



CYNGOR BWRDEISTREF SIROL
RHONDDA CYNON TAF
COUNTY BOROUGH COUNCIL

COMMITTEE SUMMONS

C Hanagan
Service Director of Democratic Services & Communication
Rhondda Cynon Taf County Borough Council
The Pavilions
Cambrian Park
Clydach Vale CF40 2XX

Meeting Contact: Kate Spence - Democratic Services (07747485566)

A HYBRID meeting of the **PLANNING AND DEVELOPMENT COMMITTEE** will be held at the **Council Chamber, The Pavilions, Cambrian Park, Clydach Vale, Tonypany, CF40 2XX** on **THURSDAY, 7TH JULY, 2022** at **3.00 PM**.

NON-COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC MAY REQUEST THE FACILITY TO ADDRESS THE COMMITTEE AT THEIR MEETING ON THE BUSINESS LISTED. IT IS KINDLY ASKED THAT SUCH NOTIFICATION IS MADE TO **PLANNINGSERVICES@RCTCBC.GOV.UK** BY 5PM ON TUESDAY, 5 JULY 2022, INCLUDING STIPULATING WHETHER THE ADDRESS WILL BE IN WELSH OR ENGLISH.

THE ORDER OF THE AGENDA MAY BE SUBJECT TO AMENDMENT TO BEST FACILITATE THE BUSINESS OF THE COMMITTEE

AGENDA

1. DECLARATION OF INTEREST

To receive disclosures of personal interest from Members in accordance with the Code of Conduct.

Note:

1. Members are requested to identify the item number and subject matter that their interest relates to and signify the nature of the personal interest; and
2. Where Members withdraw from a meeting as a consequence of the disclosure of a prejudicial interest they **must** notify the Chairman when they leave.

2. HUMAN RIGHTS ACT 1998 AND DEVELOPMENT CONTROL DECISIONS

To note, that when Committee Members determine the development control matters before them, they should have regard to the Development Plan and, so far as material to applications, to any other material considerations and when taking decisions, Members have to ensure they do not act in a manner that is incompatible with the Convention on Human Rights as incorporated into legislation by the Human Rights Act 1998.

3. WELLBEING OF FUTURE GENERATIONS (WALES) ACT 2015

To note that the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle and to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

4. MINUTES

To approve as an accurate record, the minutes of the meetings of the Planning and Development Committee held on 10th, 17th and 24th March 2022.

5 - 22

APPLICATIONS RECOMMENDED FOR APPROVAL BY THE DIRECTOR OF PROSPERITY & DEVELOPMENT

5. APPLICATION NO. 21/1478

Change of use from office to 26no. student flats including part demolition of the existing building (Amended description and amended plan rec. 20/01/2022), **The Old Courthouse, Court House Street, Graig, Pontypridd.**

23 - 40

6. APPLICATION NO. 21/1479

Conservation area request - change of use from office to 26no. student flats including part demolition of the existing building (amended description and amended plan rec. 20/01/22), **The Old Courthouse, Court House Street, Graig, Pontypridd.**

41 - 50

7. APPLICATION NO. 22/0030

Erection of a fence and gates 1.8 metres high weld mesh along the western boundary, to secure the site and prevent illegal fly tipping (Amended plans received 9th February 2022), **Land to the east of Glynmynach Street, Ynysybwl, Pontypridd.**

51 - 56

8. **APPLICATION NO. 22/0162**
Change the ground floor use of the building from retail (Use Class A1) to a constituency office (Use Class A2), **2 High Street, Pontypridd.**
57 - 62
9. **APPLICATION NO. 22/0349**
Propose to site an outdoor gym with 10 pieces of equipment, site within **Tynybryn Park, Tynybryn Road, Tonyrefail.**
63 - 70
10. **APPLICATION NO. 22/0425**
Provision of a new 3-16 'all through' school, demolition of some buildings and replacement, refurbishment of others, new staff car park, coach car park and pupil drop off, associated works, **Hawthorn High School, School Lane, Rhydyfelin, Pontypridd.**
71 - 114
11. **APPLICATION NO. 22/0493**
Installation of 90m high anemometer mast for a temporary period of up to 3 years - a single structure with supporting steel guy wire ropes connected to ground anchors at 25m and 50m from mast, **Land at Mynydd Y Glyn, Trebanog, Porth.**
115 - 126

APPLICATIONS RECOMMENDED FOR REFUSAL BY THE DIRECTOR OF PROSPERITY & DEVELOPMENT

12. **APPLICATION NO. 21/1690**
Proposed construction of new dwelling with attached garage (Re-submission of 21/1208/10) (Amended red line boundary received 10/03/2022), **Land adjacent to Cartref Melys, Heol Llechau, Wattstown, Porth.**
127 - 134

DEFERRED APPLICATIONS

13. **APPLICATION NO. 21/1237/10**
Change of use from hotel, takeaway and bar/restaurant to C2 residential care home, with associated landscaping and access. (Air Quality Report received 10th January 2022) at **Diamond Jubilee Hotel, East Road, Tylorstown, CF43 3HE.**
135 - 150
14. **APPLICATION NO. 18/1346/10**
Proposed 120 unit residential development with associated landscaping and engineering works at the **Former Blengwawr Comprehensive School, Club Street, Aberaman, Aberdare.**

INFORMATION REPORT**15. INFORMATION FOR MEMBERS, PERTAINING TO ACTION TAKEN UNDER DELEGATED POWERS**

To inform Members of the following, for the period 14/03/2022 – 24/06/2022.

Planning and Enforcement Appeals Decisions Received
Delegated Decisions Approvals and Refusals with reasons.
Overview of Enforcement Cases.
Enforcement Delegated Decisions.

175 - 230

16. URGENT BUSINESS

To consider any items which the Chairman by reason of special circumstances is of the opinion should be considered at the Meeting as a matter of urgency.

Service Director of Democratic Services & Communication**Circulation:-****Members of the Planning & Development Committee**

The Chair and Vice-Chair of the Planning & Development Committee
(County Borough Councillor S Rees and County Borough Councillor W Lewis respectively)

County Borough Councillors: Councillor J Bonetto, Councillor D Grehan,
Councillor G Hughes, Councillor C Middle, Councillor W Owen, Councillor J Smith,
Councillor L A Tomkinson, Councillor D Williams and Councillor R Williams.

Head of Planning
Director of Prosperity & Development
Service Director of Democratic Services & Communication
Head of Legal Services
Head of Major Development and Investment
Senior Engineer



RHONDDA CYNON TAF COUNCIL PLANNING AND DEVELOPMENT COMMITTEE

Minutes of the hybrid meeting of the Planning and Development Committee held on
Thursday, 10 March 2022 at 3.00 pm

County Borough Councillors - Planning and Development Committee Members in attendance: -

Councillor S Rees (Chair)

Councillor R Williams	Councillor J Barton
Councillor D Grehan	Councillor G Hughes
Councillor P Jarman	Councillor W Lewis
Councillor W Owen	Councillor S Powderhill
Councillor J Williams	Councillor D Williams

Officers in attendance: -

Mr J Bailey, Head of Planning
Mr C Hanagan, Service Director of Democratic Services & Communication
Mr S Humphreys, Head of Legal Services
Mr C Jones, Head of Major Development and Investment
Mr A Rees, Senior Engineer
Mr R Waters, Director – Frontline Services

County Borough Councillors in attendance: -

Councillor A Crimmings Councillor G Jones
Councillor G Thomas

212 DECLARATION OF INTEREST

In accordance with the Council's Code of Conduct, there were no declarations made pertaining to the agenda.

213 HUMAN RIGHTS ACT 1998 AND DEVELOPMENT CONTROL DECISIONS

It was **RESOLVED** to note that when Committee Members determine the development control matters before them, they should have regard to the Development Plan and, so far as material to applications, to any other material considerations and when taking decisions, Members have to ensure they do not act in a manner that is incompatible with the convention on Human Rights as incorporated into legislation by the Human Rights Act 1998.

214 WELLBEING OF FUTURE GENERATIONS (WALES) ACT 2015

It was **RESOLVED** to note that the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle and to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

215 MINUTES 27.01.22

It was **RESOLVED** to approve as an accurate record, the minutes of the meeting of the Planning and Development Committee held on the 27th January 2022.

216 CHANGE TO THE AGENDA

The Committee agreed that the agenda would be considered out of sequence and as detailed in the minutes set out hereunder.

217 APPLICATION NO: 21/0273

Proposed bypass, Land to the west of Llwydcoed and the east of Penywaun, linking the A465 at Croesbychan with the A4059 at the southeast corner of Penywaun.

In accordance with adopted procedures, the Committee received the following public speakers who were each afforded five minutes to address Members on the above-mentioned proposal:

Mr Roger Waters, Director of Frontline Services, Rhondda Cynon Taf County Borough Council (Applicant);

In support:

Ms Vicki Howells
Ms Annette Davies
Ms Gill Pugh
Ms Pauline Williams
Mr Kristian Howell

In objection:

Mr Morien Morgan
Mr Richard Jones
Ms Non Thomas
Mr Alan Bateman
Mr Tom Bateman

The Applicant Mr Roger Waters exercised the right to respond to the comments made by the objectors.

Non-Committee/ Local Member – County Borough Councillors Gareth Jones,

Ann Crimmings and Graham Thomas each spoke on the application and put forward their support in respect of the proposed Development.

The Head of Major Development and Investment referenced two 'late' letters received from local residents in objection to the application, the contents of which were largely covered within the Publicity section of the report.

The Head of Major Development and Investment presented the application to Committee and following length consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development, subject to Welsh Government call-in request.

(**Note:** County Borough Councillors Julie Barton, Danny Grehan, Wayne Owen, and Julie Williams wished to have recorded that they voted against the approval of the above-mentioned application)

218 APPLICATION NO: 21/1618

Two storey and single storey side extensions (amended plans received 08/02/2022), 19 Brecon Way, Tonteg, Pontypridd.

In accordance with adopted procedures, the Committee received Mr Lewis Kastein (Objector) who was afforded five minutes to address Members on the above-mentioned proposal.

The Head of Major Development and Investment presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

(**Note:** At this point in the proceedings, County Borough Councillors Steve Powderhill and Doug Williams left the meeting (4:46pm))

219 APPLICATION NO: 21/1669

Proposed redevelopment of Pontyclun Primary School, including the demolition of all existing buildings, the erection of a new 'net zero carbon in operation' school building, school sports provision, vehicular, pedestrian and cycle accesses, car and cycle parking, landscaping, SuDS and associated infrastructure. Plus, the erection of temporary school accommodation and associated infrastructure required during construction, Pontyclun Primary School, Palalwyf Avenue, Pont-Y-Clun, Pontyclun.

In accordance with adopted procedures, the Committee received the following public speakers who were each afforded five minutes to address Members on the above-mentioned proposal:

Ms Natalie Queffurus (Agent)
Ms Kath Liddiard (Supporter)

Ms Suzanne Price (Objector)

The Agent Ms Natalie Queffurus exercised the right to respond to the comments made by the objectors.

The Head of Planning referenced a 'late' letter received from County Borough Councillor Margaret Griffiths, the content of which had already been outlined by the Supporter Ms Kath Liddiard in her address to committee

The Head of Planning presented the application to Committee and following lengthy consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development subject to the conditions set out within the report and to an additional condition:

Notwithstanding the submitted plans, full engineering design and details of off-site highway improvements to address the concerns identified within the Safer Route to School assessment shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented on site prior to beneficial occupation of the new school.

REASON: To ensure the adequacy of the off-site highway works, in the interests of highway safety and the free flow of traffic.

(**Note:** At this point in the proceedings, County Borough Councillor Gareth Hughes left the meeting (5:19pm))

(**Note:** At this point in the proceedings, Committee took a five-minute recess)

220 APPLICATION NO: 21/1670

Proposed redevelopment of Llanilltud Faerdref Primary School, including the demolition of all existing buildings, the erection of a new Net Zero Carbon in operation school building, school sports provision, vehicular, pedestrian and cycle accesses, car and cycle parking, Llanilltud Faerdref Primary, St Illtyds Road, Church Village, Pontypridd.

In accordance with adopted procedures, the Committee received Mr Harrison Moore (Agent) who was afforded five minutes to address Members on the above-mentioned proposal.

The Head of Major Development and Investment presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development. subject to the conditions set out within the report and to an additional condition:

Notwithstanding the submitted plans, full engineering design and details of off-site highway improvements to address the concerns identified within the Safer Route to School assessment shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented on site

prior to beneficial occupation of the new school.

REASON: To ensure the adequacy of the off-site highway works, in the interests of highway safety and the free flow of traffic.

221 APPLICATION NO: 21/1671

Demolition of the existing Penygawsi Primary School buildings and provision of a new 'net zero carbon in operation' school including nursery and primary school provision and associated school sports facilities, vehicular, pedestrian and cycle accesses, car and cycle parking, landscaping, SuDS and associated infrastructure, Penygawsi Primary School, road from Burgess Crescent, Llantrisant, Pontyclun.

In accordance with adopted procedures, the Committee received Ms Ella Phillips (Agent) who was afforded five minutes to address Members on the above-mentioned proposal.

The Head of Planning presented the application to Committee and following lengthy consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development subject to the conditions set out within the report and to an additional condition:

Notwithstanding the submitted plans, full engineering design and details of off-site highway improvements to address the concerns identified within the Safer Route to School assessment shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented on site prior to beneficial occupation of the new school.

REASON: To ensure the adequacy of the off-site highway works, in the interests of highway safety and the free flow of traffic.

222 APPLICATION NO: 21/0667

Extension to the existing car park serving Llwynypia Train Station, Llwynypia train station car park, Tonypany.

The Head of Planning presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

223 APPLICATION NO: 21/1668

Single storey infill extension and new openings to rear of property, new porch extension to side, loft conversion with new dormer to front, Mount Pleasant, 2 Tyfica Road, Pontypridd.

At this point in proceedings the Committee resolved that the meeting would continue beyond 3 hours in duration.

The Head of Planning presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development

224 APPLICATION NO: 21/1677

Demolition of existing single storey rear and side lean to extensions. New rear extension (part single storey, part two storey) to form 2 no. shop units (Use Class A1) to ground floor, with 1 Bedroom Flat (Use Class C3) to first floor, Physiotherapy Clinic, 32 Cowbridge Road, Pont-Y-Clun, Pontyclun.

The Head of Major Development and Investment presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development

225 INFORMATION FOR MEMBERS, PERTAINING TO ACTION TAKEN UNDER DELEGATED POWERS

Members **RESOLVED** to receive the report of the Service Director, Planning in relation to Planning and Enforcement Appeal Decisions received, Delegated Decisions Approvals and Refusals with reasons, Overview of Enforcement Cases and Enforcement Delegated Decisions received for the period 14/02/2022 and 25/02/2022.

This meeting closed at 5.55 pm

**CLLR S REES
CHAIR.**



RHONDDA CYNON TAF COUNCIL PLANNING AND DEVELOPMENT COMMITTEE

Minutes of the virtual meeting of the Planning and Development Committee held on
Thursday, 17 March 2022 at 3.00 pm

County Borough Councillors - Planning and Development Committee Members in attendance: -

Councillor S Rees (Chair)

Councillor R Williams Councillor D Grehan
Councillor P Jarman Councillor W Lewis
Councillor S Powderhill Councillor D Williams

Officers in attendance: -

Mr J Bailey, Head of Planning
Mr S Humphreys, Head of Legal Services
Mr C Jones, Head of Major Development and Investment
Mr A Rees, Senior Engineer

County Borough Councillors in attendance: -

Councillor R Bevan Councillor R Turner

226 WELCOME AND APOLOGIES

Apologies for absence were received from County Borough Councillors J Barton, G Hughes, W Owen and J Williams.

227 DECLARATION OF INTEREST

In accordance with the Council's Code of Conduct, there were no declarations made pertaining to the agenda.

228 HUMAN RIGHTS ACT 1998 AND DEVELOPMENT CONTROL DECISIONS

It was **RESOLVED** to note that when Committee Members determine the development control matters before them, they should have regard to the Development Plan and, so far as material to applications, to any other material considerations and when taking decisions, Members have to ensure they do not act in a manner that is incompatible with the convention on Human Rights as incorporated into legislation by the Human Rights Act 1998.

229 WELLBEING OF FUTURE GENERATIONS (WALES) ACT 2015

It was **RESOLVED** to note that the Wellbeing of Future Generations (Wales)

Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle and to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

230 MINUTES 10.02.22

It was **RESOLVED** to approve as an accurate record, the minutes of the meeting of the Planning and Development Committee held on the 10th February 2022.

231 CHANGE TO THE AGENDA

The Committee agreed that the agenda would be considered out of sequence and as detailed in the minutes set out hereunder.

232 APPLICATION NO: 21/1237

Change of use from hotel, takeaway and bar/restaurant to C2 residential care home, with associated landscaping and access. (Air Quality Report received 10th January 2022) DIAMOND JUBILEE HOTEL, EAST ROAD, TYLORSTOWN, CF43 3HE.

In accordance with adopted procedures, the Committee received Stephen Waldron (Agent) who was afforded five minutes to address Members on the above-mentioned proposal.

The Head of Major Development and Investment presented the application to Committee and following lengthy consideration, Members were minded to refuse the application contrary to the recommendation of the Director, Prosperity & Development for the reasons of overdevelopment, the unsuitability of the proposed use of the building, the lack of parking and concerns of highways safety, and the lack of quality amenity space. Therefore, the matter would be deferred to the next appropriate meeting of the Planning & Development Committee for a report of the Director, Prosperity & Development, if necessary in consultation with the Director, Legal Services, highlighting the potential strengths and weaknesses of making a decision contrary to the recommendation of an officer or any proposed or possible planning reason for such a decision prior to determining a matter.

233 APPLICATION NO: 20/0932

The proposed retention and extension of the existing workshop building, retrospective extension of the existing office building, relocate covered vehicle washdown area, fuel pumps and water tanks, an extension of the existing staff/customer car park, a new gatehouse, erection of acoustic fence and associated works (amended Drainage Strategy received 07/10/21, amended Site Location Plan, Proposed Site Layout Plan, acoustic fence details and Noise Impact Assessment received 20/12/21). UNIT 16 EARTHMOVERS HOUSE, LLANTRISANT BUSINESS PARK, LLANTRISANT, PONTYCLUN, CF72 8LF.

The Head of Planning presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development subject to the amendment of Condition 3 to:

“No further development works shall take place on site, other than those required in association with Condition 14, until full details of the proposed biodiversity mitigation/enhancement measures set out in the submitted Preliminary Ecological Assessment (Soltys Brewster Ecology, August 2020) have been submitted to and approved in writing by the Local Planning Authority. The biodiversity mitigation/enhancement measures shall include, but not be limited to:

- i. Tree and hedgerow protection/management,
- ii. Bird nesting enhancement measures,
- iii. Design of site lighting to minimise light levels along retained habitat boundaries, and
- iv. A long-term aftercare plan.

The approved mitigation/enhancement measures shall be implemented on site within 6 months of approval; and shall be retained thereafter.

Reason: In the interests of ecology and to afford protection to animal species in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.”

234 APPLICATION NO: 20/1307

Detached bungalow (Outline) - Coal Mining Risk Assessment received 18/03/2021. LAND TO THE REAR OF SWN Y FRO, GELLIFEDI ROAD, BRYNNA

Non-Committee/ Local Member – County Borough Councillor R Turner spoke on the application and put forward his objection in respect of the proposed Development.

The Head of Planning presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

235 APPLICATION NO: 21/1601

Proposed demolition of the existing school buildings and redevelopment to provide residential development of 18 dwellings and associated works. (Updated PEA; revised elevations for plots 1, 2 and 17 including housemartin cups; and WSI for historic building recording, received 17th January 2022. Revised site layout plan, to widen footpath and amend gradient, received 15th February 2022) LAND AT FORMER YSGOL GYNRADD GYMRAEG TONYREFAIL, SCHOOL STREET, TONYREFAIL, PORTH, CF39 8LE

The Head of Planning presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with

the recommendation of the Director, Prosperity and Development subject to:

- The completion of a Section 106 agreement to ensure that the dwellings are established and maintained as affordable units, for the continued purpose of meeting identified local housing needs, but Members did not grant officers delegated powers to refuse the application if the Section 106 is not signed within 6 months of the Planning Committee's resolution;
- The amendment of Condition 3 to exclude demolition of existing site buildings from meaning of commencement of development; and
- The addition of an informative note being attached to the planning permission regarding the provision of electric vehicle (EV) charging facilities

236 APPLICATION NO: 21/1613

Development of solar scheme and associated infrastructure. (Cable drilling method statement received 20th January 2022) LAND AT RHIWFELIN FACH FARM, LLANTRISANT ROAD, YNYSMAERDY, LLANTRISANT, PONTYCLUN, CF72 8LQ.

The Head of Major Development and Investment presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

237 APPLICATION NO: 22/0088

Construction of a single garage. LAND OPPOSITE 16 BRYNHEULOG TERRACE, TYLORSTOWN, FERNDALE.

The Head of Major Development and Investment presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

238 APPLICATION NO: 22/0004

New detached 4 bed dwelling. LAND TO THE REAR OF 1 LLWYNFEN ROAD, PONT-Y-CLUN, CF72 0TW.

The Chair of the Planning Committee advised that the application had been withdrawn.

239 INFORMATION FOR MEMBERS, PERTAINING TO ACTION TAKEN UNDER DELEGATED POWERS

Members **RESOLVED** to receive the report of the Service Director, Planning in relation to Planning and Enforcement Appeal Decisions received, Delegated Decisions Approvals and Refusals with reasons, Overview of Enforcement

Cases and Enforcement Delegated Decisions received for the period 28/02/2022
to 04/03/2022.

This meeting closed at 4.29 pm

**CLLR S REES
CHAIR.**

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RHONDDA CYNON TAF COUNCIL PLANNING AND DEVELOPMENT COMMITTEE

Minutes of the hybrid meeting of the Planning and Development Committee held on
Thursday, 24 March 2022 at 3.00 pm

County Borough Councillors - Planning and Development Committee Members in attendance: -

Council Chamber

Councillor S Rees (Chair)
Councillor R Williams Councillor G Hughes

Zoom

Councillor R Williams Councillor J Barton
Councillor D Grehan Councillor S Powderhill
Councillor P Jarman Councillor D Williams
Councillor J Williams

Officers in attendance: -

Council Chamber

Mr J Bailey, Head of Planning
Mr C Jones, Head of Major Development and Investment
Mr A Rees, Senior Engineer

Zoom

Mr S Humphreys, Head of Legal Services

County Borough Councillors in attendance: -

Zoom

Councillor M Webber
Councillor R Yeo
Councillor R Bevan

240 DECLARATION OF INTEREST

In accordance with the Council's Code of Conduct, the following declarations of interest were made:

- 1) County Borough Councillor M Webber declared a personal interest in respect of Application 21/1517 - 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). HEOL Y CELYN WELSH PRIMARY SCHOOL, HOLLY STREET, RHYDYFELIN, PONTYPRIDD, CF37 5DB

"I am a governor on the governing body of Heol y Celyn Welsh Primary School and on the interim governing body of the proposed new Welsh medium primary school"

- 2) County Borough Councillor P Jarman declared a personal interest in respect of Application 21/0783 - Listed Building Consent for conversion of Chapel to dwelling, art/film studio, SILOA CHAPEL, GREEN STREET, GADLYS, ABERDARE; and Application 21/0784 - Change of use from Chapel to dwelling, art/film studio. SILOA CHAPEL, GREEN STREET, GADLYS, ABERDARE

"The public speaker is known to me"

241 HUMAN RIGHTS ACT 1998 AND DEVELOPMENT CONTROL DECISIONS

It was **RESOLVED** to note that when Committee Members determine the development control matters before them, they should have regard to the Development Plan and, so far as material to applications, to any other material considerations and when taking decisions, Members have to ensure they do not act in a manner that is incompatible with the convention on Human Rights as incorporated into legislation by the Human Rights Act 1998.

242 WELLBEING OF FUTURE GENERATIONS (WALES) ACT 2015

It was **RESOLVED** to note that the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle and to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

243 MINUTES 24.02.22

It was **RESOLVED** to approve as an accurate record, the minutes of the meeting of the Planning and Development Committee held on the 24th February 2022.

244 CHANGE TO THE AGENDA

The Committee agreed that the agenda would be considered out of sequence and as detailed in the minutes set out hereunder.

245 APPLICATION NO: 21/0783

Listed Building Consent for conversion of Chapel to dwelling, art/film studio, SILOA CHAPEL, GREEN STREET, GADLYS, ABERDARE.

The Committee noted that David Leslie Davies who had requested to address Members on the Application was not present to do so.

The Head of Major Development and Investment presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity

and Development subject to a positive referral to CADW.

246 APPLICATION NO: 21/0784

Change of use from Chapel to dwelling, art/film studio. SILOA CHAPEL, GREEN STREET, GADLYS, ABERDARE.

The Head of Major Development and Investment presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

247 APPLICATION NO: 21/1517

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). HEOL Y CELYN WELSH PRIMARY SCHOOL, HOLLY STREET, RHYDYFELIN, PONTYPRIDD, CF37 5DB.

In accordance with adopted procedures, the Committee received Cathy Lises (Objector) who was afforded five minutes to address Members on the above-mentioned proposal.

Non-Committee/ Local Member – County Borough Councillor M Webber spoke on the application and put forward support in respect of the proposed Development.

The Head of Planning presented the application to Committee and following lengthy consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

At this point in the proceedings, Councillor J Barton declared a personal interest in respect of Application 21/1517:

“The public speaker Cathy Lises is known to me”

248 APPLICATION NO: 22/0028

Proposed gym and 6th form buildings, demolition of 4 existing buildings, new car park, and associated infrastructure and landscape works. BRYNCELYNNOG COMPREHENSIVE SCHOOL, PENYCOEDCAE ROAD, BEDDAU, PONTYPRIDD, CF38 2AE.

In accordance with adopted procedures, the Committee received Cathy Lises (Objector) who was afforded five minutes to address Members on the above-mentioned proposal.

Non-Committee/ Local Member – County Borough Councillor R Yeo spoke on the application and put forward support in respect of the proposed Development.

The Head of Major Development and Investment presented the application to Committee and following lengthy consideration it was resolved to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

At this point in the proceedings, Councillor J Barton declared a personal interest in respect of Application 21/0028:

“I am the chair of governors at Ysgol Gymraeg Castellau Primary School that is in close proximity to the proposed development”

249 APPLICATION NO: 21/1367

Proposed construction of 5 no. Class B8 - storage/ distribution warehouse units (Amended plans received 20/12/21). M AND M GARAGES, FFORDD BLEDDYN, TAFF'S WELL, CARDIFF, CF15 7QR.

The Head of Planning presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development.

(**Note:** At this point in the proceedings, County Borough Councillor J Barton left the meeting (16:09 pm))

250 APPLICATION NO: 21/1434

New footbridge is proposed to replace the existing Castle Inn footbridge. (LBC 21/0714/11) CASTLE INN FOOTBRIDGE, CASTLE STREET, TREFOREST, PONTYPRIDD.

The Head of Planning presented the application to Committee and following lengthy consideration, it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development, subject to the amendment of Conditions 2 and 6 to read as follows:

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;
- South East Training Wall - Proposed General Arrangement Plan, Drawing no. GC3913-RED-01-RW-DR-S-0102, Revision T01;
- CASTLE INN BRIDGE, BAT SURVEY REPORT, Produced by Redstart, September 2021; and

- Castle Inn Bridge, Treforest, OTTER SURVEY REPORT, Produced by Redstart, September 2021

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

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 submission of the prior written approval of Natural Resources Wales (NRW) to the Local Planning Authority.

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.

251 APPLICATION NO: 22/0085

Approval of all reserved matters for industrial and manufacturing development at Plot C5. PLOT C5 COED ELY STRATEGIC EMPLOYMENT SITE, ELY VALLEY ROAD, COED-ELY, TONYREFAIL.

The Head of Planning presented the application to Committee and following consideration it was **RESOLVED** to approve the application in accordance with the recommendation of the Director, Prosperity and Development subject to the amendment of Condition 2 to:

Notwithstanding the details shown on the plans hereby approved, further details of the landscaping for the site having regard to the correspondence from the Council's ecologist dated 18th February 2022, shall be submitted to and agreed with the local planning authority prior to the commencement of works on site. Such details as will be agreed shall be implemented in the first planting season following completion of the development.

Reason: In the interests of maintaining the biodiversity of the site in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan

252 INFORMATION FOR MEMBERS, PERTAINING TO ACTION TAKEN UNDER DELEGATED POWERS

Members **RESOLVED** to receive the report of the Service Director, Planning in relation to Planning and Enforcement Appeal Decisions received, Delegated Decisions Approvals and Refusals with reasons, Overview of Enforcement Cases and Enforcement Delegated Decisions received for the period 07/03/2022 and 11/03/2022.

This meeting closed at 4.30 pm

**CLLR S REES
CHAIR.**

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PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1478/10 (KL)
APPLICANT: Cartrefi Limited
DEVELOPMENT: Change of use from office to 26no. student flats including part demolition of the existing building (Amended description and amended plan rec. 20/01/2022).
LOCATION: THE OLD COURTHOUSE, COURT HOUSE STREET, GRAIG, PONTYPRIDD, CF37 1LJ
DATE REGISTERED: 20/01/2022
ELECTORAL DIVISION: Graig

RECOMMENDATION: Approve, subject to conditions

REASONS: The application site is located within the defined settlement boundary and within a highly sustainable location where the principle of purpose-built student accommodation is considered to be acceptable.

The works would involve some demolition works however, the main parts of the building would be retained, including the principal elevation and other features considered to be of architectural merit. It is therefore not considered that the development would have an adverse impact upon the character and appearance of the site or that of the conservation and character areas in which the site is situated.

The alterations to the building would have no impact upon the amenity and privacy of adjacent properties and whilst it is noted that a number of objections have been received from local residents in relation to the potential for noise and disturbance, the site is located in a mixed use area and it is not considered that the proposal would have an adverse impact upon the amenity and privacy of existing neighbouring properties.

Furthermore, the proposal includes ample off-street parking provision to the front of the site which would ensure that the proposed development would not have an adverse impact upon highway safety in the vicinity of the site.

As such, the proposal is considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to the Director of Prosperity & Development
- Three or more letters of objection have been received;

APPLICATION DETAILS

Full planning permission is sought for the conversion of The Old Courthouse on Courthouse Street, Pontypridd from offices to 26 no. self-contained student flats. The proposal also includes partial demolition of the existing building.

The application has been submitted following the approval of planning application ref. 20/0120 which granted permission for the conversion of the building to 20 no. units, which also included partial demolition. It is understood that conversion works have already commenced under the approved consent however, during the early stages of the development, the applicant considered that less of the building needed to be demolished than originally thought and that additional units could be incorporated into the scheme. It is currently unclear how much work has already been undertaken as all of the works are effectively internal however, the current application will inevitably be part-retrospective.

As with the previous consent, the proposal includes partial demolition of the original building however, this would be limited to the most central part of the building and a small single storey toilet block on the north-western (side) elevation. The main structure, including the front elevation, would be retained. The main entrance to the building would be via an existing doorway to the right-hand side of the front elevation. This would open into a communal hallway which would provide direct access to 3 units and to a communal open-air courtyard which would provide access to all other units in blocks A, C and D, as well as the first-floor units in block B (total of 19 units). A secondary access to the left-hand side of the principal elevation would replace an existing window and would provide access to the ground floor of block B only (4 units).

As indicated above, the proposed accommodation would be arranged in 4 blocks which would be arranged around a newly created outdoor courtyard. A number of internal alterations would be required to facilitate the units which would include the demolition of some internal walls and the creation of new ones. The accommodation would be arranged as follows:

- **Block A** would form the main part of the front of the building facing onto Courthouse Street. It would consist of 10 units which would be arranged over 3 floors (4 units at ground floor, 4 units at first floor and 2 units at second floor). The principal elevation would largely remain unchanged however, new openings would be provided within each of the 4 existing leaded windows. Due to the partial demolition of the central part of the building, a newly created rear elevation would be created in this section which would be finished with smooth

render. A total of 5 pitched roof dormers would be inserted in the existing roof slope (3 at first floor and 2 at second floor), as well 2 roof lights (second floor only).

- **Block B** would form the north-western section of the building and would consist of 6 units which would be arranged over 2 floors (4 units at ground floor, accessed through the secondary entrance, and 2 units at first floor, accessed through block A). A small internal section would be demolished to provide an external courtyard and the external walkway from Block A to the two first floor units. Whereas the previous consent included the demolition of a small projection to the front elevation, this is now proposed to be retained and it is understood that this would provide an additional storage area.
- **Block C** would form the rear of the building. It would consist of 6 units which would be arranged over 2 floors (4 units at ground floor and 2 units at first floor). All of these units would be accessed via various access points off the newly created communal courtyard. Due to the demolition of the single storey toilet block at the north-western (side) elevation, a small section would need to be blocked up. An existing window in the south-eastern elevation would also need to be blocked up to facilitate a bathroom in one ground floor unit.
- **Block D** would form the south-eastern section of the building and would consist of 4 units (2 at ground floor which would be accessed off the main communal entrance, and 2 at first floor which would be accessed via an external walkway off block C). A doorway within the south-eastern elevation would be blocked up however, a new opening would be created further along to provide access to the bin storage area to the side and the communal amenity area to the rear.

Each unit would vary between 15.8sqm and 36.9sqm however they would each contain a living area (to include a bed, study area and a small kitchen) and an en-suite shower room.

A total of 7 no. off-street car parking spaces would be provided to the front of the building whilst a bin storage area would be provided to the south-eastern side (accessed via an existing 3.5m high steel security gate and fence adjacent to the main entrance). A communal laundry room would also be provided at ground floor between blocks B and C, with access off the main courtyard area.

The application is accompanied by the following:

- Planning, Design and Access Statement;
- Nesting Bird Survey (dated 13th July 2020)
- Bat Survey (dated July 2020)
- Bat and Nesting Bird Survey (dated February 2020)
- Environmental Noise and Vibration Assessment (Dated August 2020)
- Heritage and Design Appraisal

This application is connected to another planning application (ref. 21/1479) which is for Conservation Area Consent for the part-demolition of the existing building, the report for which appears elsewhere on this agenda.

SITE APPRAISAL

The application site relates to a broadly rectangular shaped parcel of land that is located on the north-eastern side of Court House Street, Pontypridd. It measures approximately 1154m² and appears to be relatively flat in profile.

The site is currently occupied by a large detached building that occupies the most central part of the plot. A linear row of off-street car parking spaces are provided to the front of the building whilst an area of established trees appear to occupy the rear of the plot. It is understood that the building was last in use as Council offices.

The surrounding area is characterised by a mix of uses with some residential and commercial uses located in the immediate vicinity. The site is bound by the former registry office (currently or most recently used as offices) to the north-west and the Masonic Hall to the south-east. The grounds of Dewi Sant Hospital are located immediately opposite the site to the south-west whilst Pontypridd Train Station is located approximately 11 metres to the north-east.

It should be noted that the former registry office to the north-west is a Grade II Listed Building. The application property however, whilst holding some architectural merit, is not Listed. The site is located within the Pontypridd Conservation Area and the Pontypridd Character Area.

PLANNING HISTORY

The following planning applications are on record for this site:

21/1479	The Old Courthouse, Courthouse Street, Pontypridd	Conservation Area Consent – change of use of officers to 26 no. student flats including part demolition of the existing building	Pending
21/0772	The Old Courthouse, Courthouse Street, Pontypridd	Discharge of conditions 6 (landscaping) & 7 (materials) of planning permission 20/0120).	Granted 09/08/21
20/1364	The Old Courthouse, Courthouse Street, Pontypridd	Discharge of condition 10 (biodiversity enhancement) of 20/0120	Granted 27/01/21

20/0120	The Old Courthouse, Courthouse Street, Pontypridd	Change of use of building from council offices to 20 no. self-contained residential student flats (Sui Generis), including demolition of part of existing building, construction of new block and associated works (Bat Survey and Nesting Bird Survey rec. 15/07/20) (Noise Report rec. 05/08/20) (Amended Plan rec. 0/09/20).	Granted 28/10/20
20/0118	The Old Courthouse, Courthouse Street, Pontypridd	Conservation Area Consent: Change of use of building from council offices to 20 no. self- contained residential student flats (Sui Generis), including demolition of part of existing building, construction of new block and associated works (Bat Survey and Nesting Bird Survey rec. 15/07/20) (Noise Report rec. 05/08/20) (Amended Plan rec. 0/09/20).	Granted 28/10/20

PUBLICITY

The application has been advertised by means of direct neighbour notification as well as through the erection of site notices in the vicinity of the site and through the publication of a press notice in a local newspaper. This exercise was repeated when amended plans were received showing a reduction in the number of units from the initial proposal of no. 27 to the current no. 26.

A total of 2 letters of objection were received from local residents whilst a further 2 letters of objection were received from the Local Member, Councillor Jayne Brencher, and from Pontypridd Town Council. The objections are summarised as follows:

Traffic and Parking

- There are already parking issues in the area due to the close proximity to town, the train station and the hospital.
- It would be an issue with 20 no. flats so adding 6 more would make parking impossible.
- At present there is no parking with contractors and residents parking dangerously on surrounding roads, endangering other motorists and pedestrians.
- It is indicated that a collision has already occurred outside the property due to reckless parking.
- It is also indicated that children have narrowly avoided being hit by a vehicle unable to see because of abandoned cars and cars parking dangerously on the road.
- More residences will add to the already chaotic streets and there will be no provision for parking.
- It will not be long before there is a more serious collision, perhaps even a fatality.
- This development is in the immediate vicinity of Dewi Sant Hospital which is not only used for outpatients but also for a large GP practice which caters to patients from all over the town council area of Pontypridd. The facilities at this location have been increased in recent times adding to traffic and parking issues.
- Parking at the site is already inadequate and patients face increasing difficulties in parking which forces many into surrounding roads to avoid missing appointments.
- The proposal will exacerbate an already serious situation and will put patients' health and the quality of local residents' amenities at risk of being compromised.
- Concern is raised with regards to the extreme and growing parking issues in the area due to the expansion of Dewi Sant Health Park, the proximity of the town centre and railway station and also the proximity to the Coroners Court and Masonic Lodge.

Well-being of Future Generations (Wales) Act 2015

- It is requested that Members of the Planning and Development Committee consider its duty to ensure that we have a Healthier Wales; a country in which "people's physical and mental wellbeing is maximised".
- It is considered that the development, because of the potential mental distress caused, runs counter to this duty.

CONSULTATION

The following consultations responses have been received in relation to this proposal:

Countryside, Ecology and Landscape: No objection subject to condition

Fire Safety: Advises 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 variation to current guidelines.

Flood Risk Management: No objection subject to condition.

Glamorgan- Gwent Archaeological Trust: No objection subject to condition.

Highways and Transportation: No objection, subject to conditions

Natural Resources Wales: No objection

Welsh Water: No objection. Condition and advisory notes recommended.

Western Power Distribution: Advises that a separate application will need to be made to WPD should a new or altered connection be required.

The comments will be discussed further in subsequent and relevant sections below.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is located inside the defined settlement boundary and is not allocated for any specific purpose. It is situated within the Pontypridd Town Conservation Area and the Pontypridd Character area and lies immediately adjacent to the defined boundary of Pontypridd Town Centre. The following policies are considered to be relevant to the application:

Policy CS2 (Development in the South): sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services.

Policy AW2 (Sustainable Development): supports development in sustainable locations and includes sites that are accessible by a range of sustainable transport modes and would not unacceptably conflict with surrounding uses.

Policy AW5 (New Development): sets out criteria for new development in relation to amenity and accessibility.

Policy AW6 (Design and Placemaking): requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

Policy AW7 (Protection and Enhancement of the Built Environment): states that developments which impact upon sites of architectural and/or historical merit will only be permitted were it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

Policy AW8 (Protection and Enhancement of the Natural Environment): seeks to protect RCTs distinctive natural heritage. Proposals that would affect protected and priority species will be required to demonstrate what measures are proposed for the

protection and management of the species and the mitigation and compensation of potential impacts.

Policy AW10 (Environmental Protection and Public Health): development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

Policy SSA1 (Development in the Principal Town of Pontypridd): supports proposals that reinforce the role of Pontypridd at a Principal Town.

Policy SSA13 (Housing Development within Settlement Boundaries): development will be permitted where it does not adversely affect the provision of open space and where it does not adversely affect the provision of car parking in the surrounding area.

Supplementary Planning Guidance

Design and Placemaking

The Historic Built Environment

Nature Conservation

Development of Flats

Access Circulation and Parking

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.

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
- Policy 6 - Town Centre First – commercial/retail/education/health/public services
- Policy 9 – Resilient Ecological Networks – green infrastructure/ecology

SE Wales Policies

- 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 11: Noise;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 18: Transport;
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 located within the defined settlement boundary and within close proximity to the defined retail centre of Pontypridd, a Principal Town in the Southern Strategy Area. The site is therefore located within walking distance of a range of key local services and facilities and is highly accessible by a range of sustainable transport options with both bus and train stations located nearby. It is also noted that the site is conducive to travel on foot and bicycle. The site is therefore considered to be situated in a highly sustainable location where student accommodation, such as that proposed in this application, should be encouraged (Policy AW2).

It is noted that the University of South Wales is located in the nearby village of Treforest, which is easily accessible by train and with the train station being located immediately to the rear of the site, it is likely that future student occupiers would utilise this transport option. Furthermore, it is considered that locating such student accommodation in close proximity to the town centre of Pontypridd would reinforce the role of Pontypridd as a Principal Town and would encourage the use of the services and facilities on offer in the area (Policy SSA1).

