. However, if our continued ownership is not agreed, or if there is any proposal to remove, sell or otherwise dispose of the plaque in any way without our explicit prior consent, the committee of 'Clochdar' will seek its removal and remounting elsewhere in Aberdare town-centre: to safeguard the committee's previous financial expenditure and the public interest the plaque was first intended to serve.

4. The wooden pulpit, the organ, the ceiling rose and pillars should remain in situ.
5. Likewise the beautiful stained glass memorial window dedicate to those who fell in WW1 located between the chapel vestibule and interior ground-floor: this is a quality work of art; perhaps the British Legion or similar body can be encouraged to play a part in saving it?
6. The clean classicism of the chapel exterior should definitely be guarded and guaranteed as unsympathetic change(s) in this direction would hugely affect the visual integrity of an attractive streetscape in the vicinity of the Central Library.
7. The blue plaque about Rev Abraham Matthews on the exterior of the church should remain in situ.

CONSULTATION

Consultation was undertaken with the Joint Committee of the National Amenity Societies who forward on case work to the following National Amenity Societies:

The Georgian Group; The Society for the Protection of Ancient Buildings; Royal Commission for Ancient and Historic Monuments in Wales; The Victorian Society; Ancient Monuments Society (AMS); The Twentieth Century Society and The Council for British Archaeology Wales/Cymru – no responses have been received.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is within the settlement boundary of Aberdare, within the Aberdare Town Conservation Area and are a group of two Grade II Listed Buildings.

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it has been reviewed and is in the process of being replaced. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning

applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

Policy CS1 – sets out criteria for achieving strong sustainable communities including: promoting residential and commercial development in locations which support and reinforce the role of principal towns and settlements.

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 AW7 - development proposals which impact on sites of architectural/or historic merit and sites of archaeological importance will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

LDP Supplementary Planning Guidance (SPG): The Historic Built Environment (March 2011)

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 11) (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications. Future Wales: The National Plan 2040 (FW2040) sets out guidance for development at both regional and national level within Wales, with the thrust and general context also aimed at sustainable development.

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

Given the relatively minor scale of the proposed development and its relationship with only the immediate surrounding area, there are limitations to the extent such a scheme can have in promoting planning objectives at a national scale. As such, whilst the

scheme aligns with the overarching sustainable development aims of FW2040, it is not considered the policies set out in the document are specifically relevant to this application.

Other relevant national policy guidance consulted:

Welsh Office Circular 61/96 (98)

Welsh Office Circular 1/98

PPW Technical Advice Note (TAN) 12 – Design (2016)

PPW Technical Advice Note (TAN) 24: The Historic Environment (2017)

REASONS FOR REACHING THE RECOMMENDATION

Section 16(2) Planning (Listed Buildings and Conservation Areas) Act 1990 states that
Main Issues:

Acceptability of the proposed development on the special architectural and historic merit of the Listed Building

The principle consideration in the determination of an application for Listed Building Consent (LBC) is whether or not the impact of the works are acceptable in terms of the special architectural and historic merit of the Listed Building.

In terms of the external alterations, these are both considered to be minor and broadly acceptable. The removal of the unsightly roller shutter over the vestry door would certainly be an improvement on the current arrangement and subject to an acceptable scheme for the making good of any damage caused by its removal, would be considered acceptable.

The installation of CCTV cameras is lacking in detail but could be adequately addressed through an appropriately worded condition. CCTV cameras have over recent years become smaller and less intrusive in terms of their dimensions and overall visual appearance. Consequently, subject to the submission of and agreement of suitable details, secured by condition, it is also considered that this element is acceptable.

In terms of the internal alterations, the proposal to convert the chapel and its attached vestry into a dwelling and an art/film studio would fundamentally change the use, purpose and functioning capacity of this property. It is often difficult to repurpose churches and chapels, particularly when the attendant structures are also listed.

In this regard it is considered that the trapping and features of the main chapel do not easily and readily lend themselves to alternative uses due to their very nature. Even community uses would struggle to make use of the rigidly arranged pews and formal pulpit/organ arrangement present in the majority of such buildings. Recent successful schemes within the locality have primarily seen such properties converted for

residential use where the vast majority of these features have been recorded before their eventual removal.

The proposed scheme would retain the main hall and gallery areas, albeit with a more open aspect due to the removal of the majority of the pews, set fawr, pulpit and organ arrangement. While these changes are fairly strident, it is considered that the form, purpose and arrangement of the previous use would still be able to be clearly discerned. Additionally, it is proposed to use the set fawr and pulpit within the living accommodation and, subject to acceptable details, this would retain the features within the property in support of the alternative use.

The internal alterations to the vestry are less onerous as this part of the building has been modernised to some extent and it features less ornamentation than the main chapel hall. The removal and installation of new stud walls are minor, acceptable and reversible alterations. Similarly, the installation of a new kitchen would facilitate the residential use while also being a reversible element of the scheme.

The reuse of materials and features from the main chapel building would be broadly supported as it would retain these features (the pulpit and set fawr are specifically mentioned and included within the proposed floor plan) within the setting of the building. They would be able to be viewed within their immediate setting, albeit for an alternative use.

The opening up of the partitions and the access to the loft area are also considered to be sympathetic and reversible additions that, subject to acceptable details, would be acceptable in terms of the wider scheme and the change of use of the property.

Finally, the removal of the contemporary acoustic ceiling panels would allow the original plaster ceiling and its ornamentation to be visible and displayed. This is considered to be a positive aspect of the wider scheme. It is acknowledged that the current suspended ceiling is attached to the original ceiling and that some repair will be required with no details submitted, but it is considered an appropriate fix could be implemented, the details of which can be secured by condition.

In terms of the comments raised by respondents to the application, the following comments are offered:

1. There are no significant changes proposed as part of the current planning application or this application for Listed Building Consent (LBC). The minor external changes that are specifically detailed – the removal of the roller shutter to the vestry door, is considered to be acceptable and would improve visual appearance and character of the property. The undetailed addition proposing the installation of CCTV cameras can be secured by condition.
2. By the nature of the proposed alternative use the internal details of the chapel will obviously change. The main changes would be to the main hall and gallery. The re-purposing and reuse of some of these features is, subject to acceptable

details, considered to be a strength of this scheme. The individual items that the respondent refers to would be unaffected by the current proposals and a scheme of protection of these items (particularly the memorial plaques) can be included.

3. Similarly, no mention is made of the externally mounted blue plaque. Any discussion over the ownership and future of the blue plaque is a private matter and would not be material to the determination of this application.
4. While the remains of the organ, the ceiling rose and pillar would remain in situ, the proposal seeks consent to reuse the pulpit, among other items, within the living accommodation. It is considered that, subject to acceptable details, this would be an acceptable compromise position.
5. There is no mention of works to the stain glass window. It is shown as remaining in situ and there is no reason to suspect that there is any intention to remove it.

Conclusion

It is considered that the Heritage Impact Statement has provided a good knowledge of the special historical and architectural importance for which the building has been listed. The scheme, although quite radical, is less so than many other alternative uses that the building could be put to, particularly a full residential conversion. The retention of the large open space and gallery within the main hall area would allow the original purpose of the building to be appreciated despite the alternative use.

Consequently, subject to conditions to secure the recording of the building in its original state, prior to conversion and the details for the conversion that have not been included within the submission, it is considered that the application is acceptable in terms of its effect on the special architectural and historic merit of the Listed Building.

The proposal would therefore be acceptable in terms of the impact on the special architectural and historic merit of the Listed Building.

RECOMMENDATION: Approve, subject to positive referral to Cadw.

1. The development hereby granted consent shall be begun not later than the expiration of five years beginning with the date of this consent.

Reason: To comply with Section 18 of the Planning (Listed Buildings and Conservation Area) Act 1990.

2. The development hereby approved shall be carried out in accordance with the approved plan(s) no(s)

- Site location and block plan, Title. No. WA936253
- Ground floor plan (proposed) Drwg. No3
- First floor plan (proposed), Drwg. No4

and documents received by the Local Planning Authority 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 works to which this consent relates 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.

4. Notwithstanding the approved details, no works to which this consent relates shall commence until a scheme, including a method statement, for the removal for the existing roller shutter and the making good of the external walls of the vestry, has been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out in accordance with the agreed details thereafter.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

5. Notwithstanding the approved details, no works to which this consent relates shall commence until a scheme, including a method statement and technical details, for the installation of CCTV cameras, has been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out in accordance with the agreed details thereafter.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

6. Prior to the development hereby approved commencing, a scheme for the protection in situ of all memorial plaques, the memorial stained glass window and external blue plaque shall be submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to any works commencing and protection measures retained in perpetuity.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed

building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

7. Notwithstanding the details on the approved plans, no works to which this consent relates shall commence until the design and details of the following have been submitted to and approved in writing by the Local Planning Authority:

- Relocation of the set fawr and pulpit within the living accommodation;
- New spiral staircase to the attic area;
- New tri-fold doors details;
- New protective flooring within the main chapel hall;
- Details, numbers and location of retained pews; and
- Details of re-used and repurposed timber pews, panelling and metal pipework.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

8. All disturbed fabric shall be made good to match the existing building.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/0784/10 (BJW)
APPLICANT: Podgy Dwarf Productions Ltd
DEVELOPMENT: Change of use from Chapel to dwelling, art/film studio.
LOCATION: SILOA CHAPEL, GREEN STREET, GADLYS, ABERDARE
DATE REGISTERED: 04/06/2021
ELECTORAL DIVISION: Aberdare East

RECOMMENDATION: Approve, subject to positive referral of the associated Listed Building Consent (LBC) to Cadw.

REASONS: The application proposes the productive use of a currently disused chapel building through primarily internal conversion.

The approach to the proposal has been informed through a thorough evaluation of the heritage asset by way of the submitted Heritage Impact Assessment (HIA).

The proposal would retain and improve the character and appearance of external features as well as the layout and important internal features that would be retained and reused within the scheme.

It is considered that the current proposal represents a positive and acceptable opportunity to bring this disused historic building of acknowledged quality into productive use. For this reason it is considered that the change of use and the works to facilitate the same would be acceptable.

The use of the property would be sympathetic and in keeping with surrounding land uses, which also include residential use on upper floors (the nearby former Town Hall). Furthermore, the proposal would not have a detrimental impact on neighbouring properties, the visual amenity of the area or highway safety considerations.

Consequently, it is considered that the proposal for the conversion of the building would be justified in this instance and a recommendation to approve the application is offered.

REASON APPLICATION REPORTED TO COMMITTEE

Three objections have been received.

APPLICATION DETAILS

Full planning permission is sought for minor external works and more substantial internal works to facilitate the change of use from a chapel to a dwelling and an art/film studio at Siloa Chapel and its attached hall, Green Street, Gadlys, Aberdare.

Specifically, the proposed works would consist of the following:

External works

- Remove the roller shutter and enclosure from the vestry door and make good the resultant wall finishes; and
- Installation of CCTV cameras

The applicant states that the CCTV cameras will be modern, small, and relatively unobtrusive. They will be removable, and any small screw holes used to secure them can be rendered over. It is the aim to run the cabling through existing holes in the wall (i.e. the eaves/air bricks) where possible.

Internal works

(It should be noted that the majority of the internal works would not require planning permission but are included here for completeness).

- Removal of existing and installation of new internal stud walls to the kitchen area to allow this to be used in connection with the proposed art/film studio;
- Enlargement of the existing doorway between the two rooms in the vestry to accommodate a tri-fold internal doors;
- Installation of a spiral stairs to allow access to the existing attic room;
- Installation of a shower within the existing bathroom;
- Remove the carpet from the vestry/living accommodation, to return to the original wooden flooring;
- Remove the modern acoustic panel ceiling from the vestry/living accommodation, to return to the original plaster ceiling;
- Installation of a temporary floor over the original wood floor of the chapel, out of plywood/hardboard;
- Remove the majority of the pews from the main church hall with some of them placed to the perimeter of the walls, to make the maximum use of the floor space. The remaining pews are to be repurposed as kitchen cabinets, wall paneling, and other furniture in the vestry/proposed living accommodation;
- Removal of the large “set fawr” pew that faces the pulpit from the main hall and its installation into the living accommodation;
- Removal of the pulpit, including attached lamps and plaques, to be reassembled in the living accommodation to create a raised sitting/office area. To make it fit with the intact “set fawr”, the right hand stairs would be removed and the banister extended over the gap;
- The organ mechanism which is underneath the pulpit, will be left in situ and any gaps created by the removal of the pulpit boarded over with plywood, leaving a raised stage area.

- Re-use of the redundant cast iron heating pipes that formed the old heating system running throughout the chapel. With the pews removed, these will be a trip hazard, so they will be re-used in the living accommodation, as central heating pipes, and also to run modern pipework and cables through (as opposed to plastic channel).

The application is supported by a Heritage Impact Assessment as well as a basic schedule of the proposed alterations.

This planning application is submitted in tandem with an application for Listed Building Consent (LBC), under reference no. 21/0783/12 which is also being considered within this agenda.

SITE APPRAISAL

The application site relates to a disused Chapel building with an attached vestry located on Green Street in the historic town of Aberdare.

The site is accessed directly onto Green Street, close to the main route through the town to and from adjacent settlements. The property is within the settlement boundary, is within the Aberdare Town Conservation Area and both the main Chapel - Siloa, and the attached hall are Grade II Listed Buildings (Cadw reference nos. 10850 and 10851 respectively).

The surrounding area is characterised by ecclesiastical and civic scale buildings including several within the immediate area which are also listed.

The application property itself is a substantial building (approximately 232 sq.m, excluding the upper gallery) with an attached vestry building (approximately 95 sq.m) which is within a constrained wider site curtilage of some 614 sq.m and extends to the north and the west of the building.

The Listing(s) for the building(s) contains the following details:

Cadw Listed Building refs: 10850 and 10851 (both Grade II)

Location

Near the western end of the street, facing north.

History

Built in 1844; rebuilt in 1855; historically one of the foremost Congregational chapels in Wales.

Exterior

Simple classical 3-bay gabled front; rendered with end pilaster strips, stringcourse to middle and cornice giving light pediment treatment. Oval date plaque to gable. Slate roof and wide boarded eaves. Round arched headed windows with keystones and

fluted architraves. Horned sashes with marginal glazing bars. Similar style round arched headed entrance to centre; double panelled doors with 5-pane semi-circular fanlight. 4-bay side elevations with camber headed sashes in square openings. Stepped down at the rear and with a steeper roof is the chapel hall with small pane sashes to the sides. Cement render rear gable facing the river with tiny octagonal chimney stack. Round arched and boarded gable window with flanking circular 4-pane windows; 4 pane sashes below; projecting stones on the south west corner suggests that some further structure formerly abutted here.

Forecourt has rubble piers with freestone caps swept up into ball finials at the gated entrance; the gates have 'Capel Siloa' to lock bar; the pier has commemorative tablet. Iron railings; some uprights are barley twist.

Interior

Galleried interior with herringbone boarded ceiling with roses; end bays had different ornament (now removed to front end). Raked gallery with panelled and bracketed front carried on cast iron columns. Simple classical 'set fawr' with quatrefoil punched newels capped by ball finials. Pitch pine furnishings; seats approximately 900.

Attached vestry/hall with ceiling ventilators and central rose.

Listed

Group value.

PLANNING HISTORY

21/0783/12	Siloa Chapel, Green Street, Gadlys, Aberdare	Minor external alterations – 2 No. new conservation roof lights (Application for Listed Building Consent).	Not yet determined
20/5088	As above	Pre-application enquiry for the conversion of existing Chapel into an Art/Film Studio and a single residential unit within the attached hall/vestry	Raise no objection 30/02/2021

PUBLICITY

The application has been advertised by letters to neighbouring properties and site notices. Three responses have been received, each making comments in respect of the internal alterations proposed which do not form part of this planning application. These comments are detailed and addressed within the separate report before Members for the associated LBC application (ref. 21/0783/12).

CONSULTATION

Transportation Section – no objection or condition suggested. This is based on the parking requirement for the existing use compared to the proposed use (which is lesser) and the sustainable nature of the location of the site.

Public Health and Protection Division – no objection, subject to conditions to restrict the hours of operation during the construction phase of the development and standard informative notes.

Land Reclamation and Engineering (Drainage) – from a flood risk perspective, the applicant has proposed a change of use which does not increase the footprint of the building and does not increase the impermeable area, as such no comments are offered. Advice is provided in terms Sustainable Drainage Approval to the Sustainable Drainage Approval Body (SAB).

Natural Resources Wales (NRW) – no objection. Advice is offered in relation to potential flood risk.

Dwr Cymru Welsh Water – no objection, subject to conditions and standard advice.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it has been reviewed and is in the process of being replaced. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

The application site is within the settlement boundary of Aberdare, within the Aberdare Town Conservation Area and are a group of two Grade II Listed Buildings.

Policy CS1 – sets out criteria for achieving strong sustainable communities including: promoting residential and commercial development in locations which support and reinforce the role of principal towns and settlements.

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 placemaking, including landscaping.

Policy AW7 - development proposals which impact on sites of architectural/or historic merit and sites of archaeological importance will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

LDP Supplementary Planning Guidance (SPG): The Historic Built Environment (March 2011)

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 11) (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications. Future Wales: The National Plan 2040 (FW2040) sets out guidance for development at both regional and national level within Wales, with the thrust and general context also aimed at sustainable development.

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

Given the relatively minor scale of the proposed development and its relationship with only the immediate surrounding area, there are limitations to the extent such a scheme can have in promoting planning objectives at a national scale. As such, whilst the scheme aligns with the overarching sustainable development aims of FW2040, it is not considered the policies set out in the document are specifically relevant to this application.

Other relevant national policy guidance consulted:

Welsh Office Circular 61/96 (98)

Welsh Office Circular 1/98

PPW Technical Advice Note (TAN) 12 – Design (2016)

PPW Technical Advice Note (TAN) 24: The Historic Environment (2017)

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main issues:

Principle of the proposed development

The building is currently a large former chapel with an attached vestry/hall within an urban setting, within the Town Centre of Aberdare. With diminishing congregation numbers the chapel has ceased being a place of worship and there is no realistic expectation that such a use could be supported in the future.

Alternative uses for such buildings are always difficult as particularly the internal layouts provide a significant barrier to these alternatives. This position is exacerbated when dealing with Listed Buildings.

Consequently, schemes for the change of use of such buildings will, by their very nature, require compromises in terms of the amount and methods undertaken to achieve their outcomes.

The impact on the special historical and architectural importance has been fully considered in the associated LBC application and subject to the suggested conditions and a positive referral to Cadw, it is considered that the proposal is acceptable in this regard.

In terms of the principle of the change of use and the material alterations required to facilitate this, it is considered that the planning merits of returning a prominent listed building to a productive commercial and residential use are positive.

It is acknowledged that the proposed scheme is a compromise, however, a productive use is a better incentive to drive maintenance and repair of the property as well as discourage vandalism than its continued disuse would be. Additionally, it is considered that the impact of the changes are far more measured and less impactful than, for instance, the usual schemes to fully convert the property for residential use.

Consequently, it is considered that the principle of the proposed works would be acceptable.

Character and appearance of the area, including the Aberdare Conservation Area

The works are primarily to the interior of the chapel and its attached hall/vestry. What external works that are proposed are of a relatively minor nature that would, subject to acceptable details secured by condition, have a positive impact on the character and appearance of the area, particularly given its location within the Aberdare Conservation Area.

The external works are considered to be acceptable, proportionate and reversible. The effect on the special character and appearance of the Listed Building is fully considered in the associated Listed Building Consent application (21/0783/12).

Impact on amenities of neighbouring properties

The application site is located within an area of primarily commercial and civic buildings, although the upper floors of the former Town Hall building has been converted to residential use.

Due to the relationship between the closest neighbouring residential properties and the distance of over 50m between the properties, it is not considered that the proposal would have a detrimental impact on the existing levels of amenity to those properties.

It is also acknowledged that no responses have been received as part of the consultation exercise for the application.

Highway safety

The application has been subject to consultation with the Transportation Section who have raised no objection to the application or suggested any condition be imposed.

This view acknowledges the sustainable nature of the site's location, within a short distance to a various of amenities and a variety of different transport modes. Additionally, the parking requirement of the proposal would be much less than the existing use, should that ever be re-established.

Consequently, it is considered that the proposal is acceptable in this respect.

Other issues

The comments of NRW are acknowledged in terms of part of the site being within a C2 Flood Zone. In this regard NRW have concluded that the part of the site that is within a flood zone is relatively minor and that the flooding is not a significant barrier to the proposed development. NRW have therefore not objected to the application and have instead suggested that the developer be made aware of the potential flooding issues by way of standard informative notes.

NRW's suggested informative notes would provide the applicant with sufficient information to consider flood alleviation provisions within the works of conversion. Consequently, it is considered that this issue is adequately addressed.

Similarly, the comments of the Council's Drainage Section and Dwr Cymru Welsh Water (DCWW) are acknowledged and their suggested advice and, in the case of DCWW, condition are considered to be reasonable and necessary to include.

The comments of the Public Health and Protection Division in respect of a condition to restrict the hours of operation during construction are acknowledged, however it is considered that this issue can be better addressed through other legislative controls open to the Council.

Community Infrastructure Levy (CIL) Liability

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

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

Conclusion

The change of use of this property to a dwelling with an art/film studio is considered to be a productive alternative use for this prominent and attractive listed property.

The proposed external works are minor, reasonable, reversible and ultimately acceptable, subject to conditions.

Additionally, the works would not have an adverse impact in terms of the amenity of neighbouring properties, the visual amenity of the area – including the Aberdare Town Conservation Area, highway safety considerations and the special architectural and historic importance of the listed building.

RECOMMENDATION: Approve.

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 plan(s) no(s)
 - Site location and block plan, Title. No. WA936253
 - Ground floor plan (proposed) Drwg. No3
 - First floor plan (proposed), Drwg. No4

and documents received by the Local Planning Authority 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 works to which this consent relates 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.

4. Notwithstanding the approved details, no works to which this consent relates shall commence until a scheme, including a method statement, for the

removal for the existing roller shutter and the making good of the external walls of the vestry, has been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out in accordance with the agreed details thereafter.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

5. Notwithstanding the approved details, no works to which this consent relates shall commence until a scheme, including a method statement and technical details, for the installation of CCTV cameras, has been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out in accordance with the agreed details thereafter.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

6. Prior to the development hereby approved commencing, a scheme for the protection in situ of all memorial plaques, the memorial stained glass window and external blue plaque shall be submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to any works commencing and protection measures retained in perpetuity.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

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

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

8. Notwithstanding the details on the approved plans, no works to which this consent relates shall commence until the design and details of the following have been submitted to and approved in writing by the Local Planning Authority:

- Relocation of the set fawr and pulpit within the living accommodation;
- New spiral staircase to the attic area;
- New tri-fold doors details;
- New protective flooring within the main chapel hall;

- Details, numbers and location of retained pews; and
- Details of re-used and repurposed timber pews, panelling and metal pipework.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

9. All disturbed fabric shall be made good to match the existing building.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the listed building in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

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PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1367/10 (EL)
APPLICANT: M And M Garages
DEVELOPMENT: Proposed construction of 5 no. Class B8 - storage/
distribution warehouse units (Amended plans received
20/12/21).
LOCATION: M AND M GARAGES, FFORDD BLEDDYN, TAFF'S
WELL, CARDIFF, CF15 7QR
DATE REGISTERED: 20/12/2021
ELECTORAL DIVISION: Ffynon Taf

RECOMMENDATION: Approve subject to conditions

REASONS: The proposal is in keeping with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and National Policy in that, the use of the site for commercial uses under Classes B8 would be in keeping with the character of the area. The proposed building is also acceptable in terms of its scale, design and appearance, impact on residential amenity and highway safety.

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

Full planning permission is sought for the construction of 5 no. Class B8 storage/distribution warehouse units on a parcel of land to the south of M and M Garages, Ffordd Bleddyn, Taffs Well.

The proposal involves the construction of one large building, measuring 35.0 metres in length and 15.9 metres in depth. The footprint of the building would be subdivided to form 5 independent units, the largest would measure 9.0 metres in width (with a floor area of approximately 136sqm), with the remaining four extending to approximately 6.5 metres in width (each with a floor area of approximately 100 sqm). The building would have a mono pitch roof construction, extending to 9.1 metres at its highest point and 7.6 metres at its eaves. Access to the units would be gained from the front elevation, with each unit being served by a large commercial roller shutter

and a smaller pedestrian access door. The building would be a steel portal frame construction, with elevations finished in colour coated steel cladding.

The building would be located close to the southern boundary of the application site, to the east (alongside) an existing industrial unit and to the south of a commercial repair garage. The development would be served off an existing access which connects with Ffordd Bleddyn to the west (which serves the existing garage and industrial unit at the site).