The proposal would encourage the re-use of the application building (Policy CS2), which is currently vacant, and given that the proposal would not result in any significant alterations to the front elevation of the building, which has some architectural merit, it is considered that the proposal would preserve the character and appearance of the site (Policy AW7)

Taking the above into consideration, the proposal would comply with Policies CS2, AW2, AW7 and SSA1 of the Rhondda Cynon Taf Local Development Plan and the principle of the proposed development is considered to be acceptable, subject to consideration of the criteria set out below.

Impact on the character and appearance of the area

The application site is located within the Pontypridd Conservation Area and within the Pontypridd Character Area. The existing building is not listed however, it is considered to have some architectural merit. Furthermore, it sits between two buildings which are also visually attractive and are also considered to be of architectural merit (one of which is listed) and it is therefore important to ensure that the proposed works are of a high standard to ensure that there would be no adverse impact upon the Conservation and Character Areas.

The Council's SPG: Development of Flats states that where buildings are of an attractive character, care should be taken to retain existing façade details and patterns of fenestration, or to make changes in a sympathetic manner which respect the appearance of the building. Whilst the proposal would involve the partial demolition of the building, these works would largely be carried out at the centre of the building where they would not be visible from the street or the surrounding area. Only very minor alterations would be made to the front elevation (creation of openings within the existing fenestration) with the majority of original features, which are considered to be

visually attractive and to have some architectural merit, being retained. The materials proposed in the new sections of the building would complement the original building and it is not considered that the proposed alterations would appear overly prominent within the street scene.

Consequently, the proposal is considered to be acceptable in terms of the impact it would have upon the character and appearance of the site and indeed the wider conservation and character areas and the application would therefore comply with Policies AW5, AW6 and AW7 of the Rhondda Cynon Taf Local Development Plan.

Impact on the setting of the adjacent Listed Building

Whilst the application property is not listed, it is situated immediately adjacent to the Pontypridd Register Office which was built in 1913 and which is listed for its architectural interest as a well-designed public building in early C20 free Baroque style.

The proposed demolition works would predominantly be limited to the central part of the application building and it is not considered that these works would impact upon the setting of the adjacent Listed Building. However, a small single storey flat roof (toilet block) section to the north-western side elevation (adjacent to the Listed Building) would also be removed, along with a section of the pitched roof along this elevation to create the outdoor courtyard area of block B. The existing brickwork to the side elevation would be retained. Whilst these works would be situated in close proximity to the side elevation of the Listed Building, they would be sufficiently set back from the front elevation with views from the street being limited by the narrowness of the walkway between the two buildings. It is not considered that the demolition works, or indeed the other works required to facilitate the proposed conversion, would adversely affect the setting of the adjacent Listed Building.

As such, the proposal is considered to be compliant with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

Impact on residential amenity and privacy

Existing Residents

The alterations to the application property would predominantly be carried out within the centre of the site and it is not considered that the amenity of either adjacent property would be adversely affected by the proposed works. The nearest residential properties are located approximately 45 metres to the north-west (5 & 5a Court House Street) and south-east (Taff Vale Flats) and would also not be adversely affected by the physical alterations of the building.

Whilst it is noted that some windows overlook adjacent properties, these are existing windows and would therefore not lead to any additional overlooking. Furthermore, all

new window openings created would overlook the internal courtyards and would not result in any additional overlooking towards existing neighbouring properties.

It is considered that the conversion of the proposed use of the building for student accommodation, particularly given the number proposed, may result in some degree of noise and disturbance. However, the surrounding area is characterised by a mixture of different uses, some of which are already associated with some degree of noise and disturbance with numerous comings and goings through the day and night (i.e. Dewi Sant Health Park, Masonic Hall and Coroner's Office). It is therefore not considered that the proposed use, which is effectively a residential one, would give rise to significant levels of noise and disturbance that would adversely affect the amenity of surrounding neighbouring properties, particularly given the distances between the application site and the nearest residential properties.

Future Occupiers

In terms of the amenity and privacy of future occupiers of the proposed development, the Council's SPG: Development of Flats states that new flats should provide an acceptable quality of accommodation for residents. Flats should be of a suitable size and habitable rooms should have a reasonable outlook and level of natural daylighting and ventilation. They should also have a main entrance door to the front of the building and have access to either private or communal outdoor space.

It is considered that the level of accommodation proposed is reasonable with adequate space provided within each unit for the occupiers to carry out day to day tasks. The majority of units created would have at least one window opening which would ensure that a reasonable level of daylight and ventilation could be achieved, however, there is some concern with regards to the outlook of two units in the first floor of block A and block D which would effectively face the blank elevation of the Masonic Hall at close range. Whilst this would inevitably have some impact upon the amenity and indeed the health and well-being of any future occupiers of this unit, the overall scheme is considered to provide good quality living accommodation, with access to a shared outdoor space and, on balance, it is not considered that this concern would be sufficient enough to warrant the refusal of the application on its own.

Consequently, it is not considered that the proposal would have an adverse impact upon the amenity and privacy of existing neighbouring properties, and given that the overall scheme provides accommodation of a good quality with good access to outside space within the site, it is not considered that the proposal would have a detrimental impact upon the health and well-being of future occupiers. The application would therefore comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan and Supplementary Planning Guidance: Development of Flats.

Access and highway safety

It is noted that a number of objections have been received from local residents and from the Local Member and Pontypridd Town Council in respect of the potential impact of the proposal upon highway safety and parking in the surrounding area. Whilst these comments are noted, the proposal has been assessed by the Council's Highways and Transportation section who have not raised any objection in this regard.

The comments received indicate that the proposed units would be served off Court House Street which is considered to be acceptable in terms of access. The carriageway has a width of 7.0m with a 1.7m wide footway on its development side and a 1.5 wide on the other side. A 2.4m wide on-street parking, limited waiting parking bay is located on the opposite side to the development whilst double yellow lines are situated on the development side.

The application site is located within parking zone 3 and, in accordance with the Council's adopted Supplementary Planning Guidance, purpose-built student accommodation has an off-street parking requirement of 1 space per 25 beds for servicing, wardens and drop-off areas, plus 1 space per 10 beds for students and visitors. The proposal for 26 no. student flats has a total requirement of 4-5 spaces.

The proposal indicates that 7 off-street parking spaces would be provided to the front of the building in a similar arrangement to the existing spaces. The proposal would therefore comply with the SPG in terms of the parking provision proposed.

The SPG also requires student accommodation to include 1 cycle stand per 2 bedrooms. In the case of this proposal, this equates to 13-14 stands. The plans indicate that 14 bike stands would be provided in the entrance hallway and, as such, this is considered to be acceptable.

In light of the comments received from the Highways and Transportation section, the proposal is considered to be acceptable in terms of the impact it would have upon highway safety and parking in the vicinity of the site and the application would therefore comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

Other Issues:

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

Drainage

Surface Water Drainage

No adverse comments have been received from the Council's Flood Risk Management team however a condition is recommended to ensure that the site does not increase surface water flood risk. As the development would retain the existing

building with some demolition works to the central parts of the building, it is not considered that the impermeable area of the site would be significantly increased. Furthermore, the development would have drainage implications over 100m² and surface water drainage would therefore be considered as part of a separate application for Sustainable Drainage Approval. As such, the condition is not considered to be necessary in this case.

Welsh Water have also not raised any objection however, they have commented that the application will need to commission a Hydraulic Modelling Assessment (HMA) to identify a suitable connection point to the existing network and carry out any reinforcement works identified by the HMA. This is outside the parameters of the planning system however, an informative note can be added to bring this issue to the attention of the applicant.

Ecology

The application is accompanied by a Bat Survey which identifies that the building is being used as a day roost by Soprano Pipistrelles and Brown Long Eared bats. The plans include details of a bat loft within the roof space of block C, along with a 25mm gap between the bargeboard and wall to facilitate bat access. The Council's Ecologist has reviewed the information submitted and raises no concern in this regard however, it is recommended that a condition is imposed to ensure that the details are adhered to. It is also advised that An European Protected Species Licence will be required and should be added as an advisory note, should permission be granted. NRW have also not raised any objection to the proposal.

The application is also accompanied by a Nesting Bird Survey which confirms that no nesting birds were present within the building. Notwithstanding this, the plans indicate that a total of 6 no. swift boxes would be incorporated into the scheme. This is welcomed by the Council's Ecologist and a condition is recommended to ensure that the boxes are provided in accordance with the Ecological Nesting Bird Survey, which specifies that either a Woodstone Built in Swift box built into the stonework of the building or a Woodstone Swift Next Box would be appropriate. This can be condition accordingly.

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 site is located within the defined settlement boundary and within a highly sustainable location where the principle of purpose-built student accommodation is considered to be acceptable.

The works would involve some demolition works however, the main parts of the building would be retained, including the principal elevation and other features considered to be of architectural merit. It is therefore not considered that the development would have an adverse impact upon the character and appearance of the site or that of the conservation and character areas in which the site is situated.

The alterations to the building would have no impact upon the amenity and privacy of adjacent properties and whilst it is noted that a number of objections have been received from local residents in relation to the potential for noise and disturbance, the site is located in a mixed use area and it is not considered that the proposal would have an adverse impact upon the amenity and privacy of existing neighbouring properties.

Furthermore, the proposal includes ample off-street parking provision to the front of the site which would ensure that the proposed development would not have an adverse impact upon highway safety in the vicinity of the site.

As such, the proposal is considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan and the application is therefore recommended for approval.

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 plans 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:

- Drawing No. Court/21/03: Site Location Plan (rec.4th November 2021)
- Drawing No. Court/21/02: Proposed Floor Plans and Elevations (rec. 20th January 2022)
- Schedule of Materials indicated in an email rec. 11th January 2022 (including k rend through coloured render – Limestone White. FloPlast 115mm Hi-Cap upvc rainwater goods – Black. Smart Oxford Aluminium Door in Black DM0031. Smart Alitherm 600 aluminium windows in dark grey. Clements Conservation Roof Lights).

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

3. The works identified in the submitted Environmental Noise and Vibration Assessment (undertaken by Hunter Acoustics and dated 5th August 2020) shall be completed prior to the beneficial occupation of the development, hereby permitted.

Reason: To ensure that the development would not result in a risk of unacceptable harm to health or amenity in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. The development hereby permitted shall be carried out in accordance with the recommendations set out in Section 9 of the submitted Bat Survey (undertaken by Ecological Services Ltd, dated July 2020) and as shown in drawing No. Court/21/02 (rec. 20th January 2022).

Reason: In the interests of ecology and to afford protection to animal species in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

5. The Swift Boxes shall be provided in accordance with the details shown in Drawing No. Court/21/02 (Proposed Floor Plans and Elevations) and in the Recommendations Section of the Nesting Bird Survey (13th July 2020), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of ecology and to afford protection to animal species in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. The parking spaces indicated on submitted drawing no. Court/21/02 shall remain for the purpose of the parking of vehicles only.

Reason: To ensure vehicles are parked off the public highway, in the interests of highway safety and the free flow of traffic, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. The 14 cycle stands shown on plan No. Court/21/02 shall be retained in perpetuity for the storage of cycles unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the safe storage of alternative transport methods in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan and with the Council's adopted SPG, 'Access, Circulation and Parking (2011).

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PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1479/20 (KL)
APPLICANT: Cartrefi Limited
DEVELOPMENT: Conservation area request - change of use from office to 26no. student flats including part demolition of the existing building (amended description and amended plan rec. 20/01/22).
LOCATION: THE OLD COURTHOUSE, COURT HOUSE STREET, GRAIG, PONTYPRIDD, CF37 1LJ
DATE REGISTERED: 20/01/2022
ELECTORAL DIVISION: Graig

RECOMMENDATION: Approve

REASONS: The proposal is considered to preserve the character and appearance of the Pontypridd Conservation Area, in accordance with the requirements of Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

Conservation Area Consent is sought for the conversion of the Old Courthouse in Court House Street, Pontypridd to 20 no. self-contained residential student flats (Sui Generis).

The application has been submitted following the approval of planning application ref. 20/0120 and the approval of the relating application for Conservation Area Consent ref. 20/0118. which granted permission for the conversion of the building to 20 no. units, which also included partial demolition. It is understood that conversion works have already commenced under the approved consent however, during the early stages of the development, the applicant considered that less of the building needed

to be demolished than originally thought and that additional units could be incorporated into the scheme.

As with the previous consent, the proposal includes partial demolition of the original building however, this would be limited to the most central part of the building and a small single storey toilet block on the north-western (side) elevation. The main structure, including the front elevation, would be retained. The main entrance to the building would be via an existing doorway to the right-hand side of the front elevation. This would open into a communal hallway which would provide direct access to 3 units and to a communal open-air courtyard which would provide access to all other units in blocks A, C and D, as well as the first-floor units in block B (total of 19 units). A secondary access to the left-hand side of the principal elevation would replace an existing window and would provide access to the ground floor of block B only (4 units).

As indicated above, the proposed accommodation would be arranged in 4 blocks which would be arranged around a newly created outdoor courtyard. A number of internal alterations would be required to facilitate the units which would include the demolition of some internal walls and the creation of new ones. The accommodation would be arranged as follows:

- **Block A** would form the main part of the front of the building facing onto Courthouse Street. It would consist of 10 units which would be arranged over 3 floors (4 units at ground floor, 4 units at first floor and 2 units at second floor). The principal elevation would largely remain unchanged however, new openings would be provided within each of the 4 existing leaded windows. Due to the partial demolition of the central part of the building, a newly created rear elevation would be created in this section which would be finished with smooth render. A total of 5 pitched roof dormers would be inserted in the existing roof slope (3 at first floor and 2 at second floor), as well 2 roof lights (second floor only).
- **Block B** would form the north-western section of the building and would consist of 6 units which would be arranged over 2 floors (4 units at ground floor, accessed through the secondary entrance, and 2 units at first floor, accessed through block A). A small internal section would be demolished to provide an external courtyard and the external walkway from Block A to the two first floor units. Whereas the previous consent included the demolition of a small projection to the front elevation, this is now proposed to be retained and it is understood that this would provide an additional storage area.
- **Block C** would form the rear of the building. It would consist of 6 units which would be arranged over 2 floors (4 units at ground floor and 2 units at first floor). All of these units would be accessed via various access points off the newly created communal courtyard. Due to the demolition of the single storey toilet block at the north-western (side) elevation, a small section would need to be blocked up. An existing window in the south-eastern elevation would also need to be blocked up to facilitate a bathroom in one ground floor unit.

- **Block D** would form the south-eastern section of the building and would consist of 4 units (2 at ground floor which would be accessed off the main communal entrance, and 2 at first floor which would be accessed via an external walkway off block C). A doorway within the south-eastern elevation would be blocked up however, a new opening would be created further along to provide access to the bin storage area to the side and the communal amenity area to the rear.

Each unit would vary between 15.8sqm and 36.9sqm however they would each contain a living area (to include a bed, study area and a small kitchen) and an en-suite shower room.

A total of 7 no. off-street car parking spaces would be provided to the front of the building whilst a bin storage area would be provided to the south-eastern side (accessed via an existing 3.5m high steel security gate and fence adjacent to the main entrance). A communal laundry room would also be provided at ground floor between blocks B and C, with access off the main courtyard area.

It should be noted that works have commenced under the previously approved consent (Ref. 20/0120) and therefore the works will largely be retrospective. Due to these works largely being internal or in areas which cannot be viewed from the street, it is not clear how much of the works have already been carried out.

The application is accompanied by the following:

- **Heritage and Design Appraisal** – indicates that the proposal would preserve and utilise as much of the existing building as practically possible. However, it is noted that the building layout is deep and leaves several central areas without windows or natural lighting and the demolition works have been proposed to give a workable residential layout. It states that existing natural roof slate covering are to be preserved and made good with slates and ridge tiles salvaged from the demolished buildings. The existing external stone walls to areas not affected by demolition works will be made good where altered, or otherwise disturbed, using salvaged stonework laid in lime mortar to match the existing. New openings in existing stone walls will contain salvaged dressed stone lintels, cills and quoins where practical. The exposed walls facing the newly created courtyards would have a rendered finish as it is considered unlikely that the stonework revealed would be of sufficient quality to warrant pointing. Existing windows will be retained and made good where possible or replaced with like for like colour coated aluminium window frames where required. All other features such as facias and rainwater pipes etc will also be retained where possible.

- **Design and Access Statement.** – provides a site appraisal and outlines the works proposed (as detailed above). It discusses access to the proposed units, the character of the building, community safety/security and Environmental Sustainability.

This application is connected to another planning application (ref. 21/1478) for full planning permission, which appears elsewhere on this agenda.

SITE APPRAISAL

The application site relates to a broadly rectangular shaped parcel of land that is located on the north-eastern side of Court House Street, Pontypridd. It measures approximately 1154m² and appears to be relatively flat in profile.

The site is currently occupied by a large detached building that occupies the most central part of the plot. A linear row of off-street car parking spaces are provided to the front of the building whilst an area of established trees appear to occupy the rear of the plot. It is understood that the building was last in use as Council offices.

The surrounding area is characterised by a mix of uses with some residential and commercial uses located in the immediate vicinity. The site is bound by the former registry office (currently or most recently used as offices) to the north-west and the Masonic Hall to the south-east. The grounds of Dewi Sant Hospital are located immediately opposite the site to the south-west whilst Pontypridd Train Station is located approximately 11 metres to the north-east.

It should be noted that the former registry office to the north-west is a Grade II Listed Building. The application property however, whilst holding some architectural merit, is not Listed. The site is located within the Pontypridd Conservation Area and the Pontypridd Character Area.

PLANNING HISTORY

21/1479	The Old Courthouse Pontypridd	Courthouse, Street,	Conservation Area Consent – change of use of officers to 26 no. student flats including part demolition of the existing building	Pending
21/0772	The Old Courthouse Pontypridd	Courthouse, Street,	Discharge of conditions 6 (landscaping) & 7 (materials) of planning permission 20/0120).	Granted 09/08/21
20/1364	The Old Courthouse Pontypridd	Courthouse, Street,	Discharge of condition 10 (biodiversity enhancement) of 20/0120	Granted 27/01/21
20/0120	The Old Courthouse Pontypridd	Courthouse, Street,	Change of use of building from council offices to 20 no. self-contained residential student flats	Granted 28/10/20

(Sui Generis), including demolition of part of existing building, construction of new block and associated works (Bat Survey and Nesting Bird Survey rec. 15/07/20) (Noise Report rec. 05/08/20) (Amended Plan rec. 0/09/20).

20/0118	The Old Courthouse, Pontypridd	Courthouse, Street,	Conservation Area	Granted 28/10/20
			Consent: Change of use of building from council offices to 20 no. self-contained residential student flats (Sui Generis), including demolition of part of existing building, construction of new block and associated works (Bat Survey and Nesting Bird Survey rec. 15/07/20) (Noise Report rec. 05/08/20) (Amended Plan rec. 0/09/20).	

PUBLICITY

The application has been advertised by means of direct neighbour notification as well as through the erection of site notices in the vicinity of the site and through the publication of a press notice in a local newspaper. This exercise was repeated when amended plans were received showing a reduction in the number of units from the initial proposal of no. 27 to the current no. 26.

A total of 2 letters of objection were received from local residents whilst a further 2 letters of objection were received from the Local Member, Councillor Jayne Brencher, and from Pontypridd Town Council. The objections are summarised as follows:

Traffic and Parking

- There are already parking issues in the area due to the close proximity to town, the train station and the hospital.
- It would be an issue with 20 no. flats so adding 6 more would make parking impossible.

- At present there is no parking with contractors and residents parking dangerously on surrounding roads, endangering other motorists and pedestrians.
- It is indicated that a collision has already occurred outside the property due to reckless parking.
- It is also indicated that children have narrowly avoided being hit by a vehicle unable to see because of abandoned cars and cars parking dangerously on the road.
- More residences will add to the already chaotic streets and there will be no provision for parking.
- It will not be long before there is a more serious collision, perhaps even a fatality.
- This development is in the immediate vicinity of Dewi Sant Hospital which is not only used for outpatients but also for a large GP practice which caters to patients from all over the town council area of Pontypridd. The facilities at this location have been increased in recent times adding to traffic and parking issues.
- Parking at the site is already inadequate and patients face increasing difficulties in parking which forces many into surrounding roads to avoid missing appointments.
- The proposal will exacerbate an already serious situation and will put patients' health and the quality of local residents' amenities at risk of being compromised.
- Concern is raised with regards to the extreme and growing parking issues in the area due to the expansion of Dewi Sant Health Park, the proximity of the town centre and railway station and also the proximity to the Coroners Court and Masonic Lodge.

Well-being of Future Generations (Wales) Act 2015

- It is requested that Members of the Planning and Development Committee consider its duty to ensure that we have a Healthier Wales; a country in which "people's physical and mental wellbeing is maximised".
- It is considered that the development, because of the potential mental distress caused, runs counter to this duty.

The objections have been considered in the full application (ref. 21/1471).

CONSULTATION

Listed Building Officer – The application site is located adjacent to a Listed Building however, it is not considered that the proposed conversion and associated works would affect the setting of the Listed Building.

Glamorgan Gwent Archaeological Trust – No objection, however, the building is considered to be of historical importance by virtue of its history and cultural significance within the area and a condition is therefore considered that archaeological

mitigation is required in order to preserve the Old Courthouse by record. As such, a condition is recommended to ensure that a building survey is carried out prior to demolition and works commencing.

No other responses had been received at the time of writing this report.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is located inside the defined settlement boundary and is within the Pontypridd Town Conservation Area and the Pontypridd Character area. The following policies are considered to be relevant to the application:

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

Supplementary Planning Guidance

Design and Placemaking
The Historic Built Environment

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.

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
- Policy 6 - Town Centre First – commercial/retail/education/health/public services
- Policy 9 – Resilient Ecological Networks – green infrastructure/ecology

SE Wales Policies

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

Other relevant policy guidance consulted:
PPW Technical Advice Note 12: Design;

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main Issues:

This application seeks conservation area consent for the partial demolition of the Old Courthouse in order to provide student accommodation consisting of 26 no. flats. As such, the key considerations in the determination of this application are the impacts resulting from the loss of the parts of the building to be demolished and the resulting effects of the conversion and associated works upon the character of the site and its wider conservation area setting.

Impact on the character and appearance of the area

Both Policy AW7 and Supplementary Planning Guidance: The Historic Built Environment set out a range of criteria which must be taken into account when assessing application for development in conservation areas. The guidance states that proposals in and adjacent to conservation areas should avoid harming the character and appearance of those areas and should, where possible, positively enhance them. Furthermore, Planning Policy Wales states that developments should seek to protect, conserve, promote and enhance the historic environment as a resource for the general well-being of present and future generations. It states that the individual historic assets are protected and preserved.

The application proposes the part demolition of the existing building with these works primarily taking place towards the centre of the site. The appearance of the front elevation would remain relatively unchanged however, a window that sits behind the existing single storey projection would be replaced with a door and new opening lights would be inserted into the existing lead windows to provide ventilation to the units in block A. A stainless steel and glass canopy would also be installed above the main entrance. The original features that are considered to be of some architectural merit would be retained and it is not considered that the alterations outlined above would detract from this.

The proposal has been assessed by Glamorgan Gwent Archaeological Trust who have indicated that the building is recorded by the Royal Commission on the Ancient and Historical Monuments of Wales. The building contains the date 1863 over the south elevation entrance and the original footprint of the building can be seen on the First and Second Edition Ordnance Survey maps (dated 1875 and 1900). The Third OS map (dated 1919) shows an extension to the building to the north. GGAT are of the opinion that the site is of historic importance by virtue of the building's history and cultural significance within the area and, consequently, due to the proposed change of use and partial demolition of the building, it is considered that archaeological mitigation will be required in order to preserve the Old Courthouse by record. As such, a condition is recommended in this regard. This condition was also recommended and added to the previous consent.

As mentioned previously in this report, works have largely been ongoing at the site however, it is noted that the condition added to the previous consent (ref. 20/0118) has not been discharged. This was brought to the attention of the applicant who subsequently provided a number of photographs of some internal offices which were provided during the sale of the property (prior to any works taking place). GGAT has provided further comments on the photographs, stating that they appear to show modern alterations but concern is raised in that they are very limited in terms of what they depict. It is advised that they are not a substitute for a Level 2 building recording but no further advice is provided in this regard. It is agreed that it is no longer possible

to carry out the works required by the recommended condition and it is therefore not considered necessary to add the condition to this consent.

Taking the above into consideration, the works would be carried out in a sympathetic manner with the attractive features of the front elevation being retained. It is noted that materials obtained through the demolition of the central parts of the building would be retained and re-used where possible and the materials proposed in areas that undergo alterations (i.e. windows and doors etc.) are considered to compliment the overall finish of the existing building and are therefore acceptable. Furthermore, the proposal would ensure the re-use of the existing building, which is currently vacant, and it would therefore prevent it from falling into disrepair. As such, the proposal would preserve the character of the site and the wider conservation area and the application would therefore comply with Policy AW7 of the Rhondda Cynon Taf Local Development Plan and SPG: The Historic Built Environment.

Whilst objections have been received in relation to the application, these predominantly relate to the full application (ref. 21/1478) and have been fully considered in the report for that application, which appears elsewhere on this agenda. It is therefore not considered necessary to reiterate the points made in this report.

Conclusion

To conclude, the impact of the proposed demolition and conversion works are considered to be acceptable in terms of the impact they would have on the character and appearance of the site and the wider conservation area. The development would therefore comply with Policy AW7 of the Rhondda Cynon Taf Local Development Plan and the SPG: The Historic Built Environment.

RECOMMENDATION: Approve

PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/0030/10 (GD)
APPLICANT: BYB Accountancy
DEVELOPMENT: Erection of a fence and gates 1.8 metres high weld mesh along the western boundary, to secure the site and prevent illegal fly tipping (Amended plans received 9th February 2022)
LOCATION: LAND TO THE EAST OF GLYNMYNACH STREET, YNYSYBWL, PONTYPRIDD, CF37 3DT
DATE REGISTERED: 21/03/2022
ELECTORAL DIVISION: YnysybwI

RECOMMENDATION: Approve

REASONS: The principle of the proposed development is considered acceptable in planning policy terms and the type of fence proposed is acceptable in terms of all other material planning considerations.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to the Director of Prosperity & Development
- Three or more letters of objection have been received;

APPLICATION DETAILS

This application seeks planning permission for the erection of a 1.8m high weld mesh fence for a distance of some 94.4 m on the eastern side of Glynmynach Street, between Clydach House and the southern side of the junction of Glyn Street and Glynmynach Street. The fence then turns eastwards for approximately a further 30 metres along the southern boundary of the site meeting the western bank of the Nant Clydach. It is intended to provide the site with a gated entrance at the eastern end of Glyn Street.

SITE APPRAISAL

The fence is intended to enclose and secure an area of land previously used as a parking area associated with a bus depot land immediately to its north and a former railway line. The parking area remains relatively flat though the eastern side formerly occupied by the railway line initially slopes steeply into the site. The site has become overgrown due to the lack of use with scrub, bramble and self-set trees.

PLANNING HISTORY

51/91/0762 – retention of car parking area – refused 25/09/1992 - allowed at appeal.

PUBLICITY

The proposals have been advertised by means of site notices and neighbour notification letters. A total of three letters objecting to the development have been received raising the following issues: -

- The area is open land and has major community benefits
- The claims of fly tipping at the land are disputed and residents suggest that most fly tipping takes place south of the site.
- The western part of the site is used by parents who take their children to the church nursery as it affords safe parking and access to that facility.
- The fence (as originally submitted) was unacceptable to residents due to its height and type. Making the area look like a prison and detrimentally impacting the mental health of residents.
- The landowner organised an unofficial meeting where he suggested that getting planning permission was a done deal and that planning is only a box ticking exercise and that opposition would be futile. He also advised who to contact in the planning department highlighting the individual was “a good bloke and a good friend “as such there should be a full review of the application and the individuals involved.
- There is also concern at the validity of the landowner’s claims that there is a full treatment plan in place for Japanese Knotweed infestation on the site as no resident has ever seen it being treated. The landowner confirmed it was being done by his mate who worked for the Council, this does not constitute a professional treatment plan and is in no way compliant with Environment Agency regulations for the treatment of controlled substances.
- The proposed development would be highly visible from living room windows opposite and would also block the view of the Mountain.
- If the land is required to be fenced to prevent access for fly tipping why is there a need for a gate? Surely this would negate the very reason for putting up the fence in the first place?

CONSULTATION

Transportation Section – No objections or conditions suggested.

Countryside – No objections

Ynysybwl & Coed Y Cwm Community Council – no objections

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.

Policy CS2 - sets out criteria for building strong sustainable communities in the northern strategy area

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.

Supplementary Planning Guidance

Design and Placemaking

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: *(or not in the case of refusals)*

- Policy 2 – Shaping Urban Growth – Sustainability/Placemaking
- Policy 33 – National Growth Areas Cardiff Newport & the Valleys – SDP/LDP/large schemes.

Other relevant policy guidance consulted:

PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 18: Transport;
Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main Issues:

The key considerations in the determination of this planning application are the principle of the proposed development, the impact of the proposals on the character and appearance of the area, the impact of the proposal on residential amenity and the impact of the proposals on the highway network.

Principle of the proposed development

The application seeks permission for the reintroduction of boundary fencing to a substantial parking area located to the east of Glynmynach Street. The site lies within defined settlement limits and the revised plans satisfy the key requirements of Local Development Plan policies AW5 and AW6 inasmuch as these are relevant in the determination of this particular application.

Impact on the character and appearance of the area

Historically the site benefitted from a 1.5m high chain link fence along much of its Glynmynach Street frontage this is no longer present. The applicants initially promoted the use of a 2.1m high palisade fence this would have been inappropriate given its proposed location opposite residential property. The revised plans now propose the provision of a 1.8m high weld mesh fence, this is considered acceptable for a residential area and is e.g. frequently applied to school boundaries in residential areas.

Impact on residential amenity

The proposal involves the erection of a fence, most of it opposite long established residential property. The height and type of fence is considered appropriate to the location and its impact on residential amenity acceptable. As such, the proposed development is considered acceptable in respect of Local Development Plan Policies AW5 and AW6 insofar as they relate to this issue.

Access and highway safety

The applicant intends creating a boundary fence and gated access to prevent fly tipping on site. The boundary fence has been set back from the rear of the carriageway to prevent encroachment and this is considered acceptable. There is some concern that the proposed access off Glyn Street/Glynmynach Street is sub-standard in terms of highway geometry and oversubscribed with high on street car parking demand. However, taking into account that the proposed application is for a boundary fence and gate only with no potential use of the land indicated the proposal is considered acceptable.

Other Issues:

- The area is not open land as claimed and this is borne out by the planning history of the site despite it having been accessible for a number of years due to the lack of any effective boundary treatment.
- Whether or not the land is subject to fly tipping or if fly tipping is worse to the south of the site is not a material planning consideration.
- The use of the site for ad hoc parking by parents bringing children to the adjacent nursery would be lost to the site being made secure. However, they only benefit from it now because the landowner allows it to continue.
- What the applicant says and does in a public meeting has no bearing on the determination of this planning application and a decision will only be made on the relative merit of the case in planning terms. For the record, the individual referred to by the applicant and author of this report has only ever met the applicant once via a teams call in 2021 and spoken on a few occasions on the telephone.
- The validity of claims made to deal with Japanese knotweed on the wider site lie outside the scope of consideration of this application
- As Members will be aware the loss of a view is not a planning consideration.

- Whether or not the development would include a gate for access purposes is irrelevant to its capacity to prevent fly tipping on the land.

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 is considered to comply with the relevant policies of the Local Development Plan in respect of its impact on residential amenity and its visual appearance. The impacts on the local highway network are deemed acceptable given there is no declared intention to vary or change the use of the site itself. The proposals are considered acceptable in terms of all other material particulars and as such the following recommendation is made

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 following approved plans: -

- 2m high twin mesh fencing details received 9th February 2022
- Site location plan drawing no 21.02/04 Rev B received 9th February 2022

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

PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/0162/10 (JE)
APPLICANT: Ms H Fychan
DEVELOPMENT: Newid defnydd llawr gwaelod yr adeilad o adwerthu (dosbarth defnydd A1) i fod yn swyddfa etholaeth (dosbarth defnydd A2)/ Change the ground floor use of the building from retail (Use Class A1) to a constituency office (Use Class A2).

LOCATION: 2 HIGH STREET, PONTYPRIDD, CF37 1QJ
DATE REGISTERED: 21/02/2022
ELECTORAL DIVISION: Graig

RECOMMENDATION: APPROVE

REASONS: The use as a constituency office is acceptable within a town centre location and the nature of the specific use is such that it will attract increased visitors to the town centre which will add to its vitality and viability. Further, it is not considered the use has any undue impact upon the amenity or operation of the neighbouring properties, or upon highway safety in the vicinity of the site.

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

Retrospective planning permission is sought for the retention of a change of use from a retail store (Use Class A1) to a constituency office (Use Class A2) for the use of the Senedd Member for the South Wales Central Region. No external alterations have been undertaken or are proposed.

Whilst several signs have been erected at the unit details submitted with the application indicate that separate advertisement consent would not be required.

Members should not that whilst the application is retrospective, the change of use took place during the temporary relaxation period set out within the Town and Country Planning (General Permitted Development) (Amendment)(No.2) (Wales) Order 2021 which was implemented to support the reopening of businesses and to improve public confidence in the high street during the recent Covid 19 pandemic, and allowed such changes use for a temporary period.

SITE APPRAISAL

The application property is a two-storey, mid terrace commercial premises located on the main high street through Pontypridd town centre. The property is occupied by a constituency office on its ground floor (the subject of this application) which benefits from an existing shopfront and signage scheme, and a separate office above.

The property is located towards the southern end of Pontypridd town centre with the locality characterised by a wide mix of retail and other commercial uses.

PLANNING HISTORY

The most recent planning applications on record associated with the application site are:

13/0154/10: 2 HIGH STREET, PONTYPRIDD, CF37 1QJ

Change of use to ground floor and basement (existing office) to cafe/takeaway A3 and first floor (existing office) to residential (studio flat). Adjustment of existing shopfront to provide new single door as access to first floor.

Decision: 04/07/2013, Grant

PUBLICITY

The application has been advertised by direct notification to neighbouring properties as well as notices displayed at the site.

No letters of objection have been received following consultation.

CONSULTATION

Transportation Section: No objection raised or conditions suggested.

Public Health and Protection: No objection raised although conditions suggested with regard to construction hours, noise, dust and waste.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021, it has been reviewed and a replacement is in the process of being produced. 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 lies within the settlement boundary for Pontypridd, is within the town's Retail Centre and also the Pontypridd Town Conservation Area.

Policy AW2 – supports development 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 – states that development proposals which impact on sites of architectural/ or 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 SSA1 – supports commercial development that reinforces the role of Pontypridd as a Principle Town; respects the culture and heritage of the town; is of a high standard of design and makes a positive contribution to the townscape; integrates positively with the existing built form; promotes retail, tourism and leisure opportunities and promotes accessibility to services by a range of sustainable modes of transport.

Policy SSA16 – defines Pontypridd as a Principle Town and supports retail developments which would maintain or enhance the centre's position within the retail hierarchy.

Supplementary Planning Guidance

- The Historic Built Environment
- Design in Town Centres
- Design and Placemaking
- Access, Circulation and Parking

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 all 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 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 national policy guidance considered:

PPW Technical Advice Note 12 - Design

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main Issues:

Principle of the proposed development

The application relates to the change of use of this property to a constituency office for the South Wales Central Senedd Member. The property is located within the heart of the town's retail centre, therefore its use and operation are likely to bring in a significant number of visitors to the town centre which is comparable to a retail use. It is also likely that visitors to the premises will result in increased activity within the town centre which will add to its vitality and viability.

Further, given its town centre location, the property is in a highly sustainable location and is accessible by a range of transportation modes including walking, cycling, train and bus as well as by the private car. It is therefore compliant with Policies AW2 and AW5.

Finally, the nature of the use is considered acceptable for this town centre location, and the building retains the capacity to return to an A1 retail premises without the need for planning consent in future. As such, the principle of development is therefore acceptable subject to the criteria set out below.

Impact on the character and appearance of the area

The proposal has not involved any external alterations to the property and does not propose any. As such, the change of use has not detracted from the character or appearance of the area and is considered acceptable in this regard.

Impact on residential amenity and privacy

The site is located within a central retail area, with the majority of surrounding properties being occupied for commercial activities. It is not considered the change of use results in either an increase in the intensification of use of the site over the previous use, or results in a detriment to the amenity of any surrounding occupiers.

It is also noted that no letters of objection were received following the consultation process. Therefore, in terms of the impact on the amenity of neighbouring residents, the application is considered to be acceptable.

Impact on parking provision and highway safety

The Council's Transportation Section were notified during the consultation period in order to provide comments on the suitability of the application. Their comments are as follows:

Primary access to the constituency office is to remain from High Street – being a publicly maintained highway, High Street is considered adequate to serve as access to the proposed development.

The property is located in Parking Zone 1 with the previous retail use having a parking requirement of 1 off-street car parking space per 60sqm in accordance with the Council's SPG, Access, Circulation & Parking 2011 with none provided. The proposed A2 office space would have a similar requirement. Given the similar nature of the parking requirement between the previous and current uses as well as the sustainable location of the proposal, there are no concerns raised regarding the parking provision for the constituency office.

Taking the above into account, the application is considered acceptable in this regard.

Public health and protection

The Council's Public Health and Protection Division recommend that conditions regarding demolition, hours of construction, noise, dust and waste be appended to any subsequent approval. While these comments are appreciated, the change of use has already occurred and no further works are proposed. And in any case, these issues would be more efficiently controlled through other legislation available to the Council. As such the conditions are considered unnecessary.

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 change of use has brought what was a vacant property in the town centre back into beneficial use, providing a small but important regeneration benefit. The property is also in a sustainable location with frequent bus services and ample opportunities for walking and cycling. As such, the proposal is compliant with national policy as well as the relevant policies of the Local Development Plan.

RECOMMENDATION: Grant

1. The development hereby approved shall be carried out in accordance with the approved plan numbers
 - Floor Plans
 - Location Plan

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

PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/0349/10 (MF)
APPLICANT: Friends of Tyn-Y-Bryn Park
DEVELOPMENT: Propose to site an outdoor gym with 10 pieces of equipment.
LOCATION: SITE WITHIN TYNBYRN PARK, TYNBYRN ROAD, TONYREFAIL
DATE REGISTERED: 22/03/2022
ELECTORAL DIVISION: Tonyrefail West

RECOMMENDATION: Approve, subject to conditions.

REASONS: The proposed development would provide the local community with a welcome leisure/sports facility on an area that has long been established for such purposes.

Further, the siting of the outdoor gym is considered acceptable in terms of its visual impact and potential impact upon the amenities of neighbouring residents.

The application therefore complies with the relevant local and national planning policies and is considered acceptable.

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

Full planning permission is sought for the construction of an outdoor gym at Tyn-Y-Bryn Park, Tonyrefail.

It is proposed the gym be constructed at an unused area of the Park, directly to the north of the existing children's play area. The gym pad itself would have a footprint of

13m by 7m comprising a concrete slab at existing ground level with various exercise equipment sited throughout – 10 no. black/green coloured steel structures. A 1.2m wide hardsurface safety buffer would be site around main gym pad.

Access would be gained from the existing footpath that runs through the centre of the Park.

The application does not include details of, or seek consent for, any forms of enclosure or lighting.

The applicant has detailed that the outdoor gym would form a free facility for use by the general public and that the scheme has been conceived following consultation with the community in respect of what sports facilities the residents of Tonyrefail would like to see in the town.

SITE APPRAISAL

The application site comprises an undeveloped parcel of land, but maintained area of grassland, within Tyn-Y-Bryn Park, Tonyrefail. The development plot is located towards the southern corner of the Park, directly to the north of the existing children's playground and west of the footpath that runs north to south through the centre of the Park.

The Park currently accommodates football, rugby and cricket pitches, as well as a MUGA and children's play area. It is also noted that the Tonyrefail Leisure Centre and a ten-pin bowling centre are located at the north-eastern extent, beyond which is a large public car park; and that planning permission for a skatepark has also recently been approved nearby within the Park.

There are a number of residential properties located around the Park, but all are a considerable distance from the development plot itself with the nearest being at Heol Ton and Tynybryn Road approximately 50m to the south-west/south-east respectively.

PLANNING HISTORY

There is a long history of planning applications at the site but most relate to works at the leisure centre building rather than the Park itself. As such they are not considered relevant to this application. Therefore, only applications for works at the Park have been set out below:

22/0093/39 – Non-material amendment to 08/0204/10 – reduce size of spectator stand.

Decision: Granted, 01/02/22

21/1511/10 – Construction of a new concrete skatepark within Tyn-Y-Bryn Park.

Decision: Granted, 19/01/22

19/0876/10 – Proposed 3m high fencing including gate enclosure.
Decision: Granted, 02/12/19

16/0775/08 – New 3G pitch plus additional car parking to rear of the leisure centre.
Decision: Granted, 11/11/16

08/0204/10 – The erection of a football stand, dug-outs, concrete hardstanding and 1.8m high palisade fencing (including gates) enclosure.
Decision: Granted, 28/07/08

PUBLICITY

The application has been advertised by means of direct neighbour notification and site notices. No representations have been received.

CONSULTATION

Highways and Transportation – No objection or conditions suggested. The proposal would have no impact upon the local highway network or parking provision in the vicinity.

Public Health and Protection – No objection subject to conditions in respect of land contamination and site investigation works.

Flood Risk Management – No objection or conditions suggested. The proposed development works would have to gain separate SuDS approval from the Council as SAB prior to any development works taking place, which would ensure no drainage/flood risk issues would arise.

Countryside, Landscape and Ecology – No objection or conditions suggested. The site is amenity grassland which is intensively managed through regular mowing. It accordingly has little ecological value.

Parks and Leisure – No objection. The department would welcome the enhancement of new leisure/sports facilities at the Park.

Sports Council for Wales – No objection. An outdoor gym would be a welcome addition to the existing Park and we would therefore support this scheme.

Tonyrefail Community Council – No comment. The Community Council have been involved with this project since its inception and therefore do not think it's appropriate to make formal comments on this planning application.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The current LDP's lifespan was 2011 to 2021. 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, 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 Tonyrefail but is not allocated for any specific purpose.

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

Policy AW2 – supports development in sustainable locations and includes sites that are accessible by a range of sustainable transport modes 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 AW10 – does not permit proposals where they would cause or result in a risk of unacceptable harm to health and/or local amenity.

Policy SSA4 – sets out the criteria for residential, commercial and community development within the Key Settlement of Tonyrefail.

Supplementary Planning Guidance

- Design and Placemaking

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 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
- Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking
- Policy 33 – National Growth Area – Cardiff, Newport and the Valleys

Other relevant national planning 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

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.

Principle of the Proposed Development

The application seeks to provide an enhanced leisure/sports facility within the community through the construction of a new outdoor gym at the site.

The proposed development would be sited within the grounds of an existing public park where there is already a range of leisure/sports facilities and the principle for this type of use has been long established. Further, the scheme is supported by the Council's Parks and Leisure section and Sport Wales who welcome the development.

The proposal is therefore considered acceptable, in principle, subject to compliance with the relevant criteria set out below.

Visual Impact

Being of a relatively minor footprint, in comparison to the wider Park and other facilities within it, sited at existing ground level and with the equipment being few in number and of relatively minor scale and height, it is not considered the outdoor gym facility would form an overly prominent feature within the wider context of the Park.

Further, the proposed outdoor gym would be located directly north of the existing children's play area which includes various structures of comparable design and scale to that proposed. As such, it is considered the gym facility would be seen as a natural extension of the existing development at the Park, reducing any prominence.

It is also noted that outdoor gyms are now commonplace in many public parks throughout the County Borough and therefore this type of devolvement would not be considered out of character in this location.

Therefore, whilst it is accepted the proposed outdoor gym would be visible from views both within and outside of Tyn-Y-Bryn Park, taking account of the scale of the wider park, existing features within it, and the relativity minor works proposed, it is not considered the proposal would be harmful to the Park's overall character and appearance.

Residential Amenity

The closest residential dwellings to the proposed skatepark are approximately 50m away at Heol Ton to the south-west and 100m away at Tynybryn Road to the south-east. Given the separation distance and the relatively minor development works proposed, it is not considered the new structures would have any direct impact upon the outlook from these properties or cause any other form of physical detriment to them.

It is acknowledged however that the gym would likely result in noise from activities and users, but this has to be considered in the context of the wider Park, of which the outdoor gym area would form a relatively minor element.

The existing football, rugby, cricket and children's play facilities are long-established and generate activity, comings and goings and subsequently noise. As such, surrounding residents would be accustomed to a level of disturbance associated with the Park in its current form. The new outdoor gym would inevitably add to the current levels of noise at the Park, but given the relatively minor scale of the development proposed, it is not considered the additional facility would significantly increase noise levels over and above that which already occur.

Finally, as set out above, outdoor gyms are common features of public parks throughout the County Borough and these areas are considered the most appropriate

places to site such facilities, away from residential properties and in areas already in use for leisure/sports purposes.

Subsequently, in terms of the potential impact upon the amenity and privacy of neighbouring residents, the application is considered to be acceptable.

Public Health

Public Health and Protection commented that there is potential for the site to be contaminated due its historic use for landfill and consequently site investigation works should be undertaken prior to any development. As such conditions to this effect are recommended.

Whilst these comments are appreciated, given the very minor of the nature of the works proposed – a relatively minor hardstand at existing ground level that would not require any foundations or intrusive ground works, and the fact that the site is already in use for sports/leisure, it is considered that requiring the applicant to undertake intrusive site investigation works would be unreasonable in this case. As such the conditions suggested in this respect are not considered necessary and an appropriate note advising the developer of the potential issues would be sufficient instead.

Community Infrastructure Levy 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 proposed development would provide the local community with a welcome leisure/sports facility on an area that has long been established for such purposes.

Further, the siting of the outdoor gym is considered acceptable in terms of its visual impact and potential impact upon the amenities of neighbouring residents.

It is therefore considered the application complies with the relevant local and national planning policies and is acceptable.

RECOMMENDATION: Approve, subject to 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 carried out in accordance with the approved plans ref:

- Site Location Plan
- Proposed Site Plan
- Proposed Aerial View

and documents received by the Local Planning Authority on 22/03/22 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.

PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/0425/08 (GD)
APPLICANT: Director of Education (Rhondda Cynon Taf CBC)
DEVELOPMENT: Provision of a new 3-16 'all through' school, demolition of some buildings and replacement, refurbishment of others, new staff car park, coach car park and pupil drop off, associated works.
LOCATION: HAWTHORN HIGH SCHOOL, SCHOOL LANE, RHYDYFELIN, PONTYPRIDD, CF37 5AL
DATE REGISTERED: 11/04/2022
ELECTORAL DIVISION: Hawthorn

RECOMMENDATION: Approve

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

REASON APPLICATION REPORTED TO COMMITTEE

- Three or more letters of objection have been received;
- 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 application seeks planning permission for the provision of a 3 – 16 “all through” school which will include the demolition of some buildings on site and their replacement, the refurbishment of others, and the siting of a new staff car park, coach park, pupil drop off area and all associated works. The works will utilise elements of both the existing primary and secondary schools.

To facilitate the proposed changes three existing buildings on the site are to be demolished the first of which is the former caretakers house, a stone built property sitting to the west of the school entrance. The second building to be demolished is described as block 2, a Victorian building with gabled roof and dormer openings which is one of the original buildings on the site. The third building to be demolished, block 4, is the main school building which is a CLASP system building that is approximately 50 years old. It consists of one single story square shaped structure and a second 2 storey L shaped structure both following the same design concept with glass and burgundy panels with white uPVC windows.

A new two storey broadly wedge shaped building will be built in the north west part of the site directly south of the existing primary school. The building will have maximum dimensions of 106m x 41m narrowing to 16m. The building will stand 12.85m high at the ridge of the mono pitch roof on the south west facing long elevation falling to 8.3m at the eaves. The remainder of the building behind the long elevation will have a flat roof at approximately 9m height. Fume cupboard flues from the laboratory would project a further 90cm above the ridge. The ground floor of the building would comprise 11no. classrooms, circulation space, staff room, heads office, general office, meeting room, reception area, lobby, stairwells, staff and pupil toilets, reprographics, stock room, secure exam room, catering facilities and dining area, PE store, main hall, comms room, therapy room, water storage and booster room, and a library. The first floor will comprise 16no. classrooms (including art, music and science facilities and their associated preparation and storage areas), ICT suite (as part of the school heartspace), hygiene room, multi-use room, staff and pupil toilets, junior class base, offices, comms room, meeting room, circulation space and pump room. The school hall is a double height element of the design and as such there is a void at first floor level over it.

The building would be finished in a combination of fair faced buff brick, vertical metal panels (copper colour), light grey vertical metal panels, reclaimed stone from the buildings to be demolished for the walls, with a metal standing seam roof in light grey. The entrance canopy will be in powder coated aluminium light grey, with doors and window frames in powder coated aluminium dark grey where appropriate windows will be fitted with shading fins. The south west facing mono pitch roof will also have photovoltaic cells installed on it.

Access will be provided as existing from School Lane, though will require some reconfiguration. This will service access and parking across the site. 35no. visitor parking / pick up / drop off spaces will be provided to the north of block 10 on the eastern side of School Lane. 17no. community parking spaces will be provided adjacent to the swimming pool with 84no. staff parking spaces provided east of block 13. 6no. bus bays will be provided west of block 13.

The site currently has one Multi Use Games Area (MUGA) and two new MUGA's will be provided on site. The existing all weather pitch will remain with a maintenance route provided between the new school building and all weather pitch. A new plaza will be

created south and south east of the new building. A number of informal covered teaching spaces will be provided across the site along with hard and soft social spaces.

The application is accompanied by the following in addition to the standard application forms and drawings.:

- Planning Statement;
- Design and Access Statement
- Car Park Management Plan
- PAC Report
- Construction Traffic Method Statement
- Environmental Management Plan
- Ecological Impact Assessment
- Environmental Noise Assessment
- Flood Consequences Assessment
- Transport Assessment
- Travel Plan, and
- Tree Survey and Arboricultural Impact Assessment

SITE APPRAISAL

The application site in this instance comprises some 7.75 hectares formed by the curtilages of Hawthorn Primary and Secondary Schools. The site is relatively flat and comprises a number of educational and recreational buildings, playing fields and yards, along with car park and bus areas. The School is located within the residential area of Hawthorn with residential properties to the north, east and south of the site.

The existing school buildings are a mix of single and two storey structures of varying age appearance, design and mass. Vehicular access to the site is achieved via Cardiff Road and School lane towards a central point on the eastern boundary of the school.

PLANNING HISTORY

05/1287	Storage building	Approved 11 th November 2005
15/0959	Roof replacement over swimming pool and refurbishment	Approved 26 th August 2015
16/0483	New sports hall	Approved 6 th July 2016

PUBLICITY

The planning application has been advertised by way of press notices, site notices and neighbour notification letters and this has resulted in 15 submissions expressing the following concerns and objections with regard to the proposed development.

Procedural Issues

- The Pre Application Consultation (PAC) has failed in that it has not addressed concerns expressed in respect of parking.
- The Hawthorn Community can rightly feel let down if as part of the planning application process the assessments promised in the 21st Century Schools Consultation process are omitted.

Planning Application Matters

- New fencing is to be added alongside Hawthorn Villas, and no such changes are proposed where the road accessing those car parking spaces will run. Could the road be moved away from these fences and additional fencing or planting be added to help reduce noise and improve amenity?
- Will Planning be placing a condition on the height of the fencing near the MUGA in the area of the orchard?
- The PAC does not address issues raised in respect of trees where the question was asked if the trees to be lost will be replaced on a two for one basis. The trees were also a valuable ecological habitat prior to their removal providing safe hibernation and nesting environment.
- Are the Education Authority considering the development of a walkway canopy?
- Will Planning put a condition on any permission that plans be updated so that the swept path track for the bus bays are changed as suggested by Highways?
- Other new builds have had issues with the amount of glass used and the effects of the sun leading to overheating of young people inside. Has this been considered in this design? Is the glass special in some way?
- Consultation responses are not loading on the Planning website.
- On the planning application form why does the applicant say that the site cannot be seen from the road when quite clearly it can?
- Section 3.2 of the Environmental Management Plan lists statutory requirements and the relevant enforcing authorities but is not clear on whether this is required or not.
- The proposed building should be built attached to the new build connecting to the sports hall and the park could then be where the present school is sited. The site takes parking from the all-weather pitch and green space is also lost.
- The date of the noise assessment was not an appropriate date or time, School Lane was identified as the nearest noise sensitive receiver so why should residents have to put up with more noise through demolition and redevelopment?
- The school has increased in size markedly since some residents moved in and the noise associated with pupils has grown with it, yet no account is taken of it

- residents have not been considered and what noise reduction methods will be offered to them?
- Some residents work from home and will be unable to work if there is noise pollution. One is disabled and will not be able to bring any disruption up with a liaison officer if it impedes their work time – what is being offered to residents to alleviate any noise or vibration in their home?
- Residents already encounter light pollution and strongly object to any further use of floodlights. What will be offered to residents in the form of solution/compensation?
- A resident points out that the home has recently been repainted and that the dust and dirt that development will bring will leave the property grimy and they expect compensation to have the home repainted when the work is completed. There is also an expectation of gates being erected to prevent the ingress of dust and rubble into the property.
- There is a suggestion that trees will be planted to screen the new parking area which will result in more leaves and debris in autumn/winter – what will be done to alleviate this?
- The content of the Pre Application Consultation (PAC) document is disputed, in that the claim is made that the deadline for comments was not extended, questions about rubbish and pollution have not been addressed, and the claim that capacity is reducing rather than increasing is challenged.
- Speed restriction have been introduced on the A470 to limit pollution so why should residents of School Lane be subjected to increased pollution from additional vehicles attending the school – what will be offered to alleviate pollution and will it be monitored?
- With increased footfall and vehicles using School Lane and residential properties not being screened from the road privacy is reduced for some on up to three elevations. What is being offered as a solution/compensation?

Highways & Transportation

- There is general concern that student safety, particularly at the start and end of the school day has not been fully addressed as it is the view of objectors that the design as proposed does not demonstrate that the proposals are safe for children, young people or the community.
- The issue of buses and other large vehicles reversing was raised as a concern at the Pre Application Consultation (PAC) stage and the Council's own supplementary planning guidance on access circulation and parking indicates that parking facilities should include a facility for vehicles to turn without reversing – the PAC fails to address this point.
- The developers have also failed to demonstrate why they feel the parking area/drop off zone which involves cars reversing is deemed acceptable and safe for the development. The safety and safeguarding principles applied to the coach parking area has not been applied here. As the 21st Century Schools Programme is designed to create safe learning environments for schools and communities then the safety of everyone visiting the site should be paramount

and this arrangement does not work in the interests of safety. Some residents believe that there is insufficient parking at the site and that a safe traffic management plan is essential to avoid tragic incidents such as that at Maesteg School in 2018 where concerns over traffic management were not acted upon.

- The Transport Assessment (TA) indicates that a parking stress survey has not been undertaken and as such there is no statistical evidence as to the scale of the issues being experienced in School Lane, Cardiff Road, Ynyslyn Road, Ynyscorrwg Road and at the Hawthorn Inn. This despite RCT Highways responding to the PAC that there is considerable demand within the vicinity at pick up and drop off leading to unacceptable safety concerns and over minimal provision and the potential for indiscriminate parking as a result increasing hazards to all highway users and increasing the potential reversing movements.
- The Travel Plan states that it can include route improvements to benefit the whole community through measures such as traffic calming any related highway safety measures – would it not be better for the requirements for such route improvements to be assessed prior to the school opening rather than afterwards? E.g. there is no consideration for resident only parking on School Lane.
- School Lane is subject to an Experimental Prohibition of Driving and Speed Limit (IF186) reducing speed and restricting access at certain times of the day to improve road safety and improve active travel so the Council should be well aware of the nature of the issues involved.
- Is it possible to redesign the bus bays including altering the aisle widths (as Highways have suggested) to enable them to be used for pick up/drop off when the bus bays are free of buses? This is also mentioned in the car park management plan but will not be possible if the area has not been made suitable for this to take place.
- Do the community spaces get used during the school day or outside of school hours only? Is there potential for these to be used for pick up/drop off which is also suggested in the car park management plan?
- Has a Safe Routes to Community Assessment been done? The Transport Assessment indicates that it is still to be done, but should this not form part of the planning application as has been done previously for other schools?
- With an additional 300 primary school pupils walking to school it should be noted that there are limited safe crossing opportunities and consideration should be given to the provision of additional crossings and traffic light controlled junctions with safe crossing points at e.g. School Lane/Cardiff Road and Cardiff Road/Fairfield Lane.
- The Travel Plan notes that pedestrian provision in the area is good which is generally true with the exception of the area around the light controlled crossing where the footway is narrow and its improvement should be made a condition of planning permission should consent be granted. Similarly the lack of tactile paving on Ynyslyn Road may need to be considered in the context of a safe route to school.
- Whilst parents and carers will be advised not to park on roads near the school who will do this and how will it be enforced?

- Safe routes to school – why are there no plans included to upgrade the route from Fairfield across the Hawthorn Leisure Centre Fields to Ynyscorrwg? This safe route to school has been omitted from the Travel Plan. There is no safe route to school for children walking from Upper Boat.
- Similarly why are there no plans to upgrade the route under the A470 through the underpass joining Poplar Road and Hawthorn Crescent and then on to RCT IMN W6 which in its current form some consider unsafe as it is open to motorised vehicles.
- The pedestrian/cycle route INW58 Cardiff Road to Upper Boat has been planned but not implemented yet the Travel Plan suggests it already exists.
- Deliveries have coincided in the past how will this be avoided?
- The DAS stats a pull in bay will be provided to the front of the school and that a new refuse area will be provided near the new building – where is this on the plans? How will deliveries be made to the kitchen in the new school building? The commercial vehicle bays visible on plan are near the bus bays and there does not appear to be any roadways near where the kitchens would be. Will this be convenient for delivery drivers or will they try to park closer? Or would they drive across the Piazza and Courtyard where maintenance access is shown?
- In the Transport Assessment it is noted that there is a commercial vehicle bay to the east of the junction and a bay for deliveries and taxis on the west. Is this the same as shown on the plans now or does it conflict with them?
- Will Highways be considering if any TRO's are required?
- There is no drop off for the primary as across the road is impractical with young children.
- It is impractical to have a cycle lane down Cardiff Road.
- Cars are already often parked or dumped around the School causing children to step into the road.
- The single point of entrance remains and people are encouraged not to park in nearby streets, this will not happen and will get worse if walking routes are not improved.
- The school will only exacerbate problems with cars in Hawthorn.
- It is ill advised to place a road to the rear of Hawthorn Villas as they have short gardens and vehicles passing will have an adverse impact on air quality.
- The use of palisade fencing to the boundary with Hawthorn Villas is inadequate and unacceptable and a more substantive solution is required.
- In managing deliveries to the site in the course of construction vehicles will be stopped on School Lane and escorted by a marshal. Why should visitors to other properties be subjected to such constraints and this leads to congestion on School Lane which is not receiving the same consideration as Cardiff Road – this could be alleviated with the creation of an alternative access road.
- Why does access have to be via School Lane? Previous works at the school used an alternative access so why can't it be used again as School Lane is not suitable for large construction vehicles.

- If traffic can be diverted to construct the entrance to the proposed new car park why can't it be moved permanently? How will this diversion affect resident's access?
- Drop off zones will increase traffic through school lane especially with more primary age children in attendance.
- Residents are opposed to traffic lights on School Lane as they will be affected permanently when entering and leaving their property.
- A family has two disabled residents with two adapted wheelchair vehicles, they frequently encounter problems accessing from School Lane often experiencing abuse from other road users and access blocked. What consideration is given to these residents with the proposals and increased volume of traffic?
- The new car park opposite properties in School Lane is regarded as an invasion of privacy and the siting of the entrance is also objected to. This should be moved away from School Lane and residents properties.
- The existing health and safety situation will be exacerbated by reversing on to or three point turns on School Lane.
- The children of residents will be at risk from construction traffic outside of their homes and will not be able to play in the street. What is being offered as a form of compensation?
- A number of residents of School Lane would like residents only parking permits issued as soon as possible.

Flood Defence Drainage & Water Management

- In their response to the PAC Natural Resources Wales expressed concern that maintenance of the River Taff flood defence has become increasingly difficult due to the installation of perimeter fencing and recommended the fence be moved at least 2m away from the flood embankment as part of the construction works. Discussions over better access to the embankment were also requested prior to the submission of any formal planning application. The applicants response to this concern ins requested.
- The Flood Consequences Assessment states that the school is covered by the area Flood Investigation Report 14 which is incorrect as it extends only as far as Alexon Way and no lower. During storm Dennis a number of properties did flood though the school did not. It is concerning that RCT 15 has not yet been published and it is questioned if there is anything in the report that might prove detrimental to the proposals. Could the Planning department obtain a draft copy of the report and verify that there is no risk to the school?

Other Issues

- Is it proposed that secondary school pupils will have access to the breakfast club?
- When will the Community Benefits Strategy be available?
- When will the Construction Phase Plan be available?

- Facilities currently available to pupils at the school do not appear to be carried forward under the new plans, these include but are not necessarily limited to pottery kiln, photography dark room, full theatre lighting rig and control box and sound/music recording booth.
- The subway under the A470 is dark, unobserved and often the source of anti-social behaviour and drug use making it a relatively unsafe route particularly for women and children.
- The dining area should be large enough to accommodate all pupils and should ensure healthy eating options are put before pupils.
- Super schools have not met the criteria of improving education for varied reasons. I have seen that children do not enjoy the setup of a "super school" in the slightest. It will worsen the already failing educational setup.
- The proposal will also create severe traffic issues (e.g. like Blackwood). What power will the site manager have over disputes, will decisions be made on site or will they have to revert back to the Council?

CONSULTATION

Highways & Transportation – no objections subject to conditions

Public Health & Protection – suggest a series of conditions relating to noise dust suppression, pollution and hours of operation but do not object to the proposed development.

Countryside – with the proviso of the NRW comments relating to bats, the ecology impacts are adequately assessed and considered. There is a need to condition all ecological mitigation and enhancement details contained in Section 7 of the Ecological Impact Assessment and to also include an additional biodiversity enhancement component for the provision of swift nesting boxes as part of the proposed development.

Education & Life Long Learning – fully support the proposed development.

Flood Risk Management – no objections or conditions are raised in respect of the proposals.

Structural Engineer – advises generally in terms of the content of the submitted ground investigation and makes no recommendations.

Waste Services – no response received.

Natural Resources Wales – express some concern at the proposed development but are of the view that these concerns can be adequately addressed through the imposition of appropriate planning conditions.

Dwr Cymru Welsh Water – no objections subject to conditions preventing surface water and land drainage from entering the sewer system. They also advise that they do not envisage any problems with wastewater treatment and indicate that a water supply can be made available to serve the development.

Western Power Distribution – the applicant should be made aware that should they require a new connection or a service alteration they will need to make a separate application to WPD.

Wales & West Utilities – raise no objection and provide details of their apparatus in the vicinity of the site and safe working practices to be adopted when working in proximity to it.

South Wales Fire & Rescue Service – offer no objections to the proposed development and advise that the developer should consider the need for the provision of adequate water supplies on site for firefighting purposes and the provision of appropriate access for emergency firefighting appliances.

The Coal Authority – advise that if the proposal is to be granted planning permission then their standing advice should be included as an informative note on any decision notice.

Glamorgan Gwent Archaeological Trust – indicate that the development requires archaeological mitigation and recommend the inclusion of a condition to secure that.

South Wales Police – no response received.

Sport Wales – 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, 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 CS2 - sets out criteria for achieving sustainable growth 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

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

Other relevant national policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 11: Noise;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 15: Development and Flood Risk;
PPW Technical Advice Note 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:

Procedural Issues

The purpose of the Pre Application Consultation (PAC) process is to seek out the views of the public on draft proposals and then respond to them making any adjustments to the final details that the applicant deems necessary as a result of that process, or alternatively to justify not including them. The parking issues are dealt with in detail below.

Whatever may or may not have been advised to the residents of Hawthorn under the 21st Century Schools consultation is not a matter for the planning process. The planning application is to be determined on its planning merit having regard to the requirements of planning policy and all other material planning considerations.

There has been some initial concern expressed as to the public availability of consultation responses, this was due to technical issues that have been resolved and where the issue has been raised with officer's copies have been forwarded to the interested parties by email.

Section 3.2 of the environmental management plan lists statutory requirements and enforcing bodies that can be exercised should the need arise. As long as the development takes place in compliance with those requirements there should be no issue.

Some resident's dispute that the deadline for the submission of comments on the Pre Application Consultation was not extended. This is not the case and it also responds to the issue raised in respect of rubbish and pollution figures illustrating that pupil numbers will be reduced overall.

Planning application matters

Whether or not the Pre Application Consultation (PAC) reflects tree replacement on a two for one basis would not of itself be reason for opposing the current planning application which has been supported with a comprehensive landscaping scheme which is acceptable in and of itself.

There is also a suggestion that the trees at the site were and are a valuable ecological habitat. The planning application has also been fully supported with an ecological impact assessment which has been subject to scrutiny by Natural Resources Wales and the Council's Ecologist. The submitted details and recommendations are considered acceptable by both subject to suitable conditioning and being able to exploit opportunities for ecological enhancement.

The plans show a walkway linking the proposed new school building with the primary school, though it would be of benefit it is not considered a critical element of the proposed development.

Conditioning in relation to highway safety and movement will be determined on the basis of the comments received from Highways and Transportation and their requirements in delivering a development that is satisfactory in highway safety terms.

Whether or not the site can be seen from the road is of little importance in the context of the planning application and the truth of the matter is that some of the site can be seen and some can't which depends on where buildings sit on the site and where on the road a view can be taken.

Principle of the proposed development

The proposed development seeks the redevelopment and remodelling of a substantial proportion of the Hawthorn site to create a 3 – 16 through school. Existing buildings will be demolished and replaced along with associated recreational and play area facilities and associated infrastructure, creating a revitalised facility that is compliant with Welsh Governments 21st Century Schools brief.

Development would take place entirely within the grounds of the existing school where the principle of the proposed use is 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 proposed works which will all take place within the existing school boundaries would redefine built development on the site with older established buildings being removed and a new building created, along with the creation of the plaza, new Multi Use Games Areas (MUGA's) and outdoor teaching spaces. The new school building will be a substantial two storey institutional building which along with the other proposed changes at the site will impact upon on the character and appearance of the area. However, the new building will be built on the western side of the site south of the existing primary school which will to an extent screen it from existing residential properties and it is otherwise sufficiently distant from other residential properties to be unproblematic in planning terms. The new school building is of a modern design and replaces a number of older buildings of varying design and quality and in this sense would improve the character and appearance of the wider site. The scale and design of the new buildings are institutional and substantial in their nature as any school would be, however in the context of the wider site this is entirely appropriate. The design represents a clear improvement over what currently stands at the site where a series of buildings that are at the end of their usefulness are replaced with a modern purpose built facility which is coherent within itself and what it seeks out to achieve and in the context of the wider site and what is intended to be provided there. The finish materials proposed reflect those already used on site and are appropriate to the area. As such the proposals are considered compliant with Local Development Plan Policies AW5 and AW6 insofar as they relate to this issue

Impact on residential amenity and privacy

Whilst the proposed changes will result in alterations to the character and appearance of the wider site, the proposed changes have the potential to improve the visual and residential amenity of the area.

The redevelopment of the site and the creation of the plaza area new formal and informal outdoor recreation, teaching and activity spaces have the potential to open

up the site giving the school a sense of place. The new school building will be located south of the existing primary school with the nearest dwelling with direct line of site to it being on Cardiff Road some 47m distant. Properties on School Lane will be physically closer though the existing primary school building sits between the two. There is therefore sufficient distance between residential properties and the new school building which demonstrate that any impact on residential properties in this regard would be acceptable.

The buildings and grounds are an established school site and the new building is located and designed in such a way that there is no discernible impact on the privacy of residents in the area.

The buildings to be demolished are of varying ages and design type and varying from traditional 19th century stone built structures to CLASP type buildings from the mid/late 20th Century. 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 and an improvement in local amenity to residents round about. The new building would form an attractive and high-quality development that will significantly enhance the visual amenities of the site and surrounding area. 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.

The school will need to continue to function while the redevelopment works take place. In that context the placing of the proposed buildings and general rearrangement of the proposed site represents the optimum viable arrangement in terms of its impact on amenity and privacy. The new school building due to its size massing and bulk would undoubtedly be a prominent building however, it would be a school building located amongst other such buildings within established school grounds. The positives in the design of the new building and general rearrangement of the school represent a marked improvement in the general amenity of the area over and above existing arrangements. Whilst some parking and green space will be lost to the development alternative and more coherent provision is made across the site. The only point of concern in this regard is the provision of pick up and drop off parking spaces adjacent to Hawthorn Villas. In this regard officers agree with the view of residents that the provision of palisade fencing is an inadequate response to that particular change in circumstances and as such a condition is recommended requiring the developer to agree an alternative and acceptable boundary treatment at this location. It has been suggested that the road could be moved further away though this would require the reconfiguration of much of the site.

It has been suggested that the planting scheme around the proposed parking areas will lead to more leaves and tree debris in autumn/winter. Notwithstanding the amenity benefits of such planting clearly outweighs the inconvenience described it is a maintenance rather than a planning issue.

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 arrangement would result in an increase for the primary from 240 pupils to 540 pupils including 60 nursery spaces. It is proposed to decrease the secondary school provision from its current capacity of 1098 pupils to 720 pupils with a proposed overall capacity of 1260 pupils. The proposals will result in overall capacity reduced by 78 spaces. 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 and secondary school with a sixth form 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. Neighbours have suggested the development will result in increased footfall and vehicles that privacy would reduce, Members should note the comments on overall pupil numbers in this regard. 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, though the pool would continue to function for the benefit of the wider community as it currently does. 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.

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 site is located off School Lane which adjoins Cardiff Road (A4054). Cardiff Road is accessed from the A470 which itself runs along the northern boundary of the settlement.

School Lane is in effect a cul-de-sac with a number of dwellings and the existing Hawthorn School at the southern end. There is a parking bay located adjacent to the dwellings with two-way traffic maintained on School Lane.

Pedestrian and vehicular access is via School Lane with turning facilities within the school grounds for access / egress by all types of vehicle including Home to School Transport.

The existing school boundary gate is to be brought forward in line with the primary school and to be included within the overall design and planning application. This proposal will require formation of a new turning facility for use by vehicles at School Lane and the existing publicly maintained highway will need to be legally stopped up under Section 247 Town & Country Planning Act.

Traffic Regulation Order.

There is an existing TRO in place for school keep clear markings and double yellow lines. The developer will be responsible for the cost of any amendments to the existing or proposed TRO as part of the application to amend and stop up School Lane and provision of any crossing points as a result of the safe route to school assessment which can be secured by means of a suitably worded condition.

Vision Splays

In accordance with TAN 18 the vision splay requirement for a 20mph speed limit from School Lane onto Cardiff Road should be a minimum of 2.4m x 22m. The existing visibility splays are in excess of this requirement and therefore acceptable.

Parking

The existing car parking provided on the site consists of 120 car parking spaces with 6 disabled spaces currently provided at the secondary school which caters for school staff and community use parking with no provision for drop-off / pick-up.

Parking requirements and provision as indicated within the submitted Transport Assessment are summarised in Tables 1-3 below:-

Table 1 SPG Parking Standards.

Type of Development	RCT SPG Car Parking Standards	
	Operational	Non-Operational
Nursery/Infants/Primary School	1 commercial vehicle space	2 spaces per classroom & 3 visitor spaces
Secondary School	1 commercial vehicle space	1.5 spaces per classroom, 1 space per 20 students of age 17 and 3 visitor spaces. Bus parking as required

Table 2 SPG Parking Requirement.

Type of Development	No. of Classrooms	RCT SPG Car Parking Standards			
		Staff	Visitors	Commercial	Total
Nursery/Infants/Primary School	19	38	3	1	42
Secondary School	38	57	3	1	61
Total		95	6	2	103

Table 3 Car Parking Provision.

Proposed Development Car Parking Provision				
Staff	Visitors/Drop Off	Commercial	Community	Total
104	35	2	17	158

Pick Up Drop Off

Access to the drop off car park is gained off School Lane, onward access to the staff car park. Access to the parking facilities provided would be controlled and managed by the school and secured when not in use by the school or community.

The number of drop off and pick-up parking spaces has been increased to from the 17 spaces indicated in the pre-application to a total of 35 spaces located in an area segregated from the main pedestrian access.

This magnitude of provision seeks to balance the desire to not simply predict and provide unsustainable amounts of on-site parking with the requirements of the RCT SPG which states :-

“Appropriate provision must be provided for parental drop off/pick up of children as dictated by local circumstances and any School Travel Plan.”

The 35 drop off spaces are located on the northern sector of the application site and accessed from a single priority access junction on School Lane. This site access junction also serves an additional 82 staff car parking spaces.

As has been detailed the school operates a pre-school breakfast club that currently accommodates approximately 70 pupils. These 70 pupils are likely to be the first to be dropped off in the morning during the period 08:10 – 08:30.

The Parking Management Plan considers a 7-minute dwell period for parents or guardians dropping off children at the breakfast club which would allow 105 vehicle arrivals to utilise the drop off spaces in the period 08:10 – 08:30. It is considered reasonable that breakfast club arrivals may occur in the period 08:10 – 08:30 and would not all occur as the club opens.

As noted, the current breakfast club accommodates 70 pupils and the TA considers that the 35 spaces would comfortably accommodate this level of demand in the period 08:10-08:30, and in fact could accommodate a greater level of demand assuming a conservative 7-minute dwell time.

It should also be noted that not all children would arrive at the breakfast club by car.

The period 08:30 – 09:00 will accommodate parental drop-offs of both lower and upper school age children with drop-off of pupils of upper school age at a much faster rate.

The submitted Parking Management Plan considers that if 15 spaces were theoretically used by upper school drop-offs, where dwell time in the spaces was 2 minutes this would allow 225 pupils to be dropped off in the period 0830 – 0900. (a rate of 15 drop-offs every 2 minutes in a 30-minute period).

It is acknowledged that drop off parking associated with younger pupils may require longer dwell times as the children are often escorted onto the school site.

Many parents/guardians often remain on site until the pupils enter the school at 09:00 however some parents will leave older children within the school's demise, particularly if the playgrounds are supervised.

As such 20 spaces could be occupied by parents dropping off pupils of lower school age and these may be occupied for the period 08:50 – 09:00.

Based on this analysis the 35 drop off spaces could accommodate 70 breakfast club arrivals, 210 arrivals of upper school age pupils and be utilised by 40 arrivals associated with lower school pupils who escorted onto the site during the period 0830 -0900.

Car Park Management Plan

The submitted Car Park Management Plan outlines on-site parking provision and parking strategy within the school to alleviate the existing high on-street car parking demand at pick up and drop off times. The proposed provides for off-street car parking in accordance with Table 3 above 104 staff, 35 visitor / drop off, 2 commercials, 17 community giving a total of 158 not including the home to school transport provision.

The Transport Assessment indicates that the 35 pickup and drop off spaces will accommodate up-to 70 breakfast club arrivals, 210 arrivals of upper school age pupils and be utilised by 40 arrivals associated with lower school pupils who are escorted onto the site during the period 08:30 -09:00.

The car park management plan indicates that subject to on-site conditions and at the discretion of the site supervisor parents / carers of the primary school would be permitted to utilise the coach drop off area should the spaces be available with school starting and finishing times staggered between the comprehensive and junior school and a further 17 community spaces available in the location of the swimming pool which are only used outside of the school opening hours and could therefore be made available as additional school pickup drop off facilities at the discretion off the school supervisor.

Buses / Swept Path.

An internal area to accommodate home to school travel will provide for 5 no. coach/bus and occasional mini bus. The coach park has been designed to ensure access and egress in forward gear only with no reversing manoeuvres required on site to ensure safety and has been located as close to the site entrance as possible, to minimise the presence of coaches within the school grounds.

A compact roundabout is proposed within the site to provide access to a school bus drop-off/pick-up facility located on the eastern side of School Lane. The facility will have capacity to accommodate six 12m long coaches allowing pupils to board and alight from raised islands. Swept path analysis of school buses accessing the proposed facility noted that the site layout needs to be amended slightly to accommodate the busses when exiting the bays, however, this can be addressed as part of the detailed design process.

A pedestrian barrier or guarding at the edge of the pavement segregates the coach park from the wider school grounds. Designated crossings on site ensure pupils cross the roads in a controlled and managed manner.

Cycle Parking SPG Access, Circulation & Parking 2011.

Table 4 SPG Cycle Standards

(Educational Establishments Day Nurseries & Cèches Nursery, Infants & Primary Schools Secondary Schools & Colleges of Further Education	(incl. in short term) 1 stand per 5 staff and 1 stand per 30 children 1 stand per 1 staff and 1 stand per 6 students of age 12 and above	1 stand /50 children 1 stand /100 children 1 stand per 100 students
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There are 68 Cycle Stands proposed within the school grounds to promote sustainable modes of transport to the school which is acceptable. There is potential should expected travel patterns change to provide additional cycle stands within the school grounds as and when required.

Travel Plan

A travel plan has been submitted to promote sustainable modes of transport with less reliance placed on the private motor vehicle as the primary mode of transport to the proposed / existing school.

Measures and initiatives (outlined below) will be promoted as part of the redevelopment of the school to enhance the attractiveness of sustainable means of travel and educate and inform pupils, parents and staff of the alternatives available to private occupancy car use. The measures proposed to minimise the impact of the proposed Primary, Secondary and associated facilities will include the following:

- Cycle training (for staff and pupils)
- Walking initiatives

- Promotion of public transport infrastructure/services
- Promoting car-sharing
- Commitment to participate in events such as Bike to School Week and Walk Wednesday.

The travel plan is an evolving document and makes provision for consultation and monitoring that will be managed by a TPC. It commits to continued liaison with Rhondda Cynon Taff County Borough Council during the lifetime of the Travel Plan.

The details submitted within the Travel Plan are acceptable in principle and aim to achieve a 10% shift away from car trips within five years of the initial travel survey to be undertaken in the first teaching term of the new school.

Taking the above into consideration and the requirement to report the findings and to reach the targets set above a condition has been suggested accordingly.

Accident Data

Collision data has been obtained from Welsh Government for the purposes of undertaking this Transport Assessment. Collisions that have occurred within the study area during the latest 6-year period, for which data is available, have been summarised below.

The data-set received from Welsh Government includes collisions recorded as having occurred in the period 2015 – 2020.

A total of 18 collisions were recorded within the study area, resulting in 22 casualties. Of the 18 collisions, 1 resulted in casualties sustaining serious injuries and 17 collisions resulted in casualties receiving slight injuries. No fatalities have been recorded within the vicinity of the site.

Table 5 Accident Data.

Year	Collision Severity			Casualties	Vehicles
	Fatal	Serious	Slight		
2015	0	1	6	8	12
2016	0	0	2	2	3
2017	0	0	2	2	3
2018	0	0	2	2	3
2019	0	0	2	3	4
2020	0	0	3	5	6
Total	0	1	17	22	31

From the data received, it is evident that 9 of the 18 collisions involved non-motorised users (NMUs). One serious collision and 4 slight collisions have involved cyclists, whilst 4 slight collisions have involved pedestrians.

There is no evidence that any of the collisions that have occurred within the study area within the time frame investigated are due to issues with the road layout or inadequate

or masked road signage or markings. It is considered that the majority of collisions which have occurred have been down to poor judgement and driver or rider error.

Trip Generation.

The forecast trip generation and distribution of vehicular traffic for the proposed new Hawthorn School empirical data collected at the site will be used.

This empirical data used to provide robust base data consists of a number of classified traffic counts at a number of junctions in the vicinity of the school, the survey was undertaken on Thursday 9th September 2021.

The forecast trip generation and distribution of vehicular traffic for the School has been calculated using the empirical data collected at the site. The peak flow periods for the AM and PM peak periods at the school are 08:00-09:00 and 15:00-16:00 respectively.

The observed vehicular arrival and departure profiles are shown in Table 6. This data shows an existing 2-way traffic flow on a weekday of 410 during the AM peak and 140 during the PM peak.

Table 6 Observed Trip Generation Hawthorn School.

Period	Arrival	Departure	2 Way
AM (08:00-09:00)	207	203	410
PM (15:00-16:00)	44	96	140

The AM observed traffic includes all vehicle arrivals associated with the preschool breakfast club and departures that occurred in the PM. peak hour associated with the after-school club.

It is understood that the new school will also provide breakfast and after-school clubs which will spread the profile of arrivals and departures in the a.m. and p.m. peak hours.

The current pupil numbers at Hawthorn School are:

- Primary: 231
- Secondary: 701
- **Total: 932**

With an existing capacity of 1,318, that is an occupancy of 71% at the existing facility, the spare capacity being for the Secondary School.

The proposed school capacity is:

- Primary: 540
- Secondary: 720
- **Total: 1260**

For the purposes of this analysis, it is assumed that the proposed school will be at full capacity, which would be a 29% increase in the existing pupil numbers at the school.

Table 7 Total Forecast Trips + 29%

Period	Arrival	Departure	2 Way
AM (08:00-09:00)	280	274	554
PM (15:00-16:00)	59	130	189

The additional forecast trip generation for the proposed school is shown in table 8 below.

Period	Arrival	Departure	2 Way
AM (08:00-09:00)	73	71	144
PM (15:00-16:00)	15	34	49

Breakfast & After School Club and Primary School Drop Off/Pick Up

The trip generation calculations above are based upon the existing observed demand at the school and will have included the existing breakfast and after school club movements as well as the drop off/pick up movements.

Breakfast clubs and after school clubs will to an extent flatten the arrival and departure profiles at the start and end of the school day and reduce the peak period demand, which for schools does tend to be intense and short lived.

Thus, a sensitivity test could be undertaken with say a 10% reduction in peak demand could be reasonable, but in this case the likely impact on junction and drop off/pick up movements to be marginal. This decrease could also be balanced out by the proposed change in age profile at the school.

The assumption is that primary school age children are more likely to make use of the breakfast club and be dropped off and picked up than secondary school children, while the average dwell time will be greater for the vehicles associated with the primary school children, who need to be accompanied to school.

As stated above the proposed new school will have an increase in the proportion of primary school pupils as opposed to the existing situation. The existing school has a primary/secondary split of 25%/75%, with the proposed school having a split of 43%/57%.

Again, a sensitivity test could be undertaken with say a 10% increase in peak demand would be reasonable, but in this case the likely impact on junction and drop off/pick up movements will be marginal. As stated above this potential increase could also be balanced out by the reduction in peak demand through the attendance at breakfast and after school clubs.

The various issues discussed here and in section 5.4 are likely to balance each other out and have at worst a marginal impact upon the safe and efficient operation of the school access junction, lane and parking areas.

The initial trip generation analysis also did not include any reductions due to potential Travel Plan initiatives and associated changes in mode share and travel behaviour.