SITE APPRAISAL

The application site consists of a parcel of land within the curtilage of the site known as M and M Garages, Ffordd Bleddyn, Taffs Well. The site of the proposed building lies to the south of the existing garage and to the east of an existing industrial unit. The site is served off an existing vehicular access which connects with Ffordd Bleddyn to the west. The site itself is currently open land that is used for parking/storage in connection with M and M garages, albeit that there is no formal parking layout in this area. The area surrounding the application site is predominantly commercial in character being located on Moy Road Industrial Estate. To the east the site is separated from the line of the A470 by a landscape verge.

PLANNING HISTORY

12/0196	Land to the rear Of M & M Garages, Moy Road Industrial Estate, Taffs Well	Change of use from Garage & MOT Centre to Plant Hire Centre with associated portacabin and storage unit (retrospective). (Amended plans received 07 &16/08/12)	Granted 30/12/14
00/2151	M & M Garages, Moy Road Industrial Estate, Taffs Well	Change of use to Taxi Office.	Granted 05/05/00
98/2750	Industrial Estate, Moy Road, Taffs Well	2 no. light industrial units (amended plans received 25/01/99).	Granted 26/02/99
79/0894	Bakery, Moy Road, Taffs Well	Erection of warehouse, maintenance workshop and offices	Granted 22/06/79
78/0296	Bakery, Moy Road, Taffs Well	Offices and maintenance workshop, warehouse, car park and parking of vehicle trailers and plant equipment	Granted 28/11/78

PUBLICITY

The application was advertised by direct neighbour notifications and site notices. No representations have been received in response to the publicity.

CONSULTATION

Highways and Transportation - no objections raised subject to a condition.

Welsh Government Highways - no objections raised.

Land Reclamation & Drainage – no objections raised, conditions suggested.

Public Health & Protection – no objections raised, conditions suggested.

Dwr Cymru – no objections raised conditions suggested.

Western Power Distribution – no objections raised, informative notes recommended.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

Indicates that the site is inside settlement limits and is unallocated.

AW2 promotes development in sustainable locations.

AW 5 sets out criteria for new development in relation to amenity and accessibility.

AW6 sets out the criteria for new development in terms of design and place-making.

AW10 sets out the criteria for environmental protection and public health.

SSA13 sets out the criteria for development within settlement boundaries in the Southern Strategy Area.

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 11 (PPW) was issued on 24th February 2021 in conjunction with Future Wales: The National Plan 2040 (FW2040). PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), WGs current position on planning policy at regional and national level.

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

It is also considered the proposed development is compliant with the NDF, with the following policies being relevant to the development proposed:

- Policy 1 – Where Wales will grow – Employment/Housing/Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability/Placemaking

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 application site lies within settlement limits and in an area with a history of commercial activity. The proposal seeks to develop a new industrial building on a parcel of land that is currently vacant, but is used as additional parking/ vehicle storage, in connection the commercial garage that also operates from the site. As such, the key considerations in the determination of the planning application are the compatibility of the proposed building and uses with the established area, along with the potential impact upon the amenity of neighbouring occupiers. The impact of the proposals upon both the character of the area and highway safety are further considerations.

Principle and amenity impacts

The application site is a parcel of land that forms part of a wider area that is in use for commercial/ industrial purposes. The site, which is accessed off Ffordd Bleddyn, accommodates a commercial repairs garage (M and M Garage) along with an existing industrial building (which accommodates two separate units and appears to be in use under Class B2/B8).

A review of the history of the site has revealed a number of planning applications relating to previous industrial/commercial uses at the site; and it is clear that the site forms part of the wider Moy Road Industrial Estate, where a range of industrial services and businesses are located. As such, there is clearly a well-documented history of industrial/commercial uses under Classes B2/B8 operating from the site and surrounding area. As outlined above, the current application seeks to develop 5 further Class B8 units on a parcel of land that is currently used as informal vehicle parking/ storage, in connection with the established garage at the site. The proposed units would sit alongside (to the east) of the existing Class B2/B8 units at the site. Given the above, it is considered that the use and building presented would be in keeping with the character of both the immediate site and wider area.

It is acknowledged that the industrial estate lies close to the village of Taffs Well. As such, residential streets are located in fairly close proximity to the estate. However, the closest residential street, that being Moy Road/ Ty Bryncoch, is situated approximately 140 metres north west of the site of the proposed units, and is separated visually by existing intervening industrial units. It is also noted that these properties are served by a separate means of access to that of the main industrial estate. As such, it is not considered that the development and operation of the 5 no. Class B8 units proposed, would cause undue disturbance or adversely affect the levels of amenity that the closest occupiers of residential properties currently enjoy.

Character and Appearance

As set out above, the proposed building that would form the 5 no. units would be sited on a parcel of land to the south of the existing garage and to the east an existing industrial building (which accommodates two separate units). This configuration presents a logical layout for the site, presenting an opportunity to retain an internal access through the centre of the site, with the primary elevations of both the existing and proposed units to the south of the site addressing this. A turning and parking area would then be formed at the far east of the site, to the side of the proposed units. This layout also allows sufficient space to provide operational space (for loading / unloading) to the front of the units, along with the provision of parking spaces to the south side of the existing garage.

The units themselves are an uncomplicated steel frame construction clad in colour coated steel profile cladding, with the design and appearance being dictated primarily by the functional requirements. Notwithstanding this, they would be comparable in terms of their overall scale, proportions and appearance to existing commercial units located on the wider industrial estate. Overall, it is not considered that the resulting development would appear either harmful to or out of keeping with the character of the immediate site of its wider setting.

Highway Safety

In order to aid in the assessment of the development upon highway safety, consultation has been undertaken with the Council's Transportation Section. Their response comments that the proposal represents the construction of 5 no. Class B8 industrial units on a land that is currently used as informal parking/storage.

In terms of access, it is noted that no alterations are proposed to the existing means of access that serves the site. It is commented that the site is served off Ffordd Bleddyn/ Moy Road Industrial Estate, which has been designed and built for safe vehicular and pedestrian movement and as such, is satisfactory to serve the proposal.

In terms of parking, the development lies within Parking Zone 3. The proposed development has an internal area of circa 665sqm. In accordance with the Council's adopted Supplementary Planning Guidance: 'Design, Access and Circulation', a Class B8 (storage & distribution) usage would require up to a maximum of 35% of the ground floor area (GFA), which equates to 39sqm per unit plus 2 non-operational spaces per unit. In this case, the proposal would result in 10 car / van parking spaces, 195sqm of operational space, an area for motorbike parking and a covered cycle store.

The layout plan which accompanies the application illustrates that there is sufficient space to accommodate both the required operational space to the front of the units and the 10 no. required parking spaces. It is also noted that a cycle storage and motorbike parking area have been provided in the layout.

As such, it is not considered that the proposal would result in an adverse impact upon highway safety in the vicinity of the site, and the observations of the Council's Transportation Section conclude by raising no objections to the scheme, subject to a condition which requires the parking layout be laid out prior to beneficial occupation of the approved units.

Contamination

It is noted that consultation with the Council's Public Health and Protection Section has revealed that the application site (and wider industrial estate) occupies land formed by an infilled canal. As such, they consider that there is potential for contamination to exist on site. Notwithstanding this, no objections are raised to the application, as it is considered that any potential issues arising from possible contamination at the site could be mitigated. As such, if Members are minded to approve planning permission, then a condition is suggested, which would require the developer to undertake site investigations assessment, prior to commencement of development and if necessary, undertake remediation of any contamination identified.

Community Infrastructure Levy (CIL) Liability

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

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 (as amended) however, the CIL rate for this type of development as set out in the Charging Schedule is £nil and therefore no CIL is payable.

Conclusion

The proposal represents the construction of a new building, which would create 5 no. Class B8 industrial units. The site is located on an established industrial estate, where a range of comparable uses already operate. Whilst it is acknowledged that some residential properties are located in vicinity of the site, given the separation distances involved and the existing established character of the area, it is not considered that any impacts resulting from the operation of the units would adversely affect the amenities of these residents. Furthermore, it is not considered that the scale, proportions and appearance of the building would be out of keeping with, or harmful to the character of the site and its wider setting; and the proposal is considered acceptable in highway safety terms. Therefore, the proposal is recommended for approval, subject to the conditions specified below.

RECOMMENDATION: Grant

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

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

2. The development hereby approved shall be carried out in accordance with the approved plan no(s)

- Drawing no. T2541-PA-01 Site Location Plan
- Drawing no. T2541-PA-05A Proposed elevations
- Drawing no. T2541-PA-04A Proposed elevations / Section
- Drawing no. T2541-PA-03B Plan of Units
- Drawing no. T2541-PA-02A Site Plan

and documents received by the Local Planning Authority on 11/10/21 and 20/12/21 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 take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. The building shall not be brought into beneficial use until the 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

4. 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:

1. 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.
2. 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.
3. 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

5. No dwelling, hereby permitted, shall not be occupied until the measures approved in the scheme (referred to in Condition 4) 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

6. 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

7. Access, parking and turning facilities shall be in accordance with the submitted layout plan, Drawing No. T2541-PA-02A (received: 20/12/2021), and constructed in permanent materials, details of which to be submitted to and approved in writing by the Local Planning Authority prior to any development commencing on site. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial occupation of any unit. The parking and turning areas shall not thereafter be used for any purpose other than the parking and turning of vehicles.

Reason: To ensure that adequate access, turning and parking facilities are provided within the curtilage of the site, in the interests of highway safety.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting of that Order) no other use (other than the Class B8 use hereby permitted) shall be operated from the property site without the prior express permission of the Local Planning Authority.

Reason: To define and limit the extent of the permission and to ensure that adequate off street car parking to serve the development is available, in accordance with Policies AW5 of the Rhondda Cynon Taf Local Development Plan.

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PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1434/08 (BJW)
APPLICANT: Rhondda Cynon Taf County Borough Council
DEVELOPMENT: New footbridge is proposed to replace the existing Castle Inn footbridge. (LBC 21/0714/11)
LOCATION: CASTLE INN FOOTBRIDGE, CASTLE STREET, TREFOREST, PONTYPRIDD
DATE REGISTERED: 21/10/2021
ELECTORAL DIVISION: Treforest

RECOMMENDATION: That Members grant authorisation to approve the application on receipt of positive comments from Natural Resources Wales (NRW) in relation to issues of flood risk and protected species. These issues have been addressed by the applicant and updated reports have been forwarded to NRW for assessment. However, no response from NRW has been received at the time of writing.

Due to the upcoming Local Government elections and associated purdah period, and the importance of this project, it was considered that the application should be presented to Members in its current form and an oral update provided, if one is available, at the Committee meeting. Should the required positive comments from NRW not be forthcoming the application will be reported back to Members for further consideration.

REASONS: This planning application is part of a series of measures aimed at addressing and improving the ongoing risk of flooding in an around the Castle Inn area of Treforest/Rhydyfelin.

Following recent flood events and increasingly high river flows which have resulted in large scale flooding within the immediate locality a Baseline Flood Modelling Report was commissioned in an attempt to improve flood risk within the area. The report concluded that the existing bridge was a major contributory factor in the flooding. This was due to the constricting effect of the structure on the flow of the river at this point, leading to a consequent additional rise in the river level at this point.

An earlier Listed Building Consent (LBC) application to demolish and remove the existing listed bridge at Castle Street, known as Castle Inn Bridge, has been considered by Welsh Government's Planning Division and approved.

The current application proposes a replacement, single-span, active travel bridge in place of the previous bridge at the site. This would improve and re-establish the previous pedestrian link between the villages of Treforest and Rhydyfelin as well as improving flood risk and flood resilience measures in an area with a history of such problems. Consequently, it is considered that the proposal would be justified and acceptable in this instance.

While it is acknowledged that currently there remain issues of concern from NRW, it is considered that these are being resolved and a positive response in these matters is awaited. In lieu of the comments from NRW to the most recent ecology and flood risk modelling report, it is requested that Members grant authorisation to the Service Director of Planning, Regeneration and Housing to determine the application, subject to the receipt of positive comments, conditional or otherwise, from NRW. Should these comments not be received the application will be reported back to Members for further consideration at the earliest opportunity.

REASON APPLICATION REPORTED TO COMMITTEE

The application is being made by the Council for a replacement and upgrading of a major element of infrastructure and, as such, is within a category of development where the decision-making powers are not delegated to officers.

APPLICATION DETAILS - BACKGROUND

Full planning permission is sought for the installation of a new replacement footbridge and associated infrastructure on the site of the Castle Inn Footbridge that links the B4595 - River Street, Treforest and the A4054 – Cardiff Road, Rhydyfelin.

The application is part of a series of measures that has resulted from the flooding of the locality, particularly Cardiff Road in Rhydyfelin, in February 2020 during Storms Ciara and Dennis. Following these devastating events a Baseline Flood Modelling Report was commissioned by the Council to try to identify how improvements could be made.

The report showed that the existing bridge, with a combination of floating debris, and its three arch construction and intermediate piers, was a major contributory factor in the flood events that affected this area. Furthermore, the report demonstrated that the removal of the existing bridge and its replacement with an alternative, single-span structure would deliver substantial benefits by reducing flood levels by anywhere between 0.8 – 1m.

Consequently, an application for Listed Building Consent (LBC) to demolish the bridge was submitted to the Local Planning Authority under reference 21/0714/11. As the application was made by the Council and was for the complete demolition of the Listed Structure, its determination was undertaken by the Welsh Government Planning Directorate (WGPD), in consultation with Cadw.

The Cadw Inspector stated:

In my opinion the proposed demolition of Castle Inn Bridge, in this instance, is justified as the bridge has been altered over the years and is in a poor condition, associated to the Baseline Flooding, Hydrology Report Module undertaken by NRW. The proposed overall scheme would greatly improve the flow characteristics of this part of the River Taff and benefit the local community.

The proposed demolition of the Castle Inn Bridge and replacement with a new Active Travel Bridge in the same location would not have a significant impact on the character and setting of the Castle Square Conservation Area, or the integrity of its surroundings. Hence, I do not feel that there would be any significant visual impact/intrusion, or be detrimental to the appearance of this part of the River Taff with the proposal helping to prevent future flooding, to this area of RCT. I am content with the proposed alterations/demolition....”

Following consideration of the application, and its supporting information, along with the comments of the Cadw Inspector, approval was granted 24th February 2022 for the demolition of the bridge as WGPD concluded:

“I have considered the relevant submissions with the application and I can find nothing in the information before me to lead me to disagree with Cadw’s assessment. I conclude that demolition of the Grade II Listed structure is fully justified in the wider public interest and there are substantial benefits for the community that outweigh the loss resulting from demolition.”

APPLICATION DETAILS – CURRENT PLANNING APPLICATION

Following the approval of the earlier LBC application to demolish the existing bridge, it was somewhat inevitable and entirely appropriate that an application to install a replacement bridge would be submitted. This would have the dual aim of reintroducing an improved, established and historic link between the communities of Treforest and Rhydyfelin, and also delivering the benefits identified in the Baseline Flood Modelling Report and improving flood risk and resilience measures within the area.

The current application consists of a single-span, replacement bridge and associated infrastructure and includes a section of river retaining wall running along Cardiff Road, downstream of the bridge, which will be modified to provide a short flood wall upstand, further mitigating potential flood impact.

Specifically, the application proposes the following:

- **Replacement pedestrian/cycle bridge**

A new single-span, Vierendeel truss structure predominantly made up of hollow steel elements. A service pipe and decorative arches are to be supported under the deck, supported by the Vierendeel truss.

The proposed active travel bridge will span over the River Taff and will have a single simply supported span of approximately 35.1m. The bridge is to be formed of a steel Vierendeel truss and with an undercarriage carrying a Dwr

Cymru Welsh Water (DCWW) sewer pipe. The lowest soffit clearance is dictated by the DCWW sewer.

The bridge is to be designed for both pedestrians and cyclists unsegregated, with a 1.4m high lattice pedestrian/bicycle parapet. The deck consists of 1:12 ramps with 2m landings at every 0.65m vertically across the bridge.

The deck would have a clear width of 3.5m between pedestrian handrails either side and would feature a deck plate with a non-slip surface.

The superstructure is to be supported on the masonry faced, reinforced concrete abutments. The east abutment will be founded on the rockhead and the west abutment on the springing point of the existing structure.

- **Access ramp**

The ramp west of the bridge consists of a reinforced concrete ground slab with a parapet plinth for a pedestrian parapet. The ramp will be founded on a lightweight fill replacement for the existing fill, to offset the additional loading from the ramp.

The ramp has a maximum permissible gradient of 1:12%, with 2m landings spaced every 0.65m vertically, to reduce the ramp's length and tie into the existing footway. The ramp ties the bridge into River Street to its west side.

For the ramp, the reinforced concrete slab will be supported on lightweight fill, replacing the existing back of river wall fill to a depth of 2.8m to offset additional surcharge. The front face of the ramp will have a masonry finish to match the surrounding area.

- **Steps**

The stairs are to have a single flight that consists of no more than 13 steps comprising risers of 150mm and goings of 300mm. The stairs tie the bridge directly into River Street on the west side.

- **Cardiff Road River Retaining Wall**

The proposed works include the construction of a ground beam / short L shaped wall to the top of the existing stone masonry river retaining/training wall, repairs to the existing wall and blockstone/rock mattress scour protection.

The ground beam / L shaped wall is to be constructed from in-situ reinforced concrete with a minimum stem height of 600mm above the adjacent back of footway. However, the final height is subject to the results of hydrological modelling. The top level of the ground beam is proposed to follow the footway level. The stem is to be masonry clad on the river side to tie into the existing wall's masonry front face.

- **Substructure**

The existing wall is understood to be founded on the bedrock.

The top of the existing wall will be taken down to accommodate the ground beam / L shaped wall, which will bear upon the top of the wall and upon the existing ground to the rear, under the footway. The ground to the back of the wall is to be replaced locally with engineered fill if voids or soft spots are exposed.

- **Surface Finishes**

The colour of the structure will be a mid-grey, with a lighter grey for the undercarriage as per Client requirements (RAL no. to be confirmed and agreed). The colour will be similar to some other structures within the County Borough. The proposed parapets have been agreed to have a black finish.

The deck plate upper surface will be protected by a combined waterproofing and non-slip coating. This is to be provided in a black/grey colour to better match the adjoining bituminous footpaths.

As the abutments will be clearly visible from the adjoining footways, all exposed surfaces are to be clad in masonry as far as practicable. Exposed concrete finishes will be required to some surfaces, i.e. bearing shelf, the top of plinths etc.). The cladding shall be sympathetic to the adjoining masonry retaining walls and in keeping with the original structure fabric.

The following supporting information has been submitted with the application:

- Environmental Impact Assessment Screening Report, September 2021;
- Planning Statement, October 2021;
- Bat Survey Report, September 2021;
- Otter Survey Report, September 2021; and
- Castle Inn Bridge - Modelling Report, February 2022 (latest version forwarded to NRW 03/03/2022)

SITE APPRAISAL

The application site consists of Castle Inn Footbridge and its immediate landings, decks and approaches on the east and west sides of the River Taff.

The site also includes a section of river wall to the eastern embankment (Cardiff Road) which it is proposed to extend to improve flood resilience in this area.

The Listing details of the existing bridge, record no. 24869, is included below:

Location

A footbridge spanning the River Taff on the east side of River Street 250m south of St Dyfrig's Church.

History

Probably built in the early 19th century and first shown on the 1846 Llantwit Fardre Title map.

Exterior

A narrow double-carriageway 3-bay bridge of rubble stone with segmental arches. On the north (upstream) side is a V-shaped cutwater with pyramidal cap to the west and a V-shaped cutwater on the east side that is corbelled out to support an added plate girder supporting the parapet. On the south (downstream) side are V-shaped cutwaters with stepped pyramidal caps. The deck is ramped from the west to the east side. The footways on each side are a late 19th century addition. They project outwards and are carried on steel girders. They have latticework steel parapets that are splayed out at the ends, except the north east side where the parapet is missing.

Listed

Listed as a good early 19th century former road bridge.

PLANNING HISTORY

22/0063	West bank of the river adjacent to River Street, Treforest, Pontypridd	Tree and shrub clearance lining the west bank of the River Taff adjacent to River Street, Treforest, to facilitate replacement of Castle Inn Footbridge.	Raise no objection 17/02/2022
21/0714	Castle Inn Bridge, Castle Street, Treforest, Pontypridd	Demolition of the entire structure and its supports to reduce the flooding issues (amended description, agreed with agent 18/05/2021, to reflect the demolition of the bridge only at this stage).	Granted 24/02/2022
20/1275	Castle Inn Bridge, Castle Street, Treforest, Pontypridd	Removal of trees from the retaining wall downstream of the western bank and below the memorial park.	Raise no objection 19/01/2021

PUBLICITY

This has included letters to neighbouring properties, site notices and a notice in the press. No responses have been received.

CONSULTATION

Transportation Section – no objection.

Flood Risk Management (Drainage) – no objection or recommendation for condition in relation to surface water flood risk for this application. It is considered that the development's surface water flood risk will be adequately managed by both the Building Regulations and Schedule 3 of the Flood and Water Management Act 2010. Advice is also offered in relation to Sustainable Drainage Systems Approval (SuDS) to the Sustainable Drainage Approval Body (SAB) prior to the commencement of works.

Public Health and Protection Division – no objection, subject to a condition to restrict the hours of operation during the construction period, and standard advice notes.

Natural Resources Wales – the application has been the subject of ongoing dialogue and consultation responses from NRW. This has seen the updating of the original flood modelling report and the bat and otter survey reports that were initially provided in the LBC application to demolish the bridge approved by Welsh Government (reference no. 21/0714/11).

The most recent updates were sent to NRW 3rd March 2022 and updated comments are anticipated thereon.

NRW currently have concerns with the previous details submitted in relation to flood risk and ecological issues around statutory protected species. If these details are not satisfactorily resolved NRW would object to the application. Initial conditions and informative notes are offered should their concerns be addressed, but may be altered depending on the nature of updated information.

Dwr Cymru Welsh Water – no objection. Advice is provided in relation to DCWW apparatus in the vicinity of the site to which they have rights of access at all times. Furthermore, it is advised that the strategic assets are accurately located to establish their relationship to the development and DCWW contacted prior to works commencing. A condition and advisory notes are suggested to ensure that no detriment is caused to existing residents or the environment or to DCWW's assets.

Countryside, Landscape and Ecology – no objection. Suggested conditions to achieve protected species mitigation as detailed in the submitted ecological reports. Additionally, a condition to avoid the spread of invasive plants such as Japanese Knotweed and Himalayan Balsam.

Joint Committee of the National Amenity Societies (JCNAS) – no responses received.

Structural Engineer – no response received.

Pontypridd Town Council – no response received.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it has been reviewed and is in the process of being replaced. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

The application site is within the settlement boundary of Pontypridd, is a Grade II Listed Building and is within the Castle Square Conservation Area.

Policy CS2 - sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services.

Policy AW2 - supports development proposals in sustainable locations including sites within the defined settlement boundary.

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 placemaking, including landscaping.

Policy AW7 - refers to the protection and enhancement of the built environment. This policy states that development which impacts upon sites of architectural and historic merit will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

Policy AW10 - states that development proposals will not be permitted where they would cause or result in a risk of unacceptable harm to health and / or local amenity because of issues including, amongst others, water pollution and flooding.

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 11) (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications. Future Wales: The National Plan 2040 (FW2040) sets out guidance for development at both regional and national level within Wales, with the thrust and general context also aimed at sustainable development.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through

its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

Given the scale of the proposed development and its relationship with only the immediate surrounding area, there are limitations to the extent such a scheme can have in promoting planning objectives at a national scale. As such, whilst the scheme aligns with the overarching sustainable development aims of FW2040, it is not considered the policies set out in the document are specifically relevant to this application.

Other relevant national planning policy guidance consulted:

PPW Technical Advice Note (TAN) 12: Design (2016)

PPW Technical Advice Note (TAN) 24: The Historic Environment (2017)

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

As is detailed above, this application is part of an ongoing series of proposals aimed at addressing the ongoing flooding issue along this part of the River Taff. Through research undertaken by flood modelling, it has been demonstrated that the existing bridge at Castle Inn was a major contributory factor in flooding issues within the immediate locality.

As a consequence of this report an application was made and approved to demolish and remove the existing bridge at this location. The replacement of this bridge was an inevitable part of this process and the current application is the result of a rigorous and collaborative effort to produce a suitable and acceptable structure that fulfils the requirements for this community in terms of connectivity, transportation and flood alleviation as well as representing a visually acceptable structure to replace the previous listed bridge within the Castle Square Conservation Area.

It is considered that the current proposal does achieve the required aims in these various regards and these are dealt with in detail below. Therefore, in terms of the general principle of the replacement bridge, it is considered that the current application would provide an acceptable structure that would re-establish and improve the transport links on an established historic route to the wider benefit of the local community.

Consequently, it is considered that the principle of the proposal is acceptable.

Impact on neighbouring residential properties

The replacement bridge is located on the same alignment as the structure that it would replace. While it is acknowledged that the surrounding infrastructure, including the ramped approaches and steps will require significant engineering operations to install, they would essentially be ground based and would therefore have no additional impact on existing neighbouring properties.