Trip Distribution

With regards to trip distribution the existing turning proportions at the following surveyed junctions have been used to distribute the additional forecast development traffic generated by the school proposals around the surrounding road network:

- School Lane/Cardiff Road/Ynyslyn Road
- Dynea Road/Cardiff Road/Gwaelod Y Gath Road
- A470/A4054/
- Fairfield Lane/Cardiff Road
- Dyffryn Road/Cardiff Road
- A470/Cardiff Road/Broadway/Pentrebach Road

The junctions assessed are acceptable.

The increase in primary school pupils from 240 to 540 will be primarily made up of English medium pupils moving from the existing Heol Y Celyn School located to the north of Hawthorn School, which currently has 344 pupils.

The trip generation of the pupils from the English medium stream at the existing Heol Y Celyn is included in the TA forecast and the change in distribution of trips considered within the junction assessments.

The Heol Y Celyn School pupils will access the proposed new school at Hawthorn via three roads across the A470, Dyffryn Road, Fairfield Lane and Dynea Road, all of which have junctions with the A4054 Cardiff Road in close proximity to the Hawthorn School site. Trip distribution adjustments have been applied to the junctions of these roads with Cardiff Road which is acceptable.

Impact Assessment

Future year assessments have been carried out at the anticipated year of opening 2024 and forecast future year of 2034.

Growth rates to allow for background growth on the local highway network have been calculated using Temprow v72 which extrapolates data from the National Trip End Model (NTEM) dataset.

This includes allocated sites contained within the Rhondda Cynon Taf LDP (2011 – 2024) and therefore it is considered that it will both capture any surrounding developments which are likely to have a material impact on the operation of the surrounding local highway network as well as generalised background growth, which will capture smaller developments within the local vicinity of the site.

The factors to be applied to the 2021 baseline surveyed flows are shown in Table 9.

Table 9 Growth Factors

Period	NTM growth factors		
	Ward	AM	PM
2021 – 2024	W02000227:	1.0248	1.0246
2021 – 2034	Rhondda Cynon Taf 026	1.1036	1.1033

Percentage Impact Assessment

The future year base + development traffic flows have been obtained by combining the forecast development flows with the 2024 and 2034 base traffic flows.

A percentage impact assessment has been carried out at the individual junctions within the study area. The results are contained in Table 10 below.

The percentage impact assessment therefore demonstrates that the movements associated with the proposed development have over a 5% impact on a minimum of one arm at three junctions within the study area. This 5% threshold is an industry standard following which further additional capacity analysis is generally required to be undertaken.

Therefore, the junctions listed below have been subject to operational capacity Analysis: -

- Cardiff Road/Dyffryn Road;
- Cardiff Road/Fairfield Lane;
- School Lane/Cardiff Road/Ynyslyn Road; and
- Cardiff Rd/Dynea Road.

Table 10 Percentage Impact 2024.

Junction	Base		Hawthorn School Development			
	Junction Total	Arm Total	Junction Total		Arm Total	
			Flow	% Increase	Flow	% Increase
2024						
AM						
A470/CardiffRd/Broadway/Pentrebach Rd	1647	705	1666	1%	715	1%
Cardiff Rd/Dyffryn Rd	1025	331	1101	7%	369	11%
Cardiff Rd/Fairfield Lane	891	348	976	10%	391	12%
School Lane/Cardiff Rd/Ynyslyn Rd	1055	208	1199	14%	279	34%
Cardiff Rd/Dynea Rd	1113	476	1168	5%	503	6%
A470 Upper Boat Junction	4207	571	4214	0%	578	1%
PM						
A470/CardiffRd/Broadway/Pentrebach Rd	1655	751	1659	0%	754	0%
Cardiff Rd/Dyffryn Rd	902	373	920	2%	386	3%
Cardiff Rd/Fairfield Lane	741	448	762	3%	463	3%
School Lane/Cardiff Rd/Ynyslyn Rd	845	98	895	6%	132	34%
Cardiff Rd/Dynea Rd	1024	309	1046	2%	326	5%
A470 Upper Boat Junction	4295	523	4299	0%	527	1%

Table 11 Percentage Impact 2034

Junction	Base		Hawthorn School Development			
	Junction Total	Arm Total	Junction Total		Arm Total	
			Flow	% Increase	Flow	% Increase
2034						
AM						
A470/CardiffRd/Broadway/Pentrebach Rd	1773	759	1792	1%	769	1%
Cardiff Rd/Dyffryn Rd	1025	356	1179	15%	394	11%
Cardiff Rd/Fairfield Lane	959	375	1045	9%	417	11%
School Lane/Cardiff Rd/Ynyslyn Rd	1135	224	1280	13%	295	32%
Cardiff Rd/Dynea Rd	1198	512	1253	5%	540	5%
A470 Upper Boat Junction	4529	615	4536	0%	621	1%
PM						
A470/CardiffRd/Broadway/Pentrebach Rd	1782	809	1786	0%	812	0%
Cardiff Rd/Dyffryn Rd	971	402	989	2%	414	3%
Cardiff Rd/Fairfield Lane	798	482	819	3%	497	3%
School Lane/Cardiff Rd/Ynyslyn Rd	910	106	959	5%	140	32%
Cardiff Rd/Dynea Rd	1102	333	1125	2%	349	5%
A470 Upper Boat Junction	4625	563	4629	0%	567	1%

Capacity Assessment

Modelling for all junctions has been undertaken using passenger car units (PCUs) with a value of two PCU's being applied to all bus and HGV movements. All other movements, including motorcycles have been assumed as one PCU.

The capacity assessments of the three roundabout junctions have been carried out using TRL software package, 'Junctions 9'.

The modelling has been based on geometric measurements using OS map data supplemented with on-site measurements, where feasible.

The outputs of Junctions 9 provide a number of measurements to ascertain information of a junction's operation. The key measurements which are considered in this assessment are:

- 'Ratio of Flow to Capacity' (RFC),
- Maximum queue length in PCUs,
- Delay in seconds per vehicle
- Level of Service indicated by a letter between A (well within capacity) and F (at or over capacity)

The main indication of the performance of a junction is given by the RFC for each lane. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait on approach to the stop line. This is reached when the RFC attains a value of 1.

Queue lengths provide an indication of how the overall junction performance may affect adjacent junctions on the highway network. The queue lengths are presented as the maximum over an hourly period. Changes in queue lengths provide a useful indicator as to a development's impact on the operation of a junction.

Assessment Results Summary

Cardiff Road / Dyffryn Road

Table 12 2021 Baseline.

Movement	2021 Baseline			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Dyffryn Rd left to A4054 South	0.4	9.02	0.31	A
Dyffryn Rd right to A4054 North	0.6	13.07	0.36	B
A4054 South ahead to A4054 North	0.4	5.54	0.16	A
A4054 South right to Dyffryn Rd	0.2	0.16	0.29	A
PM Peak (15:00-16:00)				
Dyffryn Rd left to A4054 South	0.2	7.29	0.17	A
Dyffryn Rd right to A4054 North	0.5	11.49	0.33	B
A4054 South ahead to A4054 North	0.4	5.75	0.17	A
A4054 South right to Dyffryn Rd	0.3	7.15	0.64	A

The validation of the model has been sought through a comparison of the modelled queues and the observed queues during the AM and PM school peak periods from on-site observations and survey video footage.

The queue validation exercise demonstrates that the observed and modelled delays are broadly similar. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing priority junction, which experiences minimal congestion and delay.

The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2024 and 2034 are shown in Table 12.

Table 13 2024-2034 Future Years

Movement	2024							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Dyffryn Rd left to A4054 South	0.5	9.26	0.32	A	0.6	10.23	0.38	B
Dyffryn Rd right to A4054 North	0.6	13.49	0.37	B	0.6	14.89	0.39	B
A4054 South ahead to A4054 North	0.4	5.55	0.17	A	0.4	5.84	0.18	A
A4054 South right to Dyffryn Rd	0.2	6.56	0.29	A	0.3	7.38	0.34	A
PM Peak (15:00-16:00)								
Dyffryn Rd left to A4054 South	0.2	7.39	0.18	A	0.2	7.47	0.18	A
Dyffryn Rd right to A4054 North	0.5	11.77	0.34	B	0.5	12.00	0.34	B
A4054 South ahead to A4054 North	0.4	5.80	0.18	A	0.4	5.87	0.18	A
A4054 South right to Dyffryn Rd	0.3	7.28	0.35	A	0.4	7.53	0.36	A
Movement	2034							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Dyffryn Rd left to A4054 South	0.6	10.23	0.36	B	0.7	11.53	0.42	B
Dyffryn Rd right to A4054 North	0.7	15.15	0.41	C	0.8	17.06	0.44	C
A4054 South ahead to A4054 North	0.4	5.67	0.18	A	0.4	5.98	0.19	A
A4054 South right to Dyffryn Rd	0.3	6.86	0.31	A	0.4	7.77	0.37	A
PM Peak (15:00-16:00)								
Dyffryn Rd left to A4054 South	0.2	7.81	0.20	A	0.3	7.90	0.21	A
Dyffryn Rd right to A4054 North	0.6	12.82	0.38	B	0.6	13.11	0.38	B
A4054 South ahead to A4054 North	0.4	5.92	0.19	A	0.4	6.05	0.20	A
A4054 South right to Dyffryn Rd	0.4	7.67	0.37	A	0.4	7.99	0.39	A

As the Table above demonstrates there are no capacity issues with the RFC well below 0.85 where action would be required.

Cardiff Road/Fairfield Lane

Capacity assessments of the existing priority junction have been carried out using Junctions 9 software. The results of the analysis for 2021 baseline scenario is shown in Table 14:

Table 14 2021 Base.

Movement	2021 Baseline			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Fairfield Lane left to A4054 South	0.2	7.82	0.14	A
Fairfield Lane right to A4054 North	0.0	10.54	0.02	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.69	0.07	A
PM Peak (15:00-16:00)				
Fairfield Lane left to A4054 South	0.1	6.62	0.08	A
Fairfield Lane right to A4054 North	0.1	9.95	0.07	A
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.07	0.11	A

The validation of the model has been sought through a comparison of the modelled queues and the observed queues during the AM and PM school peak periods from on-site observations and survey video footage.

2024 & 2034 Future Years

The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2024 and 2034 are shown in Table 15:

Table 15 2024-2034.

Movement	2024							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Fairfield Lane left to A4054 South	0.2	7.91	0.14	A	0.3	8.63	0.21	A
Fairfield Lane right to A4054 North	0.0	10.68	0.03	B	0.0	11.29	0.03	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.73	0.07	A	0.2	7.00	0.13	A
PM Peak (15:00-16:00)								
Fairfield Lane left to A4054 South	0.1	6.66	0.08	A	0.1	6.73	0.09	A
Fairfield Lane right to A4054 North	0.1	10.07	0.08	B	0.1	10.23	0.08	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.08	0.11	A	0.2	6.16	0.13	A
Movement	2034							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Fairfield Lane left to A4054 South	0.2	8.19	0.16	A	0.3	8.98	0.23	A
Fairfield Lane right to A4054 North	0.0	11.19	0.03	B	0.0	11.85	0.03	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.85	0.08	A	0.2	7.10	0.14	A
PM Peak (15:00-16:00)								
Fairfield Lane left to A4054 South	0.1	6.77	0.08	A	0.1	6.85	0.09	A
Fairfield Lane right to A4054 North	0.1	10.45	0.08	B	0.1	10.61	0.09	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.12	0.12	A	0.2	6.19	0.14	A

As the Table above demonstrates there are no capacity issues with the RFC well below 0.85 which is the accepted indicator of maximum capacity.

School Lane/Cardiff Road/Ynyslyn Road

Capacity assessments of the existing priority crossroad junction have been carried out using Junctions 9 software. The results of the analysis for 2021 baseline scenario are shown in table 16:

Table 16 2021 Baseline

Movement	2021 Baseline							
	AM Peak				PM Peak			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.4	9.78	0.27	A	0.1	9.07	0.11	A
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.4	15.76	0.28	C	0.2	12.83	0.16	B
Cardiff Rd East All Movements	0.0	6.74	0.03	A	0.0	6.10	0.04	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	7.12	0.06	A	0.1	6.36	0.05	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	10.19	0.06	B	0.1	10.43	0.11	B
Cardiff Rd West All Movements	0.3	7.23	0.22	A	0.0	6.35	0.04	A

The validation of the model has been sought through a comparison of the modelled queues and the observed queues during the AM and PM school peak periods from on-site observations and survey video footage.

2024 & 2034 Future Years

The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2024 and 2034 are shown in Table 17.

Table 17 2024-2034

Movement	2024							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.4	9.92	0.27	A	0.6	12.07	0.38	B
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.4	16.08	0.29	C	0.6	19.43	0.40	C
Cardiff Rd East All Movements	0.0	6.79	0.03	A	0.0	7.00	0.03	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	7.15	0.07	A	0.1	7.39	0.07	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	10.40	0.06	B	0.1	10.99	0.07	B
Cardiff Rd West All Movements	0.3	7.29	0.22	A	0.5	8.02	0.31	A
PM Peak (15:00-16:00)								
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.1	9.14	0.12	A	0.2	9.77	0.16	A
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.2	12.98	0.17	B	0.3	13.90	0.22	B
Cardiff Rd East All Movements	0.0	6.13	0.05	A	0.0	6.16	0.05	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	6.38	0.05	A	0.1	6.44	0.05	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	10.56	0.11	B	0.1	10.84	0.12	B
Cardiff Rd West All Movements	0.0	6.38	0.04	A	0.1	6.49	0.05	A
Movement	2034							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.4	10.40	0.30	B	0.7	12.87	0.41	B
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.5	17.18	0.32	C	0.7	21.10	0.43	C
Cardiff Rd East All Movements	0.0	6.94	0.03	A	0.0	7.15	0.03	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	7.38	0.07	A	0.1	7.62	0.08	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	10.81	0.07	B	0.1	11.48	0.08	B
Cardiff Rd West All Movements	0.3	7.48	0.24	A	0.5	8.23	0.32	A
PM Peak (15:00-16:00)								
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.1	9.46	0.13	A	0.2	10.13	0.17	B
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.2	13.63	0.18	B	0.3	14.61	0.24	B
Cardiff Rd East All Movements	0.1	6.21	0.05	A	0.1	6.23	0.05	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	6.56	0.05	A	0.1	6.63	0.06	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	11.00	0.13	B	0.2	11.31	0.13	B
Cardiff Rd West All Movements	0.0	6.51	0.04	A	0.1	6.62	0.05	A

As the Table above demonstrates there are no capacity issues with the RFC well below 0.85 where action would be required.

Cardiff Road/Dynea Road

Capacity assessments of the existing priority crossroad junction have been carried out using Junctions 9 software. The results of the analysis for the 2021 baseline scenario is shown in Table 18

Table 18 2021 Baseline

Movement	2021 Baseline			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Dynea Rd left to A4054 South	0.5	9.20	0.32	A
Dynea Rd right to A4054 North	0.3	14.45	0.23	B
A4054 South ahead to A4054 North & right to Dynea Rd	0.5	9.12	0.32	A
PM Peak (15:00-16:00)				
Dynea Rd left to A4054 South	0.4	8.38	0.30	A
Dynea Rd right to A4054 North	0.3	12.97	0.22	B
A4054 South ahead to A4054 North & right to Dynea Rd	0.3	7.45	0.22	A

Table 19 2024-2034.

Movement	2024							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Dynea Rd left to A4054 South	0.5	9.47	0.33	A	0.5	9.67	0.33	A
Dynea Rd right to A4054 North	0.3	14.99	0.25	B	0.5	16.70	0.32	C
A4054 South ahead to A4054 North & right to Dynea Rd	0.6	9.24	0.33	A	0.6	9.36	0.33	A
PM Peak (15:00-16:00)								
Dynea Rd left to A4054 South	0.5	8.66	0.32	A	0.5	8.82	0.32	A
Dynea Rd right to A4054 North	0.3	13.36	0.23	B	0.3	13.73	0.24	B
A4054 South ahead to A4054 North & right to Dynea Rd	0.3	7.49	0.23	A	0.3	7.54	0.23	A
Movement	2034							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Dynea Rd left to A4054 South	0.6	10.28	0.36	B	0.6	10.53	0.37	B
Dynea Rd right to A4054 North	0.4	16.54	0.28	C	0.5	18.55	0.35	C
A4054 South ahead to A4054 North & right to Dynea Rd	0.7	9.59	0.36	A	0.7	9.72	0.37	A
PM Peak (15:00-16:00)								
Dynea Rd left to A4054 South	0.5	9.30	0.35	A	0.5	9.49	0.35	A
Dynea Rd right to A4054 North	0.3	14.52	0.25	B	0.4	14.96	0.27	B
A4054 South ahead to A4054 North & right to Dynea Rd	0.4	7.59	0.25	A	0.4	7.65	0.25	A

As the Table above demonstrates there are no capacity issues with the RFC well below 0.85 where action would be required.

From the results of the operational capacity analysis detailed above it is evident that the each of the junctions assessed have no capacity issues in both the 2021 Base Year and 2024 & 2034 Base + Development future year scenarios.

Construction Method Statement

The submitted construction method statement is acceptable in principle. However, a wheel wash facility should be provided to prevent mud and debris being dragged onto the public highway with sweeper provision as a secondary requirement and therefore a condition has been suggested accordingly.

Safe Routes in Community Assessment

Pedestrian Infrastructure

Existing pedestrian provision in the vicinity of the application site is of a good standard and provides access to the school from the surrounding residential areas including Hawthorn and Rhydyfelin.

There is continuous footway provision, surfaces are well-maintained and dropped kerbs and tactile paving are provided at informal crossing points.

Formal crossing provision is provided approximately 130m to the north-west of the school along Cardiff Road in the form of a Pelican crossing. There is pedestrian guard railing present on the eastern side of the crossing.

There is no pedestrian crossing provision on Cardiff Road on the eastern side of its junction with School Lane.

Approximately 350m to the north of the school, a pedestrian route is accessible along Hawthorn Crescent. This pedestrian route travels beneath the A470 dual carriageway and provides access to Dynea Road and Holly Street within Rhydyfelin.

In addition to the existing routes identified in Figure 4.1, there are proposals for improvements to the existing active travel routes in Rhydyfelin /Hawthorn to meet the current standards. Within the vicinity of the site, the routes reserved for improvement are RCT INM W5 and RCT IMN W6 which are indicated in Table 20 Below:

Table 20



Cycling Infrastructure

There are limited off road cycle infrastructure leading to the school with limited scope to provide such facilities.

Conclusion

There are no capacity issues with regards the increase in traffic on the surrounding highway network in the vicinity of the site which is acceptable. There is some concern as with most schools regarding the high on-street car parking demand at pickup and drop off times leading to indiscriminate on-street car parking to the detriment of highway and pedestrian safety.

The existing school does not benefit from any pick-up and drop-off facility, however, the proposed would provide for 35 off-street car parking spaces dedicated for pickup and drop off use for parents / guardians of the pupils. The Parking Management Strategy indicates that the 35 spaces would be sufficient to accommodate the forecast demand. The Parking Management Strategy indicates potential for additional pick-up-drop-off parking within the bus drop off area and community parking spaces which could be utilised for junior's school/nursery pickup and drop off with both schools having staggered start times subject to approval by the school management.

The proposal goes some way to mitigate the impact of the proposal with regards potential for parents and guardians to park off street where there are no such opportunities afforded to the existing school.

No safe route to school/learner travel assessment has been undertaken in accordance with current guidelines and on this basis a condition has been suggested which should also address the potential requirement for an additional crossing point to the eastern side of School Lane on Cardiff Road.

It is noted that the SPG states that car parking should be located away from the main pedestrian access / egress for pupils. However, taking into account the pupils attending the new school will be escorted to the building by parents and the slow speeds of vehicles using the access and car parking area on-balance the proposed is acceptable.

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: -

The Pre Application Consultation might not have fully addressed the point on vehicle and in particular bus reversing movements, however this is considered above and is addressed in the conditions to be applied to any planning permission that might be issued. Similarly reversing in car parking areas is commonplace practice and would form no substantive basis for opposing the planning application.

Matters relating to how parking will be enforced lies outside the scope of planning considerations. Undoubtedly the provision of pick up/drop off parking will alleviate parking stress in the local area. Otherwise enforcement is a matter for either the school when on school grounds or for the Highway Authority elsewhere.

The timing of deliveries to the school is a matter for the management and cannot be a material consideration in the determination of the planning application. Managing deliveries through the construction process is a matter for the developer though Members should also note the application is supported with a Construction Management Plan and that conditions below further restrict delivery operations through the course of development.

Some residents have suggested that alternative access should be provided and has been provided in the past when other developments have been undertaken at the school. Whilst for some this might be a desirable requirement the application falls to be determined on its planning merit and not on what some residents might prefer.

Traffic lights would only be provided if deemed a necessity for the management and free flow of traffic. The adjacent roads are already subject to traffic Regulation Orders (TRO) and the developer will be expected to fund any variation to them that are necessary as a result of the proposed works.

The experiences of disabled residents are noted and the bad behaviour of certain road users towards them is wholly unacceptable and is condemned in the strongest possible terms, however this forms no basis for opposing the planning application.

The new car park on school lane will undoubtedly alter the character of that part of the site, it does not though affect the privacy of residents in a manner that could be regarded as objectionable in planning terms. There is no compensatory element for children playing in the street.

Whether or not a cycle lane along Cardiff Road is an impractical proposition is not critical to the determination of the planning application

Ecology

The current application has been subject to consultation with the Councils Ecologist and Natural Resources Wales. It has been identified that the proposed development will require the benefit of a European Protected Species approval in respect of bats using part of the site as a roost. Apart from the bat issue the ecological mitigation and enhancement set out in the Ecological Impact Assessment should be conditioned and provided as part of any planning permission to ensure that the ecological implications of the proposed development are appropriately addressed

Drainage and Flood Risk

Members should note that the Council's Flood Risk Management officers have raised no objections to the proposed development and have indicated that no conditions of consent would be required. The development will be subject of a separate Sustainable Drainages System (SuDS) application prior to any development commencing on site. Similarly Dwr Cymru Welsh Water have indicated that they too have no issues with

the proposed development and as such the proposed development is considered acceptable in terms of Local Development Plan Policies AW2, AW8 and AW10 in this regard.

The application is supported with a Flood Consequences Assessment and this has been subject to consultation with and assessment by Natural Resources Wales (NRW). With regard to flooding at the site NRW recommend that planning permission should only be granted if the flood consequences assessment and the proposed finished floor levels therein are identified in the approved plans and documents condition on a positive decision notice. An appropriate condition is included below. At the Pre Application Consultation Stage NRW made comment in respect of wanting to improve access to the river bank as this has not been reiterated in their comments on the planning application it can only be concluded that they are now satisfied with the proposed arrangements in that regard (Members should note the access and parking provision south west of Block 3). Concern has been expressed that the Flood Consequences Assessment (FCA) relates to RCT14 where the site is covered by RCT15. However the applicant's flooding engineers state that flood history has little or no bearing on the application of Technical Advice Note 15 and is included for information only. Additionally Flood Risk Management have confirmed that the school does not fall within a flood investigation area as it lies between RCT14 and RCT15, neither does it cover the school and it is therefore unlikely that they would contain information that would affect the proposals. As such Local Development Plan Policy AW10 is satisfied with regard to drainage and flood risk issues.

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 through the development process. These matters are though more effectively controlled through other legislation and if residents are concerned about noise or pollution this offers a better solution. An advisory note would be attached to any consent issued should planning permission be granted. Residents have suggested that the noise assessment was not made at an appropriate time but fail to say why they believe this to be the case and it has not been an issue for the relevant consultees. 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.

Although it is not possible to monitor air quality in every location within Rhondda Cynon Taf, based upon historic monitoring undertaken within the area, current monitoring elsewhere in the locality and understanding of the local influences upon air quality, including the local urban environment, the relevant area of Hawthorn is expected to be compliant with the relevant Air Quality Objectives set in Regulations.

Other Issues:

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

Whether or not secondary school pupils would have access to the breakfast club is a matter for the Education Authority and is not a matter that could influence a decision on a planning application.

The provision of a community benefits strategy is not a pre-requisite for the determination of the planning application.

Similarly the presence or not of a construction phase plan is not required to determine the acceptability of the proposals in planning terms, though no doubt it will be a useful tool through the construction process.

The facilities to be provided in the new school are also a matter for the Education Authority and education professionals who will work there and not the planning process.

The safety or otherwise of the subway under the A470 is only relevant in this case in the context of ensuring safe routes to school. Any planning permission will be conditioned such that the developer provides a safe routes to school document. There is clearly a wider issue here but that is beyond the scope of consideration of the current proposals.

There is no evidence to suggest that the dining area would not be big enough to accommodate the proposed school population. Healthy eating options are a matter for the School and Education Authority and not the planning process.

The impact of super schools on education performance and whether they are good for pupils is not a matter for the planning process.

The height of the MUGA fencing will be standard 5m height and does not require an additional planning condition to achieve that outcome.

The design of the new building aims to achieve a heating balance for the users of the building. Overheating might be a problem elsewhere but no such concern exists in this case and where windows are most exposed to the sun shading fins are proposed to lessen the impact.

Suggestions have been made by objectors of preferred locations for the building and what that might deliver, this may or may not be the case but the application falls to be determined on the merit as submitted and not on the individual preference of objectors.

Some residents have in light of the growth of the school over time queried what noise reduction methods will be offered to them. Similarly it has also been suggested that

the redevelopment and operation of the school will prevent them working from home with no recourse to help. This presupposes that the development under construction or when finished would amount to a statutory noise nuisance which cannot be pre-determined in this way. Should such a situation arise other legislation is in place to deal with it.

There is no suggestion that the redevelopment of the site would lead to the increased use of floodlights. That being the case issues relating to compensation or a solution should not arise. In any event this is not a matter of relevance in the consideration of this planning application.

The effect of dust on recently painted property and any resultant compensation is not a planning matter.

How the school will be managed and how disputes over parking (or anything else) will be resolved is a matter for the Education Authority and school management regime and not a planning issue.

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 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. Renewable energy sources would be incorporated.
- **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 application is for development of a kind that is liable for a charge under the CIL Regulations 2010 (as amended), however, the CIL rate for this type of development as set out in the Charging Schedule is £nil. Therefore, no CIL would be payable.

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan and in respect of the wider policy considerations set down in Planning Policy Wales 11 and Future Wales 2040. The proposals are also acceptable in terms of all other applicable material planning considerations including highway considerations as demonstrated above and subject to a limited number of conditions. The redevelopment of the site will facilitate a step change in the provision of schooling in the locality and the redevelopment and redefinition of the site representing a substantial improvement over the existing arrangements not only in the provision of new school buildings but also in the creation of legible external space both informal and educational, thereby improving the learning experience for all pupils.

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 Section 92 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the approved plans Ref: -

- Boundary treatment (1205-PDA-ZA-00-GA-A-20-(20)003 a)
- Demolition plan (1205-PDA-ZA-00-GA-(20)002 A)
- First floor plan (HAW-PDA-A-01-GA-A-(20)201 K)

- Ground floor plan (HAW-PDA-A-00-GA-A-(20)200 K)
- GA proposed elevations (HAW-PDA-01-ZZ-D-A-200110 P02)
- Roof plan (HAW-PDA-A-RF-GA-(20)202 A)
- Site location plan (1205-PDA-ZA-00-GA-A-20-(20)001 B)
- Landscape general arrangement
(HAW_TACP_00_XX_D_L_000001_S3_P15)

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: -

- Car Park Management Plan
- Construction Traffic Method Statement (10/06/2022)
- Environmental Management Plan
- Ecological Impact Assessment
- Environmental Noise Assessment.
- Flood Consequences Assessment
- Transport Assessment
- Travel Plan, and:
- Tree Survey and Arboricultural Impact Assessment

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. Prior to works of construction on the superstructure of the new school building, details of all external facing materials shall be 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. A safe routes in communities assessment shall be carried out in accordance with the relevant Local Authority Road Safety Officers' Association (LARSOA) guidelines to be submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures required shall be implemented in full prior to beneficial occupation of the new school building, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure reduction in road traffic and promotion of sustainable modes of travel in accordance with Policy AW2 of the Rhondda Cynon Taf Local Development Plan and Planning Policy Wales 11.

6. Notwithstanding the approved plans no development other than site set up, enabling works and mobilisation activities, shall commence until full engineering design and details of the new access on School Lane (with swept path analysis, demonstrating the turning facilities when the school gates are closed) including sections, any necessary street lighting details and surface water drainage details have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

7. The submitted 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 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 satisfactory provision for alternative travel modes to and from the site and use of sustainable travel in accordance with Policy AW2 of the Rhondda Cynon Taf Local Development Plan.

8. Prior to the commencement of development details of wheel washing facilities shall be provided on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained throughout the construction period unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that mud and debris are not deposited from the construction site on to the public highway in the interests of highway safety and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

9. 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.

10. Prior to its installation full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. The lighting plan shall include: -
- Details of the siting and type of external lighting to be used.
 - Drawings setting out light spillage in key sensitive areas.
 - Details of lighting to be used both during construction and/or operation.

The lighting shall be installed and retained as approved during construction and operation.

Reason: To reduce the impacts of lighting in the interests of protected species and commuting corridors in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

11. No works of demolition to the caretaker house or block 2 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 record is required to mitigate impact in accordance with policy AW7 of the Rhondda Cynon Taf local Development Plan.

12. No surface water 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 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.

13. The approved development shall not be brought into use until an adequate grease trap has been fitted in accordance with details to be submitted to and approved in writing by the Local planning Authority. Thereafter the grease trap shall be maintained so as to prevent grease entering the public sewerage system.

Reason: To protect the integrity of the public sewerage system and ensure the free flow of sewage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/0493/10 (MF)
APPLICANT: Pennant Walters
DEVELOPMENT: Installation of 90m high anemometer mast for a temporary period of up to 3 years - a single structure with supporting steel guy wire ropes connected to ground anchors at 25m and 50m from mast.
LOCATION: LAND AT MYNYDD Y GLYN, TREBANOG, PORTH
DATE REGISTERED: 04/05/2022
ELECTORAL DIVISION: Tonyrefail East

RECOMMENDATION: Approve for a temporary period of 3 years, subject to conditions.

REASONS: The proposed development would allow the applicant to gather relevant information for the preparation of a potential future wind turbine development at the site, which is supported by Welsh Government renewable energy objectives and national planning policy.

The development would have no undue impact upon biodiversity at the site, the amenities of the nearest residents, or highway safety in the vicinity.

Furthermore, while it is accepted the structure would form a visible and prominent feature in the landscape, it would be temporary in nature and any impact upon the site would be wholly reversed once the mast and all associated infrastructure has been removed. Therefore, it is not considered any visual impact would be significant enough to warrant refusal of the application.

The application therefore complies with the relevant local and national planning policies and is considered acceptable.

REASON APPLICATION REPORTED TO COMMITTEE

3 no. letters of objection have been received.

APPLICATION DETAILS

Full planning permission is sought for the erection of a 90m high anemometer mast at Mynydd Y Glyn, Trebanog. It is detailed that the mast would be in place for a temporary period of up to 3 years after which it would be removed and the site restored to its original condition.

The applicant has advised that the mast would gather a range of meteorological information such as accurate wind direction, speeds, etc. to support the preparation of a potential, future wind turbine development at this location. Also, that the siting proposed is considered to be the optimal position in respect of acquiring the relevant data in this area.

The proposed mast would be installed at ground level upon a 1m² steel plate. It would comprise a triangular aluminium lattice structure of a matt 'dull grey' finish, with supporting guy wire ropes connected to 6 no. 2m deep ground anchors at 25m and 50m from it. It is detailed that no concrete or permeant fixings would be required but depending on exact ground conditions, it may be necessary to excavate topsoil and backfill with firmer material which would be won from a borrow pit on site. 1.2m high stock fencing would be placed around the mast itself and the guy wire anchors to prevent any issues with livestock. Obstruction lighting would be sited on the mast at heights of 45m and 90m.

It is detailed that no new access tracks, or other infrastructure, would be required for vehicular movements on site as use would be made of the existing private access tracks leading up to the site from the nearby Rhiwgarn Fach Farm. Only up to 2 no. 4x4 vehicles would be required for delivery of material/engineers, and a single 13 tonne tracked excavator for groundworks.

Finally, the applicant has also set out that the erection of the mast would take less than one week and once installed very few visits would be required during its operation, just for routine maintenance when necessary, as the meteorological data recorded would be accessed remotely. Further, decommissioning would involve a similar level of time/activity.

SITE APPRAISAL

The application site is located at a countryside, mountain top location approximately 1.5km south-east of Trebanog and 1.5km north-east of Tonyrefail, at the plateau summit of Mynydd y Glyn approximately 360m A.O.D.

The site amounts to approximately 0.95ha and consists of upland habitat, the majority of which has been improved for agricultural grazing.

There are several scattered residential properties in the locality, the closest of which being Rhiwgarn Fach Farm, approximately 800m to the north-west (to which the land where the mast would be sited belongs).

Access to the site would be via existing farm tracks from Rhiwgarn Fach Farm which enter the public highway at Rhiwgarn, Trebanog, a residential street to the north-west.

The entire site lies within the Mynydd y Glyn and Nant Muchudd Basin Special Landscape Area (SLA), the Mynydd y Glyn Site of Importance for Nature Conservation (SINC), and a Sandstone Resources area. It is also located approximately 750m south of the designated Rhondda Landscape of Special Historic Interest area.

PLANNING HISTORY

Previous planning applications submitted at the site:

14/1558/10 – The erection of a meteorological mast with an operational life of three years and a maximum height of 70m.

Decision: Granted, 24/03/15.

PUBLICITY

The application has been advertised by direct notification to 20 no. neighbouring properties scattered throughout the surrounding countryside and by 8 no. site notices at the site and in the nearby villages. 3 no. letters of objection have been received and are summarised below:

- The mast would be a precursor to future wind farm development at the site, to which we strongly object.
- The proposed mast would have a detrimental visual impact upon the landscape and surrounding SLA.
- The proposed mast would have a detrimental impact upon biodiversity at the site and within the surrounding SINC.
- The proposed mast would have a detrimental impact upon the cultural identity of the Rhondda Valleys and their status as a designated Landscape of Special Historic Interest.
- National planning policy recognises that Wales has the topography and prevailing weather conditions to potentially generate energy, but only where cherished, protected landscape areas are not harmed. This would not be the case with any development on Mynydd y Glyn.
- Whilst policy makers are encouraging decision makers to give weight to the need to meet Wales's international commitments to generate 70% of consumer electricity by renewable means by 2030, Mynydd y Glyn was recognised for its importance and was excluded from the pre-assessed areas set aside for

potential wind farm development. As such, we do not understand why the developer considers this a suitable site for yet another wind farm in RCT.

CONSULTATION

Highways and Transportation – No objection or conditions suggested. The proposal would have no impact upon the local highway network or pedestrian safety in the vicinity.

Public Health and Protection – No objection subject to conditions in respect of construction noise, waste, dust and lighting.

Flood, Water and Tip Risk Management – No objection subject to condition. As the proposed development area would be less than 100m² separate SuDS approval would not be required. However, no site drainage arrangements have been submitted with the application. It is therefore considered a condition should be added to any consent requiring this information be submitted to and approved by the Local Planning Authority (LPA) prior to any development works commencing on site to ensure there is no surface water flood risk impact.

Countryside, Landscape and Ecology – No objection subject to condition. Given the relatively minor scale of any built form there would be minimal impact upon ecology on and around the site. However, no details of the decommissioning and site restoration phase have been submitted. It is therefore considered a condition should be added to any consent requiring this information be submitted to and approved by the LPA prior to any development works commencing on site to ensure there is no impact upon the SINC.

Natural Resources Wales – No objection or conditions suggested. While the proposed mast would be located within 17km of Brecon Beacons National Park, given its scale, design and siting, it would unlikely result in a substantial visual impact upon the National Park.

Ministry of Defense – No comments received.

National Air Traffic Services – No comments received.

Civil Aviation Authority – No comments received.

Cardiff Airport – No comments received.

Tonyrefail Community Council – No comments received.

POLICY CONTEXT

The current LDP's lifespan was 2011 to 2021. 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, the existing LDP remains the development plan for consideration when determining this planning application.

Rhondda Cynon Taf Local Development Plan

The application site is located outside of settlement limits and within the Mynydd y Glyn and Nant Muchudd Basin SLA, the Mynydd y Glyn SINC, and a Sandstone Resources area.

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

Policy AW2 – supports development in sustainable locations and includes sites that are accessible by a range of sustainable transport modes and would not unacceptably conflict with surrounding uses.

Policy AW4 – details the criteria for planning obligations including Section 106 Agreements and the Community Infrastructure Levy.

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 AW7 – identifies that proposals which impact upon sites of architectural or historic merit will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character of the area.

Policy AW8 – sets out 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.

Policy AW12 – supports development proposals which promote the provision of renewable energy where it can be demonstrated there would be no unacceptable effects.

Policy AW13 – supports large scale wind farm development, subject to relevant criteria and where it can be demonstrated there would be no unacceptable effects.

Policy AW14 – safeguards minerals from development that would sterilise them or hinder their extraction.

Policy SSA4 – sets out the criteria for development within the Key Settlement of Tonyrefail.

Policy SSA23 – identifies that development within SLAs will be expected to conform to the highest standards of design, siting, layout and materials appropriate for the site.

Supplementary Planning Guidance

- Design and Placemaking
- The Historic Built Environment
- Nature Conservation
- Access, Circulation and Parking

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 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
- Policy 17 – Renewable and Low Carbon Energy and Associated Infrastructure
- Policy 18 – Renewable and Low Carbon Energy Developments of National Significance
- Policy 33 – National Growth Area – Cardiff, Newport and the Valleys

Other relevant national planning policy guidance consulted:

- PPW Technical Advice Note 5: Nature Conservation and Planning
- PPW Technical Advice Note 12: Design
- PPW Technical Advice Note 24: The Historic Environment

REASONS FOR REACHING THE RECOMMENDATION

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

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

Principle of the Proposed Development

Full planning permission is sought for the erection of a 90m high anemometer mast for a temporary period of up to 3 years, after which it would be removed and the site restored to its original condition.

In April 2019 WG declared a climate emergency and published its FW2040 which provides a positive policy framework for renewable and low carbon energy from all technologies and at all scales to meet future demands.

As highlighted by an objector, FW2040 recognises that Wales has the topography and prevailing weather conditions to potentially generate energy through wind but advises that such developments should only take place where cherished, protected landscape areas are not harmed, and any development complies with the relevant criteria set out in Policies 17 and 18.

The Policies encourage decision makers to give weight to the need to meet Wales's international commitments to generate 70% of consumer electricity by renewable means by 2030; and provide 10 no. pre-assessed areas for wind energy that WG have already modelled the likely impact upon the landscape and has found capable of accommodating such development in an acceptable way.

In addition, PPW encourages all forms of renewable and low carbon energy development and advises that LPAs should seek to ensure their area's full potential for renewable and low carbon energy generation is maximised and renewable energy targets are achieved.

In this instance, as noted by the objector, the application site, and the proposed wider future wind farm site, are outside of the FW2040 pre-assessed areas. However, the FW2040 policies do not preclude wind energy developments outside of the pre-assessed areas, just provide relevant criteria that any proposed developments must meet to be considered acceptable in such locations. FW2040 generally retains a positive presumption in favour of onshore wind energy generation in locations outside of the pre-assessed areas.

While the above is pertinent to this case, this planning application does not propose any wind turbines, simply an anemometer mast for a temporary period that would

gather a range of meteorological information to support the preparation of a potential, future wind turbine development at this location. As such, only the potential impacts of the proposed mast can be considered at this time. Any impact of a proposed future wind farm development would be assessed against the relevant policies/guidance if/when a subsequent application is submitted.

Subsequently, as set out above, national planning policy is generally in favour of renewable energy schemes and this development would enable data to be gathered that would inform the preparation of a potential future planning application for a proposed wind farm at Mynydd y Glyn, in accordance with both FW2040 and PPW. It is also noted that planning permission was granted for a similar development at the site in 2014, albeit for a mast of a lower height (70m).

Therefore, while it is accepted the area has been designated as an SLA to protect its fine landscape qualities, given the relatively minor footprint of the proposed mast, the very minor development works necessary, and the fact that the mast would be in situ for a temporary period only after which it would be removed and the site restored to its original condition, the proposal is generally considered acceptable, in principle, subject to compliance with the relevant criteria set out below.

Visual Impact

Concern has been received regarding the potential adverse impact of the proposed mast on the existing landscape and the visual appearance of the open, upland area of Mynydd y Glyn which is a designated SLA.

It is considered that the introduction of a 90m high man-made structure, in such an elevated location, would inevitably form a visible and prominent feature in the locality that would result in an impact upon the landscape's character and visual appearance. Consequently, the proposed development would unavoidably, to a certain extent, detract from the character of the SLA in this location.

Further, the mast would be clearly visible within a 1 – 2km distance of the site from the nearest residential areas of Trebanog, Porth, and Tonyrefail, from the many scattered dwellings to the east / south-east of the site, as well as from the users of the nearby public rights of way and open access land. There would also be more distant views from elevated positions further afield at Beddau and Penycoedcae. However, views to the north and west would be largely obscured by the existing ground profiles, conifer plantations and other vegetation.

Notwithstanding the above, such masts are necessarily functional in nature and therefore design elements such as use, amount, layout, scale, landscaping and appearance are fixed. The mast would have a 'dull grey' finish together with a very minor footprint (1m²) and a slender form and design which it is considered would mitigate much of the visual impact, resulting in most effect being from short distance views and any impact significantly diminish when seen from distant vantage points.

Further, it would be temporary in nature and the site would be returned to its current state once the mast has been removed, leaving little or no trace.

It is also noted that the proposed mast would be located on upland improved pasture and there are no proposed impacts on any adjacent landscape features such as trees and hedges adjacent to the site.

It is subsequently considered the relatively small scale and temporary nature of the development would be unlikely to have a significant enough impact upon the landscape's character and visual appearance to warrant refusal of the application.