Indeed the improvements to the highway network for pedestrians and cyclists between the villages of Treforest and Rhydyfelin would have a positive impact on neighbouring properties.

It is also acknowledged that there have been no objections received as part of the neighbour notification undertaken for the application.

Visual amenity of the area, including the Castle Square Conservation Area

The loss of the existing, listed bridge will leave an obvious gap within the Castle Square Conservation Area. The bridge is one of several listed and unlisted structures along the River Taff and is a prominent and attractive feature within the immediate and wider locality.

The loss of a Listed Building should be an option of last resort and only considered under exceptional circumstances. Such is the case with the current scheme which is required due to historic flooding to which the bridge was a major contributory factor with the demolition element of the scheme recently being approved by Welsh Government Planning Directorate.

Due to the acknowledged quality of the listed structure being removed, the prominent location of the replacement and its status as a Conservation Area, the resulting structure is required to be of a high quality design that would be in keeping with the visual qualities of the Conservation Area.

In the submitted planning statement the development team explain the design concept:

“The proposed replacement bridge was designed to resemble as many features of the original Castle Inn footbridge as possible. These features include the incorporation of the existing structure’s arches into the substructure, the proposed parapet which commemorates the existing lattice parapet and masonry cladding of the substructures to match the surrounding area. The proposed footbridge will not just greatly improve the flow characteristics of the river channel and help to prevent a repeat of the severe flooding events that happened in February, 2020. But additionally, the proposed structure is designed to commemorate the existing Castle Inn footbridge, and thus provide an aesthetically pleasing new river crossing for the public for many years to come.”

It is considered that the ethos presented in this design concept has been carried through to produce a replacement bridge that would provide an attractive, contemporary, landmark structure which takes many of its design cues from the original bridge.

The bridge would be a high quality, contemporary addition to the area. It would re-establish a river crossing within the area, allowing improved pedestrian and cyclist travel between Treforest and Rhydyfelin, an important and historic route. Through the use of a quality and sympathetic design, modern styling and materials it is considered that the proposal would be in keeping with the character and appearance of the area, particularly the visual qualities of the Castle Square Conservation Area within which it would become an important landmark feature.

Highway safety

The application has been subject to consultation with the Council's Transportation Section who have raised no objection to the proposed development or suggested any conditions in highway safety terms.

This view acknowledges that the footbridge has been designed in accordance with current standards to incorporate both steps and ramped sections with a maximum gradient of 1 in 12 and a clear deck width of 3.5m to accommodate all pedestrians and cyclists.

The proposed footbridge will provide a safe crossing facility of a busy strategic route and encourage use of walking and cycling as sustainable modes of travel in accordance with the aims of Planning Policy Wales and the Active Travel (Wales) Act.

Consequently, the proposal is considered to be acceptable in this regard.

Flooding and flood alleviation measures

In their most recent consultation reply NRW have raised concerns in respect of flood risk and have requested further information from the applicant. The additional information has been produced and forwarded to NRW on 3rd March 2022, but no response has been received at the time of writing.

It is considered that the updated information will address the concerns in respect to the 1 in 1000 year (0.1%) flood event and a positive response is expected. It is therefore requested that, should comments not be received prior to the Committee meeting where they can be presented to Members orally, Members grant authorisation to the Service Director of Planning, Regeneration and Housing to determine the application, subject to the receipt of positive comments, conditional or otherwise, from NRW. Should positive comments not be received then the application will be reported back to Members for further consideration at the earliest opportunity.

In summary, while this element of the proposal is currently still ongoing, it is considered that adequate and acceptable information has been submitted to resolve any outstanding issues. The updated situation will be orally reported to Members at the meeting.

Ecology

While the comments and concerns of NRW in relation to statutory protected species are acknowledged, it is considered that these concerns will be addressed by the updated bat and otter survey reports submitted.

These reports are updated versions of the reports submitted with the successful LBC application to demolish the bridge which was assessed and approved by Welsh Government Planning Directorate.

Additionally, the reports have been reviewed by the Council's Ecologist who considers that they are to a very high standard and are an appropriate assessment; and therefore, in his opinion, the issue of statutory protected species has been adequately and acceptably address, subject to suggested conditions.

Consequently, it is considered that any concerns will be addressed when the Council receives the updated comments of NRW in this regard. And as with the flood risk issue, it is requested that, should comments not be received prior to the Committee meeting where they can be presented to Members orally, Members grant authorisation to the Service Director of Planning, Regeneration and Housing to determine the application, subject to the receipt of positive comments, conditional or otherwise, from NRW. Should positive comments not be received then the application will be reported back to Members for further consideration at the earliest opportunity.

In summary, while this element of the proposal is currently still ongoing, it is considered that adequate and acceptable information has been submitted to resolve any outstanding issues. The updated situation will be orally reported to Members at the meeting.

Other issues

The comments of the Public Health and Protection Division in respect of a condition to restrict the hours of operation during construction are acknowledged, however it is considered that this issue can be better addressed through other legislative controls open to the Council.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

The application represents the culmination of a process that began with the flooding events of two years ago, during storms Ciara and Dennis, within the locality.

The removal of the existing, listed bridge has been examined and approved by Welsh Government in consultation with Cadw. The proposed replacement structure is considered to be a striking, contemporary, landmark building that takes many of its design cues from the existing bridge.

It is considered that the bridge would re-establish, improve and promote transport links between the two villages and associated University campuses.

Most importantly, the proposals would achieve their main aim of improving flood defences and flood resilience measures within the area, improving the lives of residents who have suffered repeated flood events in this area.

Additionally, the works would not have a detrimental impact on neighbouring properties, the visual amenity of area, particularly the Castle Square Conservation Area, or highway safety considerations.

Consequently, and due to the ongoing dialogue with NRW, Members are respectfully requested to grant authorisation to the Service Director of Regeneration, Planning and Housing to approve the application on receipt of a positive update from NRW. Should the updated responses raise additional issues the matter will be reported back for Members further consideration.

RECOMMENDATION: That Members grant authorisation to the Service Director of Regeneration, Planning and Housing to approve the application on receipt of a positive update from NRW. Should the updated responses raise additional issues the matter will be reported back for Members further considerations.

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 plan(s) no(s):

- Site Location Plan, Drawing no. GC3913-RED-01-XX-DR-S-0100, Revision T01;
- Existing General Arrangement Plan, Drawing no. GC3913-RED-01-XX-DR-S-0101, Revision T01;
- Proposed Bridge – General Arrangement, Drawing no. GC3913-RED-01-XX-DR-S-0103, Revision T01; and
- South East Training Wall - Proposed General Arrangement Plan, Drawing no. GC3913-RED-01-RW-DR-S-0102, Revision T01.

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

3. Building operations shall not be commenced until samples of the materials, including colours, proposed to be used have been submitted to and approved

in writing by the Local Planning Authority. All materials used shall conform to the sample(s) so approved thereafter.

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.

4. No development shall commence until details of a method statement and risk assessment for the protection of the structural condition of the strategic water mains crossing the site has been submitted to and approved in writing by the Local Planning Authority. The approved protection measures shall be implemented in full before any other development hereby permitted has commenced and shall be retained at all times for the duration of the approved operations, including the restoration works.

Reason: To ensure that the proposed development does not affect the integrity of the public sewerage system, in the interests of health and safety in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

5. No development, or phase of development, including site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include but not be limited to:

- Construction methods: details of materials and how waste generated will be managed;
- General site management: details of the construction programme including timetable, details of clearance; details of site construction drainage, containment areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Control of nuisances: details of restrictions to be applied during construction including timing, duration and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practices will be implemented, including details of emergency spill procedures and incident response plan.
- Details of persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- Landscape/Ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: To ensure pollution prevention is adequately considered and implemented in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

6. In addition to the approved CEMP referred to in condition 5, no in-channel activities shall take place during the fish spawning embargo period (15th October to 15th May) without the prior written approval from Natural Resources Wales (NRW).

Reason: To enhance and afford protection to animal and plant species in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

7. Prior to the development commencing, including site clearance works, details of all bat mitigation and enhancement measures as identified in Section 6 Recommendations of the Bat Report shall be submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details thereafter.

Reason: In the interest of nature conservation in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

8. Prior to the development commencing, including site clearance works, details of all bat mitigation and enhancement measures as identified in Section 6 Recommendations of the Otter Report shall be submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details thereafter.

Reason: In the interest of nature conservation in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

9. Prior to the development commencing, including site clearance works, details of prevention measures for the control of invasive species, such as Japanese Knotweed and Himalayan Balsam shall be submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details thereafter.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 and in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

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PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO:	21/1517/08	(GD)
APPLICANT:	Rhondda Cynon Taff County Borough Council	
DEVELOPMENT:	New Welsh medium primary school, MUGA, sports field, car park, landscaping, and associated infrastructure works.(revised transport assessment, travel plan and phasing sequence plan along with a safe routes to school assessment received 28th January 2022).	
LOCATION:	HEOL Y CELYN WELSH PRIMARY SCHOOL, HOLLY STREET, RHYDYFELIN, PONTYPRIDD, CF37 5DB	
DATE REGISTERED:	16/11/2021	
ELECTORAL DIVISION:	Rhydyfelin Central	

RECOMMENDATION: Approve

REASONS: The principle of the proposed development is entirely compliant with planning policy and all material planning considerations in this case. It is also consistent with the broader Council objectives for renewal of education provision across the County Borough in accordance with the Welsh Government's 21st Century Schools Programme

REASON APPLICATION REPORTED TO COMMITTEE

- The application has been submitted by, or on behalf of the Council or involving land owned by the Council, where the Council's interest is of more than a minor nature.

APPLICATION DETAILS

This planning application seeks the complete redevelopment of the Heol Y Celyn site. The existing school will be demolished and a new school built on the western part of the site that is currently occupied by a grassed playing field.

The new school takes the form of an inverted L and would comprise -

Ground floor: 2 no. nursery classrooms & 8no. classrooms with shared lobbies and W.C's, Hygiene & sick bay, server room, multi-use room, lift,, office, head teacher office, changing facilities, PE store, general, cleaner and caretaker stores, plant room, hall store, hall, kitchen, kitchen storage, office, changing and WC facilities along with access, stairwells, circulation and shared learning space.

First floor: a further 8no. classrooms with shared lobbies and WC's, learning resource centres, staff room, storage and toilet facilities, a multi-use room and general circulation space.

The Ground floor area will comprise 1798.5 square metres of floorspace and the first floor 1085.9 square metres of floorspace. The two storey element is aligned east to west on the northern part of the existing playing field and measures 58.8m x 19.4m x 10.7m high at the ridge and 7m high at the eaves. The single storey element projects southwards from the two storey element with dimensions of 35m x 21m (Max). The roofscape on this element of the development is more complex with an initial ridge height of 4.8m falling to 3.6m at the eaves until the main hall that has a differing mono-pitch roof raised to a ridge height of 7.8m falling to 5.4m that provides the hall with an element of high-level clerestory lighting. The school will be finished in combinations of brickwork, wall cladding and render, with aluminium framed windows. The roof will be a standing seam steel roof overlaid with photovoltaic cells. Ventilation louvres and bat boxes will also be built in to the walls.

The location of the existing school will be redeveloped to provide improved access circulation and parking facilities for the new school. This will comprise a total of 41 car park spaces and 6 coach spaces. Access to the site will be from its north eastern corner directly from Holly Street and ramped access will be provided from Holly Street to the school entrance at a 1:22 gradient.

The remainder of the site currently occupied by school buildings would be given over to the provision of a mini football pitch and a Multi-Use Games Area (MUGA). The southernmost elements of the site will facilitate much of the redesigned landscaping of the site along with ecological habitat enhancement and aspects of the Sustainable drainage arrangements that will serve the development, (Swales, tankage and drainage basin).

The application is accompanied by the following:

- Planning Statement;
- Design and Access Statement
- Pre Application Consultation Report
- Drainage Strategy
- Flood Consequences Assessment
- Transport Assessment
- Preliminary Ecological Assessment
- Tree Survey
- Geotechnical/Geo-environmental Investigation

SITE APPRAISAL

The application site lies within the existing site boundaries of Heol Y Celyn Primary School and its associated playing fields and outdoor space, which in total covers an area of slightly more than 3 Hectares of land. The school site is located within a residential area of Rhydyfelin and on three sides abuts residential development of varying ages. To the east of the site boundary lies the Nant Lonydd watercourse.

Further to the east is the Rhydyfelin Children's Centre some 20 m beyond the site boundary, with the Cardinal Newman Roman Catholic Comprehensive School beyond that.

The application site is formed in the existing plateau area though the level of the land declines steeply from Holly Street and declines further towards the southern border of the site. The existing school buildings are largely single storey with some two storey elements included. The western and southern boundary area comprise hedgerow and tree planting as does much of the northern embankment as it climbs towards Holly Street. Vehicular and pedestrian access to the site is from Holly Street close to the north eastern corner of the site.

PLANNING HISTORY

06/1709	5no. temporary mobile classrooms	Approved 26 th October 2006
03/1923	New early learning centre including day-care nursery & playground	Approved 6 th February 2004
89/0867	Mobile classroom	No Objection 23 rd October 1989
79/0303	Mobile classroom	No objection 14 th March 1979

PUBLICITY

The application has been advertised by way of press notice site notice and neighbour notification letters and this has initially resulted in 32 submissions expressing the following concerns/objections. On resubmission of additional details a further full round of public consultation generated a further three objections.

Procedural Issues

- When was the Transport Assessment added to the planning portal as it was not available when initially viewed if added later the planning notice should be resubmitted.
- Not all of the information submitted in respect of the application has been submitted accurately most notably the Transport Assessment.
- In respect of neighbour and community consultation is it considered that the options consultation conducted by RCT Education was relevant to the planning application process? Could this options consultation be cited as fulfilling the requirements of a proper neighbour and community consultation if residents were not considered consultees under this process as it is stated that they are to be consulted as part of the Planning application process?

Following re-consultation the following points have been made

- Some of the plans have been updated to show car drop off points but not all of the documents have been updated should all of the documents be updated and resubmitted?
- If officers are minded to approve the plan, it should then be considered by the planning committee following a proper site visit.

Planning Application Matters

- The description in existing use is incorrect as the school is currently English & Welsh medium
- Why do additional documents need to be submitted in respect of protected species, important sites/habitats or biodiversity features and not features of geological conservation or importance?
- Will the attenuation pond be fenced?
- On protected and priority species why do additional documents need to be submitted for “a” but do not for “b and c”

Highways & Transportation

- Holly Street is an arterial route through Rhydyfelin accommodating residential traffic within the village, private and commercial traffic travelling to and from the Gellihirion Industrial Estate, Tesco and Aldi in Upper Boat, traffic to and from Cardinal Newman School and it lies on a public transport route.
- Traffic surveys were undertaken during Covid 19 period where traffic levels had not returned to normal and as such, it is flawed/unrepresentative.
- The submission mentions relatively low levels of pupils being dropped off from private vehicles and to suggest that only 20% would use this method with the remaining 80% walking or public transport is unrealistic.
- The traffic survey has no recognition of the hilly geography and the impact it will have in encouraging people to use cars rather than walk.
- Is a safer routes to school pedestrian audit included?
- Rhydyfelin already experiences severe issues relating to illegal and inconsiderate parking, especially vehicles parked too close to junctions, parking across driveways etc.
- The problems are exacerbated by the failure The South Wales Police and Rhondda Cynon Taf to take ownership of illegal/unlawful parking and this needs to be resolved before the school is redeveloped
- Holly Street residents need to be reassured that the practice of parents parking up on street and in tandem with the vehicles of residents to pick up/drop off will be prohibited should the plans go ahead.
- Cars are frequently parked on the pavement outside of the flats to the south of the school – if they parked on street it would create a singular direction of flow of traffic.
- The school as it is already creates congestion problems at the start and end of the school day as does the nearby Cardinal Newman School and nursery behind Holly Street (pre Covid the problems were worse). Despite it being a village school, problems already exist particularly with traffic parking across drives, close to junctions obstructing views and making manoeuvring difficult/dangerous.

- Opposite Cardinal Newman School and further along Dynea Road there are two sheltered housing complexes, both attract daily visitors and residents have mobility and other problems and increased traffic will make it impossible for residents to go out independently.
- Given current levels of congestion, how will the streets cope with additional use generated by the schools?
- If consideration is being given the preventing residents parking outside their own homes through a Traffic Regulation Order, where will people park during those times?
- In addition to Heol Y Celyn, Cardinal Neman Secondary School also has a number of buses passing through Holly Street and the buses park up through the school day in the locality causing congestion.
- Lime Street as an access to the site is not wide enough to accommodate bus traffic alongside current pedestrian and vehicular traffic. This presents parking problems for residents and for those who use the street as a route to local shops.
- What consideration has been given to emergency service vehicles that pass through the village and the increased congestion that they will face, which are the same as those faced by refuse vehicles and delivery drivers.
- Parents already park illegally on double yellow lines and increased numbers will exacerbate this problem, as will the lack of designated pick up/drop off points in the development.
- A better scheme for drop off/pick up is needed, there are no arrangements for parents to drop off/pick up their children on site or residents consider the plans unclear on this point – a better solution is needed.
- There is insufficient space on site for the number of staff necessary to run the school and visitors
- There is no reference to charging points for vehicles.
- Traffic surveys were undertaken in July when 2 years at Cardinal Newman were not in attendance
- The Council is unaware of the actual number of children that will be using school transport. Parents at Pont Sion Norton have not been consulted on how their children will be getting to school, many might not use school transport, while other might to drop off for breakfast club or drop children off on their way to work. This means that the impact of traffic from the proposed development on the local community has not been properly assessed.
- The transport aspect of the proposed development requires proper and full assessment without excellent plans in place matters will become worse for local residents impacting adversely on health and well being.
- Increased travel time for pupils and exposure to congestion on route has an adverse impact on child welfare.
- The emphasis on cars and vehicles outside of the school and minimal bike racks suggests that the Council is not promoting active travel to the school or that this lies at the heart of the design process.
- The transport assessment indicates that the majority of pupils attending Pont Sion Norton are expected to arrive by car – reflecting how few public transport options there are to serve the communities who make use of Pont Sion Norton. This will inevitably lead to increased use of the private car and associated congestion and air pollution. The transport assessment also makes

assumptions about the routes parents will take and this is by no means definitive.

- The transport assessment mentions setting targets but is not clear on how a reduction would actually be delivered. The methods referenced are used currently and are unsuccessful in promoting sustainable travel
- The Transport Assessment collected speed surveys on Holly Street were collected on the last week of the summer term and not on a cold wet day when more children would arrive or leave on private transport.
- Residents were previously advised that there would be no parent drop off points within the school and this is contradicted in the Transport Assessment – clarification is required.
- Was the potential for conflict between cars and children around the access fully considered?
- The proposals include six bus drop off points no mention is made in the plans or the design and access statements of parental drop off points which is again contradicted by the Transport Assessment.
- The transport Assessment is factually incorrect and its findings are therefore inaccurate and misleading.
- The relative percentages of pupils from Pont Sion Norton and Heol Y Celyn used in the Transport Assessment are wrong they quote 59% from Heol Y Celyn and 41% from Pont Sion Norton when in the consultation document they are 27% from the former and 73% from the latter.
- The Transport Assessment suggests that planned school is not large enough as it uses incorrect figures and the movement of children from the English section to Hawthorn has not been taken into consideration.
- The mode split of primary pupils travelling to school is out of date, English not Welsh and does not take into account children bussed to school. More recent and relevant data needs to be used for this assessment; the planning application should therefore be withdrawn and resubmitted with an assessment based on more relevant data.
- RCT have said that they expect the majority of children to travel to school from the Pont Sion Norton catchment by bus – this has not been factored into the Transport Assessment at all. The planning application should be withdrawn until a more accurate assessment has been conducted.
- There are errors and inaccuracies throughout the Transport Assessment and the planning application should be withdrawn until it is re-done and the application considered in light of accurate information
- The Transport Assessment indicates construction traffic could access via Lime Street and at the same time suggests that it could also serve as access for education at the premises at the same time. This is unacceptable and clarification is required.
- No consideration is given to numbers at Cardinal Newman which have grown in recent years and will continue to do so and the impact this has on the highway network
- Reference is made in the supporting documentation to the A470 becoming a toll road plans for Heol Y Celyn cannot be progressed until this matter is resolved as the consequences for the local road network would be overwhelming.

- Proposals relating to pupils cycling to school are unrealistic given the nature of the roads involved particularly from a safety perspective.
- The traffic survey fails to mention flows on to Plane Street, Lime Street and Oak Street which locals use frequently to navigate the village the impact traffic will have on these streets is unknown.

Following re-consultation the following points have been made

- The predicted travel plans of site users are based on very low quality data/information and parents from Pont Sion Norton and Taffs Well do not appear to have been included. Similarly, some pupils who live outside the catchment area but will live inside the new catchment appear to not have been factored in There are questionnaires included which show that RCT will need to survey parents to look at how children will travel to school yet this is not seen as something that is relevant at this stage. How can RCT write a transport assessment with no accurate data?
- There is no information on which route busses will use to access the school. RCT argued at judicial review and appeal stated that the journey for YGGPSN pupils would be shorter than the current journey to school but there is no actual proposed route. The route should be specified (including the direction through Holly Street) as part of the planning process. RCT need to be transparent in the planning process.
- Though the drop off spaces are welcome, four is too few and will make no difference to parents parking along local streets to allow them to walk their children to class. Parents of young children will not be content to stop and drop and will continue to park near the site. There are no parking spaces on Holly Street as they are needed for traffic to pass.
- Given pedestrian access from Holly Street and any additional car parking along the street it is important to understand the direction of the extra 6 coaches travelling along the street to and from the school at the beginning and end of the school day.
- Previous plans only discussed five school buses and now a sixth from Taffs Well has been introduced. The introduction of a sixth bus has not been subject to any consultation at any time as part of the 21st Century Schools proposals process.
- The claim that bus provision for 350 pupils represents an improvement in sustainable travel reducing the number of pupils travelling to school by car is factually incorrect. As parents at Pont Sion Norton or the Taffs Well area have not been surveyed their intentions in terms of using car or bus are unknown. The current arrangement only involves the use of three busses. The number of children who need to travel by bus who may otherwise have been walked to the local school in their local community is increasing by three, resulting in a net increase in bus travel over active travel. In respect of the current situation at Heol Y Celyn there are no busses servicing the school.
- Similarly, the busses are for children who would not have been attending school in the catchment are previously so it is inaccurate to state that it represents “a significant positive travel mode shift”. The report should be re-written with all such illogical comments removed. RCT’s plans mean that there are more

children having to travel further to school. This is a huge negative environmental impact of these plans.

- Regarding the framework travel plan, how does adding six buses twice a day reduce the developments impact of local air quality and traffic noise, reduce the impact of traffic on the local environment and deliver local environmental improvements for reduced congestion, pollution and noise. Children, whose parents choose to transport them from Pont Sion Norton, will be doing so for their own reasons and the framework travel plan to them is worthless. Local schools within local communities is the only way to reduce the impact of travel, improve local air quality and reduce travel noise.
- The plan to have a Travel Plan Co-ordinator in place six months before the opening of the school is too little too late. What actions will be taken by the TPC if found that site users travelling to the site are adversely impacting the parking situation and what would be the point of any survey of travel plans at this point? These issues need to be addressed now and inform the travel assessment. This is passing the buck to appease rather than writing a travel assessment based on facts.
- What actions will be taken by the Travel Plan Coordinator if site users travelling to the site are adversely impacting the parking situation? This is important in relation to Plane Street where surveying has revealed above 100% capacity of cars parking at certain times of the day
- Regarding public transport has it been determined that there are enough services running for parents at Glyncoch, Coed Y Cwm Ynysybwl, Pont Sion Norton and Cilfynydd to access the site outside of core school hours for various reasons (after school clubs, parents evenings etc.) to enable them to participate fully in the community life of the school. If these services are not in place would it be necessary to negotiate the provision of such services with local bus companies
- The point at which a baseline travel survey is required is at the time that the initial proposition to develop a new school is made as per the opening statement of the BREEAM travel plan yet according to the schedule and as stated in the revised transport assessment local residents will not actually be aware of the traffic impacts that this new school development will have until some point as yet to be determined after the new school has opened. This reiterates the need for parents to be surveyed now to provide a baseline for data for trip calculations. A proper traffic assessment needs to form part of the survey and assessment that should be undertaken as part of the statutory planning application and the planning application should be re-submitted following a proper survey as to travel intentions so that the possible effect of increase car traffic can be properly assessed on local roads
- The sample survey documents state that the survey is being undertaken to support the planning application for the proposals that seems to indicate that the author of the report was considering that such a survey should be issued at this stage and not after the school has opened. (the content of the survey document is also criticised).
- The revised transport assessment incorrectly describes the catchment area being the same as current Heol Y Celyn school when the majority of pupils will be from Pont Sion Norton and now pupils from Taffs Well are being factored in.
- The 2024 parent travel scenario has significantly altered and has been recalculated but does not appear to be based on fact. Now that breakfast clubs

and after school clubs have actually been mentioned shouldn't there be a fact gathering exercise to determine how many people would be travelling by car to the school and parking in residential areas.

- Given the route for the busses has not been factored in, it is also unclear whether the extra journeys by pupils from the Taffs Well area have been factored in either. Further on this point no calculation has been presented as to the effect of this additional traffic on the local area including the 15% tolerance for children being brought to the school from that source by car and there would still be an issue with excess cars coming into the site even with the proposed drop off facility.
- In respect of diverted trips have the calculations been made including all the additional children and vehicles used to transport them from Taffs Well? If not this section needs to be re-written.
- Recent parking surveys reveal that Plane Street in Particular is above capacity. However, the report makes no recommendations on further measures that could be taken to reduce parking stress on Plane Street, e.g. parking restrictions.
- 2022 walking and cycling audit – route 3 the width restrictor is no longer in place as it is not Disability Discrimination Act compliant and this reduces the safety of the walking route which has in the past been used by off road bikes. A solution needs to be found and put in place that prevents its use by off road bikes and at the same time is DDA compliant. Proposals to remove graffiti and introduce dropped kerbs and tactile paving are welcomed.
- Assessments have been done during Covid when many pupils were not in school people were working from home and able to walk to school.
- The proposals appear to be inconsistent with the Welsh Government's transport strategy that emphasises the need for access to local services on people's doorsteps. This element of the strategy is not referred to in the planning statement.
- A score of 2.92 is given for the accessibility index at no point is it explained what this means.
- The cost of providing bus transport to RCTBC is likely to increase with the removal of cross subsidisation and increasing fuel costs.
- The claims made in respect of catchment area are challenged as the catchment area for the school will change once the new school opens and any children living in the current catchment but outside of the 1.5 mile area would qualify for free school transport (contrary to paragraph 3.2.4.)
- The original Transport Assessment was criticised as data was only collected in the last week before the end of the summer term rather than in a winter week or month. This data may therefore not be accurate and proposals should be resubmitted when a more accurate is available – this information has not been updated.

Drainage & Water Management

- There are concerns in the area over flooding and Holly Street flooded as recently as 5th October 2021 causing damage, disruption and pollution to the area including to the School, it is therefore concerning that the Design & Access Statement takes the view that given the classification of Zone A of the site under

TAN 15 Development & Flood Risk, no further flooding consideration is required.

- Given the recent flooding incident lead to flood water on site has the drainage strategy been altered to take account of this and should barriers/bunds be included along the boundary to reduce this possibility in future
- The Geotechnical and Geonvironmental Report only monitored ground water levels in June and July and during periods of heavy rainfall ground water has been recorded as shallow as 1.2mbgl, surely it would have been good practice to have monitored groundwater conditions at different times of the year – is it good enough to only have monitored ground water conditions in the summer?
- Welsh Water have expressed concern about a lack of water supply to the development raising objections suggesting a hydraulic modelling assessment be carried out. Whilst the designers suggest that this is unnecessary what makes the designers more experienced than the professionals at Welsh Water? What future impact will this have on the proposed school and more importantly the pupils? Is such an approach acceptable?

Other issues

- The site has been chosen because the Council already own and its selection saves money or the need to seek alternative sites and not because it's a central location or it affords good transport links. The site is unsuitable to accommodate the proposed expansion.
- The increased traffic congestion will impact local residents at a time when the Welsh Government have declared a climate emergency.
- Moving Pont Sion Norton Pupils to Heol Y Celyn will have implications for how current parents work as a family.
- Closing small schools and creating super schools dilutes communities, removes walking options and lends itself to the wider community spread of Covid 19.
- What size will the classes be with the merger of the schools, and how will this be supported to aid the children's development and education.
- Parents have chosen Pont Sion Norton from their own experiences there as a local school with a community feel
- The breakup of Pont Sion Norton is regarded as a disaster and if Heol Y Celyn becomes the only option, some parents will reconsider their children's education.
- The current school is both English and Welsh medium and this needs to be corrected in the submitted documents.
- Children from the Pont Sion Norton catchment will spend longer periods of time on a bus between 50 minutes and 1 hour 40 minutes each day to the detriment of learning, health and wellbeing and also increasing their risk of exposure to Covid 19 and in turn their families – has this even been considered in the context of transport management?
- Other solutions to the demands of English and Welsh Medium education in Pontypridd have not been explored.
- Is it considered that the options consultation undertaken by RCT Education was relevant to the planning application process? The options consultation was in relation to the whole 21st Century Schools process and did not take in the views

of local residents and can it be cited as fulfilling the requirements of a proper neighbour community consultation if these people were not consulted as part of that process and it is stated that they are to be consulted as part of the planning application process.

- No indication is given of internal finishes to be used in the development under consultation it was indicated that trees would be replaced on a two for one basis this is not mentioned in the design and access statement – is this to take place?
- It was mentioned at non statutory consultation that trees would be replaced on a two for one basis – this is not mentioned at any time in the Design and Access Statement – is this to take place and can it be done in accordance with the Welsh Government Clean Air Plan for Wales?

CONSULTATION

Transportation Section – No objections subject to conditions.

Flood Risk Management – offer no objection or any recommendation for condition in relation to surface water flood risk for this application as they are satisfied that the developments surface water flood risk will be adequately managed by both the Building regulations and Schedule 3 of the Flood and Water Management Act 2010.

Public Health & Protection – No objections subject to conditions

Countryside – having reviewed the submitted detail it is considered an appropriate ecological assessment. \Ecological issues appear resolvable with the inclusion of a condition requiring compliance with section 5 of the Ecological Assessment Report.

Public Rights of Way Officer – the application should recognise the presence of a legally protected public right of way which crosses the application site and the effect of the proposed development on it. If the development progresses it will be at risk of interfering with or obstructing unless the path is extinguished or diverted. A condition to address the issue is recommended.

Education – Fully support the proposals

Natural Resources Wales – No Objections subject to the inclusion of a condition requiring the submission and agreement of a Construction Environment Management Plan in any consent that might be granted.

Dwr Cymru Welsh Water – No objections subject to conditions.

Western Power Distribution – Any new connection or line diversion will require the further consent of Western Power Distribution.

South Wales Fire & Rescue Service – Advise that a comprehensive fire strategy should be provided which indicates the package of fire safety measures that are proposed to satisfy The Building regulations and should address any variations to current guidelines. The developer should also consider the need for the provision of adequate water supplies for fire fighting purposes and access for emergency fire fighting appliances

The Coal Authority – Raise no objection to the proposed development and advise that their standard advice to developers be included as an advisory within any decision notice issued.

South Wales Police – Raise no objection to the proposed development and advise in general terms on site security issues.

Glamorgan Gwent Archaeological Trust – As archaeological advisors to your Members, we have no objections to the positive determination of this application. The record is not definitive, however, and features may be disturbed during the course of work. In this event, please contact the trust.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, the existing Plan remains the development plan for consideration when determining this planning application.

The application site is located inside of the settlement boundary for Rhydyfelin but is not allocated for any specific purpose.

Policy CS2 – sets out criteria for development in the Southern Strategy Area.

Policy AW2 – supports development in sustainable locations that includes sites that are within the defined settlement boundaries, are accessible by a range of sustainable transport modes, have good access to key services and facilities, and would not unacceptably conflict with surrounding uses.

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

Policy AW6 – requires development to involve a high standard of design and to make a positive contribution to placemaking, including landscaping.

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

Policy AW10 – does not permit proposals where they would cause or result in a risk of unacceptable harm to health and/or local amenity.

Supplementary Planning Guidance

Design and Placemaking

Nature Conservation

Access Circulation and Parking
Shopfront Design
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 11 (PPW) was issued on 24th February 2021 in conjunction with Future Wales: The National Plan 2040 (FW2040). PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), WGs current position on planning policy at regional and national level.

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

It is also considered the proposed development is compliant with the NDF, with the following policies being relevant to the development proposed: *(or not in the case of refusals)*

- Policy 1 – Where Wales will grow – Employment/Housing/Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability/Placemaking
- Policy 3 – Supporting Urban Growth – Council land/Placemaking/developers/regeneration/sustainable communities'/exemplar developments.

- Policy 33 – National Growth Areas Cardiff Newport & the Valleys – SDP/LDP/large schemes.

Other relevant policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation & Planning
PPW Technical Advice Note 11: Noise
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 16: Sport Recreation and Open Space;
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:

Principle of the proposed development

The application seeks the redevelopment of the existing school facility at the site, replacing the existing buildings, associated play and recreation facilities and infrastructure with a new, modern facility that complies with Welsh Government's 21st Century Schools brief.

The proposed development would be sited within the grounds of an existing primary school where the principle for this type of use has been long established. Further, the scheme is supported by the Council's Education and Inclusion Services Section who welcome the development.

The proposal is therefore considered acceptable, in principle and compliant with policies CS2 and AW2 of the Rhondda Cynon Taf Local Development Plan.

Impact on the character and appearance of the area

The redevelopment of the school would inevitably redefine built development on the existing site. However, with regard to the character and appearance of the area the impacts of the proposed school, despite it being a two storey structure replacing single storey structure, are considered acceptable. The proposed school would be built on the western part of the plateau area at the base of an embankment that sits approximately three to five metres lower than properties on Holly Street and Lime Street. The new school is a modern building which replaces a series of smaller buildings and in this sense would add to the character and appearance of the area by providing it with a more coherent appearance providing clearer definition and a better focal point within the community. The scale and design of the proposed school by its very nature is greater than the buildings round about however, any school would be and should be as a school offers a focal point for the locality and the people who live there lending character to the area. The improved design offers a positive improvement to the appearance of the area, particularly in comparison to the existing school building, as a tired and somewhat dilapidated facility will be replaced with a modern purpose built facility that displays a coherent appearance in its layout, general arrangement and the finish material proposed. As such, the proposals are considered compliant with the requirements of Local Development Plan Policies AW5 and AW6 insofar as they relate to this issue.

Impact on residential and visual amenity

As mentioned above, the redevelopment of this site will result in alterations to its character and appearance, however these changes have the potential to improve visual and residential amenity.

The redevelopment of the site will result in the existing arrangement being substantively altered where the existing school located in the eastern part of the plateau will be relocated west towards Lime Street on to the existing playing field and the proposed layout taking a more conventional form. The remainder of the site will be given over to the associated play and recreational facilities. The result is that the school will be placed at the base of an embankment where its impact on most of the properties round about would be minimised by the local topography. The greatest impact is likely to be to Cwrt Y Gamlas south west of the site boundary as it sits at a lower level than the school site though in this case there is sufficient distance between the built elements of the school and those properties to demonstrate that any impact on residential amenity would be acceptable.

The building and grounds are an established school site and the new building is set out in such a way that there would be no substantive impact on the privacy of residents round about.

The existing buildings are of a single-storey nature and of a design typical of many 1960/70s education establishments throughout the County Borough, whereas the new structure would be two storey but be of a modern design incorporating better quality contemporary external materials that presents a stark contrast to the existing arrangement. This would represent a considerable uplift in the appearance and quality of public buildings consistent with other recent developments in the Rhydyfelin area.

In any event, the design of the existing buildings appears somewhat dated and in need of modernising. It is considered its replacement with a new building using modern materials and construction methods will be far more aesthetically pleasing. The new building would form an attractive and high-quality development that will significantly enhance the visual amenities of the site and surrounding area that more readily aligns with existing established development within the community. Additionally, appropriate landscaping will be located throughout the site helping to soften the development and ensure it sits well within the context of the more open areas round about the site.

It must also be kept in mind that the siting location and scale of the new building has to some extent been driven by the site's own constraints. The existing school needs to continue to function whilst the new build takes place and therefore, the suggested location for the new building is probably the only viable one, particularly so in this case given the topography of the site and other development close by.

In terms of visual impact, an institutional building of the size proposed would present a visible and prominent development in the wider locality. However, it would remain a school within established school grounds so wider context would remain, and as mentioned above the location at the base of the embankment minimises its visual impact to a large extent. The positives in this design represent an improvement over the existing dated appearance of the existing school.

With respect to noise and disturbance, given the very nature of a school and its associated outdoor spaces, it is inevitable that surrounding residents would experience a degree of impact. The new school would accommodate an increase in pupil's 388 to 480. Consequently, there will be an intensification of use of the site that could result in further noise/disturbance than existing. However, with no change of use at the site it is not considered the nature of any impact experienced by neighbours would be readily noticeable. Furthermore, the site has been occupied as a primary school for a considerable period and therefore surrounding residents would have become accustomed to the general noise/disturbance associated with such a use; and this existing impact would continue to occur even if the proposed development were not implemented. It is also noted that following assessment, the Public Health and Protection team have no concerns. At present, there is no intention that the school and its associated facilities would be used for community related uses outside of school hours, at the weekend or during school holidays. In light of the above, the proposals are considered compliant with Local Development Plan Policies AW5 and AW6 insofar as they relate to residential and visual amenity requirements.

Ecology

Under consultation, the Council's Ecologist has confirmed that the ecological impact assessment submitted in support of the planning application represents an appropriate assessment of the situation as matters currently stand and that the mitigation and enhancement measures that it recommends are acceptable. As such, no objections are raised though it is recommended a condition be added to any consent requiring the measures set out in the report be implemented on site throughout and after development. Natural Resources Wales also raise no concerns with regard to this issue. As such, the proposals are considered compliant with the requirements of Local Development Plan Policy AW8 with regard to this issue.

Historic Mining Activity

As the site lies within a low coal risk area The Coal Authority advise that the inclusion of advisory notes on any consent that might be issued would prove sufficient in this instance.

Drainage and Flood Risk

Notwithstanding the concerns expressed by residents, the Council's Flood Risk Management team raised no objection to the proposal noting that a suitable drainage scheme could be implemented on site that will ensure there is no detriment to the surrounding area; and that this would be covered by the separate, necessary Sustainable Drainage Systems (SuDS) application prior to any development commencing on site. Similarly, no concerns have been raised in respect of ground water levels or how they have been measured.

Dwr Cymru Welsh Water raised no objection to the scheme noting that foul water flows can be accommodated in the public sewerage system and that the proposal to discharge surface water via SuDS is acceptable. For clarification, in respect of water supply Dwr Cymru Welsh Water commented as follows, *"a water supply can be made available to serve the proposed development. The developer may be required to*

contribute under Sections 40-41 of the Water Industry Act 1991 towards the provision of new off-site and/or on site water mains and associated infrastructure...Our response is based on the information provided by your application. Should the proposals alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representations.” It appears therefore that concerns over water supply have been overcome.

Access and highway safety

It is clear that the greatest weight of objection to the proposed development relate to access and highway safety issues and as such the response of Highways Development Control to the application is repeated in full below with further commentary where appropriate.

Access

The application site is bound by Holly Street to the north, Public Right of Way (PRoW) Footpath PON/111/3 to the east, the rear of residential properties fronting Sycamore Street to the south, and Lime Street to the west.

The single point of access to the site for vehicles is via Holly Street, on the site's north-eastern edge. The site access is a simple priority T-junction, which is approximately four metres wide. Either side of the junction on Holly Street there are 'School Keep Clear' road markings and yellow zigzag lines. There is also a zebra crossing to the east of the access.

There are currently no on-site drop-off facilities, and as a result, parents tend to drop off / pick-up their children from Holly Street and other neighbouring streets.

Holly Street is a single carriageway road subject to a 20-mph speed limit and is approximately 6.3 metres wide within the vicinity of the site. Holly Street runs from Dyffryn Road to the east and continues as Dynea Road to the west.

Holly Street benefits from speed cushions separated by 70 – 80 metre intervals starting near the junction with Lime Street and continuing onto Dynea Road up to the junction with Pinewood Avenue, thus creating a traffic calmed environment.

Dynea Road is subject to a 20-mph speed limit between Holly Street and the junction with Pinewood Avenue, the speed limit then increases to 30-mph. Dynea Road connects Holly Street to Cardiff Road (A4054) at a simple priority T-junction, approximately 1.2 kilometres southeast of the site. Dynea Road provides a link to Gelli-Hirion Industrial Estate, north of the A470.

Holly Street meets Dyffryn Road at a simple priority T-junction. Dyffryn Road is a single carriageway road, approximately six metres wide, and subject to a 20-mph speed limit. To the south of the junction with Holly Street, Dyffryn Road leads to a range of local amenities, before meeting the A4054 Cardiff Road / College Way at a simple priority T-junction.

Internal Access Road

Vehicular access to the site would remain in the same location, off Holly Street, however the access junction (and internal access road) would be improved. It is proposed to widen the access to 14.5 metres at the junction with Holly Street. The applicant will be required to liaise with the council's traffic section with regards any amendments to the existing TRO for the Zebra Crossing and School Keep Clear lines in the vicinity of the access to be improved / widened.

The internal access road would be 6.5 metres wide. The access road proposed is acceptable for safe two-way vehicular movement by the type of vehicle proposed school buses and standard cars. There would be six 70-seater coach spaces provided on site within the bus drop-off loop, five of these spaces would be for YGGPSN buses. The sixth space would be for potential future use to serve pupils living in the Taffs Well area (i.e., south of the proposed NWMS).

There would be four drop-off/collection bays for parents or guardians provided within the site on the west side of the staff car park. It is anticipated that the number of pick up and drop off bays proposed is sub-standard to cater for the volume of traffic generated by the proposed development by parents when the school reaches full capacity of 540 pupils. It is on this basis that the internal layout has not been approved and a condition requiring a new design with additional drop off facilities provided.

The proposed indicates the internal access road will be designed to adoptable standards. The tie in with Holly Street to the boundary of the school curtilage will be adopted only.

Visibility.

The visibility splays at the site access of 2.4 metres x 33 metres to the west (i.e., eastbound); and 2.4 metres x 35 metres to the east (i.e., westbound) can be achieved. These splays accord with the Manual for Streets 2 desirable minimum visibility splay standards based on the recorded 85th percentile speeds on Holly Street 21.7mph Eastbound & 22.5Mph Westbound which is acceptable.

Pedestrian Access

The proposed internal access would be provided with two metres wide footways on both sides which would be contiguous with the existing footways on Holly Street. The proposed 2.0m footways are acceptable and accord with current standards for safe pedestrian access. It is anticipated that the internal layout will be amended to provide required pick up and drop off which will be condition with potential for amendments to pedestrian access.

There is an existing pedestrian access to the site on Holly Street, approximately 100 metres west of the main site access. This access would be upgraded as part of the development. It is proposed to widen the existing ramp to 2.5 metres and fit new guard railings, the existing entrance to the ramp from Holly Street would also be resurfaced. The ramp would lead directly to the main building entrance. It would also be continuous with the footways within the site which is acceptable It is not anticipated that the ramp access would change to that indicated on the submitted site plan which is acceptable.

Car Parking

Parking standards for are set out in RCTCBC's Delivering Design and Placemaking SPG document. The standards for Nursery/Infants/Primary Schools are as follows:

- Operational: One commercial vehicle space
- Non-operational: Two spaces per classroom
- Visitors: Three spaces

There are 45 car parking spaces proposed on site, split as 30 standard bays, 4 electric vehicle (EV) charging bays, three visitor bays, three disabled bays, 4 pickup & drop off Spaces, and one commercial vehicle bay. Taking the above into consideration the proposed accords with the Council's SPG Access, Circulation & Parking 2011 for staff and visitor parking for daily operation of the school.

There are 50 staff members. However, it is anticipated that a number of staff will be part time and from the local area reducing the full time equivalent.

Pick Up Drop Off

RCTCBC's parking standards also state that new school developments require an area to be provided for the picking up and setting down of school children separate from the main pedestrian access/egress. The parking area should include a facility for vehicles to turn without reversing.

There would be four drop-off/collection bays for parents or guardians provided within the site on the west side of the staff car park. It is anticipated that the number of pick up and drop off bays proposed is sub-standard to cater for the volume of traffic generated by the proposed development by parents when the school reaches full capacity of 540 pupils. It is on this basis that the internal layout has not been approved and a condition requiring a new design with additional drop off facilities provided.

The proposal shall provide sufficient pick up and drop off facilities to reduce indiscriminate on-street car parking at pick up and drop off and mitigate the impact in close proximity to the school with regards the proposed expansion.

Cycle Parking / Stands

Based on the RCTCBC's guidance, educational establishment cycle parking standards specific to nurseries and primary schools are as follows:

Short Stay: One stand per 100 children

Long Stay: One stand per five staff + one stands per 20 children

A total of 43 cycle parking spaces is proposed on site, ten spaces for staff, 27 spaces for pupils and six visitor spaces. 40 cycle parking spaces would be provided in a covered cycle store adjacent to the Main Hall. Visitor cycle parking spaces would be located in and around the main hall.

The proposed accords with RCT Access, Circulation & Parking 2011 and promotes sustainable modes of transport which is acceptable

Service & Delivery

Refuse would be collected from within the site, by the Council's Waste Department. Refuse vehicles would use the site access, circulate around the internal access road, and exit the site in a forward gear.

The bin store is adjacent to the service vehicle turning area which is acceptable.

Delivery vehicles would also serve the site via the internal access road, and load/unload using the commercial vehicle parking space.

Swept Path Analysis

The application has provided swept path analysis for service vehicles including the largest vehicle anticipated using the new access and turning facilities which is acceptable.

Bus Access Point.

There is concern that no information has been submitted with regards potential access routes to the school by the proposed buses. There would be concern should the access be proposed via Holly Street / Dynea Road due to the high on-street car parking associated with the existing dwellings and adjacent school. Therefore, a condition has been suggested limiting the means of access for buses servicing the school to approach / depart via Holly Street, Dyffryn Road and the A4054 for the most direct route with limited impact on the existing public highway.

Transport Statement Vol 2 (With Home to School Transport).

There are currently 322 total pupils at Heol-Y-Celyn Primary School (including the nursery class). At present, there is no provision for pupil drop-off within the site and therefore parents/guardians who drop their child park their cars on residential streets within the vicinity of the school (such as Holly Street). It is noted that the majority of pupils attending the existing school live within the catchment area with potential to walk to school.

There would be 314 pupils (including the nursery) projected to attend the NWMS when it is first occupied in September 2024.

Out of the 314 total pupils, projections indicate that 70% i.e., 220 pupils would be from YGGPSN and the remaining 30% i.e., 94 pupils would be from Heol-Y-Celyn. These figures are based on the current Welsh medium data held for the school.

The proposed NWMS would have potential for a total capacity for 540 pupils (including the nursery). Therefore, for a robust analysis the proposed transport assessment has been undertaken on full capacity 540 pupils.

Based on current data and pupil numbers, if the school was to be at full capacity, then out of the 540 total pupils, 60% i.e., 324 pupils would be from YGGPSN and the remaining 40% i.e., 216 pupils would be from Heol-Y-Celyn.

It is noted that no staff numbers have been added to the trip generation. However, taking into account staff trips will be outside the peak trips of pickup and drop off by parents and there is in excess of the off-street car parking provision required within the site for staff of the school with no detrimental impact on the existing highway network the proposed is acceptable.

Breakfast Club / After School.

The existing schools offer Breakfast Clubs and After School Clubs with pupils arriving between 8:00-8:30am and leaving in the PM outside the peak hours of 15:00-15:30pm.

Based on current data and pupil numbers, if the school was to be at full capacity, then out of the 540 total pupils, 60% i.e., 324 pupils would be from YGGPSN and the remaining 40% i.e., 216 pupils would be from Heol-Y-Celyn.

Breakfast club pupils would arrive between 08:10 and 08:30 (i.e., before the school AM drop-off peak) and could therefore use the proposed internal drop-off spaces. The proposed school would be open to remaining pupils (not attending breakfast club) at 08:50, with the school day starting at 09:00.

From the information submitted there would be there would be a total of 33 breakfast club pupils arriving by car in the capacity scenario (i.e., 23 YGGPSN and ten Heol-Y-Celyn).

Therefore, by applying the 1.8 vehicle occupancy (AM), the 33 breakfast club pupils would arrive in 18 vehicles between 08:10 and 08:30 hours and would use the proposed drop-off bays, as well as the bus turning circle within the site with no impact on the surrounding highway network.

MWMS Peak AM Trips

As mentioned previously, the school will be open to pupils at 08:50 and the school day starts at 09:00 (with the exception of those attending breakfast club). Therefore, the NWMS AM peak would be between 08:30 and 09:00 as the majority of pupils would arrive during this period.

All pupils that live within the current YGGPSN catchment area would be eligible for free home to school transport and would be transported within the proposed five buses planned for pupils attending the NWMS. However, in order to portray a more accurate estimate of transport users, we will apply a 15% tolerance, so even though 301 pupils are able to utilise home to school transport, for the purpose of this exercise, we will assume 45 of these pupils will arrive by car.

This is considered to be robust as the proposal would provide five 70-seater coaches for the YGGPSN catchment, and therefore space would be provided for all eligible pupils.

Heol Y Celyn Pupils (pupils within 1.5 miles).