Ecology

Following consideration of the scheme the Council's Ecologist commented that while the application site is located within the Mynydd y Glyn SINC, the plot to be developed is outside of an area of upland peat bog, for which the SINC was designated, and is instead within an area of semi-improved acid grassland.

The range of ecology surveys that have been undertaken across the site, which have informed the location of the mast, illustrate that no significant issues would arise from an ecology perspective. There is some potential for ground nesting birds and common reptiles to use the land upon which the mast would be located, however, appropriate measures will be in place during installation which would avoid any impacts upon them. Furthermore, no trees or vegetation which may support bat roosting or bat linear connective habitat will be removed.

Therefore, the proposed development would not result in any permanent habitat loss, with only limited temporary land take from the base of the mast and guy wire anchors, with habitats allowed to re-establish following removal.

The Ecologist did note however that no details of the decommissioning and site restoration phase have been submitted with the application and it is therefore considered a condition should be added to any consent requiring this information be submitted to and approved by the LPA prior to any development works commencing on site. It is considered this condition is necessary to ensure there is no permanent impact to the SINC.

Residential Amenity

The closest residential dwelling to the proposed mast is approximately 800m away. Given the separation distance and the relatively minor development works proposed, while it is accepted the mast will form a visible feature from the closest properties, it is not considered the structure would be overly prominent from these properties or significantly alter current outlooks from them. Further, the new structure would not result in any form of physical detriment to them.

Subsequently, in terms of the potential impact upon the amenity and privacy of neighbouring residents, the application is considered to be acceptable.

Highway Safety

The Highways and Transportation section commented that access to the site will be from Rhiwgarn (a residential street) via existing farm tracks at Rhiwgarn Fach Farm, which is acceptable for the 2 x 4x4 vehicles and 1 x excavator required. Further, the construction/decommission phases would take place over a week. As such, traffic associated with the proposed development would cause minimum disruption. Subsequently, the proposal would have no impact upon the local highway network or pedestrian safety in the vicinity, and no objection is raised or conditions suggested.

Flood Risk and Drainage

The Flood, Water and Tip Risk Management section commented that no site drainage arrangements have been submitted with the application but it is considered an appropriate scheme could be implemented on site. However, as separate SuDS approval would not be required for this development a condition is suggested requiring full site drainage arrangements to be submitted to and approved by the LPA prior to any development works commencing on site to ensure there is no surface water flood risk impact.

While these comments are appreciated, given the very minor footprint of the development proposed, a 1m² base plate and 6 no. anchor points, it is not considered there would be any effect on existing surface water drainage across the site. As such, the suggested condition is considered unnecessary in this instance.

Historic Environment

An objector commented that the proposed mast would have a detrimental impact upon the cultural identity of the Rhondda Valleys and their status as a designated Landscape of Special Historic Interest.

As set out above, it is accepted the mast will form a visible and prominent feature in the landscape, but it is not considered it would do so from more than the immediate area. Therefore, with the mast sited outside of the designated historic landscape area, approximately 1km from it, and with views and any impact significantly diminish when seen from distant vantage points, it is not considered there would be any undue impact upon the setting of the Rhondda Landscape of Special Historic Interest. Further, the mast would be temporary in nature and the site would be returned to its current state once the structure has been removed, leaving little or no trace.

Public Health

The Public Health and Protection section suggested several conditions be attached to any consent in relation construction noise, waste, dust and lighting. Whilst these comments are appreciated, it is considered that these matters can be more efficiently controlled by other legislation available to the Council. It is therefore considered the conditions suggested are not necessary and an appropriate note highlighting them would be sufficient instead.

Other Issues

It is noted that consultation has been undertaken with the Ministry of Defense, National Air Traffic Services, the Civil Aviation Authority and Cardiff Airport with no comments received from each.

Whilst the mast could impact upon air traffic in the locality, the developer would have to register it with the relevant bodies separately which is considered sufficient to ensure there would be no issue in this regard.

Community Infrastructure Levy 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 proposed development would allow the applicant to gather relevant information for the preparation of a potential future wind turbine development at the site, which is supported by Welsh Government renewable energy objectives and national planning policy.

The development would have no undue impact upon biodiversity at the site, the amenities of the nearest residents, or highway safety in the vicinity.

Furthermore, while it is accepted the structure would form a visible and prominent feature in the landscape, it would be temporary in nature and any impact upon the site would be wholly reversed once the mast and all associated infrastructure has been removed. Therefore, it is not considered any visual impact would be significant enough to warrant refusal of the application.

It is subsequently considered the application complies with the relevant local and national planning policies and is acceptable.

RECOMMENDATION: Approve for a temporary period of 3 years, 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 carried out in accordance with the approved plans ref:

- Figure 1 - Site Location Plan
- Figure 2 – Site Layout Plan
- Figure 3 – Met Mast Specification

and documents received by the Local Planning Authority on 29/06/22 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 removed from the site no later than 36 months from the date of the commencement of development. Written notification of the date of commencement of development shall be submitted to the Local Planning Authority not less than 14 days before the development commences.

Reason: The development is of a temporary nature and is not suitable for retention on a permanent basis in this location; and to secure the proper decommissioning of the development proposal.

4. Following removal of the mast the site shall be restored to its previous condition in accordance with an appropriate restoration scheme which shall previously have been submitted to and approved in writing by the Local Planning Authority.

Reason: The development is of a temporary nature and is not suitable for retention on a permanent basis in this location; to secure the proper decommissioning of the development proposal; and to afford protection to wildlife.

PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1690/10 (LJH)
APPLICANT: Jones
DEVELOPMENT: Proposed construction of new dwelling with attached garage (Re-submission of 21/1208/10) (Amended red line boundary received 10/03/2022).
LOCATION: LAND ADJACENT TO CARTREF MELYS, HEOL LLECHAU, WATTSTOWN, PORTH, CF39 0PP
DATE REGISTERED: 10/03/2022
ELECTORAL DIVISION: Tylorstown and Ynyshir

RECOMMENDATION: REFUSE

REASONS: The site lies outside the settlement boundary identified in the Rhondda Cynon Taf Local Development Plan (LDP) in an unsustainable location. New residential development is not supported in such a location and no suitable justification has been submitted to negate this.

The proposal therefore is contrary to Policies AW1 and AW2 of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

The application is reported to the Planning and Development Committee for final determination at the request of Councillors Robert Bevan and Julie Edwards so that Members can fully consider the principle of the proposed development.

APPLICATION DETAILS

Full planning permission is sought for the erection of a new detached dwelling on land adjacent to Cartref Melys, Heol Llechau, Aberllechau, Porth. The two-storey detached dwelling is proposed to be sited centrally within the plot and is proposed to measure 10 metres in depth by 20 metres in width, including the attached garage. The dwelling would have a hipped roof measuring a total height of 8.5 metres, sloping to 5 metres at the eaves. The main living areas would be laid out at ground floor level with five bedrooms and three bathrooms, including one en-suite, at first floor level.

The dwelling is proposed to be finished in render, stonework, artificial slate roof tiles, and uPVC. Access to the site is proposed from Heol Llechau and the private driveway serving Cartref Melys to the east of the site.

SITE APPRAISAL

The application site is a rectangular shaped parcel of land measuring approximately 1600m², located at the end of Heol Llechau, Aberllechau, Porth. Vehicular access to the site is gained via Heol Llechau. The front elevation of the property addresses a southerly direction. To the east the dwelling would be largely screened from the highway by the existing dwelling known as 'Cartref Melys', which is a detached property of modern design and construction. To the south of the dwelling lies allotment land, with dwellings along Pleasant View beyond.

PLANNING HISTORY

21/1208/10: CARTREF MELYS, HEOL LLECHAU, ABERLLECHAU, PORTH, CF39 0PP.

Proposed construction of new dwelling with attached garage.

Decision: 17/12/2021, Refused.

17/0651/10: LAND TO THE WEST OF HEOL LLECHAU, WATTSTOWN, PORTH.

New detached dwelling and detached garage (Amended plans received 03/08/17).

Decision: 06/09/2017, Granted.

13/0269/10: LAND TO THE WEST OF HEOL LLECHAU, WATTSTOWN.

One detached dwelling (Revised plans received 11/07/13)

Decision: 27/09/2013, Granted.

PUBLICITY

The application has been advertised by direct notification to neighbouring properties as well as notices displayed at the site. No letters of objection or representation have been received.

CONSULTATION

Highways and Transportation – No objection subject to conditions relating to surfacing of the private access road, surface water run-off, the use of the garage, HGV deliveries, traffic management, and wheel washing.

Flood Risk Management – No objection subject to a condition relating to details outlining how surface water will be managed at the site. Advice is also offered in respect of both the Building Regulations and Schedule 3 of the Flood and Water Management Act 2010 (SuDS).

Public Health & Protection – No objection subject to conditions relating to demolition, hours of operation, noise, dust and waste.

Ecology – No objection subject to a condition relating to submission of suitable mitigation/enhancement measures.

Dwr Cymru Welsh Water - No objection in principle to the foul flows being discharged to the public sewer. A condition is suggested to ensure that no surface water is discharged via the public sewerage network. Further advice is provided.

Western Power – No objection or conditions suggested. It is advised that the Applicant is made aware that if they require a new connection or a service alteration they will need to make a separate application to WPD.

POLICY CONTEXT

Members will be aware that the current LDP's lifespan was 2011 to 2021, 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.

Rhondda Cynon Taf Local Development Plan

The site is located in the Northern Strategy Area, outside and detached from the defined settlement boundary.

Policy CS1 – The policy emphasis is on sustainable growth in the Northern Strategy Area, to be achieved by focusing development within settlement boundaries and promoting residential development which respects the character and context of the surrounding area.

Policy AW1 – The policy outlines the strategies used to meet housing land requirements. It does not include development of unallocated sites outside settlement boundaries as a strategy.

Policy AW2 – The policy ensures that development proposals are only supported when located in sustainable locations. Such locations: 1) are within a defined

settlement boundary; 2) would not unacceptably conflict with surrounding uses; 3) have good accessibility by a range of sustainable transport options; and 4) have good access to key services and facilities.

Policy AW5 – The policy sets out criteria for appropriate amenity and accessibility on new development sites.

Policy AW6 – The policy requires that development proposals are of a high standard of design and are appropriate to the local context in terms of siting, appearance, scale, height, massing, elevational treatment, materials and detailing.

Policy NSA12 – The policy supports residential development proposals which are situated only within or adjacent to the defined settlement boundary.

SPG – Design and Placemaking

SPG – Delivering Design and Placemaking: Access, Circulation and Parking Requirements

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 not considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also inconsistent with the Well-being of Future Generations (Wales) Act's sustainable development principles as set out below.

It is also considered the proposed development is not compliant with the NDF, with the following policies being relevant to the development proposed:

1. Policy 2 – Shaping Urban Growth – Sustainability/Placemaking
2. Policy 3 – Supporting Urban Growth – Council and /Placemaking/developers/regeneration/sustainable communities'/exemplar developments.

Other national policy guidance considered:

PPW Technical Advice Note 5 – Nature Conservation and Planning

PPW Technical Advice Note 12 – Design

PPW Technical Advice Note 18 – Transport

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main Issues:

Principle of the proposed development

The application relates to the erection of a new, detached dwelling outside the settlement boundaries identified in the Rhondda Cynon Taf Local Development Plan (LDP). Policy AW1 and AW2 of the LDP have a strong presumption against development of this kind outside defined settlement boundaries except in instances where the development could be considered to be necessary in the interests of agriculture, forestry, or rural enterprise.

The proposed site is considered an unsustainable location for new residential development as it is not within any defined settlement boundary, it has no accessibility other than by car, it would not benefit from any sustainable transport options, it has no access to key services and facilities and it would not form part of a larger defined settlement.

The following is a list of some types of development that would be permissible within the countryside:

- justified rural enterprise needs;
- limited extension, alteration or replacement of existing dwellings; or
- small scale diversification within farm complexes where this is run as part of the farm business.

The proposal constitutes none of the above.

Planning Policy Wales only permits new residential dwellings within the countryside where it has been clearly demonstrated that there is no previously developed land or

underutilised sites that could, instead, accommodate the proposal. The site would not be located within or adjoining any defined settlement and whilst only a single dwelling, would constitute an incremental erosion of the character of the area, which in time would result in its overall detriment. There are other means by which a proposal could mitigate its harm upon a rural area; however, no relevant justification for the proposal has been received.

It is acknowledged that planning permission was approved for a similar dwelling at the adjacent plot in 2013 (13/0269/10), which is also situated outside of settlement limits. However, that application was also recommended for refusal by officers for the same reasons set out above, but the decision overturned by Members at Committee who considered the house would not represent unjustified development in the countryside.

The subsequent approval for a dwelling at the adjacent plot in 2017 also details that the site is outside of the settlement boundary, but that application simply proposed the approved dwelling be re-located within the site, not a further dwelling, and the previous 2013 consent was still live at the time.

Finally, the recent application (21/1208/10) to which this application constitutes a re-submission was refused on the basis that the site lies outside of and detached from the settlement boundary, being in an unsustainable location. There is no change in circumstance at the site since the previous refusal or between that application and this current application; and no further justification has been submitted.

Taking into account the above, the principle of the development is considered to be contrary to Planning Policy Wales and the relevant Local Development Plan policies. The proposal would constitute an unjustified form of development within an unsustainable location.

Impact on character and appearance of the area

With regards to the impact upon the character and appearance of the area, the site is well screened from the adjacent highway, Heol Llechau, by the existing detached dwelling, Cartref Melys, and it is therefore not considered that the dwelling itself would have a significant impact upon the character and appearance of the immediate area. It is accepted the dwelling would be visible from cross valley viewpoints, but it is not considered it would have any further impact than adjacent property.

Impact on residential amenity and privacy

Given the position and proximity of the nearest residential dwellings to the site, there is not likely to be an impact upon the residential amenities of adjacent occupiers in terms of loss of privacy, shadowing, or being overbearing.

It is also noted that no letters of objection have been received from nearby properties.

Impact on highway safety

The Council's Transportation Section were consulted in order to provide comments on the suitability of the application in respect of highway safety. No objection has been raised subject to conditions relating to surfacing of the private access road, surface water run-off, the use of the garage, HGV deliveries, traffic management, and wheel washing.

Other Issues

The following other considerations have been taken into account with regard to this application, though were not key determining factors in reaching the recommendation:

Public Health

With regard to the issues raised by the Public Health and Protection Section, it is considered noise, dust and waste matters from construction activities can be more efficiently controlled by other legislation. An appropriate note can be added to any permission concerning these issues.

Drainage

The Council's Flood Risk Management Section do not object and state 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. No objection has been raised by Dŵr Cymru/Welsh Water.

Ecology

The Council's Ecologist has concluded that ecology issues associated with the site are likely to be minor given that it has already been cleared. However, if Members are minded to approve the application, it is recommended that a condition be appended in respect of submission of suitable mitigation/enhancement measures in line with PPW 11.

Community Infrastructure Levy (CIL) Liability

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

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

Conclusion

The application site is located outside of the defined, fixed, settlement boundary within an unsustainable location. Consequently, the proposed development fails to comply with the key sustainable development objectives of Policies CS1, AW1, AW2 and NSA12 of the Rhondda Cynon Taff Local Development Plan.

RECOMMENDATION: Refuse

1. The site lies outside the settlement boundary identified in the Rhondda Cynon Taf Local Development Plan (LDP) in an unsustainable location. New residential development is not supported in such a location and no suitable justification has been submitted to negate this.

The proposal therefore is contrary to Policies AW1 and AW2 of the Rhondda Cynon Taf Local Development Plan.

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2022-2023:

**PLANNING AND
DEVELOPMENT COMMITTEE**
7th July 2022

**REPORT OF: DIRECTOR
PROSPERITY AND
DEVELOPMENT**

	Agenda Item No.
APPLICATION NO: 21/1237/10 – Change of use from hotel, takeaway and bar/restaurant to C2 residential care home, with associated landscaping and access. (Air Quality Report received 10th January 2022) at Diamond Jubilee Hotel, East Road, Tylorstown, CF43 3HE.	

1. **PURPOSE OF THE REPORT**

Members are asked to consider the determination of the above planning application.

2. **RECOMMENDATION**

That Members consider the report in respect of the application and determine the application having regard to the advice given.

3. **BACKGROUND**

This application was originally reported to the Planning and Development Committee meeting of 17th March 2022. A copy of the original report is attached as Appendix A.

Members resolved that they were minded to refuse the application, contrary to the recommendation of the Director for Prosperity and Development, due to concerns about overdevelopment, the amenity of future residents and issues relating to traffic, parking and access arrangements.

As a consequence, it was resolved to defer determination of the application for a further report to highlight the potential strengths and weaknesses of taking a decision contrary to officer recommendation.

4. **PLANNING ASSESSMENT**

The development would occupy a sustainable location within the settlement boundary, close to public transport and some local services, and as the original report highlighted, the principle of the change of use to a care home was

considered acceptable in general policy terms. Nevertheless, the material concerns expressed by Members during their debate of the application are acknowledged and set out below:

The property is located on a constrained site adjacent to a busy road and close to a roundabout. Although the outlook from the front of the building would afford good views across and down the Rhondda Fach Valley, this would not apply to the living accommodation facing the rear of the site, which would face a steep hillside.

In addition, notwithstanding the conclusions of the Air Quality Assessment submitted at the request of the Council's Public Health and Protection division, the proximity of the building to the road means that the immediate outlook and setting is less agreeable.

As a result, there would be significant potential for future residents occupying rooms at the front of the building to be affected by noise caused by traffic movements. The submitted floor plans also demonstrate that such residents would not have access to alternative private space from which to avoid any disturbance.

Furthermore, whilst some residents in receipt of care may have access to their own vehicles or be in a position to make use of local bus links, it is likely that others would not benefit from the same kind of mobility. Therefore, not only would they not be able to get out and about, but there is less likelihood that they would be able to use the external amenity space due to the steep topography of the rear garden area.

Noting that the proposed development would accommodate approximately 30 individuals, the ground floor shared space would be of a limited size. Whilst Members acknowledged that standards of care provision are regulated by other governmental bodies and legislation, use of the site for this number of residents underlines concerns that the proposal would represent an overdevelopment of the site.

Consequently, where the intensity of use, nature of accommodation and absence of facilities may be less of an issue for the kind of short-term or temporary stays associated with a hotel, the proposed development would be a long term home for residents, where the aforementioned considerations about the quality of the accommodation and amenity of future residents are germane.

Members also raised concerns relating to the inability of the proposed development to provide any off-street parking. It was noted that since a previous application for 7no. flats was allowed on appeal (ref: 08/0659/10) traffic and car ownership levels have steadily increased.

Therefore, in addition to the impact of those rising traffic levels upon the amenity of future residents living in the building, it was considered that the parking demand

created by residents, staff members and visitors, as well as visiting professionals and service vehicles, could not be satisfactorily accommodated within the existing well-used public car park or highway network, without causing detriment to highway safety and the surrounding area.

If Members remain of a mind to refuse planning permission, it is suggested that the following reason for refusal would be appropriate:

The proposed development is unable to demonstrate provision of adequate off-street parking facilities for residents, staff and visitors commensurate with the scale and intensity of its use. Consequently, the creation of demand for on-street parking in the vicinity of the site would be harmful to highway safety, the free flow of traffic and the amenity of neighbouring occupiers.

Furthermore, the proposed accommodation would either be in close proximity to a busy highway or suffer from poor outlook, which together with limited facilities and external space, would create a poor quality living environment to the detriment of future residents of the proposed care home.

The development would therefore be contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and the Council's SPG for both Access, Circulation and Parking Requirements, and Design and Placemaking.

PLANNING & DEVELOPMENT COMMITTEE

17th March 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1237/10 (GH)
APPLICANT: LZJ Properties Ltd
DEVELOPMENT: Change of use from hotel, takeaway and bar/restaurant to C2 residential care home, with associated landscaping and access. (Air Quality Report received 10th January 2022)
LOCATION: DIAMOND JUBILEE HOTEL, EAST ROAD, TYLORSTOWN, CF43 3HE
DATE REGISTERED: 13/09/2021
ELECTORAL DIVISION: Tylorstown

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

REASONS:

The application site is located within a residential area and in a sustainable location within the settlement boundary.

It is considered that a residential use of the site, for the care purposes identified, would be compatible with the surrounding dwellings and not harmful to the amenity of existing neighbouring residents.

In addition, the reuse of the building would result in a significant improvement in the appearance of the site and surrounding street scene.

REASON APPLICATION REPORTED TO COMMITTEE

3 letters of objection have been received, and a request has been received from Councillors Robert Bevan and Mark Adams so that the Committee can fully consider the following issues:

- Lack of car parking including for visitors such as health and social care workers

- Development site is on a busy roundabout which will make deliveries difficult
- No disabled facilities or access
- C2 classification covers more than just care facilities
- How will refuse and recycling be collected
- No outdoor amenity space available

APPLICATION DETAILS

Full planning consent is sought for a change of use of the former Diamond Jubilee Hotel, East Road, Tylorstown, to a residential care home.

The building has been vacant for a considerable period of time but, in addition to its main past use as a hotel, had accommodated a bar, restaurant and food takeaway as ancillary functions.

The proposal does not involve any significant external changes to the property, or any new construction, save for the replacement of any rotten fixtures and fittings. Most of the work relates to the refurbishment of the building and the installation of a new sliding gate to the small yard area, neither of which would require planning consent.

However, the internal accommodation would be arranged to provide 20 x single bedrooms and 5 x double bedrooms, to house a maximum of 30 people in need of care. There would be a shared lounge/dining/recreational space, as well as a separate staff area, and the building could also be used to provide day care.

The Applicant's Agent has advised that the proposal means that the units of accommodation can work for a wide variety of special needs. As drawn, they would be less suited for severe needs such as senile dementia, but once the principle of the C2 care use has been agreed there is scope for internal revision.

In addition to the plans and elevation drawings accompanying the application, a Planning Statement and topographical survey have been submitted. An Air Quality Report was later submitted following a consultation response, as outlined further below.

SITE APPRAISAL

The application property is located on East Road towards the southern part of Tylorstown and is in close proximity to a roundabout which connects East Road, Penrhys Road and Pleasant View.

The former hotel is a prominent Victorian building, the principal elevation of which faces east and is immediately adjacent to the highway. The internal accommodation is arranged over four floors, three of which are above ground.

It is understood that in addition to its use as a hotel the ground floor has previously been used for a bar, restaurant and takeaway food, and although there is no off-street parking provision at the site, there is a small, gated yard to its southern side.

There is a significant rise in land levels towards the rear of the building such that the ground is retained by a tall stone wall, beyond which is a steep vegetated bank. This bank is connected to the first floor of the hotel by a bridge/walkway.

The surrounding development consists primarily of terraced dwellings of the same era, although a Lidl supermarket and Primary School are within a short distance to north-east. The site is located within a Registered Landscape of Outstanding Historic Interest in Wales, but there are no environmental or policy designations of specific concern to the site.

PLANNING HISTORY

The most recent or relevant planning applications on record associated with either the whole or part of this site are:

21/5082/41: Pre-app advice. Decision: 26/08/2021, Raise no objection.

08/0659/10: Conversion of building to 7no. flats, alteration to roof, erection of a single storey rear extension and storage sheds, and external alterations. Decision: 29/09/2008, Refuse (Granted at appeal, 17/07/2009).

PUBLICITY

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

Letters of objection have been received from three residents raising concerns in respect of the following:

- My objection relates purely to the provision of parking. As a next door resident to the proposed development the addition of cars for staff and visitors will add to the already limited parking available to residents.
- My concerns are related around the car parking, there are currently only just enough (and occasionally not) enough parking spaces in the car park outside the Jubilee Hotel.
- Parking is already limited for the residents who live on Penrhys Road and Pleasant View.
- The application seems to be for a C2 residential care home, this brings to mind an old peoples home but in the extra documentation it is also referenced to as a C2 special-needs residential hostel, it also mentions severely handicapped persons of varying ages, and those with special needs related to mental health or learning difficulties.

CONSULTATION

Highways and Transportation

No objection or condition recommended.

Flood Risk Management

The site location plan identifies that the existing site boundary is a Brownfield area. The site appears to be situated near to a low and medium surface water flood risk area caused by a pluvial conveyance route.

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.

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

Public Health and Protection

Conditions are recommended in respect of demolition, hours of operation, noise, dust and waste. However, since these matters would be better addressed by existing Public Health legislation, it is considered that an informative note would be more appropriate.

In addition, the mitigation measures set out in section 6.1 of the Air Quality Assessment should be implemented during the construction phase of the development.

Western Power Distribution

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

Countryside – Ecologist

The Applicant's Architect has stated that the development would not affect the loft or roof space of the building, in which case the bat survey protocol would not be triggered. However, as a precaution an appropriate bat informative note should be appended to any planning permission

Waste and Recycling

No objection, bin collection points should be at the front of the building on East Road.

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

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.

The application site lies within the settlement boundary for Tylorstown.

Policy CS1 - Development in the North: seeks to build strong, sustainable communities. This will be achieved through promoting residential development in locations which reinforce the roles of the Principle Towns and Key Settlements.

Policy AW2 - seeks to ensure that development is in sustainable locations. The policy sets out criteria which defines these locations, these include but are not limited to the following:

- Are within the defined settlement boundary.
- Would not unacceptably conflict with surrounding uses.
- Have good accessibility by a range of transport options.
- Have good access to key services and facilities.
- Support the roles and functions of the Principal Towns and Key Settlements and smaller settlements.

Policy AW4 - notes that planning obligations may be sought to make development proposals acceptable in land use terms.

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 would 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. The development would need to demonstrate 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. Additionally, proposals must be designed to protect and enhance landscape and biodiversity.

Policy AW8 - seeks to preserve and enhance the County Borough's natural environment and heritage. This includes SINC designations. Development proposals will only be permitted where they would not cause harm to the features of the SINC subject to criteria.

Policy AW10 - aims to prevent development which could cause or result in a risk of unacceptable harm to health or local amenity due to land instability or any other identified risk to local amenity and public health.

Policy AW11 – alternative development proposals for existing employment and retail sites will be permitted subject to criteria.

Policy NSA13 - supports the reuse and conversion of large buildings for residential purposes if located within the settlement boundary, the building is of merit and there are no viable alternative uses.

Supplementary Planning Guidance

- Delivering Design and Placemaking
- Access, Circulation and Parking Requirements
- Planning Obligations
- Affordable Housing
- 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: The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure.

Policy 9 - Resilient Ecological Networks and Green Infrastructure: action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals.

SE Wales Policies

Policy 33 - National Growth Area - Cardiff, Newport and the Valleys: Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region.

Other relevant national policy guidance consulted:

PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 18: Transport;

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 development comprises a proposal to convert the former Diamond Jubilee Hotel at East Road, Tylorstown to a residential care facility, with a possible element of day care.

The property is situated in the Northern Strategy Area within the defined settlement boundary where the development of unallocated sites is supported by LDP Policy AW2.

As noted further above, the property is a short walking distance from a range of local services and facilities, including a supermarket. The site would also be accessible by sustainable transport modes including bus, foot and bicycle, with connections to the rail network available at Porth.

Also, with regard to Policy AW2, a residential use of the property would be compatible with the surrounding residential development and is not subject to any environmental

constraints, such as location within a flood zone. This means that the site can be considered a sustainable location, as defined by the LDP.

Whilst no specific end user has yet been identified for the proposed scheme, Use Class C2 'Residential Institutions' incorporates residential accommodation and care to people in need of care, such as residential schools, colleges or training centres, hospital or nursing homes. It does not include any kind of secure residential accommodation or house in multiple occupation.

The site constitutes previously developed land. Policy CS1 supports the re-use of under-used and previously developed land and buildings, as a way of dealing with dereliction. Likewise, Policy AW11 is supportive of such alternative developments for units with past employment and retail uses.

In this case, since the building has been vacant for so long and the refurbishment and re-use of the building would significantly enhance the site and immediate area, no evidence of marketing or similar justification would be required.

In principle therefore, the development would be considered acceptable and be compliant with both LDP and national planning policy. In respect of the latter, Chapters 2 and 3 of PPW11 are supportive of proposals which make use of previously developed sites, and the economic benefits generated by the care sector are also acknowledged.

Impact on the character and appearance of the area

As noted further above, the appearance of the building would be subject to some limited modification as part of the refurbishment necessary to bring it back into a habitable state, although its overall form and scale would remain unaltered.

The property is not subject to listing; however, it is still of historical interest, occupies a prominent position in the street scene, and relates to other neighbouring properties of the same era. Consequently, any proposals to retain the building are welcomed.

Noting the detrimental visual impact that boarded-up and evidently disused buildings can have on a neighbourhood, together with their associations with a sense of decline and anti-social behaviour, it is considered that the development would greatly benefit the character and appearance of the site and street scene.

Impact on neighbouring occupiers

On account of there being no structural changes or extensions outside the footprint of the property, the physical relationship between the former hotel/bar/restaurant/takeaway and the neighbouring dwellings would be the same.

Furthermore, whilst the submitted site layout plan shows that the steep bank to the rear of the site could be used for sitting out, by the placement of benches, use of this amenity

space would not require consent. Therefore, in respect of residential outlook and privacy, no material change would be caused by the development.

Whilst the three objectors raised concerns in respect of parking, which are considered in the succeeding section of the report, no concern was raised about the proposed care use, with the exception of an observation that a C2 use does not relate solely to what might be perceived as an 'old people's home'.

This is indeed the case, as the scope of Use Class C2 covers both establishments providing residential care as well as residential accommodation, such as boarding schools.

Nonetheless, residential care provision is considered to be a far more sympathetic neighbouring use for the existing residents of East Road, than a fallback to one of the hospitality elements of the lawful established use.

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

Access and highway safety

Access

The existing building fronts onto East Road which has traffic regulations on both sides preventing on-street car parking taking place. Opposite the site is a public car park.

Above and to the rear of the site is a single width access lane. The lane to the rear is accessed from Brondeg Street which is maintained at public expense for part of its length, is private thereafter and in a poor state of repair.

There are no passing facilities located on the single width lane and there is concern regarding the poor state of the existing resident's boundaries / retaining walls and their ability to withstand vehicular loading.

However, the lane does not fall within the red line area and there is no proposal to provide any rear vehicular access or undertake any works which would require the benefit of planning consent.

Parking

The Council's SPG for Access, Circulation and Parking advises that for residential children's homes / homes for elderly persons / nursing homes 1 space per resident staff, 1 space per 3 non-resident staff and 1 space per 4 beds are required.

The proposed facility would provide for 25 residential units (plus staff facilities), together with activity space located within the basement which could potentially be used as a community facility.

The applicant has indicated a maximum of 12 staff members will be present at any one time with no resident staff due to 8-hour shift patterns. This would result in a maximum off-street car parking requirement of 11 spaces in accordance with the SPG with none provided, only a drop off / pick up area, which gives some cause for concern.

Notwithstanding the above, it is noted that a previous application for 7 flats, reference 08/0659/10, was refused by Members for the reason that the proposal would not provide adequate car parking provision for the conversion of the property into residential dwellings. However, the subsequent appeal was allowed, and the Inspector concluded that the fall-back use of the existing building as a hotel and restaurant would require considerably more off-street car parking spaces (38) than the proposed flats (16), with none provided.

Therefore, while there is concern regarding the lack of off-street car parking facilities, taking into account the previous use of the building, the aforementioned, allowed appeal decision, the nearby public car park and the existing traffic regulations which maintain the free flow of traffic, the proposed scheme is, on balance, considered acceptable in this respect.

Public Health

Initially, the Council's Public Health and Protection Division highlighted a concern that the development property is within 10m of a road with traffic flows in excess of 10000 AADT (Annual Average Daily Traffic Flow); thus, future residents could be affected by poor air quality.

Since not all habitable rooms would be set back further than 10m from the nearest carriageway edge the Applicant's Agent was requested to submit an Air Quality Assessment and to identify any mitigation measures required.

Such a report was submitted, and Public Health officers have advised that the development would be acceptable, subject to the construction measures outlined in section 6.1 of that report. In that regard, a condition is recommended requiring the development to be carried out in accordance with those measures.

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 below, the proposed development is considered to align particularly well with the following national sustainable placemaking outcomes:

- **Creating and Sustaining Communities:** The development density is appropriate for the location and would contribute to the provision of community-based local care within the Northern Strategy Area.
- **Facilitating Accessible and Healthy Environments:** The application site is within walking distance of the main bus route and some local shops and services. Being within the settlement boundary it is considered to be a sustainable location. There is public open space within a short distance of the site and the development would provide safe accommodation and, as a care facility, would promote mental well-being.
- **Making Best Use of Resources:** The development would result in the use of previously developed land and would have regenerative benefits due to its support of construction jobs and the permanent care positions associated with the proposal.
- **Growing Our Economy in a Sustainable Manner:** The development would have a small but positive effect in terms of construction jobs and would foster economic activity.

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, and the scheme is for development of a kind that is liable for a charge under the CIL Regulations 2010 as amended.

However, the site is located within CIL Zone 1 where a £nil charge would be applicable and therefore no CIL would be payable.

Conclusion

The proposed residential care facility would be unlikely to have a detrimental impact upon the residential amenity of the surrounding neighbouring properties. Further, the beneficial re-use of the building would constitute a significant improvement to the appearance of the site and therefore, given its prominent location, the wider street scene.

The issues relating to the adjacent highway network and the limited parking available are of concern and such the constraint is comparable to other developments considered

previously by Members, where a large unused building, from a different era, is proposed to be put to a new use.

However, both the off-street parking requirement of the established use and the previous appeal decision in relation to the 7 flats, carry material weight, since both of these uses would generate a greater off-street parking requirement than the care use now proposed.

In the planning balance, therefore, the off-street parking situation is not determined to be of sufficient detriment to justify a reason for refusal. The application is therefore considered to comply with the Local Development Plan policies outlined within the body of the report.

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

CONDITIONS

1. 1A2 Time limit
2. 1A5 Plan numbers

The development hereby approved shall be completed in accordance with the approved drawings and documents:

- 2028.PL02B
- 2028.PL03A
- 2028.PL04
- 2028.PL05
- Air Quality Assessment (Viridian Air 10th December 2021)

and details and documents received on 7th September 2021 and 10th January 2022.

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

3. UNQ Air Quality

The development shall be carried out in accordance with the proposed mitigation measures outlined within Section 6 of the Air Quality Assessment undertaken by Viridian Air and dated 10th December 2021.

Reason: In the interests of public health and the amenity of neighbouring residents in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2022-2023:

**PLANNING AND
DEVELOPMENT COMMITTEE**
7th July 2022

**REPORT OF: DIRECTOR
PROSPERITY AND
DEVELOPMENT**

	Agenda Item No.
APPLICATION NO: 18/1346/10 – Proposed 120 unit residential development with associated landscaping and engineering works at the Former Blengwawr Comprehensive School, Club Street, Aberaman, Aberdare	

1. **PURPOSE OF THE REPORT**

Members are asked to consider the determination of the above planning application.

2. **RECOMMENDATION**

That Members consider the report in respect of the application and determine the application having regard to the advice given.

3. **BACKGROUND**

The above planning application was granted planning permission at appeal on 8th January 2020. The permission was subject to a Section 106 agreement requiring the following: -

- The construction of 12 affordable housing units
- The provision of bat commuting and foraging routes in line with the bat addendum report; and,
- The provision of a local equipped area for play for children up to 3 years.

The intention was that the play area was to be provided on an area of land located between plots 79 and 80 and immediately south east of Maesyffynon Grove. Following extensive discussion with the Council's Play Officer and the developer it has been concluded that the delivery of such a facility is not viable without it having an adverse impact on the dwellings (existing and proposed) and is too restrictive an area to properly accommodate play equipment. In addition a number of services run through this part of the site which further constrains its potential for any kind of development

Given the difficulties, the developer has indicated willingness to make a financial contribution of £10,000 instead of providing the play area.

As such Members are asked to authorise a deed of variation to the Section 106 agreement in the terms described above.

Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 12/12/19

gan **Richard E. Jenkins BA (Hons) MSc MRTPI**

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 08.01.2020

Appeal Decision

Site visit made on 12/12/19

by **Richard E. Jenkins BA (Hons) MSc MRTPI**

an Inspector appointed by the Welsh Ministers

Date: 08.01.2020

Appeal Ref: APP/L6940/A/19/3237483

Site address: Former Blaengwawr Comprehensive School, Club Street, Aberaman, Aberdare, CF44 6TN

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Matthew Davies of Davies Homes Ltd. against the decision of Rhondda Cynon Taf County Borough Council.
 - The application Ref: 18/1346/10, dated 30 October 2018, was refused by notice dated 24 July 2019.
 - The development is proposed 120 unit residential development, with associated landscaping and engineering works.
-

Decision

1. The appeal is allowed and planning permission is granted for proposed 120 unit residential development, with associated landscaping and engineering works at Former Blaengwawr Comprehensive School, Club Street, Aberaman, Aberdare, CF44 6TN in accordance with the terms of the application, Ref: 18/1346/10, dated 30 October 2018, subject to the conditions set out in the attached schedule.

Procedural Matters

2. I have taken the site address from the Council's Notice of Decision. As this is consistent with that outlined on the associated Application and Appeal Forms, I am satisfied that there is no ambiguity in this respect.
3. A planning obligation submitted under Section 106 of the Act has been submitted as part of the appeal proposal. The provisions of that document require compliance with obligations relating to the provision of affordable housing, a play area and ecological mitigation measures. I am satisfied that the Section 106 Agreement is necessary to make the development acceptable in planning terms, is directly related to the development and is fairly and reasonably related in scale and kind to the development proposed. It satisfies the statutory and policy tests and therefore merits due weight in the determination of the appeal.

Application for Costs

4. An application for costs was made by the appellant against the Council. This application is the subject of a separate Decision.
-

Main Issue

5. The main issue in this case is the effect of the proposed development upon both pedestrian and highway safety.

Reasons

6. The appeal proposal seeks full planning permission for the construction of 120No. residential dwellings¹ on land formerly occupied by Blaengwawr Comprehensive School in Aberaman, Aberdare. The former school has since been demolished, with much of the building material retained in mounds on the site at the time of my site inspection. The school was accessed from Club Street, via the junction with the B4275 Cardiff Road, and that continues to represent the only viable vehicular access to the appeal site. Club Street is typically characterised by the terraced residential properties that occupy the northern flank of the carriageway, with a care home and residential apartments located to the south. Parking along Club Street is heavily controlled by parking restrictions, meaning on-street parking is in high demand.
7. The appeal site is located in a broadly sustainable location, within the settlement limits of Aberaman as defined by the adopted Rhondda Cynon Taf County Borough Council Local Development Plan (LDP). The Council does not therefore object to the principle of development. Having had regard to the available evidence, including the numerous representations submitted by interested parties, I have no reason to come to a different conclusion on such a matter. I shall therefore concentrate on the principal matter of dispute between the main parties which comprises the effect of the development upon pedestrian and highway safety.

Pedestrian and Highway Safety

8. Despite the Council's highways representatives offering no objection to the proposed development, and the planning case officer recommending a conditional grant of planning permission, the Council ultimately refused planning permission on the basis that the proposed access arrangements would be "*...detrimental to highway safety as a consequence of the inadequate vision splay at the junction between Club Street and Cardiff Road, and the pinch point at the site access point which is considered to be substandard*".² The Council's Statement of Case expands upon such concerns, referring specifically to inadequate carriageway and pedestrian footway width, sub-standard junction radii between Club Street and Cardiff Road and obscured visibility splays. It also contends that highway and pedestrian conditions in the area are exacerbated by the high demand for on-street parking along Club Street. In contrast, the appellant submits that, subject to the proposed mitigation measures, access to the development could be achieved off Club Street without representing a material threat to pedestrian or highway safety. In support of this position, an extensive amount of evidence relating to trip generation and distribution, junction and carriageway analysis, parking provision, sustainable modes of transport, travel planning, traffic regulation orders and personal injury information has been submitted.
9. There is little doubt in my mind that a scheme for the development of 120No. residential dwellings would materially intensify the use of Club Street relative to the current position, with clear implications for the free flow of pedestrians and vehicles. The appellant has submitted TRICS analysis and has compared the data relating to the

¹ 12No. dwellings to comprise affordable housing as defined by Technical Advice Note 2: *Planning and Affordable Housing (TAN2)*

² Local Planning Authority (LPA) Notice of Decision, dated 24 July 2019

number of trips that would be generated by the proposed development to those previously generated by the school. I have not seen anything to indicate that there would be a realistic chance of a similar education use resuming should the appeal fail and do not, therefore, consider such a use to represent a lawful fallback position. Nevertheless, I have been advised that the school closed in 2014 and, as such, I consider the comparison with the historic use of Club Street as a principal means of access to the school to be a useful exercise in gauging the extent of any practical harm that would arise from the development proposed.

Width of the carriageway and parking along Club Street

10. There is little doubt that the 'pinch point' adjacent to No.1 Club Street falls below the 5.5 metre carriageway width typically expected of such residential developments and, given the fact that the only viable access to the land is via an established carriageway that lies outside of the ownership of the appellant, it does not appear that a continuous 5.5 metre carriageway width would be achievable in this instance. Nevertheless, the appeal proposal would make provision for a 5 metre wide carriageway at the aforementioned 'pinch point', with parking restrictions capable of preventing that width from being reduced. Such an arrangement would enable a standard car and Heavy Goods Vehicle (HGV) to pass simultaneously, meaning that the majority of through traffic would be able to pass unhindered. It remains common ground that two HGVs would not be able to pass side by side at the 'pinch point'. However, given the fact that it only represents a limited stretch of the carriageway, in the infrequent situation whereby two HGVs would meet, it would be possible for the drivers to foresee the on-coming vehicle and give way as necessary. I do not therefore consider such a situation to represent a material risk to highway safety.
11. I have fully considered the fact that on-street parking is in high demand along Club Street, with evidence of indiscriminate parking at the time of my site visit. I also accept that such practices have potential to obstruct both the carriageway and pedestrian footways and thereby cause a disruption to the free flow of vehicular and pedestrian traffic. Nevertheless, much of these concerns relate to illegal parking practices that the Council has the ability to enforce against and, notwithstanding this, the parking demand arising from the proposed dwellings would be accommodated on site, with an additional 48No. parking spaces provided on land adjacent to No.1 Club Street. The additional parking spaces would be available for use by the residents of Club Street, the users of the Church located opposite No.1 Club Street and those people utilising the nearby all-weather sports pitch. I therefore have no reason other than to concur with the appellant's contention that the parking provision proposed as part of the development would assist in easing the existing parking problems along Club Street. I do not therefore consider such arguments to represent a reasonable reason to withhold planning permission in this instance.