216 total Heol-Y-Celyn pupils minus 35 Heol-Y-Celyn breakfast club pupils = 181 Heol-Y-Celyn pupils arriving during the NWMS AM peak (i.e., 08:30 – 09:00).

As per this methodology, 86% of the 181 Heol-Y-Celyn pupils (i.e., 156 pupils) arriving during the NWMS AM peak would live within 1.5-miles of the school. Of these 156 pupils, 28 pupils (i.e., 18%) would travel by car. The remaining 25 Heol-Y-Celyn pupils living outside of the 1.5-mile catchment also travel by car.

Therefore, of the 181 Heol-Y-Celyn pupils travelling during the NWMS AM peak in the capacity scenario, 53 pupils would travel by car.

MWMS Total Combined New School Peak Trips

There would be 482 pupils out of 540 total pupils travelling to the NWMS during the AM peak (08:30 – 09:00) in the capacity scenario (i.e., 301 YGGPSN and 181 Heol-Y-Celyn).

Of the 482 pupils, 256 pupils would be accommodated on the five proposed 70- seater buses. Of the remaining 226 pupils, 128 would travel by active modes (i.e., walking or cycling) and 98 would travel by car.

By applying the 1.8 pupils per car vehicle occupancy (AM), the 98 pupils travelling to the NWMS by car would arrive in 54 vehicles.

Taking the above into consideration the Transport Assessment indicates there would be 54 vehicular trips by parents to the school in the AM peak 08:30-0900.

MWMS PM PEAK

There would be 482 pupils out of 540 total pupils travelling from the NWMS during the PM peak (15:00 – 15:30) in the capacity scenario, the remaining pupils would depart school later after attending their after-school clubs.

Of the 482 pupils, 245 pupils would be accommodated on the five proposed 70- seater buses. Of the remaining 237 pupils, 137 would travel by active modes (i.e., walking or cycling) and 100 would travel by car.

By applying the 2.3 pupils per car vehicle occupancy (PM), the 100 pupils travelling from the NWMS by car would depart in 43 vehicles.

To summarise, the NWMS PM peak in the capacity scenario represents 43 vehicular collection trips (including the nursery).

Peak Trip Rate AM-PM Summarised.

Time	In	Out	Two-Way
Breakfast Club (08:10 – 08:30)	18	18	36
AM School Peak (08:30 – 09:00)	54	54	108
PM School Peak (15:00 – 15:30)	43	43	86
After School Club (16:30 – 17:30)	18	18	36

Parking Impact on Existing Network (Existing 2024)

Time	Existing Scenario		September 2024 Scenario		Net Change In cars parked on street
	No. of Inbound Trips (Table 3A)	No. of cars parked on street	No. of Inbound Trips (Table 4A)	No. of cars parked on street	
Breakfast Club (08:10 – 08:30)	8	8	11	0	-8
AM School Peak (08:30 – 09:00)	44	44	30	6	-38
PM School Peak (15:00 – 15:30)	37	37	23	0	-37
After School Club (16:30 – 17:30)	4	4	11	0	-4

Parking Impact on Existing Network Full Capacity.

Time	Existing Scenario		Capacity Scenario		Net Change In cars parked on street
	No. of Inbound Trips (Table 3A)	No. of cars parked on street	No. of Inbound Trips (Table 5A)	No. of cars parked on street	
Breakfast Club (08:10 – 08:30)	8	8	18	3	-5
AM School Peak (08:30 – 09:00)	44	44	54	30	-14
PM School Peak (15:00 – 15:30)	37	37	43	19	-18
After School Club (16:30 – 17:30)	4	4	18	0	-4

Both tables above indicate a reduction in the overall impact of parental pickup and drop off on the existing highway network. However, the results are heavily reliant on the proposed pick up and drop off spaces being used to capacity with parents only setting down for 5 minute intervals and being available at all times which is not practical.

Therefore, to mitigate the impact of the proposal on the existing highway network a condition requiring re-design of the internal layout to provide additional pick up and drop off facilities for parents has been suggested.

Parking Survey.

A parking survey was conducted within the vicinity of the site 11th January 2022 to cover both the peak AM and PM times. At the time of the surveys Wales was under Covid lock down restrictions which would have potentially resulted in additional on-street car parking with residents working from home.

A number of Streets in the vicinity were surveyed. The survey results indicated that the two nearest streets Beechwood & Holly Street fronting the site would have spare capacity to accommodate the 30 on-street spaces in the AM peak and 19 spaces PM required. However, this again relies on the internal drop off facilities working to full capacity and therefore the condition suggested to increase pickup and drop off facilities within the site has been suggested.

The TA has demonstrated that there will be no detrimental impact to that of the existing situation. However, by providing additional spaces within the site the proposed will result in a betterment at full capacity which is acceptable.

Travel Plan.

The Council require a Travel Plan to be prepared for all educational establishments due to them being significant trip generators. New and expanded school facilities should be accompanied by a School Travel Plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on site changing and cycle storage facilities.

The applicant has submitted a Travel Plan with a number of proposals to reduce single occupancy car trips and promote sustainable modes of transport such as bus, rail walking and cycling.

The objectives of this FTP.

- To encourage staff, parents, pupils, and visitors to use more sustainable modes.
- of transport to travel to and from the site;
- To improve awareness of transport issues and reduce the impact of traffic on the local environment;
- To minimise the proportion of single occupancy car trips made by staff, parents, and visitors to and from the site;
- To develop a change in travel behaviour of individuals towards sustainable modes of travel and then maintain that change.

The benefits of the FTP are therefore:

- Improving site access and travel choice for staff, parents, pupils and visitors;
- Ensuring adequate provision for site users with disabilities;
- Delivering local environmental improvements for reduced congestion, pollution, and noise; and
- Providing opportunities for active and healthy travel.

The TPC will be responsible for:

- Acting as the point of contact for the travel plan;
- Marketing and promoting the travel plan;
- Providing sustainable travel information to the school community;
- Monitoring and reviewing the travel plan;
- Liaison with RCT, transport operators and specialist groups; and

- Arranging travel surveys of the school community to be undertaken.

The proposed TP measures are laid out in an action plan with timescales and responsibilities.

	Description	Responsibility	Timescale
1	Ensure that facilities to promote walking and cycling including secure cycle parking and pedestrian/cycle routes are constructed as per the approved plans.	Developer	Construction phase
2	Developer will hand over a copy of the TP to the management company.	Developer	Prior to occupation
3	Management company takes ownership of the TP and appoints a TPC.	Management company	Prior to occupation
4	ADL to be the initial point of contact for the newly appointed TPC. ADL will also provide TPC with RCTCBC's TP Officer and provide RCTCBC with the TPC's contact details.	ADL	During TP handover
5	Ensure travel information is available to staff, parents, pupils, and visitors.	TPC	On-going
6	Make an initial point of contact with RCTCBC.	TPC	Within 1 month of appointment
7	Ensure on-site facilities to promote walking and cycling including secure cycle parking and pedestrian/cycle routes are appropriately maintained.	TPC	On-going
8	Make parents/staff aware and encourage them to use the carshare database https://liftshare.com/uk	TPC	On-going
9	Undertake 1 st travel survey.	TPC	Within 6 months of first occupation
10	Submit the results to RCTCBC.	TPC	Within 1 month of survey
11	Analyse the results and set targets in liaison with RCTCBC.	TPC	Within 2 months of survey
12	Revise the TP and submit revised TP to RCTCBC for approval.	TPC	Within 3 months of survey
13	Repeat steps 9 – 12.	TPC	Year 3 and year 5
14	Be a point of contact for all site users with regards to travel matters.	TPC	On-going
15	If the targets are not met, liaise with RCTCBC to put forward remedial measures.	TPC	Year 1, 3 and 5
16	Further review to be undertaken within 6 months of implementing the remedial measures.	TPC	6 months after the remedial measures are implemented

The details submitted are acceptable and set out the aims and objectives of the Travel Plan to reduce single occupancy trips and promote sustainable modes of transport reducing the impact on the existing highway network surrounding the site.

Safe Routes Assessment.

ADL have undertaken a Safe Routes to School Assessment of the main walking and cycling routes from the residential areas in the vicinity of the proposed development. The selected routes have been assessed based on the existing pedestrian infrastructure such as footway width, street lighting, and the provision of crossing points at key junctions.

A Safe Routes to School Assessment of the relevant walking and cycling routes within a one-mile catchment of the existing Heol-Y-Celyn Primary School. Pedestrian desire lines for parents/pupils of the proposed NWMS were determined based on the existing postcode data, obtained from RCTCBC, of Heol-Y-Celyn and YGGPSN pupils.

Pedestrian desire lines were divided into six key walking routes. ADL audited each route based on crossing infrastructure at junctions (i.e., presence of dropped kerbs + tactile paving), crossing availability on busy roads (where deemed appropriate), footway condition (i.e., even/uneven), and footway width.

The pedestrian infrastructure on Holly Street (W) and Dyffryn Road is in a suitable condition. There is a pelican crossing point across Dyffryn Road and dropped kerbs and tactile paving across all junctions from College Way to the site access. There is also a zebra crossing at the site access to allow pedestrians to cross Holly Street.

Holly Street (E) also benefits from dropped kerbs and tactile paving across all junctions from Pinewood Avenue to the site access.

The PRow network to the north of the school (i.e., Wordsworth Gardens and NCN Route 4) benefits from a suitable provision of step-free access and street lighting and is therefore considered conducive to encouraging active modes of travel.

PRow footpaths connecting the site to Oak Street, Sycamore Street and Hawthorn Crescent are appropriately maintained by trimming overgrown hedges/trees, removing graffiti if present, and ensuring that there is a sufficient level of street lighting to encourage pupils/parents to walk to/from the site during winter months.

To improve the permeability of the site to surrounding residential areas, ADL recommends the provision of a crossing point across Masefield Way adjacent to the bus stop. The off-site highway works to provide additional crossing point recommended can be conditioned accordingly.

The proposed walking / cycling routes to and from the school within the catchment area have been assessed as good with the exception of some general maintenance and additional crossing point on Mansfield Way which is acceptable.

Construction Method Statement

The submitted construction method statement indicates use of the lower section of Lime Street (Single Width Carriageway) which is not acceptable. Improvements will be required to the access off Holly Street to the proposed site by removal of the no left turn / no right turn and on this basis the submitted Construction Method Statement is not acceptable and therefore a condition has been suggested accordingly. The proposed will require a temporary traffic regulation order to revoke the turning restrictions with potential for an 8-week process. Therefore, the applicant would be advised to contact traffic services at the earliest opportunity.

Other matters

The detail above adequately addresses the substantive concerns raised by residents in respect of access and highway safety considerations however there a few issues that require further comment as follows: -

Whilst the Transport Assessment would not take into account the nature of local topography there is no evidence offered to suggest that it actually influences transport choice ahead of walking.

A number of objections referred to inconsiderate parking near the school this though is a traffic enforcement matter rather than something that could or should influence a decision on this planning application.

It has been suggested that increased traffic could adversely affect the mobility of residents of nearby sheltered housing complexes. Notwithstanding the findings of the Transport Assessment, no evidence is offered to support the claim.

Highways Development Control have indicated that there may be a requirement to vary current Traffic Regulation orders but have not indicated any need or intention to restrict resident parking on Holly Street.

Issues with bus transport to and from Cardinal Newman School should not influence the decision on this planning application.

Lime Street would not be used as a means of vehicular access to the new school.

Travel time and its impact on child welfare is a matter for the school and its management and not a matter for the planning process.

Whether or not the A470 would become a toll road is a matter for the Welsh Government as it is a trunk road. In any event, it cannot be used as an excuse to delay the determination of the planning application not least because it is so unlikely a proposition.

Some mention is made of a sixth bus now forming part of the submission and it not having been included under the 21st Century Schools consultation. The sixth bus is intended to cover the Taffs Well area which is part of the school catchment and space within the site is provided for in its operation.

Up to 350 pupils travelling by bus would represent an improvement in sustainable transport if they would otherwise be travelling by car in this regard comparison to the existing situation at YGGPSN is not appropriate. The argument in respect of air quality and noise is also answered in the same way.

The level of public transport provision that may or may not be available outside of core hours is not in any way a material planning consideration.

The lack of any reference to the Welsh Government's Transport Strategy in the Planning Statement is unimportant and not every service is capable of being delivered "on the doorstep".

Accessibility Index is a BREEAM terminology. BREEAM is a sustainability assessment method for Masterplanning projects. It is not a planning tool. Accessibility Index is a measure that provides an indicator of the accessibility and density of the public transport network at a point of interest.

Given the location of the site and type of proposal, the Accessibility Index of 2.92 is considered acceptable, because majority of the users of the development would be using school buses and not public transport.

Whether school transport is cross subsidised or not costs for transport will no doubt increase this though is not a material planning consideration.

Similarly changes in catchment areas and how that might affect numbers eligible for school transport is not a material planning consideration.

Public Health & Protection

Public Health and Protection have no objection to the scheme but suggest several conditions be attached to any consent in relation to noise/dust/lighting levels. These matters are though more effectively controlled through other legislation and an advisory note would be attached to any consent issued should planning permission be granted. Notwithstanding this point, the position adopted by Public Health & Protection makes the proposals compliant with the policy AW10 of the Rhondda Cynon Taf Local Development Plan.

Planning & Procedural Issues

When the planning application was first submitted there was some concern that not all documents were available to view after first advertisement. This was rectified by further advertisement when they were available to view.

It is commonplace for plans to be modified in the course of dealing with a planning application as various issues are reviewed or altered. There is though no obligation to update associated documents to reflect such changes.

It is a matter for Members if they choose to undertake a site visit before determining the application regardless of the recommendations of officers.

The objectors are correct in describing the existing use of the school as both English & Welsh medium. This is a minor error and has no bearing on the consideration of the planning application

The security and safety of the attenuation pond is a matter for the Education Authority should planning permission be granted.

The objectors reference the neighbour and community consultation exercise undertaken as part of the schools reorganisation process and question its relevance to the consideration of the planning application as it is referenced on the planning application form. The form should not have referenced this as whilst it was an appropriate exercise for an earlier consultation document, the planning process has its own consultation requirements. In this case, the proposals have been subject to a Pre Application Consultation and advertisement by means of press notices site notices and neighbour consultation letters and this meets all statutory requirements.

Question 12 of the planning application form relates to biodiversity and geological conservation and objectors question why the applicants have answered yes to (a) and no to (b & c). The applicants have in fact answered yes to (a) and (b) which relate to protected species and biodiversity features associated with the site. These issues have been addressed through the information supporting the planning application including the Environmental Aspects & Impact Risk Assessment, Tree Survey and Ecological Constraints & Opportunities Assessment. Section (c) of this part of the application form relates to features of geological conservation importance of which there are none and there is no need for any further work in respect of this.

Other issues

Members will note that Public Health & Protection have suggested the inclusion of conditions relating to demolition works, noise, dust, the disposal of waste and lighting. These are issues that are more effectively addressed under other legislation and an advisory note would be attached to any planning permission that might be granted.

Similarly, the comments of the Public Rights of Way Officer are noted in respect of the footpath PON/111 this though is a matter that is covered by a separate body of legislation and as such, an advisory note is favoured ahead of an actual planning condition.

Natural Resources Wales indicated that they would support the proposals with a caveat that any permission be subject to a condition requiring the submission and agreement of a Construction Environmental management Plan. A Construction Environmental Management Plan that addresses the key issues raised by Natural Resources Wales accompanies the application and as such, compliance with that document is conditioned for.

Residents have made a number of observation and objections that are not necessarily addressed under the headings above and they are commented on as follows: -

The choice of site is a matter for the Education Authority and the purpose of the planning application is to assess that choice against the requirements of the Town and Country Planning Act and its related legislation. The site is Central to Rhydyfelin, does afford good transport links for the potential end users of the site, and as outlined above the site is suitable for the change proposed.

Whilst Welsh Government have declared a climate emergency the claim that the development would increase congestion in any way is not substantiated with any supporting evidence.

Relocating the pupils from Pont Sion Norton to this site will no doubt have implications for parents and how they manage their families on a day to day basis, this though is a restructuring issue that the Education Department would have had due regard to in formulating their proposals for the greater Pontypridd area.

The claim that closing small schools dilutes communities removes walking options and lends itself to the wider community spread of Covid 19 is not supported with any substantive evidence. In any event, historically the catchments of Welsh Medium

Primary Schools have been much wider than those of their English Medium contemporaries and this would remain the case here.

Class sizes and how they are supported are a matter for school management and not the Local Planning Authority.

Parental choice and the reasons parents make the decisions that they make whether or not it relates to the closure of Pont Sion Norton, are a question of personal choice rather than anything to do with the relative merit of a planning application.

It is understood that the current arrangement is a mixed medium school this though has no bearing on the relative merit of the planning application.

The time spent travelling to and from school by pupils is a matter for the Education Department and school management bodies and is not a determining factor in the consideration of a planning application.

Whether or not other solutions to the demands of English and Welsh Medium Education have been explored is not a material planning consideration.

Consideration of internal finishes does not fall under the consideration of the Council as Local Planning Authority, it is purely a matter for the Education Authority.

Whether or not trees are replaced on a two for one basis is secondary to having an appropriate landscaping scheme in place, as is the case in this instance.

National Sustainable Placemaking Outcomes

Chapter 2 of PPW emphasises that development proposals should demonstrate sustainable placemaking to ensure that the right development is achieved in the right place, and states that development proposals should be assessed against the national sustainable placemaking outcomes to ensure this is the case.

PPW acknowledges that not every development proposal will be able to demonstrate that they can meet all of the outcomes, or that it can be proved that an attribute of a proposal will necessarily result in a particular outcome.

It is also recognised that the interpretation of the relevant criteria will depend upon the detail and context of the proposal and the application site, and in the planning balance, that greater material weight may be given to some attributes rather than others.

Therefore, in addition to consideration of the placemaking merits of the scheme within the sections of the report further above, a brief outline of how the proposed development is considered to align particularly well with the national sustainable placemaking outcomes is set out below:

- **Creating and Sustaining Communities:** The development would provide a state of the art primary school facility for pupils, and wider community uses for local residents long into the future.

- Growing Our Economy in a Sustainable Manner: The development would have a small but positive effect in terms of construction jobs and employment at the new facility.
- Making Best Use of Resources: The development accords with the aim to prioritise the use of previously developed land and sustainable building practices/materials. Future energy consumption would be from renewable sources resulting in a 'net zero carbon in operation' facility.
- Maximising Environmental Protection and Limiting Environmental Impact: The development would include suitable tree/landscape planting and biodiversity enhancement measures.
- Facilitating Accessible and Healthy Environments: The application site is in a highly sustainable location, directly adjacent to the centre of Rhydyfelin, with many transport links and services/facilities located within walking distance.

Community Infrastructure Levy (CIL) Liability

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

The CIL Regulations 2010 (as amended) however, the CIL rate for this type of development as The application is for development of a kind that is liable for a charge under set out in the Charging Schedule is £nil and therefore no CIL is payable.

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan in respect of the wider policy considerations set down in Planning Policy Wales¹¹ and Future Wales 2040. The proposals are also acceptable in terms of all other material planning considerations including all highway considerations subject to the application of appropriate conditions. The replacement school would represent a significant improvement over the existing facility in terms of what it is and what it can provide for the local community. The replacement school offers the opportunity to provide the area with a state of the art in operation facility that will provide local pupils with an improved learning experience.

RECOMMENDATION: Approve

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 Ref: -
 - Site Location Plan drawing no. NWMS-STL-XX-XX-Dr-A-01002-PL05
 - Existing Site Layout Plan drawing no. NWMS-SL-XX-XX-DR-A-01003-PL06.

- Proposed Site Strategy Plan drawing no. NWMS-STL-XX-OO-DR-A-01005-P43.
- Proposed Floor Plans drawing no. NWMS-STL-XX-ZZ-DR-A-10001-PL05.
- Proposed Roof Plans drawing no. NWMS-STL-XX-02-DR-A-01001-PL05.
- Proposed Building Elevations drawing no. NWMS-STL-XX-ZZ-DR-A-20001-PL06.
- Demolition Plans drawing no. NWMS-STL-XX-XX-DR-A-01004-PL05.
- Site Sections drawing no. NWMS-RVW-ZZ-ZZ-Dr-C-00100_P2_S0
- Site Levels Plan drawing no. C7014-RVW-ZZ-ZZ-SK-C-0001_P1_S0.
- Topographical Plan drawing no. 21243
- Existing Utilities Plan drawing no. 6980-MCP-V1-)))-DR-ME-9000-A0
- Proposed Utilities Plan drawing no. 6980-MCP-V1-XX-DR-ME-9001-A1
- Tree Constraints Plan drawing no. 21-082
- Highway Engineering Drawings NWMS-RVW-ZZ-ZZ-DR-C-00300_P5_S0
- Landscape Masterplan drawing no. 1958-URB-La-XX-XX-DR-101 Rev L
- Hard Landscape drawing no. 1958-URB-La-XX-XX-DR-102 Rev I
- Soft Landscape drawing no. NWMS-URB-XX-XX-DR-L-00101-P03 Landscape Masterplan
- Boundary Treatment drawing no. 1958-URB-LA-XX-XX-DR-104 Rev E
- Planting Plan drawing no. 1958-URB-LA-XX-XX-DR-201 Rev D(4 sheets).

and documents received by the Local Planning Authority 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. The development hereby approved shall be carried out in accordance with the recommendations and mitigation/enhancement measures set out in: -

- Flood Consequences Assessment
- Site Investigation Report.
- Drainage Statement
- Ecological Impact Assessment
- Tree Survey, Categorisation and Constraints Report.
- Arboricultural Implications Assessment and Method Statement.
- Construction Environmental Management Plan

Unless otherwise agreed in writing by the Local Planning Authority or 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.

4. No development shall commence on site, other than demolition and enabling works, until full details of all external facing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved materials thereafter.

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

5. No development shall commence on site, including any works of site clearance or demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority to provide for, but not be limited to:

- i) The means of access into the site for all construction traffic.
- ii) The parking of vehicles of site operatives and visitors.
- iii) The management of vehicular and pedestrian traffic.
- iv) Loading and unloading of plant and materials.
- v) Storage of plant and materials used in constructing the development.
- vi) Wheel cleansing facilities.
- vii) 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.

6. The submitted travel plan that sets out proposals and targets, together with a timescale to limit or reduce the number of single occupancy journeys to the site and to promote travel by sustainable modes of travel shall be submitted to and approved in writing by the Local Planning Authority within six months of beneficial occupation. Annual reports demonstrating progress in promoting sustainable transport measures shall be submitted on each anniversary of the date of the planning consent to the Highway Authority.

Reason: to ensure the satisfactory provision of alternative travel modes to and from the site and use of sustainable travel.

7. The approved means of access for school buses servicing the school to approach/depart via Holly Street, Dyffryn Road and the A4054 for the most

direct route with limited impact on the existing public highway

Reason: in the interests of highway safety.

8. No HGV movements shall take place to and from the site between the hours of 7:45hrs – 09:30hrs and 15:00hrs – 16:00hrs weekdays during the course of site preparation and construction works.

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.

9. Notwithstanding the details shown on the submitted plans, design and details of the internal access, circulation and parking with the provision of additional pick up and drop off facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to beneficial occupation of the new school.

Reason: In the interests of highway safety

10. Notwithstanding the details shown on the submitted plan designed details of the off-site highway works to provide additional pedestrian crossing facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the beneficial occupation of the new school.

Reason: In the interests of highway safety.

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

Reason: to prevent hydraulic overloading of the public sewerage system, to protect health and safety of existing residents and ensure not pollution of or detriment to the environment.

12. The approved use shall not commence until an adequate grease trap has been fitted in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Thereafter the grease trap shall be maintained to prevent grease entering the public Sewerage system.

Reason: to protect the integrity of the public sewerage systems and ensure the free flow of sewage.

PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/0028/08 (GH)
APPLICANT: Rhondda Cynon Taff County Borough Council
DEVELOPMENT: Proposed gym and 6th form buildings, demolition of 4 existing buildings, new car park, and associated infrastructure and landscape works.
LOCATION: BRYNCELYNNOG COMPREHENSIVE SCHOOL, PENYCOEDCAE ROAD, BEDDAU, PONTYPRIDD, CF38 2AE
DATE REGISTERED: 12/01/2022
ELECTORAL DIVISION: Beddau

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

REASONS: The development would result in contemporary, fit-for-purpose sixth form provision, as part of the Council's 21st Century Schools Programme, together with modern and updated gym and sporting facilities to benefit all student groups.

In addition, the site landscaping scheme and removal of redundant structures would greatly enhance the environment in and around the school, whilst the revisions to parking and school bus bays would improve traffic management both within the site and on the local road network.

REASON APPLICATION REPORTED TO COMMITTEE

The application has been submitted on behalf of the Council on land within its ownership and where the Council's interest is of more than a minor nature.

APPLICATION DETAILS

Full planning consent is sought for the construction of a gym, 6th Form block and various other works, at Bryn Celynnog Comprehensive School, Beddau,

The proposed development is part of the Council's 21st Century Schools programme and includes the following key elements:

6th Form building

This two and three storey L-shaped block would be located close to the eastern boundary of the site, on land which currently forms part of the periphery of the playing field.

There is already a vehicular access from Penycoedcae Road at this point, which leads to the field and running track. This access is proposed to be upgraded so that it is fit for purpose and 23 staff and student spaces, together with a storage area for 42 bikes and sprinkler tank, would be provided at this location. The existing caretaker's building would be demolished.

The maximum width and depth of the block would be 50.8m and 40.3m respectively, and tallest part of the block, to its parapet, would reach a height of 13.5m. The internal accommodation would be accessed from two main corridors, and in addition to designated teaching rooms, social space is allocated for students and staff, alongside other ancillary provision for catering, plant and storage etc.

The external finishes are proposed to be black face-brickwork with prominent sections of metal rainscreen cladding of turquoise shades. Fenestration would be dark-framed aluminium, incorporating ventilation louvres.

Replacement sports pitch

The incursion of the 6th Form onto the edge of the playing fields has resulted in the requirement for the provision to be realigned.

A small degree of cut and fill would be required to the western and north-western corner of the pitch, close to the boundary of the site and where the land is currently a little higher. Not including the land around the pitch, the playing area could be used as a single 130m x 80m senior pitch, or two separate 80m x 53m junior pitches.

Gym / multi-use space

The two-storey gym is proposed to be of a similar appearance to the new 6th Form and would be constructed on land in the centre of the site currently occupied by two of the School's six tennis courts. This simpler cuboid building would have a width and depth of 30.1m and 23.4m respectively, and a height of 10.3m.

Around half of the ground floor space would be allocated to the hall area, with the rest used mainly for changing rooms and storage. The first floor would be smaller, accounting for a void over the hall, but would enable the provision of a multi-gym and activity studio.

Communal landscaped area

The demolition of the more modern building to the rear of the Grade II listed Block 2 would enable the creation of an area for students to congregate, using a mixture of soft and hard landscaping.

In this case the submitted landscape masterplan identifies the use of pedestrian modal paving, stretcher bond, of mixed sizes and colours, grass sections, ornamental planting and several trees.

These materials would replicate those other landscaping features in and around the other external circulation spaces at the School and include, as part of the sustainable drainage strategy, the frequent use of rain gardens and a surface water attenuation pond.

Extended southern car park

The lower half of this site area is already a car park and benefits from a vehicular and pedestrian access onto Castellau Road, whereas the top half is occupied by a two storey building of non-descript mid to late 20th century design.

The building is proposed to be demolished and the whole area laid out as a barrier controlled staff car park, realigned 2m wide footpath to either side, with a strip for minibus and taxi drop off. There would be a second access from Castellau Road to enable the car park to be used as a one-way loop.

Reconfigured Eastern Car Park

The eastern car park is currently laid out with car parking spaces and bus bays in tandem. It is proposed to remodel this, particularly the lower half, to create 13 bus bays and some staff parking.

The top half of the car park would be retained for general parking and parent drop-off and the three accesses from Penycodcae Road, not including the aforementioned separate 6th Form access, would be retained in the same location. However, the middle one of the accesses would need to be widened.

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

- Heritage Statement
- Pre Application Consultation (PAC) Report
- Planning Statement
- Sustainability Statement
- Design and Access Statement (DAS)
- Tree Survey Report
- Ground Investigation Report
- Preliminary ecological Appraisal (including Bat Survey)
- Travel Plan
- Geo-environmental and Geotechnical Report
- Transport Assessment
- Audit of Walking and Cycling Routes

SITE APPRAISAL

The application site comprises the Bryn Celynnog Comprehensive School Campus, which is located at Penycoedcae Road to the north of Beddau.

The main school complex, which includes the cluster of teaching blocks, facilities and hard-surfaced areas, such as the tennis courts, parking and internal routes, occupies around a third of the 8 hectare site, both towards the south-eastern side of the site and parallel with Penycoedcae Road.

A small part of the School extends southwards towards Castellau Road, from where there is an additional vehicular and pedestrian access leading to a car park and detached teaching block. The rest of the school campus can also be accessed from here.

The remainder of the land includes a section of dense woodland and scrub to the west, whilst that across the whole of the northern part of the site, accommodates a running track, sports pitch and playing fields. The northern and western boundaries, which are defined by a combination of fence, tree line and hedge, mark the extent of the settlement boundary.

Neighbouring properties are located all alongside the eastern and southern boundaries of the site, from the Beddau Caravan Site at Penycoedcae Road to Cwrt Castellau at Castellau Road. Most of these are residential but include a few retail and other uses.

It should be noted that the site intersects with land designated by The Coal Authority as High Risk to Development from coal mining legacy. In addition, the oldest part of the School, namely the single storey red brick block 2 opened in 1928, is Grade II listed.

PLANNING HISTORY

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

- 18/0930/08:** New floodlighting for a proposed artificial turf pitch on land within the grounds of Bryn Celynnog Comprehensive School. Decision: 25/06/2019, Grant.
- 15/1137/08:** The existing canopy at Y Pant Comprehensive School is to be disassembled and removed from site due to re-development of the school. It is proposed to relocate the canopy to Bryncelynnog Comprehensive School. Decision: 28/09/2015, Grant.
- 13/0314/11:** It is proposed (for structural reasons) to remove the later addition of the covered walkway between the Listed teaching block (red brick building) and the Sports block (CLASP building). It is also proposed to replace all of the flat roof coverings attached to the red brick building. Decision: 31/05/2013, Grant.
- 13/0313/08:** It is proposed (for structural reasons) to remove the later addition of the covered walkway between the Listed teaching block (red brick

building) and the Sports block (CLASP building). It is also proposed to replace all of the flat roof coverings attached to the red brick building. Decision: 31/05/2013, Grant.

- 05/1838/10:** Erection of a conservatory. Decision: 22/11/2005, Grant.
- 05/0962/08:** Skate Park Facility on existing school sports court including access and fencing. Decision: 31/10/2005, Withdrawn by Applicant.
- 04/0406/10:** Proposed conservatory at rear of school house. Decision: 27/04/2004, Grant.
- 02/1251/10:** New two storey 9 classroom block and library for English study. Decision: 30/09/2002, Grant.
- 01/2795/08:** Siting of two mobile classrooms. Decision: 03/10/2001, Grant.
- 99/2367/13:** Proposed public facilities to provide external access to existing swimming pool. Decision: 02/07/1999, Grant.
- 96/0112/13:** Performing Arts Centre together with floodlighting and upgrading of existing sports grounds (amended description 30/10/97)(formerly Multi Purpose Sports Hall). Decision: 23/01/1998, Grant.

PUBLICITY

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

Furthermore, in accordance with the Development Management Procedure Order (Wales) the relevant press notice was published on 18th January 2022 identifying that the proposal constituted major development.

Four letters of objection have been received raising the following summarised concerns:

Visual considerations

- Why hasn't the new building been designed to fit in with the red brick building which is listed. Surely it would have been wiser to do this so that the new building isn't such an eyesore.

Traffic

- The existing traffic is already a nightmare, both morning and afternoon, on both sides of the school. The residential area is congested.
- Parents already park on adjoining streets, the development will make that worse.

- Pupils from the Pontypridd Valley can only access Bryncelynnog School on motorised transport. Regardless of distance there are no safe cycling or walking routes.
- A turning count survey conducted on only one day may not be satisfactory.
- There is a lack of clarity about future school bus movements. Currently there are nine collecting students from, predominantly, Church Village and Llantrisant. Where would the additional four buses be travelling from?
- The trip generation detail is based on survey data from current staff and students and cannot be representative of the new student population.
- The Transport Assessment gives figures for the current and future predicted percentage of staff and students travelling to the site by car. If 91% of the predicted staff drive and wish to park at the site, they would require 182 parking places. If 28% of 6th form students drive and wish to park at the site, they would require 112 parking places. Even if only half of those students drive, they would require 56 parking places. Thus, the total number of parking places required would be between 238 and 294, many more than the total of 163 that are being provided.
- Children from Cilfynydd and Ynysybwl etc will have to catch 2 buses if they do not use school transport, as times of classes etc differ in 6th form.

Whether the development is needed at this location

- Potential estimated student numbers are too high and further background and survey work should be done to assess need, and whether pupils will transfer from Pontypridd, Hawthorn or Cardinal Newman Schools.
- Housing development at Cwm Coking Works have not come forward and that proposed for Coed Barwig Isaf was refused.
- Trends show that fewer pupils stay on in school post 16, a higher proportion attend college.
- The location is unsuitable for the location of a 6th form for Pontypridd and should be located in the Geographical centre of Pontypridd not on the outskirts ,such as Beddau.

Ecology/Environment/Sustainability

- Trees should be replaced on a two-for one basis, only 'net gain' has been referenced in supporting documents.
- A calculated BREEAM index figure of 3.46 is provided - there is no explanation of this, or indication as to whether this is a good or a bad figure.

Neighbour and Community Consultation

- It appears that no consultation has taken place. Is this appropriate for a proposal of this size and complexity?

Other

- Noise, disturbance and dust from construction.

- If the gym is not to be available to the general public, upgrades to the existing building would be better.
- The loss of sixth form provision at Pontypridd would damage its principal town status.
- The durability of internal finishes has become an issue at other new build sites.
- It was noted all through the 21st Century Schools consultation period that the proposals were 'interrelated'. This interrelatedness, and the potential impacts of this additional traffic within other local areas appears to have been forgotten now that the proposals have reached the planning stage.
- There are suitable empty premises which are situated at the top of the Treforest Industrial estate owned by the Welsh Government which would save some £12 million in building costs and have better transport links and links to industry.

CONSULTATION

Highways and Transportation

No objection, subject to conditions relating to off-site highway works, surface water, Construction Method Statement and Travel Plan.

Flood Risk Management

NRW's flood risk maps have been used to review the site's surface water flood risk, as per Paragraph 8 of TAN 15. The review concluded that the site is not within an area of surface water flood risk.

Given the total construction area is greater than 100 sq. metres, under Schedule 3 of the Flood and Water Management Act 2010, the applicant is required to submit an application to the Sustainable Drainage Systems (SuDS) Approval Body (SAB). The applicant is also required to comply with Part H of the building regulations. It is noted that the applicant has already stated that surface water will be disposed of using SuDS.

Regarding the requirements of the Leal Local Flood Authority, the applicant has provided adequate information to satisfy the requirements of Section 8.3 of Technical Advice Note 15. Consequently, there is no objection to the proposal, or recommendation for condition.

Public Health and Protection

Concerns have been raised about the potential disruption to existing local residents, during construction, particularly in relation to noise, dust, disposal of waste and lighting.

It is considered that these should be addressed by a condition requiring the submission of a Construction Method Statement.

Natural Resources Wales

No objection subject to informative notes in respect of the need for an EPS Licence and working practices relating to the Llantrisant Common and Pastures Site of Special Scientific Interest (SSSI).

Dwr Cymru Welsh Water

Dwr Cymru Welsh Water has been previously informed of the proposed development and consulted, as a 'Specialist Consultee', in accordance with Schedule 1C Article 2D of the Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.

DCWW has reviewed the information submitted as part of this application with particular focus on the Drainage Strategy Drawings No. BRYN-JUB-ZZ-XX-DR-C-0500 revision P8 and BRYN-JUB-ZZ-XX-DR-C-0501 revision P7. It is confirmed that foul water flows can be accommodated in the public sewer system and the intention is to discharge the surface water to the adjacent culvert is acknowledged.

Western Power Distribution

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

Countryside, Landscape and Ecology – Ecologist

No objection. However, there is a need to condition any consent for details of all ecological mitigation and enhancement measures outlined in Section 5 of the PEA.

The Coal Authority

The Coal Authority considers that further information/clarification is required from the Applicant's geotechnical consultants so that it can be demonstrated to the LPA that the application site as a whole is, or can be made, safe and stable for the development proposed.

This information could be submitted either prior to determination of this application or secured by the imposition of a suitably worded condition post-decision. The Coal Authority has clarified it has no objection to the proposed development subject to the imposition of the condition.

In this case the Applicant's Agent has requested that the matter be addressed post-decision and a such a condition has been included below.

South Wales Police

No objection. A list of recommendations, in respect of designing out crime, have been submitted for consideration by the developer.

The 20th Century Society

The Grade II listed school is a relatively modest, single-storey building. The 3 storey, boldly-designed buildings proposed nearby would therefore have an impact on its setting and it is important that this impact is properly understood and weighed up.

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 Beddau

Policy CS2 - In the Southern Strategy Area (SSA) there is an emphasis on sustainable growth that protects the culture and identity of communities by focusing development within defined settlement boundaries. Emphasis will also be on protecting the cultural identity of the strategy area by protecting the natural environment.

Policy AW2 - Development will be supported 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 – Identifies the appropriate amenity and accessibility criteria for new development proposals. It expressly states that the scale, form and design of the development should have no unacceptable effect on the character and appearance of the site and the surrounding area. There should also be no significant impact upon the amenities of neighbouring occupiers and should, where appropriate, retain existing features of natural environmental value. Furthermore, the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

Policy AW6 - Supports development proposals that are of a high standard of design that reinforce attractive qualities and local distinctiveness. In addition, proposals must be designed to protect and enhance landscape and biodiversity

Policy AW7 – Proposals that impact upon sites of architectural and/or historical merit and sites of archaeological importance will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

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

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

Supplementary Planning Guidance

- Design and Place-making
- Access, Circulation and Parking Requirements
- The Historic Built Environment
- 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.

Planning Policy Wales Edition 11 (PPW) was issued on 24th February 2021 in conjunction with Future Wales: The National Plan 2040 (FW2040). PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), WG's current position on planning policy at regional and national level.

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

It is also considered the proposed development is compliant with the NDF, with the following policies being relevant to the development proposed:

- Policy 1 – Where Wales will grow – Employment / Housing / Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability / Placemaking
- Policy 3 – Supporting Urban Growth – Council land / placemaking / developers / regeneration / sustainable communities / exemplar developments.

SE Wales Policies

- Policy 33 – National Growth Areas Cardiff Newport & the Valleys – SDP/LDP/large schemes.

Other relevant national policy guidance consulted:

PPW Technical Advice Note 11: Noise;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 16: Sport Recreation and Open Space;
PPW Technical Advice Note 18: Transport;
PPW Technical Advice Note 23: Economic Development;
PPW Technical Advice Note 24: The Historic Environment;

Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main Issues:

Principle of the proposed development

The application site is within the settlement boundary of Beddau, and within the curtilage of the existing school site, where the principle of the land use for education purposes is already well-established.

As the detail and documents accompanying the application explain, Bryn Celynnog High School currently has 1130 secondary school students, 193 sixth formers and 165 members of staff. The planned growth of the School is expected to result in 1200 secondary school students, 400 sixth formers and 200 members of staff.

The development would therefore result in an intensification of use of the site; however, the application submission demonstrates that the site is of a sufficient size to be able to accommodate the development, and being located within the settlement boundary, would comply with Policy CS2.2 and qualify as a sustainable location in terms of the relevant criteria of Policy AW2.

Amongst other concerns, which are considered in other sections of the report, the question of whether the development is necessary in this location has been the subject of detailed submissions from two of the objectors.

Development Control Practice (DCP) advises that whether the need for a development is a material consideration 'can be the subject of some difficulty, mainly due to the abstract nature of the term and the lack of clear ministerial guidance to assist decision makers'.

Nevertheless, in this case, the circumstances leading up to the submission of the application have already been subject to discussion, debate and the democratic decision-making process, as part of the Applicant's 21st Century Schools Programme.

Therefore, whilst it is appreciated that not all those who engaged with that process will have agreed with its outcome, the Programme has established an educational requirement for the development as proposed at the Bryn Celynnog site.

Consequently, little material weight is given to the argument that there is no need for the development, and the proposed scheme is considered to be acceptable in principle, subject to the material matters outlined below.

Impact on the character and appearance of the area

The Applicant's DAS neatly describes the existing School campus being one of an *"eclectic mix of buildings ranging from the Grade II listed two storey brick-fronted Block 02 to varying styles and materials utilised on the more recent interventions. These materials ranging from traditional domestic materials such as render and brickwork to*

more traditionally commercial / industrial material choices such as profiled metal cladding”.

It is likely that similar descriptions could apply to many other large learning sites, including those providing further or higher education, where an established school has been subject to much modification or enlargement over a long period, to meet the educational changes required of it.

In this case the new 6th form building and gym represent the most significant parts of the development and therefore the key consideration in terms of design and appearance, and the dilemma facing any architect, is whether these new elements should try to assimilate or provide a pastiche of the existing site, and if so, which part?

It is noted that one of the objectors suggested that the new buildings should fit in with the listed block. However, there are already intervening structures of great contrast between the listed building and the proposed ones. Furthermore, trying to make two and three storey buildings fit in with an existing single storey one, comprising unique external finishes and ornate details, is easier said than done.

Consequently, it is considered that the contemporary style of the buildings would not be inappropriate and would reflect the evolution of the School over time. In terms of the outward appearance of the site, the gym would be set well away from the boundary such that it would have little impact.

This would not be the case for the 6th form building, given its proximity to Penycoedcae Road, however, given the cluster and mass of the School, buildings along the long boundary with this road, and that the disused former caretaker's house would be demolished, it is not considered that any harm would be caused to the street scene.

A further point, relating to the Grade II listed building, is that the dated single and two storey 1960's block to its rear would be demolished and replaced with the landscaped area referred to in the application details further above.

Policy AW7 is supportive of development proposals that preserve or enhance the character and appearance of a listed building site. It is considered that this opening up of space and removal of crowding would indeed enhance the setting of the protected building and give it greater prominence. The resulting landscaping scheme would also be a pleasant space for students to meet in between lessons.

With regard to the other prominent proposals to the north and south of the site; it is acknowledged that the creation of the new sports pitch would involve some cut and fill, so that a level surface would be provided. These areas are modest when set against the great size of the site and would mostly be set away from the boundaries with adjacent land. Therefore, there would be little external visual impact.

Lastly, the demolition of the building at the south of the site, to enable the extension of the car park is welcomed and the removal of its mass would be beneficial to the occupants of the adjoining bungalow.

Therefore, in light of the above, the proposed development is considered to be acceptable in terms of its design, siting, scale, materials and overall visual appearance and the proposals will result in an improvement to the overall character and appearance of the site and surrounding area.

Impact on neighbouring occupiers

It is notable that no objections have been received from neighbouring occupiers of the site, relating to amenity, other than for one concern regarding parking within Cwrt Castellau.

As noted above, the demolition of the building to the south of the site will be an improvement for the residents of Oak Tree Bungalow. Currently, the east facing side elevation of the building faces towards the bungalow, so its demolition will remove the overlooking opportunities from multiple windows, improve outlook and increase natural light.

Conversely, the 6th form building would be constructed on land almost opposite no's 49 and 51 Penycoedcae Road, so this would represent a partial change to outlook. Nonetheless, most of the tree-lined boundary would be retained, according to the submitted soft landscaping plan, and the combination of distance and position should prevent unacceptable harm to privacy or outlook.

As such, the proposed development would not be considered to have a significant overshadowing or overbearing impact and in terms of the impact on the amenity and privacy of neighbouring residents, the application is considered to be acceptable.

Ecology and Environment

The Council's Ecologist has advised that the January 2022 Soltys Brewster PEA is an appropriate assessment. A small (two bat) non maternity bat roost has been found in Building 6 and an NRW EPS Licence will be needed, although it would appear the bat usage is of a type that will be licensable.

There are no over-riding additional ecology constraints although small scale ecology impacts are predicted. Section 5 of the Report identifies a number of ecological mitigation/enhancement measures to satisfy those additional potential species and small scale habitat impacts, details of which should be sought by a condition.

NRW has noted that the bat report submitted in support of the application has identified that bats are present at the application site and a European protected species (EPS) Licence would be required for this development

NRW does not consider that the development is likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range, and does not object to the proposed development, subject to an informative note relating to the EPS requirement.

Lastly, NRW has advised that the Llantrisant Common and Pastures Site of Special Scientific Interest (SSSI) is some 475m away and is hydraulically linked to the site via

a watercourse. Best practice construction methods should be adopted, and particular attention is paid to ensuring adequate pollution prevention measures to ensure the SSSI will not be affected by the works. A further informative note is recommended in this respect.

Access and highway safety

The proposed application site encompasses the existing Bryn Celynnog Comprehensive School, Beddau, and the adjacent playing fields/ outdoor space. The site comprises a total area of over 8ha and is located to the north-west of Beddau town centre. The school utilises several accesses from Penycoedcae Road to the east of the site, and also benefits from an access from Castellau Road to the south of the site serving a staff carpark with 31 spaces.

The primary existing access (one-way entrance and exit) to the drop-off and bus parking area, off Penycoedcae Road, would be retained. There would be a provision of 13 bus drop-off bays and a further 14 car parking spaces at this access for staff.

The existing internal access road leading to the running track is proposed to be upgraded and would incorporate 20 standard parking spaces for sixth form students, three visitor spaces, and two taxi bays. There would also be a 7m wide turning facility and two pedestrian crossing points.

There is also an existing access to a car park on the north side of Castellau Road at the southern site boundary. This access would be retained as an egress only. A new vehicular ingress, equipped with an automatic gate, is proposed approximately 20 metres to the west of the existing access. The building on the north side of the existing car park would be demolished, and the car park extended to provide 75 spaces plus additional spaces for EV parking and two minibuses.

There are currently 1,323 pupils in total and 165 members of staff. The proposal would accommodate 1,600 pupils; of which 1,200 would be secondary school pupils and 400 would be Sixth Formers. Therefore, there will be an increase of 70 secondary school pupils, 207 sixth form pupils and 35 staff members as a result of the redevelopment and new sixth form facilities.

Access

The main vehicular access to the site is from the west side of Penycoedcae Road, this access serves as an ingress only since the egress onto Penycoedcae Road is located approximately 50m to the north. There are 'School Keep Clear' road markings and yellow zigzag lines on the west side of Penycoedcae Road across both the entrance and exit. These will be retained to provide access for staff and buses into the site. Staff vehicles and buses will exit the site at the exit point located to the south of the mini-roundabout.

A second vehicular access is located to the north at the Penycoedcae Road/Heol-Y-Beddau mini-roundabout. This access serves as an ingress only and leads to the staff car park adjacent to Block 05 (i.e., north car park). Vehicles would exit via the internal one-way system to the exit from the bus and staff parking located at the main entrance.

There is a third access located within the 30-mph zone on Penycoedcae Road, approximately 40 metres north of the Heol- Y-Beddau mini-roundabout which provides access to the athletics facilities. This access is to be retained and improved to serve the new sixth form building, new gymnasium and athletic facilities.

Penycoedcae Road is a single carriageway road subject to a 20mph speed limit and is approximately 8m wide between the mini roundabout with Heol-Y-Beddau (north) and the main Penycoedcae Road/Gwaunmiskin Road /Llantrisant Road/Castellau Road roundabout (south). This road provides access to the village of Pen-y-coedcae, located approximately 2.4km north of the site.

An additional car park access is proposed off Castellau Road which is subject to a 20mph speed limit in the vicinity of the site with physical speed control measures in the form of speed cushions. There is an existing access on Castellau Road to Bryn Celynnog's M Block car park which is to be improved to incorporate separate access and egress points.

Castellau Road also provides access to Beddau RFC and Ysgol Gymraeg Castellau Primary School in close vicinity of the site.

Vehicular Access for Buses

Submitted drawing no. BRYN-JUB-ZZ-XX-DR-C-0112 Rev P04 indicates that the existing parking and pick up drop n-off area adjacent to the main entrance is to be reconfigured to provide 14 staff car parking spaces and 13 bus parking spaces to accommodate home to school travel.

The arrangement of the bus bays gives cause for concern as the swept paths indicate that operation is reliant of the order of arrival and departure of individual buses and appear to require multiple reversing manoeuvres and tight clearances for buses at both the access and egress, however, the Applicant has confirmed that the School can put in place adequate measures to manage the busses and traffic within the site curtilage to allow the necessary order of departing vehicles and contend that the swept vehicle paths indicate that skilled bus drivers will be able to undertake the manoeuvres without difficulty.

The parking adjacent to the bus drop off area also gave cause for concern due to potential conflict with reversing vehicles, however, the Applicant has confirmed that the parking would be allocated to school staff only which are envisaged to arrive before the buses and leave after the buses.

The Applicant in consultation with the School has indicated that no bus reversing movements would be undertaken when pupils are mounting/de-mounting the buses, together with a proposal to have a parking marshal to monitor and control bus movements.

No swept path analysis has been undertaken with a bus turning left out of the site or into the site from the North with an additional 2 buses proposed to access/egress from the North along Pencoedcae Road. Consequently, a condition is suggested to require

a swept path to be provided and any improvements to be identified before any works commence on site.

Therefore, on the basis that the proposal accommodates home to school travel by bus within the curtilage of the site, with no adverse impact on the highway, the proposals with regard to the changes to the bus facilities at the main entrance are considered acceptable; subject to the suggested condition requiring swept paths for vehicles turning left to be considered.