Junction between Club Street and B4275 Cardiff Road

12. The Council considers that the intensification of the use of the junction between Club Street and Cardiff Road is unacceptable. Specifically, it contends that sub-standard junction radii would result in an increase in stationary and reversing vehicles to the detriment of highway safety. Nevertheless, whilst the Council contends that a development such as that proposed in this case should be served by a junction with a 6 metre radii, I have not seen anything to indicate that this should be an absolute requirement, particularly when the development proposes to utilise such a well-

established access. In fact, national guidance³ clearly indicates that smaller corner radii can be acceptable in the circumstances that prevail in this instance. As such, and having had regard to the speed limit in the area, the historic use of the junction to serve a school with no evidence of personal injury accidents and the fact that the junction represents an important local pedestrian route, I do not consider there to be any cogent evidence to indicate that the geometry of the junction represents a material threat to pedestrian or highway safety. In coming to this conclusion, I have been particularly mindful that the junction has historically served school busses and is already accessed by refuse collection vehicles without any evidence of harm.

13. I have fully considered the Council's concerns relating to the visibility distances at the Club Street/ Cardiff Road junction. However, the evidence indicates that visibility at the junction exceeds the 2.4 metres by 40 metres cited within Technical Advice Note 18: *Transport* (TAN18). I note the presence of a bus stop near the Blaengwawr Public House on Cardiff Road that has potential to temporarily obscure visibility. However, consistent with other recent developments at Club Street, the Highways Authority did not offer any objection to such an arrangement in commenting on the planning application. Having regard to the fact that the bus stop has been in position well before the closure of the school, with no evidence submitted to demonstrate any harm to public safety, I have no reason to come to a different conclusion on such a matter. Indeed, the bus stop in question is also located immediately adjacent to a layby, with nothing to suggest that the Council has needed to consider relocating it out of the sight line of the junction. As such, and having fully considered the frequency of use of the bus service, I consider the visibility at the junction between Club Street and Cardiff Road to be sufficient to serve the proposed development.

Pedestrian Safety

14. It was clear at the time of my site visit that the pedestrian footway that runs along the northern flank of Club Street tapers to approximately 800mm near the junction with Cardiff Road, which is significantly below the recommended 2 metre wide pedestrian footway sought by the Council. Such concerns are exacerbated by the fact that the same area of footway is further restricted by utility and service poles, whilst the wider footway incorporates a number of steps making it inaccessible for wheelchair and pushchair users. Nevertheless, such constraints are clearly historic features that have always been negotiated by users of the pedestrian footway. In any event, the footway located on the southern side of Club Street clearly represents a relatively unconstrained route from Cardiff Road to the appeal site given the fact that the existing school gates are proposed to be removed and dropped curbs exist in convenient locations. I acknowledge the Council's concerns that indiscriminate parking can serve to restrict footway width and visibility at Blaengwawr Close. However, I have already concluded above that enforcement of illegal parking remains within the Council's control and that the development would contribute towards alleviating such concerns. I do not therefore consider there to be any robust evidence to indicate that the development would seriously undermine pedestrian safety.

Other Pedestrian and Highway Safety Matters and Conclusion

15. I have fully considered the wider criticisms of the appellant's transport evidence, but nothing has led me to conclude that it is not sufficiently robust to support the appellant's assertions. In contrast, I have seen little cogent evidence from the Council to lead me to deviate from the conclusions set out above. I note the arguments that

³ Manual for Streets 2

an alternative and/ or a second means of access to the appeal site is necessary. However, I have not seen anything to indicate that there is a viable alternative to the access proposed and, in any event, I am required to determine the appeal proposal on its own particular merits. Notwithstanding this, the Council's highway representatives have not suggested that a second means of access is necessary and I have no reason to come to a different conclusion on such a matter.

16. Based on the foregoing analysis, and having considered all matters raised, I find that the proposed development would not represent a material threat to pedestrian or highway safety. I therefore conclude that there would be no conflict with Policy AW5(2)(c) of the adopted LDP which, amongst other things, states that developments should provide safe access to the highway network and not cause traffic congestion or exacerbate existing traffic congestion.

Other Material Considerations

17. I have considered all other matters raised, including those relating to the disruptions caused during the construction phase. However, given the temporary nature of such impacts, I do not consider that they represent a valid reason to withhold planning permission in this instance, not least because such matters could be satisfactorily controlled through the imposition of planning conditions. I note the concerns relating to the effect of the proposed development upon the living conditions of neighbouring occupiers. However, having regard to the siting, orientation and overall design of the dwellings proposed, I do not consider that the development would be unacceptable in this respect. Similarly, having had regard to matters of layout and detailed design, there would not be any harm to the character or appearance of the area. The provision of affordable housing, a play area and ecological mitigation measures would be secured through the aforementioned Section 106 Agreement and associated planning conditions. I have also not seen anything to indicate that foul and surface water drainage could not be satisfactorily addressed through a planning condition. Anti-social behaviour concerns remain unsubstantiated and the value of individual properties is not a matter that is material to the determination of the appeal.
18. In addition to the lack of harm in respect of the above matters, I consider the positive benefits of the scheme to weigh substantially in favour of the development. Specifically, the development would utilise previously developed land, as encouraged by Planning Policy Wales (Edition 10, 2018), and would be sited within the defined settlement boundary of Aberaman in a largely sustainable location relative to local facilities and services. The development would also make a valuable contribution to the local housing land supply, which I am advised is significantly below that required by national policy, and make a proportionate contribution towards affordable housing.

Overall Conclusions

19. Based on the foregoing, and having considered all matters raised, I conclude that the appeal should be allowed subject to the conditions set out in the attached schedule. In coming to this conclusion, I have considered the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (WBFG Act). I have taken into account the ways of working set out at section 5 of the WBFG Act and consider that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives, as required by section 8 of the WBFG Act.

20. I have considered the suggested conditions and, having had regard to the advice in Welsh Government Circular 16/2014: *The Use of Planning Conditions for Development Management* (October 2014), have adjusted their wording in the interest of clarity and precision. Reasons for the imposition of each of the conditions are set out in the Schedule of Conditions attached to this decision.

Richard E. Jenkins

INSPECTOR

Schedule of Conditions

- 1) The development shall begin not later than five years from the date of this decision.

Reason: *To comply with Section 91 of the Town and Country Planning Act 1990.*

- 2) The development hereby permitted shall be carried out in accordance with the following plans and documents, unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Site location plan drawing no: 1754.PI.01 Rev A
- Planning layout drawing no: 1754.PL01 Rev A
- External works drawing no: 1754.EWL01 Rev A
- Site access arrangements drawing no. IMA-18-15-102
- Garage details drawing no: HAS/GAR01
- Tintern house type drawing no: HAS/TH01
- Ascot house type drawing no: HAS/AH02
- Canterbury house type drawing no: HAS/CH03
- Hereford house type drawing no: HAS/HH04
- Harrowgate house type drawing no: HAS/HH05
- Radliegh house type drawing no: HAS/RH06
- Lynton house type drawing no: HAS/LH07
- Llandovery house type drawing no: HAS/LH08
- Knightsbridge house type drawing no: HAS/KH09
- Affordable drawing no: HAS/TH01
- Affordable drawing no: HAS/2.1.1. AFF
- Affordable drawing no: HAS/4.2.1. AFF
- Proposed site sections drawing no: 18090.C/PL200 Rev 1
- Connection to Club Street agreed with Highways drawing No. IMA-18-15-102

Reason: *To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application.*

- 3) Notwithstanding the approved details, the consent hereby granted does not relate to the footpath link between the site and Maesyffynnon Grove shown on the planning layout drawing referred in Condition No.2 above.

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

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

Reason: *In the interests of the character and appearance of the area in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.*

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

Reason: *In the interests of the character and appearance of the area in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.*

- 6) Prior to the construction of the development hereby approved details and/or samples of the materials to be used in the construction of the external surfaces shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: *In the interests of the character and appearance of the area in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.*

- 7) The development hereby permitted shall not begin until a scheme to deal with contamination has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all of the following measures unless otherwise agreed in writing by the Local Planning Authority:
- i. 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.
 - ii. 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.
 - iii. A written method statement for the remediation of contamination affecting the site.

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

- 8) Any dwelling, hereby permitted, shall not be occupied until the measures approved in the scheme (referred to in Condition 7 above) have been implemented and a suitable validation report of the proposed scheme has been submitted to and approved in writing by the Local Planning Authority

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

- 9) If during development works any contamination is encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to the Local Planning Authority. The development shall not re-commence until the additional proposals have been agreed in writing by the Local Planning Authority.

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

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

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.*

- 11) No development shall commence until details of a scheme for the disposal of foul and surface water has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the dwellings being occupied and retained in perpetuity.

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

- 12) Other than for works of site clearance, decontamination and preparation, no building works shall commence until full engineering design and details of the works to construct access from Club Street in accordance with site access arrangements drawing No. IMA-18-15-102, including measures to accommodate displaced parking, as shown on TA plan 3 and application planning layout drawing no: PL 01 Rev A, including longitudinal and cross sections, contoured plan, street lighting details, traffic calming, parking bay layout/allocation, surface water drainage and service diversions including construction details have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with a timetable to be agreed with the Local planning Authority at the time the required details are submitted.

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

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

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

- 14) Heavy Goods Vehicles (HGVs) used as part of the construction of the development shall be restricted to 09:30 to 16:30 hours on weekdays and 09:30 to 13:00 hours on Saturdays, with no deliveries at all on Sundays or bank or public holidays.

Reason: *In the interests of pedestrian and highway safety and the living conditions of neighbouring residential properties, in accordance with the provisions of Policy AW5 of the Rhondda Cynon Taf Local Development Plan.*

- 15) No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall 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; and
- g. The sheeting of lorries leaving the site.

Reason: *In the interests of pedestrian and highway safety and the living conditions of neighbouring residential properties, in accordance with the provisions of Policy AW5 of the Rhondda Cynon Taf Local Development Plan.*

- 16) The developer shall provide to the occupier of each dwelling a Travel Plan which should contain the following:

- a. Bus/train service providers, their contact details, frequency of service, timetable, bus stops/train stations, current ticket costs and financial incentives to encourage use of public transport;
- b. Park and ride/park and share facilities and associated costs and restrictions on use of such facilities;
- c. Pedestrian links to public transport services, to local facilities, areas of employment, education and leisure;
- d. Voucher or other means of contribution towards the cost of public transport season ticket, or purchase of bicycle or cycling accessories;
- e. Local and national cycling routes; and
- f. Any other measures that would encourage use of sustainable modes of travel

Reason: *In the interests of pedestrian and highway safety and the use of sustainable modes of transport in accordance with the provisions of Policy AW5 of the Rhondda Cynon Taf Local Development Plan.*

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

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

- b. Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction including tree protection;
- c. A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife and species could be harmed;
- d. Details of specific species mitigation measures for bats (including tree felling), reptiles and birds;
- e. Details of water pollution control measures;
- f. Wildlife sensitive lighting;
- g. Precautionary invasive plant control;
- h. An agreed scheme of monthly progress reporting to the Council during the construction programme.
- i. Details of the persons responsible for:
 - I. Compliance with legal consents relating to nature conservation;
 - II. Compliance with planning conditions relating to nature conservation (Ecological Clerk of Works);
 - III. Installation of physical protection measures and management during construction;
 - IV. Implementation of sensitive working practices during construction;
 - V. Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
 - VI. Specific species and Habitat Mitigation measures; and
 - VII. Provision of training and information about the importance of the 'Protection Zones' to all construction personnel on site.

All construction activities shall be implemented with the approved details and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

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

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

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



Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 12/12/19

gan Richard E. Jenkins BA (Anrh) MSc
MRTPI

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 08.01.2020

Appeal Decision

Site visit made on 12/12/19

by Richard E. Jenkins BA (Hons) MSc
MRTPI

an Inspector appointed by the Welsh Ministers

Date: 08.01.2020

Cyf yr apêl: APP/L6940/A/19/3237483

Cyfeiriad y safle: Hen Ysgol Gyfun Blaengwawr, Club Street, Aberaman, Aberdâr,
CF44 6TN

Mae Gweinidogion Cymru wedi trosglwyddo'r awdurdod i benderfynu ar yr apêl hon i mi fel yr Arolygydd penodedig.

- Gwneir yr apêl o dan adran 78 Deddf Cynllunio Gwlad a Thref 1990 yn erbyn gwrthod rhoi caniatâd cynllunio.
- Gwneir yr apêl gan Mr Matthew Davies o Davies Homes Ltd. yn erbyn penderfyniad Cyngor Bwrdeistref Sirol Rhondda Cynon Taf.
- Gwrthodwyd y cais, Cyf: 18/1346/10, dyddiedig 30 Hydref 2018, drwy hysbysiad dyddiedig 24 Gorffennaf 2019.
- Y datblygiad arfaethedig yw datblygiad preswyl â 120 o unedau, ynghyd â gwaith tirlunio a pheirianeg cysylltiedig.

Penderfyniad

1. Caniateir yr apêl a rhoddir caniatâd cynllunio ar gyfer datblygiad preswyl â 120 o unedau, ynghyd â gwaith tirlunio a pheirianeg cysylltiedig yn Hen Ysgol Gyfun Blaengwawr, Club Street, Aberaman, Aberdâr, CF44 6TN, yn unol â thelerau'r cais, Cyf: 18/1346/10, dyddiedig 30 Hydref 2018, yn ddarostyngedig i'r amodau a amlinellir yn yr atodlen atodedig.

Materion gweithdrefnol

2. Rwyf wedi cymryd cyfeiriad y safle o Hysbysiad o Benderfyniad y Cyngor. Gan ei fod yn gyson â'r hyn a amlinellwyd ar y Cais a'r Ffurflenni Apêl cysylltiedig, rwy'n fodlon nad oes unrhyw amwysedd, yn hyn o beth.
3. Cyflwynwyd rhwymedigaeth gynllunio o dan Adran 106 y Ddeddf fel rhan o gynnig yr apêl. Mae darpariaethau'r ddogfen honno'n mynnu cydymffurfiaeth â rhwymedigaethau sy'n ymwneud â darparu tai fforddiadwy, man chwarae a mesurau lliniaru ecolegol. Rwy'n fodlon bod y Cytundeb Adran 106 yn angenrheidiol er mwyn i'r datblygiad fod yn dderbyniol mewn termau cynllunio, ei fod yn uniongyrchol gysylltiedig â'r datblygiad a'i fod yn ymwneud yn deg ac yn rhesymol â'r datblygiad arfaethedig o ran ei raddfa a'i fath. Mae'n bodloni'r profion statudol a pholisi ac felly mae'n haeddu pwysoliad priodol wrth benderfynu ar yr apêl.

Cais am gostau

4. Cyflwynwyd cais am gostau gan yr apelydd yn erbyn y Cyngor. Mae'r cais hwn yn destun Penderfyniad ar wahân.

Prif fater

5. Y prif fater yn yr achos hwn yw effaith y datblygiad arfaethedig ar ddiogelwch i gerddwyr a diogelwch ar y ffordd.

Rhesymau

6. Mae cynnig yr apêl yn ceisio caniatâd cynllunio llawn ar gyfer adeiladu 120 o anheddau preswyl¹ ar dir lle safodd Ysgol Gyfun Blaengwawr gynt yn Aberaman, Aberdâr. Mae'r hen ysgol wedi'i ddymchwel erbyn hyn, ac roedd llawer o'r deunyddiau adeiladu wedi'u cadw mewn tomenni ar y safle yn ystod fy ymweliad â'r safle. Cafwyd mynediad at yr ysgol o Club Street, drwy'r gyffordd â'r B4275 Cardiff Road, a dyma'r unig fynedfa i gerbydau ar safle'r apêl o hyd. Mae Club Street wedi'i nodweddu gan dai teras preswyl sy'n sefyll ar hyd ymyl ogleddol y lôn gerbydau, ynghyd â chartref gofal a fflatiau preswyl i'r de. Mae parcio ar hyd Club Street wedi'i reoli'n drwm gan gyfyngiadau parcio, sy'n golygu bod galw mawr am leoedd parcio ar y stryd.
7. Mae safle'r apêl wedi'i leoli mewn lleoliad cynaliadwy, yn gyffredinol, o fewn ffiniau anheddiad Aberaman, fel y diffinnir yng Nghynllun Datblygu Lleol (CDLI) mabwysiedig Cyngor Bwrdeistref Sirol Rhondda Cynon Taf. Felly, nid yw'r Cyngor yn gwrthwynebu'r egwyddor o ddatblygu. Ar ôl ystyried y dystiolaeth sydd ar gael, gan gynnwys nifer o sylwadau a gyflwynwyd gan bartion â buddiant, nid oes gennyf unrhyw reswm i ddod i gasgliad gwahanol ynghylch y mater hwn. Felly, byddaf yn canolbwyntio ar y prif fater y mae dadl yn ei gylch rhwng y prif bartion, sef effaith y datblygiad ar ddiogelwch i gerddwyr a diogelwch ar y ffordd.

Diogelwch i gerddwyr a diogelwch ar y ffordd

8. Er nad yw cynrychiolwyr priffyrdd y Cyngor wedi cynnig unrhyw wrthwynebiad i'r datblygiad arfaethedig, ac er i'r swyddog achos cynllunio argymhell roi caniatâd cynllunio amodol, gwrthododd y Cyngor roi caniatâd cynllunio yn y pen draws, ar y sail y byddai'r trefniadau mynediad arfaethedig "*...yn niweidiol i ddiogelwch ar y ffordd o ganlyniad i lain gweledd annigonol ar y gyffordd rhwng Club Street a Cardiff Road, a'r man cyfyng ger mynedfa'r safle, yr ystyrir ei fod yn is-safonol*".² Mae Datganiad o Achos y Cyngor yn ymhelaethu ar y pryderon hyn, gan gyfeirio'n benodol at led annigonol y lôn gerbydau a'r droedffordd i gerddwyr, radiws is-safonol y gyffordd rhwng Club Street a Cardiff Road, a'r lliniau gweledd sydd wedi'u cysgodi. Mae hefyd yn dadlau bod amodau'r ffordd ac amodau i gerddwyr yn yr ardal yn cael eu gwaethygu gan y galw uchel am leoedd parcio ar y stryd ar hyd Club Street. I'r gwrthwyneb, dywed yr apelydd, yn amodol ar y mesurau lliniaru arfaethedig, y gellid cyflawni mynediad at y datblygiad oddi ar Club Street heb achosi bygythiad sylweddol i ddiogelwch cerddwyr a'r ffordd. I gefnogi'r safbwynt hwn, cyflwynwyd tystiolaeth sylweddol yn ymwneud â'r rhesymau am deithiau a'u dosbarthiad, dadansoddiad o'r gyffordd a'r lôn gerbydau, darpariaeth parcio, dulliau teithio cynaliadwy, cynllunio teithiau, gorchmynion rheoleiddio traffig a gwybodaeth am anafiadau personol.
9. Nid oes gennyf lawer o amheuaeth y byddai cynllun i ddatblygu 120 o anheddau preswyl yn dwysau'r defnydd o Club Street yn sylweddol o gymharu â'r sefyllfa bresennol, ac y byddai goblygiadau amlwg ar gyfer y llif rhwydd o gerddwyr a cherbydau. Mae'r apelydd wedi cyflwyno dadansoddiad TRICS ac wedi cymharu'r data yn ymwneud â nifer y teithiau y byddai'r datblygiad arfaethedig yn ei chreu o gymharu

¹ Bydd 12 annedd yn dai fforddiadwy, fel y diffinnir gan Nodyn Cyngor Technegol 2: Cynllunio a Thai Fforddiadwy (TAN2)

² Hysbysiad o Benderfyniad yr Awdurdod Cynllunio Lleol (ACLI), dyddiedig 24 Gorffennaf 2019

â'r nifer a grëwyd yn flaenorol gan yr ysgol. Nid wyf wedi gweld unrhyw beth i ddangos y byddai siawns realistig o ddefnydd addysg debyg yn aildechrau pe byddai'r apêl yn methu, ac felly nid wyf o'r farn bod defnydd tebyg yn cynrychioli sefyllfa gyfreithlon i gamu'n ôl iddi. Serch hynny, fe'm cynghorwyd y cafodd yr ysgol ei chau yn 2014 ac, fel y cyfryw, rwyf o'r farn bod y gymhariaeth â defnydd hanesyddol Club Street fel prif fynedfa i'r ysgol yn ymarfer ddefnyddiol o ran mesur i ba raddau y byddai'r datblygiad arfaethedig yn achosi niwed.

Lled y lôn gerbydau a pharcio ar hyd Club Street

10. Nid oes llawer o amheuaeth bod y 'man cyfyng' yn gyfagos at rif 1 Club Street yn disgyn islaw'r lled nodweddiadol o 5.5 metr ar gyfer lôn gerbydau a ddisgwyllir ar gyfer datblygiadau preswyl tebyg ac, o ystyried y ffaith mai'r unig fynedfa ymarferol i'r tir yw ar hyd lôn gerbydau sefydledig sy'n disgyn y tu allan i berchenogaeth yr apelydd, nid yw'n ymddangos y byddai modd cyflawni lled parhaus o 5.5 metr ar hyd y lôn gerbydau yn yr achos hwn. Serch hynny, byddai cynnig yr apêl yn darparu ar gyfer lôn gerbydau 5 metr o led yn y 'man cyfyng' rhagddywededig, gyda chyfyngiadau parcio i atal y lled hwnnw rhag cael ei leihau. Byddai trefniant tebyg yn galluogi car safonol a cherbyd nwyddau trwm (HGV) i fynd heibio i'w gilydd ar yr un pryd, gan olygu y byddai mwyafrif y traffig trwodd yn gallu teithio ar hyd y lôn gerbydau'n ddirwystr. Mae'n dir cyffredin o hyd na fyddai dau HGV yn gallu mynd heibio i'w gilydd yn y 'man cyfyng'. Fodd bynnag, o ystyried ei fod yn cynrychioli rhan gyfyngedig o'r lôn gerbydau yn unig, mewn sefyllfa anaml pa fyddai dau HGV yn cyfarfod â'i gilydd, byddai'n bosibl i'r gyrwyr rhagweld y cerbyd arall yn dod tuag atynt ac ildio, yn ôl yr angen. Felly, nid wyf o'r farn bod sefyllfa debyg yn cynrychioli risg sylweddol i ddiogelwch y ffordd.
11. Rwyf wedi rhoi ystyriaeth lawn i'r ffaith bod galw mawr am leoedd parcio ar y stryd ar hyd Club Street, a gwelwyd tystiolaeth o barcio diwahaniaeth yn ystod fy ymweliad â'r safle. Rwy'n derbyn hefyd y gallai'r arferion hyn rwystro'r lôn gerbydau a'r droedffordd i gerddwyr, ac felly y gallant amharu ar y llif rhwydd o draffig cerbydau a cherddwyr. Serch hynny, mae llawer o'r pryderon hyn yn ymwneud ac arferion parcio anghyfreithlon y gall y Cyngor orfodi yn eu herbyn ac, ar ben hynny, byddai'r galw am leoedd parcio a fyddai'n deillio o'r anheddau arfaethedig yn cael ei fodloni ar y safle, a byddai 48 o leoedd parcio ychwanegol yn cael eu darparu ar dir yn gyfagos at rif 1 Club Street. Byddai'r lleoedd parcio ychwanegol ar gael i'w defnyddio gan drigolion Club Street, defnyddwyr yr eglwys gyferbyn â rhif 1 Club Street a'r bobl hynny sy'n defnyddio'r cae bob tywydd gerllaw. Felly, nid oes gennyf unrhyw reswm heblaw cytuno â dadl yr apelydd, sef y byddai'r ddarpariaeth parcio a gynigir fel rhan o'r datblygiad yn helpu i leddfu'r problemau parcio presennol ar hyd Club Street. Felly, nid wyf o'r farn bod y dadleuon hyn yn cynrychioli rheswm rhesymol i wrthod rhoi caniatâd cynllunio yn yr achos hwn.

Cyffordd rhwng Club Street a'r B4275 Cardiff Road

12. Mae'r Cyngor o'r farn bod dwysáu'r defnydd o'r gyffordd rhwng Club Street a Cardiff Road yn annerbyniol. Yn benodol, mae'n dadlau y byddai radiws is-safonol y gyffordd yn arwain at gynnydd mewn cerbydau llonydd a cherbydau'n gyrru am yn ôl, a fyddai'n niweidio diogelwch y ffordd. Serch hynny, er bod y Cyngor yn dadlau y dylai datblygiad fel yr un a gynigir yn yr achos hwn gael ei wasanaethu gan gyffordd â radiws o 6 metr, nid wyf wedi gweld unrhyw beth sy'n dangos y dylai hyn fod yn ofyniad absoliwt, yn enwedig pan mae'r datblygiad yn cynnig defnyddio mynedfa hen

sefydledig. Mewn gwirionedd, mae arweiniad cenedlaethol³ yn nodi'n glir y gall radiws cornel llai fod yn dderbyniol dan yr amgylchiadau sy'n bodoli yn yr achos hwn. Fel y cyfryw, ac ar ôl ystyried y cyfyngiad cyflymder yn yr ardal, defnydd hanesyddol y gyffordd i wasanaethu ysgol heb unrhyw dystiolaeth o ddamweiniau lle bu anafiadau personol, a'r ffaith bod y gyffordd yn cynrychioli llwybr pwysig lleol i gerddwyr, nid wyf o'r farn bod unrhyw dystiolaeth gymhellol i awgrymu bod geometreg y gyffordd yn cynrychioli bygythiad sylweddol i ddiogelwch cerddwyr na'r ffordd. Wrth ddod i'r casgliad hwn, rwyf wedi rhoi ystyriaeth benodol o'r ffaith bod y gyffordd wedi gwasanaethu bysiau ysgol yn hanesyddol, a'i bod eisoes yn cael ei defnyddio gan gerbydau casglu gwastraff heb unrhyw dystiolaeth o niwed.

13. Rwyf wedi ystyried pryderon y Cyngor yn ymwneud â'r pellteroedd gwelededd ar gyffordd Club Street/Cardiff Road yn llawn. Fodd bynnag, mae'r dystiolaeth yn nodi bod gwelededd ar y gyffordd yn rhagori ar y 2.4 metr wrth 40 metr a ddyfynnir yn Nodyn Cyngor Technegol: *Trafnidiaeth* (TAN 18). Nodaf bresenoldeb arhosfan fysiau ger tafarn Blaengwawr ar Cardiff Road, a all guddio gwelededd dros dro. Fodd bynnag, yn gyson â datblygiadau diweddar eraill ar Club Street, ni chynigiodd yr Awdurdod Priffyrdd unrhyw wrthwynebiad i drefniant tebyg wrth roi sylwadau ar y cais cynllunio. O ystyried y ffaith y bu'r arhosfan fysiau yn ei lle ymhell cyn i'r ysgol gau, ac ni chyflwynwyd unrhyw dystiolaeth i ddangos unrhyw niwed i ddiogelwch y cyhoedd, nid oes gennyf unrhyw reswm i ddod i gasgliad gwahanol ynghylch y mater. Yn wir, mae'r arhosfan dan sylw wedi'i lleoli'n uniongyrchol gyfagos at gilfan hefyd, ac nid oes unrhyw beth i awgrymu y bu angen i'r Cyngor ystyried ei symud y tu allan i linell weld y gyffordd. Fel y cyfryw, ac ar ôl rhoi ystyriaeth lawn i ba mor aml y caiff y gwasanaeth bysiau ei ddefnyddio, rwyf o'r farn bod gwelededd ar y gyffordd rhwng Club Street a Cardiff Road yn ddigonol i wasanaethu'r datblygiad arfaethedig.

Diogelwch i gerddwyr

14. Roedd yn amlwg adeg fy ymweliad â'r safle bod y droedffordd i gerddwyr sy'n rhedeg ar hyd ymyl ogleddol Club Street yn meinhaus i tua 800mm ger y gyffordd â Cardiff Road, sy'n sylweddol islaw'r droedffordd 2 metr o led a argymhellir gan y Cyngor. Caiff y pryderon hyn eu gwaethygu gan y ffordd bod yr un rhan o'r droedffordd wedi'i chyfyngu ymhellach gan bolion cyfleustodau a gwasanaethau, tra mae'r droedffordd letach yn cynnwys nifer o risiau, sy'n ei gwneud yn anhygyrch i ddefnyddwyr cadeiriau olwyn a choetsis babanod. Serch hynny, mae'n amlwg bod y cyfyngiadau hyn yn nodweddion hanesyddol y mae defnyddwyr y droedffordd wedi ymdopi â nhw erioed. Beth bynnag, mae'r droedffordd ar ochr ddeheuol Club Street yn amlwg yn llwybr cymharol ddigyfyngiad o Cardiff Road i safle'r apêl, o ystyried y ffaith y cynigir tynnu gatiau presennol yr ysgol a bod cyrbau isel mewn lleoliadau cyfleus. Rwy'n cydnabod pryderon y Cyngor ynghylch y ffaith y gall parcio diwahaniaeth gyfyngu lled y droedffordd a gwelededd ger Blaengwawr Close. Fodd bynnag, rwyf eisoes wedi dod i'r casgliad uchod bod gorfodi parcio anghyfreithlon dan reolaeth y Cyngor, ac y byddai'r datblygiad yn cyfrannu at leddfu'r pryderon hyn. Felly, nid wyf o'r farn bod unrhyw dystiolaeth gadarn i awgrymu y byddai'r datblygiad yn tanseilio diogelwch i gerddwyr yn ddifrifol.

Materion eraill yn ymwneud â diogelwch cerddwyr a'r ffordd, a chasgliad

15. Rwyf wedi rhoi ystyriaeth lawn i'r beirniadaethau ehangach o dystiolaeth trafndiaeth yr apelydd, ond nid oes unrhyw beth wedi fy arwain at y casgliad nad yw'n ddigon cadarn i ategu honiadau'r apelydd. I'r gwrthwyneb, nid wyf wedi gweld llawer o

³ Llawlyfr Strydoedd 2

dystiolaeth gymhellol gan y Cyngor i'm harwain i wyro oddi wrth y casgliadau a amlinellir uchod. Nodaf y dadleuon bod angen mynedfa amgen a/neu ail fynedfa i safle'r apêl. Fodd bynnag, nid wyf wedi gweld unrhyw beth sy'n awgrymu bod dewis arall ymarferol i'r fynedfa arfaethedig a, beth bynnag, mae'n ofynnol i mi benderfynu ar gynnig yr apêl yn ôl ei deilyngdod ei hun. Ar ben hynny, nid yw cynrychiolwyr priffyrdd y Cyngor wedi awgrymu bod angen ail fynedfa ac nid oes gennyf unrhyw reswm i ddod i gasgliad gwahanol mewn perthynas â'r mater hwn.

16. Ar sail y dadansoddiad blaenorol ac ar ôl ystyried yr holl faterion a godwyd, rwyf o'r farn na fyddai'r datblygiad arfaethedig yn cynrychioli bygythiad sylweddol i ddiogelwch cerddwyr na'r ffordd. Felly, deuaif i'r casgliad na fyddai unrhyw wrthdaro â Pholisi AW5(2)(c) y CDLI mabwysiedig sydd, ymhlith pethau eraill, yn datgan y dylai datblygiadau ddarparu mynediad diogel at rwydwaith y priffyrdd a pheidio ag achosi tagfeydd traffig na gwaethygu unrhyw dagfeydd presennol.

Ystyriaethau perthnasol eraill

17. Rwyf wedi ystyried yr holl faterion eraill a godwyd, gan gynnwys y rhai yn ymwneud â'r aflonyddwch a achosir yn ystod y cyfnod adeiladu. Fodd bynnag, o ystyried natur dros dro yr effeithiau hyn, nid wyf o'r farn eu bod yn cynrychioli rheswm dilys i wrthod caniatâd cynllunio yn yr achos hwn, yn enwedig oherwydd y gellid rheoli'r materion hyn yn foddhaol drwy osod amodau cynllunio. Nodaf y pryderon yn ymwneud ag effaith y datblygiad arfaethedig ar amodau byw preswylwyr cyfagos. Fodd bynnag, ar ôl ystyried lleoliad, cyfeiriadedd a dyluniad cyffredinol yr anheddau arfaethedig, nid wyf o'r farn y byddai'r datblygiad yn annerbyniol yn hyn o beth. Yn yr un modd, ar ôl ystyried y gosodiad a'r dyluniad manwl, ni fyddai unrhyw niwed i gymeriad na golwg yr ardal. Byddai tai fforddiadwy, man chwarae a mesurau lliniaru ecolegol yn cael eu sicrhau drwy'r Cytundeb Adran 106 a grybwyllwyd yn flaenorol, ynghyd ag amodau cynllunio cysylltiedig. Hefyd, nid wyf wedi gweld unrhyw beth sy'n awgrymu na fyddai amod cynllunio'n ymdrin â draenio dŵr budr a dŵr wyneb yn foddhaol. Nid yw'r pryderon yn ymwneud ag ymddygiad gwrthgymdeithasol wedi'u profi o hyd ac nid yw gwerth eiddo unigol yn fater sy'n berthnasol wrth benderfynu ar yr apêl.
18. Yn ogystal â'r diffyg niwed mewn perthynas â'r materion uchod, rwyf o'r farn bod manteision y cynllun yn pwysoli'n sylweddol o blaid y datblygiad. Yn benodol, byddai'r datblygiad yn defnyddio tir a ddatblygwyd yn flaenorol, fel yr anogir gan Bolisi Cynllunio Cymru (Argraffiad 10, 2018), a byddai wedi'i leoli o fewn ffin anheddiad diffiniedig Aberaman mewn lleoliad cynaliadwy'n bennaf o ran cyfleusterau a gwasanaethau lleol. Byddai'r datblygiad yn gwneud cyfraniad gwerthfawr i'r cyflenwad tir lleol ar gyfer tai hefyd, yr wyf wedi fy nghynghori ei fod yn sylweddol is na'r hyn sy'n ofynnol dan bolisi cenedlaethol, ac yn gwneud cyfraniad cymesur tuag at dai fforddiadwy.

Casgliadau cyffredinol

19. Ar sail yr uchod ac ar ôl ystyried yr holl faterion a godwyd, deuaif i'r casgliad y dylid caniatáu'r apêl, yn ddarostyngedig i'r amodau a bennir yn yr atodlen atodedig. Wrth ddod i'r casgliad hwn, rwyf wedi ystyried y ddyletswydd i wella llesiant economaidd, cymdeithasol, amgylcheddol a diwylliannol Cymru, yn unol â'r egwyddor datblygu cynaliadwy, dan adran 3 Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 (y Ddeddf). Rwyf wedi ystyried y ffyrdd o weithio a amlinellir yn adran 5 y Ddeddf ac rwyf o'r farn bod y penderfyniad hwn yn unol â'r egwyddor datblygu cynaliadwy drwy ei gyfraniad at un neu fwy o amcanion llesiant Gweinidogion Cymru, fel sy'n ofynnol dan adran 8 y Ddeddf.

20. Rwyf wedi ystyried yr amodau awgrymedig ac, ar ôl ystyried y cyngor yng Nghylchlythyr 16/2014 Llywodraeth Cymru: *Defnyddio Amodau Cynllunio i Reoli Datblygu* (Hydref 2014), wedi addasu eu geiriad er mwyn eglurder a manwl gywirdeb. Mae'r rhesymau dros osod pob un o'r amodau wedi'u hamlinellu yn y Rhestr Amodau sydd wedi'i hatodi i'r penderfyniad hwn.

Richard E. Jenkins

AROLYGYDD

Rhestr Amodau

- 1) Bydd y datblygiad yn dechrau heb fod yn hwyrach na phum mlynedd o ddyddiad y penderfyniad hwn.

Rheswm: *I gydymffurfio ag Adran 91 Deddf Cynllunio Gwlad a Thref 1990.*

- 2) Caiff y datblygiad a ganiateir drwy hyn ei gyflawni'n unol â'r cynlluniau a'r dogfennau canlynol, oni bai bod angen eu cymeradwyo fel arall a'u disodli gan fanylion sy'n ofynnol dan unrhyw amod arall sy'n gysylltiedig â'r caniatâd hwn:

- Lluniad o gynllun lleoliad y safle rhif: 1754.PI.01 Rev A
- Lluniad o osodiad y cynllun rhif: 1754.PL01 Rev A
- Lluniad o waith allanol rhif: 1754.EWL01 Rev A
- Lluniad o drefniadau mynediad y safle rhif: IMA-18-15-102
- Lluniad o fanylion garejis rhif: HAS/GAR01
- Lluniad o dai math Tintern rhif: HAS/TH01
- Lluniad o dai math Ascot rhif: HAS/AH02
- Lluniad o dai math Canterbury rhif: HAS/CH03
- Lluniad o dai math Hereford rhif: HAS/HH04
- Lluniad o dai math Harrogate rhif: HAS/HH05
- Lluniad o dai math Radliegh rhif: HAS/RH06
- Lluniad o dai math Lynton rhif: HAS/LH07
- Lluniad o dai math Llandovery rhif: HAS/LH08
- Lluniad o dai math Knightsbridge rhif: HAS/KH09
- Lluniad tai fforddiadwy rhif: HAS/TH01
- Lluniad tai fforddiadwy rhif: HAS/2.1.1. AFF
- Lluniad tai fforddiadwy rhif: HAS/4.2.1. AFF
- Lluniad o adrannau arfaethedig y safle rhif: 18090.C/PL200 Rev 1
- Lluniad o'r cysylltiad â Club Street a gytunwyd â Phriffyrdd, rhif: IMA-18-15-102

Rheswm: *Er mwyn sicrhau y caiff y datblygiad ei gyflawni'n unol â'r dogfennau, cynlluniau a'r lluniadau cymeradwy a gyflwynwyd gyda'r cais.*

- 3) Er gwaethaf y manylion cymeradwy, nid yw'r caniatâd a roddir drwy hyn yn ymwneud â chysylltiad y llwybr troed rhwng y safle a Maesyffynnon Grove a ddangosir ar osodiad y cynllun y cyfeirir ato yn Amod Rhif 2 uchod.

Rheswm: *Er mwyn cynnal cymeriad ac amwynder Maesyffynnon Grove, yn unol â gofyniad polisi AW5 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 4) Caiff yr holl waith plannu, hadu neu dywarchu yn y manylion tirlunio cymeradwy ei gyflawni yn ystod y tymor plannu a hadu cyntaf ar ôl i unrhyw un ddechrau byw yn yr adeilad(au) neu ar ôl i'r datblygiad gael ei gwblhau, pa un bynnag sydd gyntaf, a rhaid i unrhyw goed neu blanhigion sy'n marw, yn cael eu tynnu neu'n cael ei difrodi'n ddifrifol neu'n dod yn ddifrifol afiach cyn pen cyfnod o bum mlynedd ar ôl i'r datblygiad gael ei gwblhau, gael eu disodli yn ystod y tymor plannu nesaf gan goed eraill o faint a rhywogaeth debyg, oni bai bod yr Awdurdod Cynllunio Lleol yn rhoi caniatâd ysgrifenedig ar gyfer unrhyw amrywiad.

Rheswm: *Er lles cymeriad a golwg yr ardal, yn unol â Pholisiau AW5 ac AW6 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 5) Cyn i unrhyw waith ddechrau ar y safle, gan gynnwys gwaith safle o unrhyw ddisgrifiad, rhaid i bob un o'r coed sydd i'w cadw gael eu ffensiō'n ddiogel â ffens bolion castan neu ffens debyg wedi'i gosod mewn cylch o amgylch bob coeden i gyd-fynd â phen pellaf canopi'r goeden. O fewn yr ardaloedd hynny sydd wedi'u ffensiō, ni ddylid codi na gostwng lefel y tir, ac ni ddylai unrhyw ddeunyddiau neu adeiladau dros dro neu bridd dros ben o unrhyw fath gael eu gosod na'u storio ynddynt. Os oes angen unrhyw ffosydd ar gyfer gwasanaethau yn yr ardaloedd sydd wedi'u ffensiō, cânt eu cloddio a'u hōl-lenwi â llaw, a chaiff unrhyw wreiddiau coed sydd â diamedr o 5cm neu fwy eu gadael heb eu torri.

Rheswm: *Er lles cymeriad a golwg yr ardal, yn unol â Pholisiau AW5 ac AW6 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 6) Cyn adeiladu'r datblygiad a gymeradwyir drwy hyn, rhaid i fanylion a/neu samplau o'r deunyddiau a ddefnyddir wrth adeiladu'r wynebaw allanol gael eu cyflwyno i'r Awdurdod Cynllunio Lleol a'u cymeradwyo ganddo'n ysgrifenedig. Caiff y datblygiad ei gyflawni'n unol â'r manylion cymeradwy.