Penycoedcae Road Staff Car Parking

The carpark accessed from the mini- roundabout is to be modified to allow provision of an internal footway link with the remaining area retained to provide 24 spaces (including 2 disabled spaces) to cater for pupil drop-off/pick-up with egress via the staff and bus parking egress to the south. The Applicant has confirmed that a barrier/gate will be installed and controlled by a marshall/supervisor appointed within the School management procedures to be closed to facilitate departure of school buses, and with no exit permitted when the buses are accessing or egressing the site.

There are 14 staff car parking spaces also located within the bus pick up and drop off area which are to be accessed prior to the buses entering the site and are for staff use only.

Sixth Form Access point

The existing access to the athletics facilities is to be upgraded with 8m junction radii and vision splays of 2.4m x 43m to serve the proposed sixth form facilities. Taking into account speeds at this location are of the order of 30 mph the 43m vision splays available are deemed acceptable.

The requirement for no planting or obstruction to be permitted within the vision splay area can be secured by condition, as can the swept path analysis should indicate access / egress from the North into the proposed sixth form access point.

Refuse would be collected from within the site, by the Council's Waste Department. Refuse vehicles would use the north site access (i.e., sixth form access), circulate using the vehicle turning head, and exit the site in a forward gear. There is concern regarding reversing movements in close proximity of the new junction, however, taking into account the low frequency, (once a week) and timing outside the school peak period, this would not warrant an objection.

Castellau Road Car Park Access

The proposal provides for a new access point into the site and egress point served off the existing egress point onto Castellau Road. The car park is intended for staff car parking, with pick-up and drop-off with space available for taxis and minibuses to drop off.

There is concern that the proposed entrance is close to the school crossing patrol point for the Castellau Primary school and would remove footway space for pupils and

parents waiting to cross Castellau Road. No road safety audit has been undertaken to assess the impact of the proposal on the existing highway network and school crossing patrol and therefore a condition has been suggested accordingly.

The total increase in trip distribution for Castellau Road appears to be low, being stated as 18 two way morning trips and 12 two-way afternoon trips, considering the staff car park capacity would increase from 13 spaces to 75 spaces with taxi and mini bus drop off points.

Vision splays of 2.4m x 22m would be required for the egress point onto Castellau Road, to be in compliance with TAN18 for a 20mph speed limit.

Safe Route in School Assessment.

The proposed development is an extension to the existing school where the pedestrian and cycle routes surrounding the school and within the catchment area are either the subject of an existing audit or trips are provided by home to school transport. The addition of the 6th form expansion is likely to draw pupils from the wider area who would travel by motor vehicle/bus.

The safety audit concludes that the existing infrastructure on all key routes within the vicinity of Bryn Celynnog is conducive to encouraging active modes of travel (i.e., walking and cycling). The proposed Active Travel routes would also offer a significant improvement to the cycling infrastructure surrounding the site. Therefore, no additional improvements to the existing infrastructure are necessary as part of this planning application.

Parking

Existing on site facilities:

Castellau Road (M Block Car Park): 17 spaces used by staff and sixth form students.

Main Car Park: Served by nine school buses, 37 spaces for staff plus two disabled bays and parking for three minibuses owned by the school. Also serves as the main drop-off/collection area for students travelling to school by car.

North Car Park: 64 spaces for staff and a drop-off area for minibuses and taxis providing specialised ALN transport. Also serves as drop-off/collection area for students travelling to school by car.

Total of 118 spaces.

Proposed Parking Facilities:

Castellau Road (M Block Car Park): 73 spaces, split as 61 standard bays, 8 electric vehicle (EV) charging spaces, and 4 disabled bays (including two with EV charging provision).

Main Car Park: To be served by 13 school buses plus 14 car parking spaces for staff. Drop-off/collection area for students travelling to school by car will be retained as per the existing situation

North Car Park Section 1 (Drop-off/Collection Area): 24 spaces and formalised area for parents/guardians to drop-off and collect students. Once this car park clears (i.e., outside of drop-off/collection hours) the spaces will be available for visitors.

North Car Park Section 2: 29 spaces allocated to non-teaching staff or staff that would arrive outside of peak hours. Outside of school hours these spaces would be available for community use.

Sixth Form Car Park: 23 spaces for sixth form students only (including two disabled bays), and a vehicle drop-off area.

Total of 163 car and 13 bus spaces.

No information with regards existing facilities within the school has been submitted to assess the overall car parking demand in accordance with the Councils SPG. However, taking into account the proposed provides for an additional 45 car parking spaces and 13 bus spaces compared to the existing school provision, the numbers proposed are acceptable to serve the proposed 6th form school expansion.

Accident Data

A review of the most recent five-year period (2016 – 2020 inclusive) was undertaken to assess the collision situation in the vicinity of the site. The data shows that two accidents of slight severity have occurred on Penycoedcae Road.

Taking into account there are no clusters of accidents within the vicinity of the site with accidents being slight vehicle collisions, with none involving pedestrians or sub-standard highway geometry, the proposal is acceptable.

Traffic Generation

A Transport Assessment, (TA), has been compiled by ADL Traffic (Dated December 2021), to assess the impact of the proposed development on the highway network.

Section 1 of the TA summarises the increase in staff and pupils which are summarised in the table below:

	<u>Secondary School Pupils</u>	<u>Sixth Form Pupils</u>	<u>Staff</u>
<u>Existing</u>	1130	193	165
<u>Proposed</u>	1200 (+70)	400 (+207)	200 (+35)

The staff figures include part- time and ancillary staff and the TA indicates that the total teaching staff would be 89.

Baseline Traffic

Baseline Traffic Counts were undertaken at the junctions of:

- i) Junction 1 : Pencoedcae Road / Llantrisant Road/ Castellau Road
- ii) Junction 2 : Gwaunmiskin Road /Tynanat Road/ Common Approach / Llwynocrwn Road
- iii) Junction 3 Llantrisant Road / Llwynocrwn Road

Turning Counts of Traffic were undertaken on Thursday 9th December between 08:00 and 09:00 and 15:00 to 16:00 to correspond with the anticipated school peak.

Whilst there is concern that the traffic counts were undertaken during the Covid pandemic, no recent pre-pandemic data was available and at the time of the survey the school was open as usual. Although the traffic volumes would be expected to be slightly lower the proportion of vehicle turning manoeuvres at the junctions would be unchanged in percentage terms.

TEMPRO growth factors were applied to derive traffic flows for 2026 which is normal practice.

AM-PM Peak Trip Analysis

The assessment of the impact of trips arising from the proposed development gives some cause for concern due to the complexity of the methodology and the inclusion of estimations of staff numbers and pupils. These should be based on exact information furnished by the Applicant and the derivation of future trips as a percentage based on existing modes of travel and trips.

This approach results in the additional trips associated with the improved car park at Castellau Road not being accurately accounted to reflect the additional spaces to be provided. However, considering the variability of school traffic, the analysis is considered to provide an indication of potential trips associated with the school and distribution within the local highway network.

Existing Situation:

The TA indicates that the existing school has the potential to generate up to 825 vehicular trips (two-way) during the AM peak hour, up to 756 trips (two-way) during the student PM peak hour, and up to 69 trips (two-way) during the teaching staff PM peak hour as shown in tables 6B-6F which are reproduced below:-

Table 6B Existing Sixth Form Trip Distributions (193 Students)

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	3	12	15	12	3	15
Heol-Y-Beddau (E)	0	0	0	0	0	0
Castellau Road (W)	2	1	3	1	2	3
Tynant Road/B4595 (E)	46	40	86	40	46	86
Gwaunmiskin Road via Common Approach (SE)	21	10	31	10	21	31
Llantrisant Road (SW)	14	16	30	16	14	30
Total	86	79	165	79	86	165

Table 6C Existing Secondary School Trip Distributions (1,083 Students)

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	9	43	52	43	9	52
Heol-Y-Beddau (E)	0	3	3	3	0	3
Castellau Road (W)	6	3	9	3	6	9
Tynant Road/B4595 (E)	162	147	309	147	162	309
Gwaunmiskin Road via Common Approach (SE)	73	37	110	37	73	110
Llantrisant Road (SW)	50	58	108	58	50	108
Total	300	291	591	291	300	591

Table 6D Existing Staff Travel Survey Trip Distributions (45 Staff)

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (16:00 – 17:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	10	0	10	0	10	10
Heol-Y-Beddau (E)	0	0	0	0	0	0
Castellau Road (W)	3	0	0	0	3	3
Tynant Road/B4595 (E)	5	0	5	0	5	5
Gwaunmiskin Road via Common Approach (SE)	14	1	15	1	14	15
Llantrisant Road (SW)	10	0	10	0	10	10
Total	42	1	43	1	42	43

Table 6F Total Existing Trip Distributions (1,323 Students & 74 Teaching Staff)

Route	AM Peak Hour (08:00 – 09:00) Table 5B + Table 5C + Table 5E			PM Peak Hour Students (15:00 – 16:00) Table 5B + Table 5C			PM Peak Hour Staff (16:00 – 17:00) Table 5E		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	28	55	83	55	12	67	0	16	16
Heol-Y-Beddau (E)	0	3	3	3	0	3	0	0	0
Castellau Road (W)	13	4	17	4	8	12	0	5	5
Tynant Road/B4595 (E)	216	187	403	187	208	395	0	8	8
Gwaunmiskin Road via Common Approach (SE)	116	49	165	47	94	141	2	22	24
Llantrisant Road (SW)	80	74	154	74	64	138	0	16	16
Total	453	372	825	370	386	756	2	67	69

There is some concern regarding the use of postcode data to model the distribution and routes to school, as this may not reflect the future distribution of students, however, in the absence of more precise information it is considered an acceptable approach and should future needs dictate home to school transport would be able to compensate accordingly.

Proposed Situation:

The assessment of the proposed trips is outlined within the TA through tables 6G to 6M which are reproduced below:-

Table 6G Proposed Sixth Form Trip Distributions (400 Students)

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	5	24	29	24	5	29
Heol-Y-Beddau (E)	0	2	2	2	0	2
Castellau Road (W)	4	2	6	2	4	6
Tynant Road/B4595 (E)	97	83	180	83	97	180
Gwaunmiskin Road via Common Approach (SE)	44	21	65	21	44	65
Llantrisant Road (SW)	30	33	63	33	30	63
Total	180	165	345	165	180	345

Table 6H Proposed Secondary School Trip Distributions (1,102 Students)

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	10	43	53	43	10	53
Heol-Y-Beddau (E)	0	3	3	3	0	3
Castellau Road (W)	6	4	10	4	6	10
Tynant Road/B4595 (E)	165	150	315	150	165	315
Gwaunmiskin Road via Common Approach (SE)	74	37	111	37	74	111
Llantrisant Road (SW)	50	59	109	59	50	109
Total	305	296	601	296	305	601

Table 6I Proposed Teaching Staff Trip Distributions (89 Teaching Staff)

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (16:00 – 17:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	20	0	20	0	20	20
Heol-Y-Beddau (E)	0	0	0	0	0	0
Castellau Road (W)	6	0	6	0	6	6
Tynant Road/B4595 (E)	10	0	10	0	10	10
Gwaunmiskin Road via Common Approach (SE)	28	2	30	2	28	30
Llantrisant Road (SW)	20	0	20	0	20	20
Total	84	2	86	2	84	86

The TA at paragraph 6.4.2 considers the increase in bus provision for pupils would result in a greater proportion of students traveling to school by bus and considers it appropriate to apply correction factors to account for a 22% reduction in vehicular trips as set out in Table 6J below:

Table 6J Proposed Mode Split – Bryn Celynnog

	Walk (%)	Car (driver or passenger) (%)	Bus (%)	Other (%)
Students	22	28	(School Bus) 48	2
Staff	2	91	5	2

Table 6K Proposed Sixth Form Trip Distributions with Reduction (400 Students)

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	4	19	23	19	4	23
Heol-Y-Beddau (E)	0	1	1	1	0	1
Castellau Road (W)	3	2	5	2	3	5
Tynant Road/B4595 (E)	76	65	141	65	76	141
Gwaunmiskin Road via Common Approach (SE)	34	16	50	16	34	50
Llantrisant Road (SW)	24	26	50	26	24	50
Total	141	129	270	129	141	270

Table 6L Proposed Sec. School Trip Distributions with Reduction (1,102 Students)

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	8	33	41	33	8	41
Heol-Y-Beddau (E)	0	2	2	2	0	2
Castellau Road (W)	4	3	7	3	4	7
Tynant Road/B4595 (E)	129	116	245	116	129	245
Gwaunmiskin Road via Common Approach (SE)	58	29	87	29	58	87
Llantrisant Road (SW)	39	46	85	46	39	85
Total	238	229	467	229	238	467

Table 6M Total Proposed Trip Distributions (1,600 Students & 89 Teaching Staff)

Route	AM Peak Hour (08:00 – 09:00) Table 5I + Table 5K + Table 5L			PM Peak Hour Students (15:00 – 16:00) Table 5K + 5L			PM Peak Hour Staff (16:00 – 17:00) Table 5I		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	32	52	84	52	12	64	0	20	20
Heol-Y-Beddau (E)	0	3	3	3	0	3	0	0	0
Castellau Road (W)	13	5	18	5	7	12	0	6	6
Tynant Road/B4595 (E)	215	181	396	181	205	386	0	10	10
Gwaunmiskin Road via Common Approach (SE)	120	47	167	45	92	137	2	28	30
Llantrisant Road (SW)	83	72	155	72	63	135	0	20	20
Total	463	360	823	358	379	737	2	84	86

Based on the proposed numbers of staff and pupils accommodated by the proposed school improvements the site could generate up to 823 vehicular trips (two-way) during

the AM peak hour, up to 737 trips (two-way) during the student PM peak hour, and up to 86 trips (two-way) during the staff PM peak hour.

The proposed development represents a net decrease of two vehicular trips (two-way) during the AM peak hour compared to the existing situation which is a direct result of the positive mode-shift towards school bus travel.

A direct reduction in the trips associated due to the provision of 4 additional buses is shown, with the potential for 236 students to travel by bus representing a 22% reduction on trips from the existing situation which has provision for 9 buses.

There is concern with regards some elements of the assessment in that estimated staff and pupil numbers have been utilised. The school has been considered as a point location and no account of which access would be utilised results in some anomalies such as the assessment of vehicular trips at Castellau Road, which do not accord with the improved parking provision. However, on balance the TA is considered to provide a reasonable indication of trip generation.

Traffic Impact:

The TA assessment of the traffic impact are shown in table 7A , 7B and 7C which are reproduced below:-

Table 7A Traffic Impact: AM Peak Hour

Route	Existing AM Peak Hour (08:00 – 09:00) Table 5F			Proposed AM Peak Hour (08:00 – 09:00) Table 5M			Net Change		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	28	55	83	32	52	84	+4	-3	+1
Heol-Y-Beddau (E)	0	3	3	0	3	3	0	0	0
Castellau Road (W)	13	4	17	13	5	18	0	+1	+1
Tynant Road/ B4595 (E)	216	187	403	215	181	396	-1	-6	-7
Gwaunmiskin Road via Common Approach (SE)	116	49	165	120	47	167	+4	-2	+2
Llantrisant Road (SW)	80	74	154	83	72	155	+3	-2	+1
Total	453	372	825	463	360	823	+10	-12	-2

Table 7B Traffic Impact: PM Peak Hour (Students)

Route	Existing PM Peak Hour (15:00 – 16:00) Table 5F			Proposed PM Peak Hour (15:00 – 16:00) Table 5M			Net Change		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	55	12	67	52	12	64	-3	0	-3
Heol-Y-Beddau (E)	3	0	3	3	0	3	0	0	0
Castellau Road (W)	4	8	12	5	7	12	+1	-1	0
Tynant Road/ B4595 (E)	187	208	395	181	205	386	-6	-3	-9
Gwaunmiskin Road via Common Approach (SE)	47	94	141	45	92	137	-2	-2	-4
Llantrisant Road (SW)	74	64	138	72	63	135	-2	-1	-3
Total	370	386	756	358	378	737	-12	-7	-19

Table 7C Traffic Impact: PM Peak Hour (Teaching Staff)

Route	Existing PM Peak Hour (16:00 – 17:00) Table 5F			Proposed PM Peak Hour (16:00 – 17:00) Table 5M			Net Change		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	0	16	16	0	20	20	0	+4	+4
Heol-Y-Beddau (E)	0	0	0	0	0	0	0	0	0
Castellau Road (W)	0	5	5	0	6	6	0	+1	+1
Tynant Road/ B4595 (E)	0	8	8	0	10	10	0	+2	+2
Gwaunmiskin Road via Common Approach (SE)	2	22	24	2	28	30	0	+6	+6
Llantrisant Road (SW)	0	16	16	0	20	20	0	+4	+4
Total	2	67	69	2	84	86	0	+17	+17

The data indicates that as a result of the increase in school bus provision from outside the walking catchment there would be an overall reduction in peak hour vehicle trips for students.

There is a direct reduction in the trips associated due to the provision of 4 additional buses with potential for 236 students to travel by bus representing a 22% reduction in trips from the existing situation which has provision for 9 buses.

Table 7C indicates an increase in staff trips of 17 trips during the staff peak hour which is later than the school peak and would accord with the expected network traffic peak period, however, 17 movements within this hour period would not be significant.

Junction Impact

The TA considers the percentage impact on the proposed junctions below:-

- J1: Penycoedcae Road / Heol-Y-Beddau / North Car Park Access

- J2: Castellau Road / Llantrisant Road / Gwaunmiskin Road / Penycoedcae Road
- J3: Llwynocrwn Road / Gwaunmiskin Road / Tynant Road / Common Approach
- J4: Llantrisant Road / Llwynocrwn Road
- J5: Llantrisant Road / Cadwal Court / Woodlands

The assessment was based on traffic surveys on a single day between the hours of 07:00-10:00 and 14:00-18:00. There is concern that the proposed survey duration gives a very small indication of the school trips.

The proposed development represents a net decrease in total vehicular trips (two-way) during peak hours, the local distribution of these trips at Junction 1 (i.e., Penycoedcae Road/Gwaunmiskin Road/Llantrisant Road/Castellau Road) would be subject to change compared to the existing situation.

The difference in the existing vs. proposed arrangements would change the distribution of vehicle turning counts at Junction 1 (but not at Junction 2 or Junction 3). Therefore, for the purpose of a robust assessment, analysis of vehicular flows at Junction 1 was completed.

The TA assessment of the junction J1 (Penycoedcae Road / Heol-Y-Beddau / North Car Park Access) was undertaken utilising Transport Research Laboratory, (TRL), Junction's 9 Software. The results are shown in table 7D of the TA reproduced below:-

Table 7D ARCADY Outputs: Junction 1

		2026 Base		2026 Proposed		Diff. In Queues
		RFC	Queue	RFC	Queue	
AM Peak Hour	Penycoedcae Road	0.93	9.4	0.94	10.2	+ 0.8
	Gwaunmiskin Road	0.76	3.0	0.77	3.2	+ 0.2
	Llantrisant Road	0.34	0.5	0.35	0.5	0
	Castellau Road	0.39	0.6	0.37	0.6	0
PM Peak Hour	Penycoedcae Road	1.03	24.6	1.03	23.3	- 1.3
	Gwaunmiskin Road	0.72	2.5	0.71	2.3	- 0.2
	Llantrisant Road	0.34	0.5	0.33	0.5	0
	Castellau Road	0.38	0.6	0.36	0.6	0

RFC = Ratio of flow to capacity
 Queue = Measured in vehicles

The analysis indicates that for the 2026 baseline traffic (without the development), the junction would operate with Ratio of Flow to Capacity (RFC) in excess of the normally accepted level of 0.85. The RFC values are increased when the proposed school traffic is considered, however the impact of the development is moderate with an increase in queue length of 0.8 during the AM peak and a reduction in queue length of 1.3 during the PM peak.

Clearly, the analysis indicates that the junction is expected to have capacity issues in future, which is also evidenced by current observation at peak times. Guidance provided by TRL acknowledges the traditional maximum capacity values of RFC should not be the only requirement of analysis as the RFC figures would vary throughout the peak period and consequences would depend on the traffic flow.

The analysis emphasises that the proposed development would have negligible adverse impact in terms of junction capacity.

The proposed additional staff and pupil's numbers would have limited impact on the existing highway network which is compensated by the proposed 4 additional buses reducing the requirement for individual trips and is therefore considered acceptable.

Travel Plan/ Transport Implementation Strategy (TIS)

The school proposes to introduce a Travel Plan and Transport Implementation Strategy in order to reduce the single occupancy trips and promote sustainable modes of transport to reduce potential vehicular trips associated with the school and encourage adoption of sustainable modes of travel.

Based on the mode-split for staff and students at Bryn Celynnog, the target would be to reduce the 'car (driver or passenger)' mode share for students and staff by 6% (from 28% to 22% for pupils, from 91% to 85% for staff) over five years, consistent with Smarter Choices' report 'Changing the way we travel' (2004).

The Travel Plan/TIS will reduce the existing trip generation to and from the school to that which has already been assessed and can be secured by condition.

Conclusion

There is concern with regard to the number of access/egress points onto Penycoedcae Road with no swept path analysis from the north. However, taking into account a condition is recommended requiring relevant safety audits and swept path analysis to be undertaken, this would be acceptable.

The new access point from Castellau Road to the staff car park and taxi drop off area is in close proximity to the existing junior school crossing point which raises cause for concern. No mitigation measures have been proposed and therefore a safety audit has been included within the proposed condition to assess its impact.

Also highlighted above is that the Transport Assessment considers the school as a point location with no consideration of which access would be utilised. As a result, it does not reflect the true likely increase in traffic at Castellau Road from the car park increasing from 17 spaces to 73 spaces. However, the additional traffic would not have a significant impact in terms of capacity.

The proposed development would represent a net decrease vehicular trips (two-way) during the AM peak hour (i.e., 08:00 – 09:00), a decrease of 19 vehicular trips (two-way) during the PM peak hour for students (i.e., 15:00 and 16:00), and an increase of 17 vehicular trips (two-way) during the PM peak hour for teaching staff (i.e., 16:00 – 17:00).

A concern raised by an objector relates to the identified BREEAM Accessibility Index. BREEAM is a sustainability assessment method for use in project master planning. It is not a planning tool but is a measure that provides an indicator of the accessibility and density of the public transport network at a point of interest.

Given the location of the site and type of proposal, the Accessibility Index of 3.46 is considered to be acceptable, because majority of the users of the development would be using school buses and not public transport.

Taking into account the TA indicates that there would be a minimal impact on the existing highway network compared to the existing situation, with the increase in student numbers compensated by the provision of an additional 4 buses and additional staff trips having a negligible impact, the development is acceptable subject to the aforementioned conditions.

National Sustainable Placemaking Outcomes

Chapter 2 of PPW11 emphasises that development proposals should demonstrate sustainable placemaking, to ensure that the right development is achieved in the right place, and states that development proposals should be assessed against the national sustainable placemaking outcomes.

PPW acknowledges that not every development proposal will be able to demonstrate that they can meet all of the outcomes, or that it can be proved that an attribute of a proposal will necessarily result in a particular outcome.

It is also recognised that the interpretation of the relevant criteria will depend upon the detail and context of the proposal and the application site, and in the planning balance, that greater material weight may be given to some attributes rather than others.

Therefore, in addition to consideration of the placemaking merits of the scheme within the sections of the report further above, the proposed development is considered to align particularly well with the following national sustainable placemaking outcomes:

- **Creating and Sustaining Communities:** The development will improve a community facility, incorporates a mix of educational uses, and is of an appropriate density.
- **Facilitating Accessible and Healthy Environments:** The improved space around the school buildings, including the new landscaped area and sports pitch would provide a higher quality green space and promote physical and mental health and well-being. The site is accessible by means of active travel, has good connections, and would support a wider population.
- **Growing Our Economy in a Sustainable Manner:** The development would create construction jobs, enable the site to be adaptive to change, and would embrace modern construction technology to promote efficiency.
- **Maximising Environmental Protection:** The development would include biodiversity and landscape mitigation and enhancement measures and would manage water resources natural via the use of sustainable drainage options, including rain gardens.
- **Making best use of resources:** The development would be located within a previously developed site and would provide a high quality development in and outside of buildings.

In respect of the other national outcomes listed the development would be considered to have a neutral impact.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

It is considered the proposal would improve the character and appearance of the site and surrounding area. In particular the demolition of the identified unused and unattractive buildings will enhance the setting of the listed structure and improve the outlook for residential properties closest to the School campus.

In addition, the submitted detail has demonstrated that access and travel to the site is acceptable and would not be detrimental to highway safety.

The application is therefore considered to comply with Policies CS2, AW5, AW6, AW8 and AW10 of the Local Development Plan and with the relevant placemaking outcomes and aims of PPW11.

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

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

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

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

- BRYN-RIO-03-XX-DR-A-90002 P3-Proposed Site Plan
- BRYN-JUB-ZZ-XX-DR-C-0100(P11) - General Arrangement
- BRYN-RIO-01-00-DR-A-01000 P5_6F-GA Ground Floor Plan
- BRYN-RIO-01-01-DR-A-01001 P5_6F-GA First Floor Plan
- BRYN-RIO-01-02-DR-A-01002 P5_6F-GA Second Floor Plan
- BRYN-RIO-02-00-DR-A-01000 P4_GYM-GA Ground Floor Plan
- BRYN-RIO-02-01-DR-A-01001 P4_GYM-GA First Floor Plan
- BRYN-RIO-01-03-DR-A-01003 P4_6F-GA Roof Plan
- BRYN-RIO-02-02-DR-A-01002 P4_GYM-GA Roof Plan
- BRYN-RIO-01-ZZ-DR-A-02000 P7_6F-GA Elevations 1
- BRYN-RIO-01-ZZ-DR-A-02001 P7_6F-GA Elevations 2
- BRYN-RIO-02-ZZ-DR-A-02000 P5_GYM-GA Elevations
- BRYN-RIO-01-ZZ-DR-A-03000 P5_6F-GA Sections

- BRYN-RIO-02-ZZ-DR-A-03000 P3-GYM-GA Sections
- BRYN-RIO-03-ZZ-DR-A-90005 P3-GA Site Sections
- BRYN-JUB-ZZ-XX-DR-C-0610(P4) - Proposed Site Sections - Sheet 1 of 2
- BRYN-JUB-ZZ-XX-DR-C-0611(P3) - Proposed Site Sections - Sheet 2 of 2
- BRYN-JUB-ZZ-XX-DR-C-0600(P7) - Proposed Contour Plan
- BRYN-JUB-ZZ-XX-DR-C-0100(P11) - General Arrangement
- 1971-URB-XX-XX-DR-L-00-1001 Landscape Masterplan REV F
- 1971-URB-XX-XX-DR-L-00-1002 Hard Landscape REV B
- 1971-URB-XX-XX-DR-L-00-1003 Soft Landscape REV B
- 1971-URB-XX-XX-DR-L-00-1005 Tree Removal & Retention REV
- 1971-URB-XX-XX-DR-L-00-1004 Boundary Treatment REV C
- BRYN-TBA-XX-XX-DR-E-60001
- BRYN-TBA-XX-XX-DR-E-63001

and details and documents received on 7th January 2022, 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 details of a scheme for the delivery and implementation of the ecological mitigation and enhancement measures outlined in Section 5 of the report 'Preliminary Ecological Appraisal Including Bat Activity Surveys' (ISG Ltd./Soltys Brewster dated January 2022), has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented, as approved, prior to beneficial use of the new 6th Form and gym buildings.

Reason: In the interest of nature conservation and biodiversity in accordance with Section 6 of PPW 11 and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall commence, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority to provide for:
- a) the means of access into the site for all construction traffic,
 - b) the parking of vehicles of site operatives and visitors,
 - c) the management of vehicular and pedestrian traffic,
 - d) loading and unloading of plant and materials,
 - e) storage of plant and materials used in constructing the development,
 - f) wheel cleansing facilities,
 - g) the sheeting of lorries leaving the site.

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

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

5. No development shall commence until the design and construction details of the proposed off-site works including new access points, swept path analysis, vision splays, pedestrian crossing facilities along with all relevant safety audits, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the approved details prior to the beneficial use of the new 6th Form and gym buildings.

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

6. Prior to the beneficial use of the new 6th Form and gym buildings, a signed statement or declaration prepared by a suitably competent person, confirming that the site is or has been made safe and stable for the approved development, shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: In the interests of public safety in accordance with Section 6 of PPW 11 and Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. Within six months of the beneficial use of the new 6th Form and gym buildings a Travel Plan, which sets out proposals and targets together with a timescale, to limit or reduce the number of single occupancy journeys to the site and to promote travel by sustainable modes of travel, shall be submitted to and approved in writing by the Local Planning Authority. Annual reports demonstrating progress in promoting sustainable transport measures shall be submitted on each anniversary of the date of the planning consent to the Highway Authority.

Reason: To ensure satisfactory provision for alternative travel modes to and from the site and use of sustainable travel, in accordance with PPW11, Active Travel requirements and Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

8. Surface water run-off from the proposed development shall not discharge onto the public highway or be connected to any highway drainage system.

Reason: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

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PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/0085/16 (GD)
APPLICANT: Virtuous Circle Developments
DEVELOPMENT: Approval of all reserved matters for industrial and manufacturing development at Plot C5.
LOCATION: PLOT C5 COED ELY STRATEGIC EMPLOYMENT SITE, ELY VALLEY ROAD, COED-ELY, TONYREFAIL
DATE REGISTERED: 24/01/2022
ELECTORAL DIVISION: Tonyrefail East

RECOMMENDATION: Approve

REASONS: The principle of the proposed development has already been established in the renewal of outline planning permission granted under application 21/0001. The proposed development complies in its entirety with the terms of the outline planning permission granted and is acceptable in terms of the requirements of reserved matters. Further, the proposal reflects the increased interest in the redevelopment of the site and the benefits it will bring to the local economy.

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

This application seeks approval of all reserved matters (layout, Scale) appearance and landscaping) in connection with Plot C5 of the Colliery Business Park. Access details in respect of the plot have already been approved and implemented

The proposals involve the creation of a courtyard type development within the plot setting out a series of five terraces of manufacturing/industrial units of varying sizes as follows: -

Unit	Amount	Unit Size (Sq M.)	Total (Sq M.)
110 & 120	2	1394	2788
201 - 202	2	697	1394
301 - 310	10	116	1160
401 - 405	5	116	580

501 - 502	2	348	696
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The development will deliver some 6618 square meters of new industrial and manufacturing floorspace over 21 units of different sizes as described above. Building heights for most of the units will be between 8.6m and 8.975m with the exception of the larger unit (110 & 120) which will be 12.3 m high.

Each unit would be finished off a brick base with cladding walls along with elements of powder-coated aluminium. Wall cladding will be in a combination of slate grey and goosewing grey composite panels with the roof in white coated aluminium. Detail in the form of flashings will be in Wedgewood blue. Proposals also show the provision of a substation immediately south of access point in to the site. Around the site, soft landscaping will be provided at the fringes and within the development permeable block paving will be provided to footpath and parking areas and the remainder will be completed in a combination of permeable and non-permeable paving. Yard areas and motorbike parking will be finished in concrete with tarmac to the access road. Site security would be in the form of a 2.4m high paladin fence.

Vehicular access into the site will be formed from the recently improved estate spine road via the established plot access. The proposed parking arrangements include 135 car parking spaces 18 of which will be accessible, 27 van parking spaces, 4 HGV parking spaces and 20 Cycle parking spaces.

The application is accompanied by the following:

- Landscape and Visual Appraisal

SITE APPRAISAL

The application site sits centrally within the wider 31-hectare former colliery and coke works site. To the north of the previously approved and now developed, plot C3. The site is one of the previously formed plateau areas at the site sitting slightly higher than the plot to the south. The plateau itself is largely clear of vegetation with landscaping confined to the fringes. The site benefits from the recently improved estate access road and cycle way from the A4119 roundabout and its own individual access on to that estate road.

PLANNING HISTORY

22/0058	Discharge of prior commencement conditions (Ref:21/0001) in respect of plot C5 – 3 foul drainage, 7 contamination, 14, parking, 15 construction method statement & 17 wildlife protection plan	Not yet determined.
21/0001	Variation of conditions 1(c) and 1(d) of planning permission 09/0386/13 to allow an extension to the permitted time frames for the application of reserved matters by a further 10 years and the extension of the permitted time frames for the	Approved 9 th December 2021

commencement of development by a further 1 years, or by 2 years from the date of the last reserved matters to be approved which ever is the later. Additional environmental information planning policy update and site masterplan received 9th July 2021

20/0246	4no. landscape bunds	Approved 9 th April 2020
19/0901	Sewage pumping station, odour control unit and motor control centre kiosk	Approved 2 nd October 2019
19/0688	NMA alterations to highway detail approved under 18/0737	Approved 12 th July 2019
18/1074	Reserved matters for plot access, appearance landscaping layout and scale relating to plot C3 for the construction of a B1/B2/B8 employment unit with ancillary offices	Approved 14 th November 2018
18/0737	Reserved matters layout of highway works	Approved 10 th August 2018
09/0386	Employment development of up to 30,937 square metres gross floor area, non-residential institutions (use class D) up to 3,716 square metres, outdoor recreation up to 0.71 hectare with ancillary changing rooms and energy centre (outline application)	Approved 27 th January 2011
06/2159	Construction of permanent bund of excavated material with a topsoil covering	Approved 14 th May 2007
06/1148	Construction of underground foul pumping station and storage tank with above ground control kiosks	Approved 20 th August 2006
04/1285	Construction of new factory and warehouse offices, access road parking, landscaping and other site works	Withdrawn 30 th September 2005
94/0912	750,000 square foot of B1, B2 and B8 and 15,000 square foot of A1, A2 and A3 service retail	Approved 8 th January 1999
94/0911	750,000 square foot of B1 or B2 , associated uses and new access road to the A4119	Approved 8 th January 1999
94/0798	Coedely (top tip) reclamation scheme and coedely colliery and coke works scheme (observations requested by MGCC)	Raise no objection 23 rd January 1995

93/0433	Land reclamation works including extension of existing access to form service road and roundabout with comprehensive landscaping	Raise no objection 2 nd August 1993
91/0364	Land reclamation work including new access extension of existing access and landscaping	Raise no objection 5 th August 1991

PUBLICITY

The application has been advertised by means of press notice, site notices, neighbour notification letters, and no objections or observations have been received

CONSULTATION

Transportation Section: - No objections

Flood Risk Management: - No objections subject to conditions on the outline planning permission being carried forward.

Public Health & Protection: - No objections

Countryside: - No objections subject to conditions

Glamorgan Gwent Archaeological Trust: - have no comment to make in respect of this application

Natural Resources Wales: - initially expressed concern that there should be no infiltration of storm waters into the ground and subsequently indicated that if the Local Planning Authority are satisfied that condition 5 of the outline planning permission addresses the issue they have no further comment to make.

Dwr Cymru Welsh Water: - raise no objection but have substituted their initial holding response with a condition requiring agreement of an upgraded water supply should it prove necessary to serve the development.

South Wales Fire & Rescue Service: - the developer should consider the need for the provision of adequate water supplies on the site for firefighting purposes and appropriate access for emergency firefighting appliances.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

(More emphasis on the policies particularly relevant to the application and abbreviated.) e.g.

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were

commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

Policy CS2 - sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services.

Policy CS6 – sets out employment requirements for the Local Development Plan and though primarily concerned with strategic sites it also states that land for the provision of 47 hectares of new B1, B2 and B8 local employment development is allocated in accordance with ...policies SSA7 and SSA14.

Policy CS10 – seeks to protect resources and contribute to the local, regional and national demand for a continuous supply of minerals, without compromising environmental and social issues.

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 – aims to preserve and enhance the distinctive natural heritage of the County Borough

Policy AW10 – mitigates against development that cause harm to public health, and/or local amenity as a result of air pollution, noise pollution, light pollution, contamination, landfill gas, land instability, water pollution or flooding.

Policy AW14(2) - requires that mineral resources should be safeguarded from any development which would unnecessarily sterilise or hinder their extraction.

Policy SSA4 - supports commercial development in the key settlement of Tonyrefail that is of a high standard of design and integrates positively with existing development, supports the provision of local services and promotes accessibility to local services by a range of sustainable modes of transport.

Policy SSA14(1) – in accordance with policy CS6 allocates 14.32 hectares at Coed Ely for B1/B2 development.

policySSA21(6) promotes the extension and enhancement of cycle paths and community routes, including the Pontypridd to Tonyrefail via Llantrisant cycle route.

Supplementary Planning Guidance

Design and Placemaking

Nature Conservation

Planning Obligations

Access Circulation and Parking

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 11 (PPW) was issued on 24th February 2021 in conjunction with Future Wales: The National Plan 2040 (FW2040). PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), WGs current position on planning policy at regional and national level.

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

It is also considered the proposed development is compliant with the NDF, with the following policies being relevant to the development proposed: *(or not in the case of refusals)*

- Policy 1 – Where Wales will grow – Employment/Housing/Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability/Placemaking
- Policy 3 – Supporting Urban Growth – Council land/Placemaking/developers/regeneration/sustainable communities'/exemplar developments.
- Policy 9 – Resilient Ecological Networks – green infrastructure/ecology
- Policy 33 – National Growth Areas Cardiff Newport & the Valleys – SDP/LDP/large schemes.

Other relevant policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 13: Tourism;
PPW Technical Advice Note 18: Transport;
PPW Technical Advice Note 19: Telecommunications;
PPW Technical Advice Note 23: Economic Development
Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main Issues:

Principle of the proposed development

The principle that the site is suitable for the type of development proposed was established by the grant of outline planning permission in 2011 and reiterated in its renewal in 2021.

The application site lies within the Southern Strategy Area in Tonyrefail as defined in the Local Development Plan. The site is allocated for employment development in its totality under LDP policy SSA14.1 for use class B1 and B2 (light and general industrial) uses. The purpose of the policy designation is the support of the key settlement of Tonyrefail by promoting growth in the local economy.

Impact on the character and appearance of the area

The application site sits centrally within the colliery site west of the A4119 and is a pre formed plateau area with planted areas at its borders. The wider site was reclaimed with redevelopment for industrial and commercial purposes as an intended end use. As such, there has always been an acceptance that the character and appearance of this and the wider site would change substantially. The current proposals are compliant with the design parameters agreed at the outline planning approval stage. As such, the impact of the proposed development on the character and appearance of the site are regarded as acceptable.

The development represents at least in part the re industrialisation of this part of the site regenerating the site for employment use and its development would be discreet and set within its own boundaries and clearly distinguishable and separated from the residential areas by the A4119 and river Ely as was the colliery and coke works before it.. As such, the proposals satisfy the requirements of Local Development Plan Policies AW5 and AW6 insofar as they relate to the character and appearance of the area.

Impact on residential amenity and privacy

The application site lies to the west of the village of Coedely with a flat wooded area, the river Ely and the A4119 lying between the two. As such, there is sufficient separation between the application site and the main residential area to ensure that there are no impacts on the residential amenity and privacy of existing residents of Coedely that would result from the development proposed, though it would be clearly visible from elevated areas within the village that face the site. To the south and west of the site, there are a number of isolated residential properties. These properties are a considerable distance from the site and generally well elevated and this results in the impacts of the current proposals being acceptable in their impacts. As such, it is considered that the impact of the proposed development on residential amenity and privacy is minor at most and acceptable in the context of Local Development Plan Policies AW5 & AW6.

Access and highway safety

Access and highways safety details were addressed in the context of the site under application 21/0001, and the highway related conditions applied to that permission still apply to this application for approval of reserved matters. In considering the detail of the proposed layout for plot C5 the Transportation Section have had due regard to the issues that relate specifically to the development of the site, access, parking arrangements service yards etc. and have concluded that the details are acceptable and that there is no need or requirement for further conditioning.

Ecology

The ecology of the site was dealt with in some detail under application 21/0001. Whilst the current application seeks approval of details for the site it has been submitted concurrently with planning application 22/0058 which seeks to discharge a number of pre commencement conditions associated with the development of site C5 including a wildlife protection plan for the development. The ecologist has also advised subject to minor alterations that can be addressed through planning conditions.

Contamination and Drainage

Members will note that Natural Resources Wales initially expressed concern that there should be no drainage infiltration due to concerns that it might mobilise remnant contaminants at the site into the water table. However, condition 5 of the renewed outline planning permission 21/0001 specifically precludes the use of infiltration surface water drainage into the ground due to its potential to affect controlled waters. In addition, any drainage scheme to serve the site would need to have regard to the requirements of this condition, and if infiltration drainage were proposed, would need to demonstrate that it could be done so safely without the above effect. This is an issue that the developer will need to have due regard of when designing the drainage scheme to serve the development.

Other matters

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.

Dwr Cymru Welsh Water have expressed some concern over the water supply situation and the needs of potential end users. The applicant's agent has confirmed their client is content for the proposals to progress on the basis that water supply on a domestic scale only be provided to resolve the issue. As a speculative development, they have also confirmed that should any of the potential end users require greater demand that matter can be dealt post the grant of consent.

Key issues such as socio economic conditions, flood risk, air quality, cultural heritage and archaeology and noise were adequately addressed in the context of the earlier application 21/0001 and require no further consideration in the context of this reserved matters application.

Community Infrastructure Levy (CIL) Liability

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

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 (as amended) however, the CIL rate for this type of development as set out in the Charging Schedule is £nil and therefore no CIL is payable.

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan and national policy as described in PPW11 and Future Wales 2040 inasmuch as they relate to the development now proposed. Furthermore, the development represents the next step in the redevelopment of the site that as inward investment will create jobs and help to address the socio-economic inequality that has been a characteristic of this part of the County Borough for too long. The development of this part of the site will help to promote the site as a place for industry whilst at the same time having due regard to the recognised ecological importance of the wider area.

RECOMMENDATION: Approve

1. The development hereby approved shall be carried out in accordance with the approved plans ref: -
 - Site Location Plan Drawing No. 20318 P0001 Rev B
 - Site Plan Drawing No.20318 P0002 Rev E
 - Unit 100 Context plan Drawing No.20318 P0003 Rev E
 - Unit 100 Building Plan Drawing No.20318 P0004 Rev E
 - Unit 100 Roof Plan Drawing No. 20318 P0005 Rev D
 - Unit 100 Elevations & Indicative Sections Drawing No.20318 P0006 Rev D
 - Unit 200 Context Plan Drawing No.20318 P0007 Rev D
 - Unit 200 Building Plan Drawing No.20318 P0008 Rev D
 - Unit 200 Roof Plan Drawing No.20318 P0009 Rev D
 - Unit 200 Elevations & Indicative Section Drawing No.20318 P0010 Rev D
 - Unit 300 Context Plan Drawing No. 20318 P00011 Rev D
 - Unit 300 Building Plan Drawing No.20318 P0012 Rev D
 - Unit 300 Roof Plan Drawing No.20318 P0013 Rev D
 - Unit 300 Elevations & Indicative Sections Drawing No.20318 P0014 Rev D
 - Unit 400 Context Plan Drawing No.20318 P0015 Rev D
 - Unit 400 Building Plan Drawing No.20318 P0016 Rev D
 - Unit 400 Roof Plan Drawing No. 20318 P0017 Rev D
 - Unit 400 Elevations & Indicative Sections Drawing No.20318 P0018 Rev D
 - Unit 500 Context Plan Drawing No.20318 P0025 Rev C
 - Unit 500 Building Plan Drawing No.20318 P0026 Rev B
 - Unit 500 Roof Plan Drawing No.20318 P0027 Rev C

- Unit 500 Elevations & Indicative Sections Drawing No.20318 P0028 Rev B
- Site materials Drawing No.20318 P0019 Rev D
- Cycle Shelter Drawing No.20318 P0020 Rev D
- Bin Store Drawing No.20318 P0021 Rev D
- Security Drawing No.20318 P0022 Rev E
- Substation Drawing No.20318 P0023 Rev E
- Landscape Proposals Drawing No.LAS 341 01

and documents received by the Local Planning Authority on 24/01/2022 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.

2. Notwithstanding the details shown on the plans hereby approved, the detailed landscaping of the site shall be undertaken in accordance with the amended details received 9th March 2022.

Reason: In the interests of maintaining the biodiversity of the site in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

3. The development hereby approved is for use classes B1, B2 and B8 as defined by the Town & Country Planning (Use Classes) Order 1987 (As amended).

Reason: the define the extent of the permission hereby granted.

PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

INFORMATION FOR MEMBERS, PERTAINING TO ACTION TAKEN

UNDER DELEGATED POWERS

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

1. PURPOSE OF THE REPORT

To inform Members of the following, for the period 07/03/2022 – 11/03/2022

Planning Appeals Decisions Received.
Delegated Decisions Approvals and Refusals with reasons.

2. RECOMMENDATION

That Members note the information.

LOCAL GOVERNMENT ACT 1972

as amended by

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

LIST OF BACKGROUND PAPERS

PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

REPORT

**INFORMATION FOR MEMBERS,
PERTAINING TO ACTION TAKEN
UNDER DELEGATED POWERS**

OFFICER TO CONTACT

**Mr. J. Bailey
(Tel: 01443 281132)**

See Relevant Application File

APPEALS RECEIVED

APPLICATION NO: 20/1171
APPEAL REF: CAS-01785-M2X4M7
APPLICANT: Mr Allyjaun
DEVELOPMENT: Construction of 4no. terraced houses with associated curtilage car parking off rear access.
LOCATION: LAND ADJACENT TO 186 EAST ROAD,
TYLORSTOWN, CF43 3BY (FORMER BAPTIST
CHAPEL SITE)
APPEAL RECEIVED: 10/11/2021
APPEAL START DATE: 10/03/2022

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Report for Development Control Planning Committee

Hirwaun

21/0832/10

Decision Date: 10/03/2022

Proposal: Change of use from a single dwelling to a ground floor dog salon and first floor residential flat and development of single storey rear extension.

Location: 53A HIGH STREET, HIRWAUN, ABERDARE, CF44 9SW

Aberdare West/Llwydcoed

22/0002/10

Decision Date: 07/03/2022

Proposal: Rear single storey extension.

Location: 1 MAPLE DRIVE, CWMDARE, ABERDARE, CF44 8HE

22/0031/10

Decision Date: 07/03/2022

Proposal: Two story extension to rear of property.

Location: 20 BRONCYNON TERRACE, CWMDARE, ABERDARE, CF44 8RL

Aberaman South

21/1563/10

Decision Date: 09/03/2022

Proposal: Installation of two silos (Amended plans received 21/01/22).

Location: UNIT 12 TO 14 TUBEX LTD, ABERAMAN PARK INDUSTRIAL ESTATE, ABERAMAN, ABERDARE, CF44 6DA

Report for Development Control Planning Committee

Treherbert

21/1321/10 Decision Date: 11/03/2022
Proposal: Microcraft distillery at the rear of the property.
Location: 58 BUTE STREET, TREHERBERT, TREORCHY, CF42 5NS

Ystrad

22/0076/10 Decision Date: 07/03/2022
Proposal: Hardstanding for vehicle.
Location: 4 OAK STREET, GELLI, PENTRE, CF41 7NP

Cwm Clydach

22/0050/10 Decision Date: 08/03/2022
Proposal: Two storey rear extension.
Location: 109 WERN STREET, CLYDACH, TONYPANDY, CF40 2DH

Trallwn

22/0087/10 Decision Date: 07/03/2022
Proposal: Single storey rear extension, widening of entrance door.
Location: CENTRAL HOUSE, THURSTON ROAD, PONTYPRIDD, CF37 4RH

Rhondda

21/1703/10 Decision Date: 11/03/2022
Proposal: Construction of a two storey rear extension.
Location: 1 GELLIDEG ROAD, MAES-Y-COED, PONTYPRIDD, CF37 1EJ

Hawthorn

22/0071/10 Decision Date: 07/03/2022
Proposal: Single storey extension.
Location: 8 CYPRESS STREET, RHYDYFELIN, PONTYPRIDD, CF37 5NN

Llantwit Fardre

22/0065/10 Decision Date: 11/03/2022
Proposal: Single storey rear extension.
Location: 7 FFORDD GWYNNO, LLANTWIT FARDRE, PONTYPRIDD, CF38 2TR

Report for Development Control Planning Committee

Church Village

21/1684/10 Decision Date: 08/03/2022

Proposal: First floor side extension.

Location: 33 TY CRWYN, CHURCH VILLAGE, PONTYPRIDD, CF38 2HX

Bryнна

21/1698/10 Decision Date: 07/03/2022

Proposal: Single storey extension to rear of property.

Location: 2 WYNDHAM STREET, LLANHARAN, PONTYCLUN, CF72 9RY

Total Number of Delegated decisions is 13

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Report for Development Control Planning Committee

Ystrad

21/1592/10

Decision Date: 10/03/2022

Proposal: First floor rear extension.

Location: 1 STANLEY ROAD, GELLI, PENTRE, CF41 7NH

Reason: 1 The proposed extension, by virtue of its siting and overall visual appearance, would form a discordant and incongruous feature which would have a detrimental impact on the character and appearance of the existing dwelling and wider area. In addition, it would create a harmful level of overshadowing and have an overbearing impact on the neighbouring property contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Trealaw

22/0029/10

Decision Date: 07/03/2022

Proposal: Proposed double garage with basement garden rooms below.

Location: 207 & 208 RHYS STREET, TREALAW, TONYPANDY, CF40 2QD

Reason: 1 The proposed garage, arising from its elevated nature and excessive scale would represent a visually obtrusive, overbearing and incongruous feature to the detriment of existing levels of residential amenity currently enjoyed in the locality. As such, the proposal is contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Total Number of Delegated decisions is 2

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