Rheswm: *Er lles cymeriad a golwg yr ardal, yn unol â Pholisiau AW5 ac AW6 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 7) Ni fydd y datblygiad a ganiateir drwy hyn yn dechrau nes bydd cynllun i ymdrin â halogiad wedi'i gyflwyno i'r Awdurdod Cynllunio Lleol a'i gymeradwyo ganddo'n ysgrifenedig. Bydd y cynllun yn cynnwys pob un o'r mesurau canlynol, oni bai y bydd yr Awdurdod Cynllunio Lleol yn cytuno fel arall yn ysgrifenedig:
- Astudiaeth bwrdd gwaith i amlygu a gwerthuso pob ffynhonnell ac effaith bosibl o halogiad sy'n berthnasol i'r safle. Dylai'r astudiaeth bwrdd gwaith gynnwys model cysyniadol o'r safle.
 - Caiff archwiliad llawn ac effeithiol o'r safle ei gyflawni er mwyn nodweddu natur a graddau unrhyw halogiad a'i oblygiadau. Ni fydd yr archwiliad safle'n dechrau nes bydd astudiaeth bwrdd gwaith wedi'i gytuno'n ysgrifenedig â'r Awdurdod Cynllunio Lleol.
 - Datganiad dull ysgrifenedig ar gyfer adfer halogiad sy'n effeithio ar y safle.

Rheswm: *Er mwyn iechyd a diogelwch ac amwynder amgylcheddol, ac er mwyn cydymffurfio â Pholisi AW10 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 8) Ni chaiff unrhyw un fyw mewn unrhyw annedd a ganiateir drwy hyn nes i'r mesurau a gymeradwyir yn y cynllun (y cyfeirir atynt yn Amod 7 uchod) gael eu rhoi ar waith, ac nes y bydd adroddiad dilysu addas ar y cynllun arfaethedig wedi'i gyflwyno i'r Awdurdod Cynllunio Lleol a'i gymeradwyo ganddo'n ysgrifenedig.

Rheswm: *Er mwyn iechyd a diogelwch ac amwynder amgylcheddol, ac er mwyn cydymffurfio â Pholisi AW10 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 9) Os, yn ystod y gwaith datblygu, y deuir ar draws unrhyw halogiad na amlygwyd yn flaenorol ac sy'n deillio o ffynhonnell wahanol a/neu sydd o fath gwahanol i'r hyn a gynhwyswyd yn y cynigion halogiad, bydd y gwaith yn darfod a rhaid cyflwyno cynigion halogiad diwygiedig i'r Awdurdod Cynllunio Lleol. Ni fydd y datblygu'n aildechrau nes i'r cynigion ychwanegol gael eu cymeradwyo'n ysgrifenedig gan yr Awdurdod Cynllunio Lleol.

Rheswm: *Er mwyn iechyd a diogelwch ac amwynder amgylcheddol, ac er mwyn cydymffurfio â Pholisi AW10 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 10) Caiff unrhyw uwchbridd, p'un a yw'n naturiol neu wedi'u wneud, neu isbridd i'w fewnfudo ei asesu gan unigolyn cymwys ar gyfer cemegau neu halogyddion posibl, yn unol â chynllun archwilio, a fydd yn cael ei gyflwyno i'r Awdurdod Cynllunio Lleol a'i gymeradwyo ganddo cyn iddo gael ei fewnfudo. Yn amodol ar gymeradwyo'r cynllun archwilio, bydd unigolyn cymwys yn samplu'r deunydd sy'n cael ei dderbyn ar safle'r datblygiad er mwyn cadarnhau bod y pridd sydd wedi'i fewnfudo'n rhydd rhag halogiad, yn unol â chynllun ac amserlen a gytunir yn ysgrifenedig gan yr Awdurdod Cynllunio Lleol. Dim ond deunydd a gymeradwyir gan yr Awdurdod Cynllunio Lleol fydd yn cael ei fewnfudo.

Rheswm: *Er mwyn iechyd a diogelwch ac amwynder amgylcheddol, ac er mwyn cydymffurfio â Pholisi AW10 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 11) Ni fydd unrhyw ddatblygu'n dechrau nes caiff manylion am gynllun i waredu dŵr budr a dŵr wyneb ei gyflwyno i'r awdurdod cynllunio lleol a'i gymeradwyo ganddo'n ysgrifenedig. Caiff y cynllun ei weithredu'n unol â'r manylion cymeradwyo cyn i unrhyw un fyw yn yr anheddau, a'i gadw am byth.

Rheswm: *Er mwyn sicrhau y caiff draeniad dŵr budr a dŵr wyneb ei waredu'n ddigonol, yn unol â Pholisi AW10 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 12) Heblaw ar gyfer gwaith arall i glirio, dihalogi a pharatoi'r safle, ni fydd unrhyw waith adeiladu'n dechrau nes bydd dyluniad peirianegol llawn a manylion am y gwaith i adeiladu mynedfa o Club Street, yn unol â'r lluniad o drefniadau mynediad y safle rhif IMA-18-15-102, gan gynnwys mesurau i ddarparu manau parcio a dadleolir, fel y dangos ar TA cynllun 3 a lluniad gosodiad cynllunio'r cais rhif: PL 01 Rev A, gan gynnwys trychiadau hydredol a thrawstoriadau, cynllun cyfuchlin, manylion am oleuadau stryd, mesurau arafu traffig, gosodiad/dyraniad cilfachau parcio, draenio dŵr wyneb a dargyfeirio gwasanaethau, gan gynnwys manylion adeiladu, wedi'u cyflwyno i'r Awdurdod Cynllunio Lleol a'u cymeradwyo ganddo'n ysgrifenedig. Caiff y manylion cymeradwy eu rhoi ar waith yn unol ag amserlen a gytunir â'r Awdurdod Cynllunio Lleol adeg cyflwyno'r manylion gofynnol.

Rheswm: *Er diogelwch i gerddwyr a'r ffordd, yn unol â darpariaethau Polisi AW5 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 13) Heblaw ar gyfer gwaith arall i glirio, dihalogi a pharatoi'r safle, ni fydd unrhyw waith adeiladu'n dechrau nes bydd dyluniad peirianegol llawn a manylion am osodiad y ffyrdd mewmol, fel y dangosir ar luniad gosodiad y cais rhif: PL 01 rev A, gan gynnwys trychiadau hydredol a thrawstoriadau, cynlluniau cyfuchlin, manylion am oleuadau stryd, mesurau arafu traffig, gosodiad a dyraniad cilfachau parcio, draenio dŵr wyneb a manylion am fynedfeydd preifat rhanedig a storfa finiau gysylltiedig, gan gynnwys manylion adeiladu, wedi'u cyflwyno i'r Awdurdod Cynllunio Lleol a'u cymeradwyo ganddo'n ysgrifenedig. Caiff y manylion cymeradwy eu rhoi ar waith yn unol ag amserlen a gytunir â'r Awdurdod Cynllunio Lleol adeg cyflwyno'r manylion gofynnol.

Rheswm: *Er diogelwch i gerddwyr a'r ffordd, yn unol â darpariaethau Polisi AW5 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 14) Caiff cerbydau nwyddau trwm (HGVau) sy'n cael eu defnyddio wrth adeiladu'r datblygiad eu cyfyngu i 09:30 o 16:30 yn ystod yr wythnos a 09:30 i 13:00 ar ddyddiau Sadwrn, heb unrhyw gludiadau o gwbl ar ddyddiau Sul neu wyliau banc neu gyhoeddus.

Rheswm: *Er diogelwch i gerddwyr a'r ffordd ac amodau byw tai preswyl cyfagos, yn unol â darpariaethau Polisi AW5 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 15) Ni fydd unrhyw waith datblygu'n dechrau, gan gynnwys unrhyw waith dymchwel, nes bydd Datganiad o'r Dull Adeiladu wedi'i gyflwyno i'r Awdurdod Cynllunio Lleol a'i gymeradwyo ganddo'n ysgrifenedig. Cedwir at y datganiad cymeradwy ar hyd y cyfnod adeiladu. Bydd y datganiad yn amodi ar gyfer:

- a. Y fynedfa i'r safle ar gyfer yr holl draffig adeiladu;
- b. Parcio cerbydau gweithwyr ac ymwelwyr â'r safle;
- c. Rheoli traffig cerbydau a cherddwyr;
- d. Llwytho a dadlwytho peiriannau a deunyddiau;
- e. Storio peiriannau a deunyddiau sy'n cael eu defnyddio wrth adeiladu'r datblygiad;
- f. Cyfleusterau golchi olwynion; a
- g. Cynfasau lorïau sy'n gadael y safle.

Rheswm: *Er diogelwch i gerddwyr a'r ffordd ac amodau byw tai preswyl cyfagos, yn unol â darpariaethau Polisi AW5 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 16) Bydd y datblygwr yn darparu Cynllun Teithio i ddeiliaid pob annedd a ddylai gynnwys y canlynol:

- a. Darparwyr gwasanaethau bws/trên, eu manylion cyswllt, amlder gwasanaethau, amserlen, arosfannau bysiau/gorsafoedd trenau, costau tocynnau ar hyn o bryd a chymhellion ariannol i'w hannog i ddefnyddio trafndiaeth gyhoeddus;
- b. Cyfleusterau parcio a theithio/parcio a rhannu, a chostau a chyfyngiadau cysylltiedig ar gyfer defnyddio'r cyfleusterau hyn;
- c. Cysylltiadau i gerddwyr i wasanaethau trafndiaeth gyhoeddus i gyfleusterau lleol, manau cyflogaeth, addysg a hamdden;
- d. Taleb neu ddull arall o gyfrannu tuag at gostau tocyn tymor ar gyfer trafndiaeth gyhoeddus, neu brynu beic neu gyfarpar beicio;
- e. Llwybrau beicio lleol a chenedlaethol; ac
- f. Unrhyw fesurau eraill a fyddai'n eu hannog i ddefnyddio dulliau teithio cynaliadwy

Rheswm: *Er diogelwch i gerddwyr a'r ffordd a defnyddio dulliau teithio cynaliadwy, yn unol â darpariaethau Polisi AW5 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 17) Ni fydd unrhyw waith datblygu'n dechrau nes bydd Cynllun Gwarchod Rhywogaethau, Cynefinoedd a Choed ar gyfer Adeiladu yn cael ei gyflwyno i'r Awdurdod Cynllunio Lleol a'i gymeradwyo ganddo'n ysgrifenedig. Bydd y cynllun yn cynnwys:

- a. Cynllun priodol ar raddfa sy'n dangos y Parthau Diogelu lle bydd gweithgareddau adeiladu wedi'u cyfyngu a lle caiff mesurau amddiffynnol eu gosod neu eu rhoi ar waith;

- b. Manylion am fesurau amddiffynnol (mesurau ffisegol ac arferion gwaith sensitif) i osgoi effeithiau yn ystod y cyfnod adeiladu, gan gynnwys diogelu coed;
- c. Amserlen sy'n dangos camau'r gweithgarwch adeiladu er mwyn osgoi adegau o'r flwyddyn pan ellir niweidio bywyd gwyllt a rhywogaethau sensitif;
- d. Manylion am fesurau lliniaru rhywogaeth-benodol ar gyfer ystlumod (gan gynnwys cwmpo coed), ymlusgiaid ac adar;
- e. Manylion am fesurau rheoli llygredd dŵr;
- f. Goleuadau sy'n sensitif i fywyd gwyllt;
- g. Rheolaeth ragofalus o blanhigion ymledol;
- h. Cynllun cytûn ar gyfer adrodd i'r Cyngor yn fisol yn ystod y rhaglen adeiladu;
- i. Manylion yr unigolyn sy'n gyfrifol am y canlynol:
 - I. Cydymffurfio â chaniatâd cyfreithiol yn ymwneud â chadwraeth natur;
 - II. Cydymffurfio ag amodau cynllunio sy'n ymwneud â chadwraeth natur (Clerc Gwaith Ecolegol);
 - III. Gosod mesurau amddiffyn ffisegol a rheolaeth yn ystod y cyfnod adeiladu;
 - IV. Rhoi arferion gwaith sensitif ar waith yn ystod y cyfnod adeiladu;
 - V. Arolygu a chynnal a chadw mesurau amddiffyn ffisegol yn rheolaidd a monitro arferion gwaith yn ystod y cyfnod adeiladu;
 - VI. Mesurau lliniaru ar gyfer rhywogaethau penodol a mesurau lliniaru Cynefinoedd; a
 - VII. Darparu hyfforddiant a gwybodaeth am bwysigrwydd y 'Parthau Diogelu' i'r holl bersonél adeiladu ar y safle.

Caiff yr holl weithgarwch adeiladu ei roi ar waith yn unol â manylion ac amseriad cymeradwy'n cynllun, oni bai y bydd yr Awdurdod Cynllunio Lleol yn cymeradwyo fel arall yn ysgrifenedig.

Rheswm: *Er mwyn cynnal bioamrywiaeth, yn unol â Pholisi AW8 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

- 18) Caiff y datblygiad arfaethedig ei gyflawni'n unol â'r ystyriaethau peirianegol ac argymhellion adroddiad archwilio'r safle a baratowyd gan Integral Geotechnique, a gyflwynwyd i ategu'r cais cyhyd â'i fod yn ymwneud â sadrwydd y tir.

Rheswm: *Er mwyn lliniaru unrhyw ansadrwydd posibl, yn unol â pholisi AW10 Cynllun Datblygu Lleol Rhondda Cynon Taf.*

PLANNING & DEVELOPMENT COMMITTEE

7 JULY 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 14/03/2022 – 24/06/2022

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

7 JULY 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: 21/0335/10
APPEAL REF: CAS-01470-V3G1X6
APPLICANT: Mr D Budo
DEVELOPMENT: Change of use of vacant shop to self-contained flat, enlargement of rear dormer window and associated works (amended plans received 11/05/2021)
LOCATION: 90 QUEEN STREET, TREFOREST, PONTYPRIDD, CF37 1RN
APPEAL RECEIVED: 09/11/2021
APPEAL START DATE: 10/05/2022

APPLICATION NO: 21/0764
APPEAL REF: CAS-01692-V4M4R8
APPLICANT: Mr C Jones
DEVELOPMENT: 12 no. storage containers. The containers are 6m x 2.4m x 2.6m high.
LOCATION: LAND TO THE SOUTH OF GELLI ROAD, YNYSYBWL, PONTYPRIDD
APPEAL RECEIVED: 30/05/2022
APPEAL START DATE: 30/05/2022

APPLICATION NO: 21/1179
APPEAL REF: CAS-01912-W4C8W1
APPLICANT: Mr Smith
DEVELOPMENT: Demolition of The Dragon (formerly The Bridge Inn) and no. 1 Saron Street, and erection of 5 no. units of purpose built student accommodation (sui generis). Amended plans received 19/10/21.
LOCATION: THE DRAGON INN AND 1 SARON STREET, TREFOREST, PONTYPRIDD, CF37 1TF
APPEAL RECEIVED: 16/02/2022
APPEAL START DATE: 15/06/2022

APPLICATION NO: 21/1267
APPEAL REF: CAS-01747-X0D3H5
APPLICANT: Mr N Tuchli
DEVELOPMENT: Conversion of property to 8 studio flats, including a two-storey rear extension, internal alterations and off-street car parking to rear (amended plans rec. 18/10/21 and amended description 18/10/21).
LOCATION: GWYNFA HOUSE, MAIN ROAD, CHURCH VILLAGE, PONTYPRIDD, CF38 1RN
APPEAL RECEIVED: 21/02/2022
APPEAL START DATE: 22/06/2022

APPLICATION NO: 21/1314
APPEAL REF: CAS-01698-F1W7H8
APPLICANT: Mr G Williams
DEVELOPMENT: Raising of garden level to provide a patio area.
LOCATION: 13 CENARTH DRIVE, CWM-BACH, ABERDARE, CF44 0NH
APPEAL RECEIVED: 15/02/2022
APPEAL START DATE: 10/05/2022

APPLICATION NO: 21/1592
APPEAL REF: CAS-01856-M5C7Q5
APPLICANT: Mrs Russ
DEVELOPMENT: First floor rear extension.
LOCATION: 1 STANLEY ROAD, GELLI, PENTRE, CF41 7NH
APPEAL RECEIVED: 11/04/2022
APPEAL START DATE: 26/05/2022

APPLICATION NO: 21/1625
APPEAL REF: CAS-01924-W4M7X5
APPLICANT: Mr C Roblin
DEVELOPMENT: Proposed garage and hardstand with raised deck above (Re-submission of 21/0872/10).
LOCATION: 66 TYNBYBEDW TERRACE, TREORCHY, CF42 6RL
APPEAL RECEIVED: 20/05/2022
APPEAL START DATE: 10/06/2022

APPLICATION NO: 21/1696
APPEAL REF: CAS-01820-K4D0K0
APPLICANT: Mr P Hammett
DEVELOPMENT: Retain and complete alterations to the pitch of the main dwelling roof and include a new attic dormer to rear.

LOCATION: 34 ALLEN STREET, ABERPENNAR, CF45 4BD
APPEAL RECEIVED: 22/03/2022
APPEAL START DATE: 23/05/2022

APPEAL DECISION 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)
DECIDED: 09/07/2021
DECISION: Refused
APPEAL RECEIVED: 10/03/2022
APPEAL DECIDED: 20/06/2022
APPEAL DECISION: Allowed with Conditions

APPLICATION NO: 21/0184
APPEAL REF: A/21/3282587
APPLICANT: Steve and Julie Davies
DEVELOPMENT: Two 4-bed detached dwellings.
LOCATION: LAND REAR OF TON-COCH TERRACE, CEFNPENNAR, MOUNTAIN ASH
DECIDED: 29/04/2021
DECISION: Refused
APPEAL RECEIVED: 19/01/2022
APPEAL DECIDED: 27/05/2022
APPEAL DECISION: Dismissed

APPLICATION NO: 21/0466
APPEAL REF: CAS-01418-G9M3C9
APPLICANT: Mr Javid Ahmed
DEVELOPMENT: Conversion of church to 8 apartments (Re-submission of 19/0829/10).
LOCATION: CALVARY CHURCH, WOOD ROAD, TREFOREST, PONTYPRIDD
DECIDED: 13/01/2022
DECISION: Refused
APPEAL RECEIVED: 23/02/2022
APPEAL DECIDED: 30/05/2022
APPEAL DECISION: Allowed with Conditions

APPLICATION NO: 21/0975
APPEAL REF: CAS-01351-M8F7P9
APPLICANT: Mr S Esnouf
DEVELOPMENT: Change of use from five bedroom HMO to 2 no. one bedroom flats and 1 no. two bedroom flat and construction of rear three storey extension.
LOCATION: 23 WOOD ROAD, TREFOREST, PONTYPRIDD, CF37 1RQ
DECIDED: 25/10/2021
DECISION: Refused
APPEAL RECEIVED: 18/01/2022
APPEAL DECIDED: 25/05/2022
APPEAL DECISION: Dismissed

Report for Development Control Planning Committee

Rhigos

22/0015/15 Decision Date: 26/04/2022
Proposal: Variation of condition 1 of planning consent 16/1167/15: To extend the period of time to commence development from the 21st February 2022 to the 21st February 2027. (Updated Ecology report received 11th
Location: RHOMBIC FARM, HALT ROAD, HIRWAUN, ABERDARE, CF44 9UN

22/0024/15 Decision Date: 27/04/2022
Proposal: Variation of Condition 1 of planning consent 16/1168/15: - Erection of 4 dwellings (served by private drive). Improvements to existing vehicular and pedestrian access - To extend the period of the time to commence
Location: RHOMBIC FARM, HALT ROAD, HIRWAUN, ABERDARE, CF44 9UN

Hirwaun

22/0144/10 Decision Date: 23/03/2022
Proposal: Proposed front link extension and garage conversion.
Location: 1 OAKBROOK DRIVE, HIRWAUN, ABERDARE, CF44 9QS

22/0431/09 Decision Date: 16/05/2022
Proposal: Certificate of lawful development for a proposed loft conversion, rear dormer and internal alterations.
Location: 19 CRAWSHAY STREET, HIRWAUN, ABERDARE, CF44 9TT

22/0432/10 Decision Date: 16/05/2022
Proposal: Replacement single storey rear extension.
Location: 19 CRAWSHAY STREET, HIRWAUN, ABERDARE, CF44 9TT

Report for Development Control Planning Committee

Aberdare West/Llwydcoed

21/0172/10	Decision Date: 24/05/2022
Proposal:	Raised decking (retrospective).
Location:	35 BRYN DERWEN, CWMDARE, ABERDARE, CF44 8SE

21/1686/10	Decision Date: 01/04/2022
Proposal:	Proposed rear single storey extension.
Location:	37 POTTERS FIELD, TRECYNON, ABERDARE, CF44 8HX

22/0045/10	Decision Date: 16/03/2022
Proposal:	Side extension to create a porch, internal alterations, new double garage with basement and new vehicular access.
Location:	11 CYPRESS COURT, CWMDARE, ABERDARE, CF44 8YB

22/0152/10	Decision Date: 05/05/2022
Proposal:	Proposed single storey extension.
Location:	5 CYPRESS COURT, CWMDARE, ABERDARE, CF44 8YB

22/0207/09	Decision Date: 25/04/2022
Proposal:	Dormer windows and front and rear first floor windows
Location:	46 HIRWAUN ROAD, TRECYNON, ABERDARE, CF44 8ED

22/0218/10	Decision Date: 10/05/2022
Proposal:	Single storey side extension
Location:	13 BIRCHGROVE, CWMDARE, ABERDARE, CF44 8DD

22/0257/08	Decision Date: 29/03/2022
Proposal:	Installation of new mono pitch type canopy to provide an outdoor learning facility.
Location:	ABERDARE PARK PRIMARY SCHOOL, HIRWAUN ROAD, TRECYNON, ABERDARE, CF44 8LU

22/0272/09	Decision Date: 29/03/2022
Proposal:	Certificate of lawful development for a proposed single storey extension.
Location:	28 HAULWEN, CWMDARE, ABERDARE, CF44 8RW

22/0317/10	Decision Date: 05/05/2022
Proposal:	Alterations to shopfront
Location:	LADBROKES PLC, 110 CEMETERY ROAD, TRECYNON, ABERDARE, CF44 8HG

Report for Development Control Planning Committee

Aberdare East

-
- 22/0084/10** Decision Date: 16/03/2022
Proposal: Removal of 1no night safe and 1no ATM in front elevation and infill aperture, render finish & paint to match existing.
Location: MAIN FACILITIES, BARCLAYS BANK PLC, 12-13 VICTORIA SQUARE, ABERDARE, CF44 7HY
-
- 22/0189/10** Decision Date: 31/03/2022
Proposal: New flat roof to replace existing to the rear and associated works to building.
Location: E WEBBER AND SONS FISH MERCHANTS, 25 CANON STREET, ABERDARE, CF44 7AP
-
- 22/0221/10** Decision Date: 16/05/2022
Proposal: First floor on top of existing extension.
Location: 23 MORGAN STREET, GADLYS, ABERDARE, CF44 8AP
-
- 22/0285/10** Decision Date: 26/05/2022
Proposal: Demolition of existing conservatory to allow for a new 2 storey extension to the rear of the property.
Location: RIVENDELL, CWMBACH, ABER-NANT, ABERDARE, CF44 0PA
-
- 22/0286/10** Decision Date: 06/05/2022
Proposal: Change of use from Hand Car Wash (Sui Generis) and Valeting Centre (Class B1) to a Storage Facility (Class B8) incorporating 10no. storage containers.
Location: LAND ADJACENT TO AVW AUTO SERVICES, 13-15 CARDIFF ROAD, ABERAMAN, ABERDARE, CF44 7HH
-
- 22/0467/10** Decision Date: 06/06/2022
Proposal: Ground floor extension.
Location: 112 TY FRY, ABERDARE, CF44 7PP
-

Report for Development Control Planning Committee

Cwmbach

22/0157/10 Decision Date: 06/04/2022
Proposal: Revised shop and office floor space and single storey side extension.
Location: ABERDARE SERVICE STATION, NEW CARDIFF ROAD, CWMBACH, ABERDARE, CF44 0PN

22/0346/10 Decision Date: 16/05/2022
Proposal: Ground floor extension to house shower room.
Location: 33 BRON HAUL, CWM-BACH, ABERDARE, CF44 0DP

22/0375/10 Decision Date: 09/05/2022
Proposal: Single storey rear extension with canopy & porch construction to front elevation.
Location: 10 RHODFA'R AFON, CWM-BACH, ABERDARE, CF44 0DZ

22/0389/09 Decision Date: 14/04/2022
Proposal: Certificate of lawful development for a proposed single storey rear extension.
Location: 8 BROOKBANK CLOSE, CWM-BACH, ABERDARE, CF44 0JG

22/0509/10 Decision Date: 23/05/2022
Proposal: Porch to front elevation.
Location: 9 LLANGORSE ROAD, CWM-BACH, ABERDARE, CF44 0HS

Report for Development Control Planning Committee

Mountain Ash East

21/1090/10 Decision Date: 20/04/2022
Proposal: Change of use of ground floor from public house to retail and retain upper floor use as a restaurant and take away with external alterations.
Location: THE HARP PUBLIC HOUSE, 3 JEFFREY STREET, MOUNTAIN ASH, CF45 4AD

22/0099/10 Decision Date: 28/03/2022
Proposal: Change of use of part of the ground floor area for use as a café/restaurant (A3 use) (amended description and plans and supporting information received 09/02/2022)
Location: MOUNTAIN ASH TOWN HALL, FFRWD CRESCENT, MOUNTAIN ASH, CF45 4EU

22/0100/12 Decision Date: 28/03/2022
Proposal: Change of use of part of the ground floor area for use as a café/restaurant (A3 use) (amended description and plans and supporting information received 09/02/2022) – application for Listed Building Consent (LBC)
Location: MOUNTAIN ASH TOWN HALL, FFRWD CRESCENT, MOUNTAIN ASH, CF45 4EU

22/0239/10 Decision Date: 29/04/2022
Proposal: Two storey and single storey rear extensions, single storey extension and alterations to front elevation, creation of driveway.
Location: 25 THE AVENUE, CEFNPENNAR, ABERPENNAR, CF45 4DT

22/0369/10 Decision Date: 21/04/2022
Proposal: Single storey rear flat roof extension.
Location: 7 TREM Y MYNYDD, MOUNTAIN ASH, CF45 4FF

22/0387/10 Decision Date: 18/05/2022
Proposal: Two storey rear extension, re-profiling of garden.
Location: 4 LOW ROW, CWMPENNAR, MOUNTAIN ASH, CF45 4DL

Mountain Ash West

22/0120/10 Decision Date: 05/04/2022
Proposal: Proposed first floor on existing single storey garage.
Location: ROCKLEIGH, 27 GLENBOI, MOUNTAIN ASH, CF45 3DG

22/0276/10 Decision Date: 03/05/2022
Proposal: Vehicle hardstanding
Location: 55 BRYN IFOR, MOUNTAIN ASH, CF45 3AB

Report for Development Control Planning Committee

Penrhiwceiber

22/0287/10 Decision Date: 03/05/2022
Proposal: Remove existing window, provided patio doors and ramp for access.

Location: 7 YORK STREET, MOUNTAIN ASH, CF45 3BG

22/0292/10 Decision Date: 03/05/2022
Proposal: Retention of attic conversion and associated dormer.

Location: 5 BELLEVUE TERRACE, PENRHIWCEIBER, MOUNTAIN ASH, CF45 3SR

22/0303/10 Decision Date: 06/05/2022
Proposal: Proposed extension on top of existing extension for a bedroom and en-suite.

Location: 13 MOUNT PLEASANT TERRACE, MOUNTAIN ASH, CF45 3AN

22/0337/09 Decision Date: 25/05/2022
Proposal: Certificate of lawful development for conversion of barn to one residential dwelling (Existing)

Location: THE BARN, LLAN FARM, LLANWONNO ROAD, PERTHCelyn, MOUNTAIN ASH, CF45 3EJ

Report for Development Control Planning Committee

Abercynon

22/0074/08 Decision Date: 06/04/2022
Proposal: Works to remediate scour that has occurred to the north abutment of Nant Clydach Bridge. (Listed Building Consent Application).
Location: NANT CLYDACH BRIDGE, ABERCYNON ROAD, ABERCYNON

22/0237/10 Decision Date: 27/04/2022
Proposal: Extension above garage, extended to the rear of the garage double storey, and a single storey extension to the lounge area.
Location: 1 GROVERS FIELD, ABERCYNON, MOUNTAIN ASH, CF45 4PP

22/0318/10 Decision Date: 17/05/2022
Proposal: Juliette balcony, Single storey rear extension with French doors, raised decking area & detached garage (Amended plans received 13/05/2022)
Location: 17 PENTWYN AVENUE, TYNTETOWN, ABERCYNON, MOUNTAIN ASH, CF45 4YE

22/0370/23 Decision Date: 13/05/2022
Proposal: Prior Approval - Alteration to existing bridge parapet.
Location: SOUTH BRIDGE, A470 ABERCYNON ROUNDABOUT

22/0373/23 Decision Date: 13/05/2022
Proposal: Prior Approval - Alteration to existing bridge parapet.
Location: LOCK YR ODIN OVERBRIDGE

22/0513/10 Decision Date: 17/06/2022
Proposal: Creation of first floor extension to rear of the property.
Location: PEN Y PARC FARM, ROAD TO PENTWYN UCHAF FARM, YNYS-Y-BWL, PONTYPRIDD, CF37 3NA

Ynysybwl

21/0544/13 Decision Date: 25/03/2022
Proposal: Development of 2 No. detached dwellings (Outline - All Matters Reserved).
Location: LAND OFF LLEWELLYN TERRACE, YNYSYBWL, PONTYPRIDD

22/0083/10 Decision Date: 11/04/2022
Proposal: Double storey extension to rear.
Location: 32 CHURCH STREET, YNYS-Y-BWL, PONTYPRIDD, CF37 3LB

22/0217/10 Decision Date: 14/04/2022
Proposal: Three tiers of decking to rear of property.
Location: BROOKWOOD, ROCK TERRACE, YNYS-Y-BWL, PONTYPRIDD, CF37 3NU

Report for Development Control Planning Committee

Aberaman North

20/1351/10 Decision Date: 09/05/2022
Proposal: Change of use of agricultural land to residential garden, including construction of a small crazy golf course for private use and associated retaining walls
Location: 18 MAESYFFYNON GROVE, ABERAMAN, ABERDARE, CF44 6PJ

22/0070/10 Decision Date: 01/04/2022
Proposal: Proposed construction of 6 no. residential garages on land adjacent to 7 James Street.
Location: LAND ADJACENT TO 7 JAMES STREET, GODREAMAN, ABERDARE, CF44 6EF

22/0164/10 Decision Date: 16/03/2022
Proposal: First floor rear extension and front elevation amendment.
Location: 5 HENRY STREET, ABERAMAN, ABERDARE, CF44 6UB

22/0374/10 Decision Date: 01/06/2022
Proposal: Proposed rear first floor extension.
Location: 29 VALLEY VIEW STREET, GODREAMAN, ABERDARE, CF44 6EG

Aberaman South

22/0094/10 Decision Date: 22/03/2022
Proposal: Proposed porch and Double storey extension to side.
Location: KIRRIN, FFORCHNEOL ROW, GODREAMAN, ABERDARE, CF44 6HD

22/0323/10 Decision Date: 23/05/2022
Proposal: Detached garage.
Location: GREEN MEADOWS, FFORCHNEOL ROW, GODREAMAN, ABERDARE, CF44 6HD

22/0376/10 Decision Date: 19/05/2022
Proposal: Proposed loft conversion with porch style dormer feature and internal alterations.
Location: BRYN RHOSYN, FFORCHNEOL ROW, GODREAMAN, ABERDARE, CF44 6HD

Report for Development Control Planning Committee

Treherbert

21/1389/01 Decision Date: 30/03/2022

Proposal: Signage to site entrance.

Location: PEN Y CYMOEDD WIND FARM, TREHERBERT ROAD, TREHERBERT, TREORCHY, CF42 3SX

21/1619/10 Decision Date: 31/05/2022

Proposal: Two storey rear extension.

Location: 20 BRYN WYNDHAM TERRACE, TYNEWYDD, TREHERBERT, TREORCHY, CF42 5NG

22/0354/10 Decision Date: 08/06/2022

Proposal: Two storey side extension and single storey wrap around extension to existing agricultural workers dwelling.

Location: FFORCH ISAF FARM, CEMETERY ROAD, TREORCHY, CF42 6TF

22/0411/01 Decision Date: 10/05/2022

Proposal: Signage

Location: RHONDDA TUNNEL, BLAEN-Y-CWM ROAD, BLAENCWM

Report for Development Control Planning Committee

Treorchy

-
- 21/0394/10** Decision Date: 28/03/2022
Proposal: Installation of timber mezzanine floors, new kitchen in school room, removal of workshop booth from chapel, replacement of roof coverings and windows, and insertion of four new basement windows. (Updated bat
Location: AINON CHAPEL, YNYSWEN ROAD, YNYSWEN, TREORCHY, CF42 6EE
-
- 21/0395/12** Decision Date: 28/03/2022
Proposal: Installation of timber mezzanine floors, new kitchen in school room, removal of workshop booth from chapel, replacement of roof coverings and windows and insertion of four new basement windows. (Bat survey
Location: AINON CHAPEL, YNYSWEN ROAD, YNYS-WEN, TREORCHY, CF42 6EE
-
- 21/1382/08** Decision Date: 08/04/2022
Proposal: First floor rear extension.(Amended Plans received 18/02/22)
Location: 149 YNYSWEN ROAD, YNYSWEN, TREHERBERT, TREORCHY, CF42 6EB
-
- 21/1529/10** Decision Date: 04/04/2022
Proposal: Part demolition of existing extension and construction of a ground floor rear extension to the shop and first floor extension to the flat and rear garage/store (amended plans received 10/03/2022).
Location: THE COMPUTER CLINIC, 194 HIGH STREET, TREORCHY, CF42 6NU
-
- 22/0062/10** Decision Date: 15/03/2022
Proposal: Two storey rear extension.
Location: 16 BRYN RHODFA, TREORCHY, CF42 6SY
-
- 22/0102/10** Decision Date: 28/03/2022
Proposal: Proposed new entrance to existing first floor flat.
Location: FLAT 1, STATION ROAD, TREORCHY, CF42 6UA
-
- 22/0123/10** Decision Date: 24/03/2022
Proposal: Replace metal window shutters with electric roller shutters, add a door shutter to entrance door, and replace ramp with standard DDA disabled ramp.
Location: RHONDDA TENNIS CLUB, YSTRADFECHAN PARK, STATION ROAD, TREORCHY, CF42 6HN
-
- 22/0170/10** Decision Date: 14/04/2022
Proposal: Garage to side
Location: GER Y NANT, PARK CRESCENT, TREORCHY, CF42 6HW
-
- 22/0231/10** Decision Date: 10/05/2022
Proposal: Change of use from B1 to B8 Storage with 3m high perimeter fence and security lighting.
Location: LAND AT CAE MAWR INDUSTRIAL ESTATE, TREORCHY, CF42 6EJ
-
- 22/0261/10** Decision Date: 28/04/2022
Proposal: Front extension to bay.
Location: 2 CEMETERY ROAD, TREORCHY, CF42 6TB
-

Report for Development Control Planning Committee

Treorchy

22/0392/10 Decision Date: 19/05/2022

Proposal: Summer house and car port.

Location: 3 TAN-Y-FRON, TREORCHY, CF42 6HA

22/0512/10 Decision Date: 10/06/2022

Proposal: Garden shed.

Location: 9 CARDIFF STREET, TREORCHY, CF42 6BG

Pentre

22/0145/10 Decision Date: 21/04/2022

Proposal: Single storey extension.

Location: 31 ALBERT STREET, PENTRE, CF41 7JR

22/0187/16 Decision Date: 04/04/2022

Proposal: Construction of apartment block accommodating 9 self-contained flats (reserved matters for appearance and landscaping)

Location: LAND ADJACENT TO 209 YSTRAD ROAD, PENTRE, CF41 7BL

22/0269/10 Decision Date: 03/05/2022

Proposal: First floor extension on top of an existing single storey extension retaining the existing footprint of the property.

Location: 73 PARRY STREET, TONPENTRE, PENTRE, CF41 7AQ

22/0404/10 Decision Date: 19/05/2022

Proposal: Proposed First Floor Bedroom Extension.

Location: 62 DINAM PARK, TONPENTRE, PENTRE, CF41 7DY

Report for Development Control Planning Committee

Ystrad

21/1526/10 Decision Date: 24/03/2022
Proposal: Change of use from former funeral home to 3 bedroom property to include the creation of first floor and porch to front of property.(Bat roost assessment received 07/02/22)
Location: ISCOED HOUSE, VICTORIA STREET, YSTRAD, PENTRE, CF41 7RJ

21/1650/15 Decision Date: 09/05/2022
Proposal: Variation of condition 2 of planning consent ref. 17/1281/10 to set the dwellings back 3m from the inside kerb edge.
Location: 162 & 163 TYNTYLA ROAD, LLWYNYPIA, TONYPANDY

22/0001/10 Decision Date: 01/04/2022
Proposal: 2 walls to be erected at the front of the property in block work.
Location: 27 DANYCOED, YSTRAD, PENTRE, CF41 7SL

22/0067/10 Decision Date: 24/03/2022
Proposal: Provision of attic trusses and external alterations.
Location: TYR RHOSYN, PRIMROSE HILL, PENTRE, CF41 7PZ

Llwynypia

22/0142/10 Decision Date: 04/04/2022
Proposal: Extension.
Location: 11 ARGYLE TERRACE, LLWYNYPIA, TONYPANDY, CF40 2JA

Cwm Clydach

22/0350/10 Decision Date: 13/05/2022
Proposal: Extension of Premises, the majority of which is under the existing entrance canopy. Extension of existing patio on cantilevered structure.
Location: LAKESIDE BUILDINGS, CLYDACH VALE COUNTRY PARK, CLYDACH, TONYPANDY, CF40 2XX

22/0364/10 Decision Date: 20/05/2022
Proposal: Change of use of retail to domestic
Location: SHOP, 5 WERN STREET, CLYDACH, TONYPANDY, CF40 2BQ

Tonypany

22/0176/10 Decision Date: 14/04/2022
Proposal: Change of use from retail unit to Chiropractic Clinic (D1).
Location: 10 DUNRAVEN STREET, TONYPANDY, CF40 1QE

Report for Development Control Planning Committee

Trealaw

22/0126/10 Decision Date: 01/04/2022
Proposal: Loft conversion, internal alterations and detached garage.
Location: 237 RHYS STREET, TREALAW, TONYPANDY, CF40 2PX

22/0204/10 Decision Date: 13/04/2022
Proposal: Increase first floor side extension in length by 1.8m and provision of flat roof to extension instead of pitched roof.
Location: IVY COTTAGE, STATION ROAD, TREALAW, TONYPANDY, CF40 2PL

22/0206/10 Decision Date: 03/05/2022
Proposal: 2 Storey Side Extension
Location: 1 LLEWELLYN TERRACE, TREALAW, TONYPANDY, CF40 2PW

22/0328/23 Decision Date: 11/05/2022
Proposal: New WC building and the repositioning of an existing shelter on the station platform
Location: TONYPANDY RAILWAY STATION, TREALAW ROAD, TREALAW, TONYPANDY, CF40 2TU

22/0420/10 Decision Date: 14/06/2022
Proposal: First floor rear extension. (Amended Plans received 24/05/22)
Location: 4 BRYNTEG TERRACE, TREALAW, TONYPANDY, CF40 2PD

22/0463/10 Decision Date: 10/06/2022
Proposal: Entrance porch to front
Location: 112 TREALAW ROAD, TREALAW, TONYPANDY, CF40 2NP

Penygraig

21/1269/15 Decision Date: 24/03/2022
Proposal: Variation of Condition 2 (plans) of planning permission reference 17/0829/10 for the construction of 2 dwellings (Amended plans received 02/02/2022).
Location: LAND ADJACENT TO NO. 22 DAVID STREET, WILLIAMSTOWN, TONYPANDY, CF40 1QY

22/0150/10 Decision Date: 27/04/2022
Proposal: Two storey rear extensions and detached garages at both properties.(Amended Plans received 21/04/2022)
Location: 8 & 9 BROOK STREET, WILLIAMSTOWN, TONYPANDY, CF40 1RB

Report for Development Control Planning Committee

Porth

22/0304/10 Decision Date: 06/05/2022
Proposal: Construct loft conversion, rear dormers and proposed wind turbine.
Location: 63 NORTH ROAD, PORTH, CF39 9SG

22/0448/23 Decision Date: 10/06/2022
Proposal: Prior Approval - Alteration to existing bridge parapet.
Location: WILLIAM PLACE BRIDGE, WILLIAMS PLACE, PORTH

Cymmer

21/1343/10 Decision Date: 26/05/2022
Proposal: Construction of domestic garage on land adjacent to 58a Glyn Street, Porth.
Location: LAND ADJACENT TO 58A GLYN STREET, GLYNFACH, PORTH, CF39 9LN

22/0121/10 Decision Date: 01/04/2022
Proposal: Construction of a conservatory.
Location: 2 WYNDHAM STREET, GLYNFACH, PORTH, CF39 9HT

22/0327/10 Decision Date: 14/06/2022
Proposal: Change of use from overgrown land back to domestic garden.
Location: 17 COEDCAE ROAD, TREHAFOD, PONTYPRIDD, CF37 2NP

22/0351/23 Decision Date: 14/04/2022
Proposal: Prior notification of demolition of former school buildings.
Location: RHIWGARN COUNTY INFANTS SCHOOL, WAUN WEN, TREBANOG, PORTH, CF39 9LX

22/0487/10 Decision Date: 16/06/2022
Proposal: Demolition of current forms of extensions to previously added to the existing building, and replaced with a new two story traditional build extension.
Location: 118 HIGH STREET, CYMER, PORTH, CF39 9EU

Report for Development Control Planning Committee

Ynyshir

20/1358/10 Decision Date: 21/04/2022

Proposal: Two-storey rear extension.

Location: 9 HEATH TERRACE, YNYSHIR, PORTH, CF39 0HS

21/0540/10 Decision Date: 17/03/2022

Proposal: Change of use of land from agricultural to private domestic use and replace existing storage shed.(Amended Plans received 01/03/22)

Location: LAND OPPOSITE 23 HEATH TERRACE, YNYS-HIR, PORTH, CF39 0HS

21/1155/10 Decision Date: 12/05/2022

Proposal: Demolish existing dwelling and replace with new dwelling.

Location: 16 WHITTING STREET, YNYS-HIR, PORTH

21/1689/10 Decision Date: 21/03/2022

Proposal: Two storey extension to the rear.

Location: 49 UPPER GYNOR PLACE, YNYS-HIR, PORTH, CF39 0NW

Tylorstown

22/0143/10 Decision Date: 31/03/2022

Proposal: Single storey domestic garage.

Location: LAND OPPOSITE 10 GWERNLLWYN TERRACE, TYLORSTOWN, FERNDALE, CF43 3DP

22/0534/10 Decision Date: 20/06/2022

Proposal: Rear first floor extension, alterations to front elevation and internal alterations

Location: 8 EAST STREET, TYLORSTOWN, FERNDALE, CF43 3HR

Report for Development Control Planning Committee

Ferndale

21/0193/09 Decision Date: 28/04/2022
Proposal: Lawful development certificate sought for retention of a residential caravan (not restricted to a person solely or mainly working, or last working in the locality in agriculture or forestry, or widow or widower of such person,
Location: MOUNT VIEW, BLAENLLECHAU ROAD, BLAENLLECHAU, FERNDALE, CF43 4UF

21/1646/10 Decision Date: 11/04/2022
Proposal: Change of use from A1 to mixed use A1/A3 to allow sales of hot and cold food (Retrospective).
Location: SUGAR RUSH, 48 HIGH STREET, FERNDALE, CF43 4RH

22/0230/10 Decision Date: 03/05/2022
Proposal: Two storey rear extension.
Location: 25 BLAENLLECHAU ROAD, BLAENLLECHAU, FERNDALE, CF43 4PG

22/0301/10 Decision Date: 10/05/2022
Proposal: Rear extension.
Location: 27 FIR STREET, FERNDALE, CF43 4RD

22/0325/10 Decision Date: 19/05/2022
Proposal: Change of use of first and second floors from office space used in association with ground floor retail unit (A1) to a 1 bedroom flat (C3).
Location: 63 HIGH STREET, FERNDALE, CF43 4RR

Maerdy

21/1288/10 Decision Date: 21/03/2022
Proposal: Change of use of land to a skip hire/grab hire and aggregates supply yard i.e. storage of plant operative, skip loader vehicles, skips and aggregate supplies.
Location: PPE LTD LAND (NEAR OLD CHUBB FIRE SITE) OPPOSITE AMBULANCE STATION, MAERDY INDUSTRIAL ESTATE, FERNDALE, CF43 4AB

Aberdare West and Llwydcoed

22/0551/10 Decision Date: 15/06/2022
Proposal: Extension over existing garage.
Location: 20 ASHBOURNE COURT, CWMDARE, ABERDARE, CF44 8HA

22/0573/10 Decision Date: 23/06/2022
Proposal: First floor pitched roof extension to rear and internal alterations.
Location: 1 CLIVE PLACE, TRECYNON, ABERDARE, CF44 8PF

22/0595/10 Decision Date: 23/06/2022
Proposal: Single storey extension to side elevation of main house and additional parking space to front garden.
Location: 17 BIRCHGROVE, CWMDARE, ABERDARE, CF44 8DD

Report for Development Control Planning Committee

Brynna and Llanharan

20/1125/10 Decision Date: 13/05/2022
Proposal: Construction of prop store building within existing TV and film studios site (Unit 5) (Retrospective)
Location: DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN, BRIDGEND, CF35 5NQ

20/1131/10 Decision Date: 13/05/2022
Proposal: Construction of production office building within existing TV and film studios site (Building 10) (Retrospective)
Location: DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN

Hawthorn and Lower Rhydfelen

22/0484/10 Decision Date: 21/06/2022
Proposal: Install the following to an existing artificial football pitch: 1 no. football stand, relocation of existing fence, 1 no. tv gantry & 3 no. turnstiles for access to pitchside
Location: THREE G PITCH, UNIVERSITY OF SOUTH WALES SPORTS PARK, MAIN AVENUE, TREFOREST INDUSTRIAL ESTATE, PONTYPRIDD

Hirwaun, Penderyn and Rhigos

22/0475/10 Decision Date: 23/06/2022
Proposal: Erection of a boundary brick wall around the garden perimeter.
Location: 3 GREENWOOD DRIVE, HIRWAUN, ABERDARE, CF44 9QZ

Llantwit Fardre

22/0502/10 Decision Date: 15/06/2022
Proposal: Loft conversion with rear dormer, single storey extension to rear.
Location: 15 LLEST TERRACE, LLANTWIT FARDRE, PONTYPRIDD, CF38 2HH

Ton-teg

22/0516/10 Decision Date: 21/06/2022
Proposal: Attic conversion with a mini velux dormer.
Location: 8 MEADOW CRESCENT, TON-TEG, PONTYPRIDD, CF38 1NL

22/0521/10 Decision Date: 22/06/2022
Proposal: Wrap around single storey extension.
Location: 31 MEADOW CRESCENT, TON-TEG, PONTYPRIDD, CF38 1NL

Report for Development Control Planning Committee

Tonyrefail West

22/0398/10 Decision Date: 30/05/2022

Proposal: Extension to kitchen

Location: 13 HEOL GLANNANT, EDMONDSTOWN, TONYPANDY, CF40 1PX

Trealaw

22/0496/10 Decision Date: 16/06/2022

Proposal: Conservatory to rear elevation.

Location: 4 SYCAMORE DRIVE, TREALAW, TONYPANDY, CF40 2PZ

Treforest

22/0560/23 Decision Date: 10/06/2022

Proposal: Prior notification of proposed demolition.

Location: GATEHOUSE SECURITY AND RECEPTION, UNIVERSITY OF SOUTH WALES, FOREST GROVE, TREForest, PONTYPRIDD, CF37 1DL

Treorchy

22/0426/10 Decision Date: 24/06/2022

Proposal: Change shop front from large single window /entry door to add additional door to provide a separate entry to first floor flat.

Location: 4A HIGH STREET, TREORCHY, CF42 6AE

22/0543/10 Decision Date: 23/06/2022

Proposal: Two storey rear infill extension.

Location: 10 ILLTYD STREET, TREORCHY, CF42 6NW

Glyncoch

22/0383/10 Decision Date: 18/05/2022

Proposal: Attic/dormer conversion, extension of single storey flat roof extension (amended plans received 06/05/2022).

Location: 15 WESTFIELD ROAD, GLYN-COCH, PONTYPRIDD, CF37 3AG

22/0445/10 Decision Date: 06/06/2022

Proposal: Ground floor extension to rear elevation.

Location: 74 PEARSON CRESCENT, GLYN-COCH, PONTYPRIDD, CF37 3AS

Report for Development Control Planning Committee

Town (Pontypridd)

21/1682/10	Decision Date: 30/03/2022
Proposal:	First floor extension above the existing single storey garage for a home office
Location:	TYFICA HOUSE, TYFICA ROAD, PONTYPRIDD, CF37 2DA

22/0009/19	Decision Date: 09/05/2022
Proposal:	Proposed TPO tree works (TPO area no.1) : 1 Oak tree 30% crown reduction. 3 Ash, 1 Beech, 1 Pine and 3 Oak trees to be removed.
Location:	42 LANPARK ROAD, PONTYPRIDD, CF37 2DL

22/0023/10	Decision Date: 24/03/2022
Proposal:	Proposed first floor extension.
Location:	63 WHITEROCK DRIVE, GRAIG-WEN, PONTYPRIDD, CF37 2HA

22/0148/10	Decision Date: 16/03/2022
Proposal:	Dormer extension.
Location:	4 WHITEROCK CLOSE, GRAIG-WEN, PONTYPRIDD, CF37 2EN

22/0188/11	Decision Date: 17/05/2022
Proposal:	Various external works of maintenance, repair and replacement of defective items and materials of the historic structure including the columns, beams, arches, pier bases, parapets, abutments, adjacent walls and
Location:	THE BERW ROAD WHITE BRIDGE, BERW ROAD, PONTYPRIDD

22/0222/10	Decision Date: 22/04/2022
Proposal:	Proposed extensions to rear and loft conversion.
Location:	22 MORGAN STREET, PONTYPRIDD, CF37 2DS

22/0296/10	Decision Date: 03/05/2022
Proposal:	Proposed single storey side and 2 storey rear extension to existing dental surgery.
Location:	PAUL JAMES DENTAL SURGERY, FORGE HOUSE, 18 MORGAN STREET, PONTYPRIDD, CF37 2DS

22/0319/10	Decision Date: 25/05/2022
Proposal:	Raised steel deck to rear of property, remodelling of existing ground floor and subsequent addition to first floor, with new roof. New glazed enclosure added to new steel deck to the rear. New fence and gate to
Location:	BANK HOUSE, 37 GRAIGWEN ROAD, GRAIG-WEN, PONTYPRIDD, CF37 2HD

22/0322/10	Decision Date: 10/05/2022
Proposal:	Change of use from offices (B1) to dual office (B1) and training and education facilities (D1)
Location:	Unit 3, 5th Floor, Ty Pennant, St Catherine's Corner, Pontypridd, CF37 2SW

22/0353/10	Decision Date: 17/05/2022
Proposal:	Single storey rear extension.
Location:	16 VALE GARDENS, PONTYPRIDD, CF37 2HG

Report for Development Control Planning Committee

Town (Pontypridd)

22/0360/10 Decision Date: 24/05/2022
Proposal: To remove the existing timber double fronted shop fronts, entrance doors and fascias and replace with new traditional timber fronts and fascias. Retention of existing shutters and installation of air conditioning
Location: 6D TAFF STREET, PONTYPRIDD, CF37 4UL

22/0361/01 Decision Date: 24/05/2022
Proposal: Proposed new signage scheme.
Location: 6D TAFF STREET, PONTYPRIDD, CF37 4UL

22/0388/01 Decision Date: 09/06/2022
Proposal: Vinyl sign fitted on the shop front.
Location: FORMER MAX 99P, 29 TAFF STREET, PONTYPRIDD, CF37 4TR

22/0396/10 Decision Date: 07/06/2022
Proposal: Extend single storey side elevation and construct new first floor over, provide same to front elevation porch
Location: HAUL Y MYNYDD, ROCK COTTAGES, GRAIG-WEN, PONTYPRIDD, CF37 2EF

Trallwn

22/0201/10 Decision Date: 29/03/2022
Proposal: Two storey rear extension (Amended plans received 25/03/2022)
Location: 69 COEDPENMAEN ROAD, PONTYPRIDD, CF37 4LR

22/0213/10 Decision Date: 14/04/2022
Proposal: Construction of summer house / pool room
Location: 14 HOSPITAL ROAD, PONTYPRIDD, CF37 4AH

22/0259/10 Decision Date: 01/04/2022
Proposal: Construct rear single storey extension.
Location: 43 LLANOVER ROAD, PONTYPRIDD, CF37 4DY

22/0270/10 Decision Date: 01/04/2022
Proposal: Part demolition of single storey "Lean to" replacement with larger single storey lean to rear.
Location: 8 BASSETT STREET, PONTYPRIDD, CF37 4RU

22/0336/10 Decision Date: 10/05/2022
Proposal: Free standing garden room
Location: ORCHARD HOUSE, COMMON ROAD, PONTYPRIDD, CF37 4AF

Report for Development Control Planning Committee

Rhondda

22/0281/10 Decision Date: 10/05/2022
Proposal: Two storey rear extension
Location: 23 LANDRAW ROAD, MAES-Y-COED, PONTYPRIDD, CF37 1EU

22/0365/10 Decision Date: 21/04/2022
Proposal: Proposed steel storage box to be sited on front drive to house a scooter.
Location: 9 KINGSWOOD, MAES-Y-COED, PONTYPRIDD, CF37 1QE

22/0423/10 Decision Date: 17/06/2022
Proposal: Side extension for storage.
Location: BIRCHWOOD, LLANDRAW WOODS, MAESYCOED, PONTYPRIDD, CF37 1EX

22/0459/10 Decision Date: 30/05/2022
Proposal: Single story rear extension.
Location: 26 MOUND ROAD, MAES-Y-COED, PONTYPRIDD, CF37 1EE

Graig

21/0642/10 Decision Date: 01/06/2022
Proposal: Change of use of ground floor from Office (Use Class A2) to Beautician/Beauty Parlour (Sui Generis) and change of use of first floor from Offices (Use Class A2) into 1 x self contained residential flats (Use Class C3).
Location: 6-7 HIGH STREET, PONTYPRIDD, CF37 1QJ

21/0643/01 Decision Date: 01/06/2022
Proposal: External Fascia Signage.
Location: 6-7 HIGH STREET, PONTYPRIDD, CF37 1QJ

Treforest

21/1025/10 Decision Date: 03/05/2022
Proposal: Retention of Class A1 retail use at lower ground floor, creation of 1 no. 1 bedroom flat and 1 no. 2 bedroom flat above (Class C3) (Amended plans received 19/10/21) (Flood Consequence Assessment received
Location: BASIL JENKINS FUNERAL HOME, 95 BROADWAY, TREForest, PONTYPRIDD, CF37 1BE

22/0177/19 Decision Date: 22/04/2022
Proposal: A number of trees require pruning and some to be removed along the existing public right of way.
Location: HAWTHORN, PONTYPRIDD, CF37 1DN

22/0449/09 Decision Date: 11/05/2022
Proposal: Lawful development certificate for existing use of property as a HMO.
Location: 48 PARK STREET, TREForest, PONTYPRIDD, CF37 1SL

Report for Development Control Planning Committee

Rhydyfelin Central

21/1329/10

Decision Date: 01/06/2022

Proposal:

Garage to rear, increase window and door sizes and widen the existing drive.

Location:

10 LLYS CORRWG, RHYDYFELIN, PONTYPRIDD, CF37 5EJ

22/0283/10

Decision Date: 19/04/2022

Proposal:

Proposed rear single storey extension.

Location:

17 ILAN AVENUE, RHYDYFELIN, PONTYPRIDD, CF37 5PN

Hawthorn

22/0460/10

Decision Date: 21/06/2022

Proposal:

Single storey rear extension.

Location:

31 HEOL GRUFFYDD, RHYDYFELIN, PONTYPRIDD, CF37 5PJ

Report for Development Control Planning Committee

Ffynon Taf

-
- 22/0128/10** Decision Date: 21/03/2022
Proposal: Extension to existing external slab at the rear of the building to site a new 10,000L waste water buffer tank
Location: UNIT 1 BIOCATALYSTS, CEFN COED, NANTGARW, TAFF'S WELL, CARDIFF, CF15 7QQ
-
- 22/0185/10** Decision Date: 12/04/2022
Proposal: Proposed garage conversion to provide additional living space, new external roof to provide covered storage area, internal alterations.
Location: 159 GLAN-Y-FFORDD, TAFF'S WELL, CARDIFF, CF15 7SQ
-
- 22/0248/10** Decision Date: 22/04/2022
Proposal: New synthetic 3G pitch
Location: TAFFS WELL FOOTBALL PITCH, PARISH ROAD, TAFF'S WELL
-
- 22/0297/10** Decision Date: 20/04/2022
Proposal: Demolition of a number of single storey rear extensions and replacement with a new rear extension which is a mixture of single and two storeys.
Location: 91 CARDIFF ROAD, TAFF'S WELL, CARDIFF, CF15 7PL
-
- 22/0339/10** Decision Date: 13/05/2022
Proposal: Two storey side extension
Location: 13 HEOL-Y-COED, NANTGARW, TAFF'S WELL, CARDIFF, CF15 7UE
-
- 22/0340/15** Decision Date: 03/05/2022
Proposal: Variation of condition 2 (plans) of planning permission ref. 20/1082/10 to include an ATM, 5 no. ventilation apertures and 2 no, satellite dishes
Location: THE CO OPERATIVE FOOD, 30 CARDIFF ROAD, TAFF'S WELL, CARDIFF, CF15 7RF
-
- 22/0400/10** Decision Date: 31/05/2022
Proposal: Two storey side extension
Location: 9 HEOL FACH, NANTGARW, TAFF'S WELL, CARDIFF, CF15 7UF
-
- 22/0415/10** Decision Date: 17/05/2022
Proposal: Demolish shed and construct two storey side extension (amended plans received 16/05/2022).
Location: 2 HEOL EDWARDS, NANTGARW, TAFF'S WELL, CARDIFF, CF15 7UD
-
- 22/0421/10** Decision Date: 18/05/2022
Proposal: Loft conversion and hip to gable roof enlargement, gable dormer to front elevation.
Location: 5 ROCKWOOD ROAD, TY-RHIW, TAFF'S WELL, CARDIFF, CF15 7SB
-

Report for Development Control Planning Committee

Llantwit Fardre

21/1335/10 Decision Date: 04/05/2022

Proposal: Side and rear ground floor extension.

Location: 123 QUEEN'S DRIVE, LLANTWIT FARDRE, PONTYPRIDD, CF38 2NY

21/1676/10 Decision Date: 26/04/2022

Proposal: Proposed garage extension to side.

Location: 28 CADWAL COURT, LLANTWIT FARDRE, PONTYPRIDD, CF38 2FA

22/0091/10 Decision Date: 09/05/2022

Proposal: Erection of stable block (amended plan received 13/04/2022)

Location: LAND AT NANT DOWLAIS TO THE SOUTH-WEST OF THE WESTERN POWER DISTRIBUTION DEPOT, STATION ROAD, CHURCH VILLAGE, CF38 1BN

22/0210/10 Decision Date: 11/04/2022

Proposal: Two storey extension above kitchen and garage

Location: 8 CLOS DYFODWG, LLANTWIT FARDRE, PONTYPRIDD, CF38 2TP

22/0219/10 Decision Date: 21/04/2022

Proposal: Single storey rear extension

Location: PEAR TREE COTTAGE, 5 HEOL DOWLAIS, EFAILISAF, PONTYPRIDD, CF38 1BB

22/0391/10 Decision Date: 17/06/2022

Proposal: Single storey extension to rear of property.

Location: 49 HEOL-Y-FFYNNON, EFAILISAF, PONTYPRIDD, CF38 1AU

22/0416/10 Decision Date: 08/06/2022

Proposal: Demolition of single garage, construction of double garage, extend vehicular footway crossing and driveway.

Location: 59 TUDOR WAY, LLANTWIT FARDRE, PONTYPRIDD, CF38 2NG

22/0522/10 Decision Date: 15/06/2022

Proposal: Extension to kitchen, attached garage to side of property, internal alterations and photovoltaic panels to rear

Location: 43 CHANDLER'S REACH, LLANTWIT FARDRE, PONTYPRIDD, CF38 2NJ

Report for Development Control Planning Committee

Church Village

22/0061/10 Decision Date: 21/04/2022

Proposal: Single storey rear extension.

Location: 159 DYFFRYN Y COED, CHURCH VILLAGE, PONTYPRIDD, CF38 1QB

22/0089/10 Decision Date: 24/03/2022

Proposal: Proposed first floor extension to side elevation, structural alterations to the ground floor, loft conversion and rear dormer extension.

Location: 8 CAE FARDRE, CHURCH VILLAGE, PONTYPRIDD, CF38 1DS

22/0151/10 Decision Date: 11/04/2022

Proposal: Two storey extension to side elevation.

Location: 63 TY-DRAW, CHURCH VILLAGE, PONTYPRIDD, CF38 1UF

22/0200/09 Decision Date: 18/03/2022

Proposal: Single storey rear extension within Permitted Development criteria. No changes to existing highway / parking, etc.

Location: 10 HOLLYBUSH VILLAS, MAIN ROAD, CHURCH VILLAGE, PONTYPRIDD, CF38 1PU

22/0428/10 Decision Date: 07/06/2022

Proposal: Single storey extension, steps to side entrance.

Location: 6 MEADOW BROOK, CHURCH VILLAGE, PONTYPRIDD, CF38 1DJ

22/0438/10 Decision Date: 17/05/2022

Proposal: Two storey rear extension.

Location: 9 HEOL-Y-FRO, CHURCH VILLAGE, PONTYPRIDD, CF38 1UD

22/0500/10 Decision Date: 20/06/2022

Proposal: Change of use from Sui generis (Dog Grooming Parlour) to A2 (Estate Agent).

Location: BANKS BARBERS, 5 MAIN ROAD, CHURCH VILLAGE, PONTYPRIDD, CF38 1PY

22/0508/10 Decision Date: 09/06/2022

Proposal: Single storey rear extension.

Location: 12 FARDRE COURT, CHURCH VILLAGE, PONTYPRIDD, CF38 1DG

Report for Development Control Planning Committee

Tonteg

21/1513/10 Decision Date: 22/03/2022
Proposal: Change of use to railway land in connection with the construction of a Traction Power System (TPS). Construction of a concrete plinth on which is sited a building containing railway infrastructure. Erection of
Location: LAND TO THE SOUTH OF WILLOWFORD ROAD AND MAESMAWR ROAD AND TO THE NORTH OF THE RAILWAY LINE, TONTEG

21/1603/10 Decision Date: 31/03/2022
Proposal: Construction of an enterprise dwelling ancillary to the existing use and business at the farm.
Location: LAN FARM, MAIN ROAD, GWAELOD-Y-GARTH, TAFF'S WELL, CARDIFF, CF15 9HJ

22/0183/09 Decision Date: 29/03/2022
Proposal: Certificate of lawful development for a proposed single storey rear extension to existing domestic dwelling.
Location: 6 THE DELL, TON-TEG, PONTYPRIDD, CF38 1TG

22/0279/10 Decision Date: 19/04/2022
Proposal: Proposed single storey extension.
Location: 24 DENBIGH CLOSE, TON-TEG, PONTYPRIDD, CF38 1HB

22/0282/23 Decision Date: 28/04/2022
Proposal: Prior Approval - Erection of a new footbridge
Location: DEVIL'S FOOTBRIDGE, EAST OF GWERNLLIAN TERRACE, PONTYPRIDD

22/0453/10 Decision Date: 23/06/2022
Proposal: Two storey side extension.
Location: 68 TONTEG CLOSE, TON-TEG, PONTYPRIDD, CF38 1LT

Report for Development Control Planning Committee

Gilfach Goch

22/0018/10 Decision Date: 13/04/2022

Proposal: Rear dormer loft conversion.

Location: 27 FFORDD LLANBAD, HENDREFORGAN, GILFACH-GOCH, PORTH, CF39 8FL

22/0178/10 Decision Date: 20/05/2022

Proposal: Convert the office above the shop into a 2 bedroom flat.

Location: 42A CAMBRIAN AVENUE, HENDREFORGAN, GILFACH-GOCH, PORTH, CF39 8TG

22/0181/10 Decision Date: 11/04/2022

Proposal: Proposed two storey rear extension.

Location: 11 ELM STREET, HENDREFORGAN, GILFACH-GOCH, PORTH, CF39 8TH

22/0520/10 Decision Date: 22/06/2022

Proposal: Change of use from dwellinghouse (Class C3) to a five-bed care home for young persons (Class C2) (Retrospective).

Location: The Hollies, Meadow Street, Gilfach Goch, Porth, CF39 8TA

Report for Development Control Planning Committee

Tonyrefail West

-
- 22/0072/10** Decision Date: 16/03/2022
Proposal: Proposed rear single storey extension and loft conversion.
Location: 65 WORCESTER COURT, TONYREFAIL, PORTH, CF39 8JU
-
- 22/0133/10** Decision Date: 04/04/2022
Proposal: Extension to form a garage and bedroom.
Location: 34 HEOL DINAS ISAF, WILLIAMSTOWN, TONYPANDY, CF40 1NG
-
- 22/0147/10** Decision Date: 12/04/2022
Proposal: Proposed rear garage for off street parking
Location: 17 CHURCH ROAD, PENRHIW-FER, TONYPANDY, CF40 1RY
-
- 22/0161/10** Decision Date: 07/04/2022
Proposal: Construction of single domestic garage and conversion of existing garage to a study room.
Location: 22 DAN Y FRON, TONYREFAIL, PORTH, CF39 8AZ
-
- 22/0335/10** Decision Date: 20/05/2022
Proposal: Two storey rear extension with flat roof.
Location: 75 FRANCIS STREET, THOMASTOWN, TONYREFAIL, PORTH, CF39 8DR
-
- 22/0341/10** Decision Date: 13/05/2022
Proposal: Proposed erection of a detached dormer bungalow. (Resubmission of 21/1454/10)
Location: LAND AT THE REAR OF FAIRVIEW, EDMONDSTOWN, TONYPANDY
-
- 22/0441/10** Decision Date: 07/06/2022
Proposal: Rear two storey extension.
Location: 138 WORCESTER COURT, TONYREFAIL, PORTH, CF39 8JT
-
- 22/0503/10** Decision Date: 17/06/2022
Proposal: Single storey rear extension, new detached garage, raised patio area, and new boundary fence.
Location: 6 PANT-Y-SEREN, THOMASTOWN, TONYREFAIL, PORTH, CF39 8DX
-

Report for Development Control Planning Committee

Tonyrefail East

-
- 21/1631/10** Decision Date: 27/05/2022
Proposal: Functional special and essential needs agricultural dwelling.
Location: SILVERCLOUD FARM, LLANTRISANT ROAD, CASTELLAU, BEDDAU, PONTYCLUN, CF72 8LQ
-
- 21/1633/10** Decision Date: 16/03/2022
Proposal: Change of use from A1 to Sui Generis to be used as a dog grooming parlour and associated shop (ground floor only).
Location: FORMER FERRARIS BAKERY LIMITED, 7 MILL STREET, TONYREFAIL, PORTH, CF39 8AB
-
- 22/0250/10** Decision Date: 13/04/2022
Proposal: Single storey extension to the rear of the property.
Location: 94 MILL STREET, TONYREFAIL, PORTH, CF39 8AF
-
- 22/0275/10** Decision Date: 20/05/2022
Proposal: Proposed part single / part 2 storey rear extension and single storey side extension, single storey outbuilding with covered walkway link and other internal alterations to property
Location: TYLA WINDER FARM, ROAD TO BWLCH GWYN, CASTELLAU, BEDDAU, PONTYCLUN, CF72 8LQ
-
- 22/0507/10** Decision Date: 10/06/2022
Proposal: Two storey extension.
Location: 31 STATION ROAD, TONYREFAIL, PORTH, CF39 8ER
-

Report for Development Control Planning Committee

Beddau

22/0055/10 Decision Date: 06/04/2022
Proposal: Build a retaining wall in the rear garden.
Location: 17 CLOS GWYNEDD, BEDDAU, PONTYPRIDD, CF38 2SU

22/0146/10 Decision Date: 21/03/2022
Proposal: Two storey side extension.
Location: 42 CARN CELYN, BEDDAU, PONTYPRIDD, CF38 2TF

22/0205/10 Decision Date: 21/04/2022
Proposal: Two storey side extension
Location: 112 MANOR CHASE, BEDDAU, PONTYPRIDD, CF38 2JE

22/0234/10 Decision Date: 26/04/2022
Proposal: Proposed part double part single storey rear extensions.
Location: 72 CLOS MYDDLYN, BEDDAU, PONTYPRIDD, CF38 2JT

22/0437/10 Decision Date: 06/06/2022
Proposal: Rear single storey extension and Internal alterations.
Location: 29 HEOL DDEUSANT, BEDDAU, PONTYPRIDD, CF38 2LA

22/0444/10 Decision Date: 09/06/2022
Proposal: Single storey extension
Location: 4 HEOL MWYRDY, BEDDAU, PONTYPRIDD, CF38 2HU

Ty'n y Nant

22/0110/10 Decision Date: 31/03/2022
Proposal: Single storey rear extension, first floor extension and external staircase.
Location: CWM WELFARE AFC, TYNANT ROAD, BEDDAU, PONTYPRIDD, CF38 2DA

22/0324/10 Decision Date: 13/04/2022
Proposal: Two storey side extension and front porch extension.
Location: 1 CALDICOTT CLOSE, BEDDAU, PONTYPRIDD, CF38 2LE

Report for Development Control Planning Committee

Town (Llantrisant)

22/0130/08	Decision Date: 29/03/2022
Proposal:	1.5m High aluminium signs fixed to the ground with poles adjacent to roundabout exits.
Location:	ROUNDAABOUT AT CROSS INN, A473, LLANTRISANT

22/0131/10	Decision Date: 12/04/2022
Proposal:	Outbuilding to front (Retrospective).
Location:	BULLRING BARN, NEWBRIDGE ROAD, LLANTRISANT, PONTYCLUN, CF72 8EY

22/0136/10	Decision Date: 06/04/2022
Proposal:	First floor side extension and single storey extension to replace conservatory.
Location:	14 LARCH DRIVE, CROSS INN, LLANTRISANT, PONTYCLUN, CF72 8NL

22/0159/10	Decision Date: 06/04/2022
Proposal:	Two storey side and rear extension and additional parking
Location:	20 GRAFTON DRIVE, CROSS INN, LLANTRISANT, PONTYCLUN, CF72 8BH

22/0160/10	Decision Date: 06/04/2022
Proposal:	Side and rear extensions, alterations to property
Location:	LLYS YR AWEL, ERW HIR, LLANTRISANT, PONTYCLUN, CF72 8BY

22/0476/10	Decision Date: 18/05/2022
Proposal:	Loft conversion with rear flat roof dormer.
Location:	GWYNT Y FELIN, 3 HEOL LAS, LLANTRISANT, PONTYCLUN, CF72 8EG

22/0504/10	Decision Date: 26/05/2022
Proposal:	Proposed rear raised patio area.
Location:	32 PARKDALE VIEW, LLANTRISANT, PONTYCLUN, CF72 8DT

22/0532/10	Decision Date: 08/06/2022
Proposal:	Extension to the new car park previously granted under application ref 17/0876/10 (Amended plans, with minor positional changes, received 26/5/22)
Location:	UNIT D AND C PUROLITE INTERNATIONAL LTD, LLANTRISANT BUSINESS PARK, LLANTRISANT, PONT-Y-CLUN, PONTYCLUN, CF72 8LF

Report for Development Control Planning Committee

Talbot Green

22/0129/08

Decision Date: 29/03/2022

Proposal:

1.5m High aluminium signs fixed to the ground with poles adjacent to roundabout exits.

Location:

ROUNDAABOUT AT TALBOT GREEN RETAIL PARK

22/0140/10

Decision Date: 31/03/2022

Proposal:

Proposed to remove the privet and conifer hedges from the boundary at the front and east elevation (fronting Talbot Road and the junction with the A4119) and build a solid brick boundary wall between 1500mm and

Location:

WOODLANDS, 111 TALBOT ROAD, TALBOT GREEN, PONTYCLUN, CF72 8AH

22/0190/10

Decision Date: 20/05/2022

Proposal:

Change of use of unit 9 (bank) and unit 11 (Opticians) to one premises to house a Veterinary Practice (D1).

Location:

UNITS 9 AND 11 ELY VALLEY ROAD, TALBOT GREEN, PONTYCLUN, CF72 8AL

22/0253/19

Decision Date: 06/04/2022

Proposal:

Cut back Oak tree that is over hanging in the rear garden.

Location:

9 FIRBANKS WAY, TALBOT GREEN, PONTYCLUN, CF72 8LB

22/0452/10

Decision Date: 01/06/2022

Proposal:

Convert flat roof over garage to pitched roof.

Location:

5 FOREST HILLS DRIVE, TALBOT GREEN, PONTYCLUN, CF72 8JB

Report for Development Control Planning Committee

Pontyclun

21/1485/10	Decision Date: 01/04/2022
Proposal:	Change of use of first floor from office to residential.
Location:	CANNON AND SMITH LAW PRACTICE, 37A COWBRIDGE ROAD, PONT-Y-CLUN, PONTYCLUN, CF72 9EB

22/0184/10	Decision Date: 28/04/2022
Proposal:	Two storey extension.
Location:	2 MAESYFELIN CRESCENT, COWBRIDGE ROAD, PONT-Y-CLUN, PONTYCLUN, CF72 9BQ

22/0245/09	Decision Date: 28/04/2022
Proposal:	Single storey extension.
Location:	10 CRYSTAL WOOD DRIVE, MISKIN, PONT-Y-CLUN, PONTYCLUN, CF72 8TH

22/0288/10	Decision Date: 06/05/2022
Proposal:	Single storey extension to rear and front of existing domestic dwelling.
Location:	10 FAIR VIEW CLOSE, PONT-Y-CLUN, PONTYCLUN, CF72 9EP

22/0290/10	Decision Date: 06/05/2022
Proposal:	Rear single storey extension.
Location:	4 MAES-YR-AFON, PONT-Y-CLUN, PONTYCLUN, CF72 9DL

22/0310/10	Decision Date: 09/05/2022
Proposal:	Demolition of conservatory and construction of a sun-room.
Location:	23 DELFRYN, MISKIN, PONT-Y-CLUN, PONTYCLUN, CF72 8SS

22/0321/10	Decision Date: 11/05/2022
Proposal:	Decking leading to and enclosing a sunken hot tub. sides. Steps leading to lower level of a sloped garden. Timber framed pergola over hot tub. Wood fence along one side of decking and hot tub.
Location:	8 EDWARDIAN WAY, MISKIN, PONT-Y-CLUN, PONTYCLUN, CF72 8SJ

22/0352/10	Decision Date: 17/05/2022
Proposal:	Proposed Single Storey Extension to Side and Rear
Location:	RED ROOFS, LLANTRISANT ROAD, GROES-FAEN, PONT-Y-CLUN, PONTYCLUN, CF72 8NJ

22/0367/10	Decision Date: 18/05/2022
Proposal:	Proposed two-storey side extension, rear extensions and alterations to garage to incorporate it as living accommodation (Re-submission of 21/0628/10).
Location:	BRYNSADLER MILL, COWBRIDGE ROAD, PONT-Y-CLUN, PONTYCLUN, CF72 9BS

22/0414/10	Decision Date: 19/05/2022
Proposal:	Conversion of garage to habitable space
Location:	28 ACORN CLOSE, MISKIN, PONT-Y-CLUN, PONTYCLUN, CF72 8SQ

Report for Development Control Planning Committee

Pontyclun

22/0443/10 Decision Date: 10/06/2022

Proposal: Proposed single storey extension.

Location: 12 ROWAN TREE LANE, MISKIN, PONT-Y-CLUN, PONTYCLUN, CF72 8SF

22/0495/10 Decision Date: 31/05/2022

Proposal: Single storey rear extension to provide kitchen/family room.

Location: 41 CLOS YNYSDDU, PONT-Y-CLUN, PONTYCLUN, CF72 9WQ

22/0518/01 Decision Date: 22/06/2022

Proposal: Installation of folding Dutch canopy and circular illuminated projection sign

Location: 15 COWBRIDGE ROAD, PONTYCLUN , CF72 9ED

Llanharry

21/1211/10 Decision Date: 24/03/2022

Proposal: Installation of raised decking to rear.

Location: 4 THE PATCH, LLANHARRY, PONTYCLUN, CF72 9LF

22/0039/10 Decision Date: 25/04/2022

Proposal: Removal of a hedge, relocation of boundary wall and new drop kerb and extended driveway.

Location: TYLACOCH BUNGALOW, TYLACOCH, LLANHARRY, PONTYCLUN, CF72 9LR

22/0108/10 Decision Date: 06/04/2022

Proposal: Re-design of approved outbuilding to be used as a therapy room operated on a work from home basis.

Location: LITTLE CONTENT, THE PATCH, LLANHARRY, PONTYCLUN, CF72 9LF

22/0166/10 Decision Date: 12/04/2022

Proposal: Single storey side extension

Location: 9 HEOL MIAREN, LLANHARRY, PONTYCLUN, CF72 9WL

Report for Development Control Planning Committee

Llanharan

21/1664/13 Decision Date: 28/04/2022
Proposal: Outline permission for proposed energy centre and associated plant. (Amended Plans received 27/01/22)
(Updated Coal Mining Risk Assessment Received 04/03/22)
Location: NATIONAL BLOOD TRANSFUSION SERVICE, GWAUN ELAI INDUSTRIAL ESTATE, LLANTRISANT,
PONTYCLUN, CF72 9WB

22/0173/10 Decision Date: 13/04/2022
Proposal: Porch extension to front elevation.
Location: 8 BLUEBELL DRIVE, LLANHARAN, PONTYCLUN, CF72 9UN

22/0246/10 Decision Date: 31/05/2022
Proposal: Rear single storey extension and garage conversion
Location: 6 OAKMEAD ROAD, LLANHARAN, PONTYCLUN, CF72 9FB

22/0294/09 Decision Date: 11/05/2022
Proposal: Single storey rear extension.
Location: 158 PARC BRYN DERWEN, LLANHARAN, PONTYCLUN, CF72 9TX

22/0344/09 Decision Date: 19/05/2022
Proposal: Single storey rear extension.
Location: 6 FFORDD HANN, TALBOT GREEN, PONTYCLUN, CF72 9WX

22/0406/10 Decision Date: 25/05/2022
Proposal: Ground floor extension
Location: 46 PARK VIEW, LLANHARAN, PONTYCLUN, CF72 9RZ

22/0434/10 Decision Date: 07/06/2022
Proposal: Ground floor and first floor garage conversion/extension
Location: TY LANELAY, LANELAY COURT, TALBOT GREEN, PONTYCLUN, CF72 9LU

22/0523/10 Decision Date: 21/06/2022
Proposal: Two storey rear extension and internal changes.
Location: 13 PEMBROKE CRESCENT, YNYSMAERDY, LLANTRISANT, PONTYCLUN, CF72 8LH

Report for Development Control Planning Committee

Brynna

20/1121/10	Decision Date: 13/05/2022
Proposal:	Construction of wardrobe building within existing film studios site (Unit 4) (Retrospective).
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN, BRIDGEND, CF35 5NQ

20/1122/10	Decision Date: 13/05/2022
Proposal:	Construction of editing studio building within existing TV and film studios site (Building 3) (Retrospective)
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN, PEN-Y-BONT AR OGWR, CF35 5NQ

20/1123/10	Decision Date: 13/05/2022
Proposal:	Construction of make up and design studio building within existing TV and film studios site (Unit 8) (Retrospective)
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN, BRIDGEND, CF35 5NQ

20/1124/10	Decision Date: 13/05/2022
Proposal:	Construction of workshop building within existing TV and film studios site (Unit 6) (Retrospective)
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN, PEN-Y-BONT AR OGWR, CF35 5NQ

20/1126/10	Decision Date: 13/05/2022
Proposal:	Construction of office building within existing TV and film studios site (Unit 2) (Retrospective)
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN, BRIDGEND, CF35 5NQ

20/1127/10	Decision Date: 13/05/2022
Proposal:	Construction of gatehouse building within existing TV and film studios site (Unit 1) (Retrospective)
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN, BRIDGEND, CF35 5NQ

20/1129/10	Decision Date: 13/05/2022
Proposal:	Construction of production office building within existing TV and film studios site (Building 9) (Retrospective)
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN

20/1133/10	Decision Date: 13/05/2022
Proposal:	Construction of workshop building within existing TV and film studios site (Unit 12) (Retrospective)
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN, BRIDGEND, CF35 5NQ

20/1137/10	Decision Date: 13/05/2022
Proposal:	Construction of Green Room building within existing TV and film studios site (Unit 11) (Retrospective).
Location:	DRAGON INTERNATIONAL STUDIOS, NEW ROAD, LLANHARAN (BUILDING 11)

21/1656/08	Decision Date: 31/03/2022
Proposal:	Change of use from Social Housing (Use Class C3) to Regulated Children's Home (Use Class C3(b)) (amended description added 16/12/2021).
Location:	30 GELLIFEDI RISE, BRYNNA, PONTYCLUN, CF72 9PX

Report for Development Control Planning Committee

Brynna

22/0043/10 Decision Date: 03/05/2022

Proposal: First floor side extension.

Location: 12 POWELL DRIVE, LLANHARAN, PONTYCLUN, CF72 9UU

22/0174/10 Decision Date: 07/04/2022

Proposal: Porch to front.

Location: 8 LLANBAD, BRYNNA, PONTYCLUN, CF72 9QQ

22/0180/10 Decision Date: 21/04/2022

Proposal: Rear single storey extension.

Location: 7 WESTBOURNE TERRACE, LLANHARAN, PONTYCLUN, CF72 9RW

22/0199/10 Decision Date: 21/04/2022

Proposal: Single storey rear extension, garage conversion with small extension to provide store

Location: 32 DUFFRYN CRESCENT, LLANHARAN, PONTYCLUN, CF72 9RS

22/0216/10 Decision Date: 28/03/2022

Proposal: Alterations to the existing kitchen and first floor extension above the existing garage.

Location: 22 COLLIERS AVENUE, LLANHARAN, PONTYCLUN, CF72 9UT

22/0256/11 Decision Date: 26/04/2022

Proposal: Enlargement and refurbishment of the former catering kitchen to provide additional teaching space. The works include the removal of internal walls to incorporate storerooms into the former kitchen and new flooring and a

Location: DOLAU JUNIOR AND INFANTS SCHOOL, BRIDGEND ROAD, LLANHARAN, PONTYCLUN, CF72 9RP

22/0465/10 Decision Date: 10/06/2022

Proposal: Porch extension

Location: 7 SOUTH VIEW, LLANHARAN, PONTYCLUN, CF72 9RQ

Total Number of Delegated decisions is 267

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Aberaman South

21/1666/09 Decision Date: 15/03/2022

Proposal: Application for Certificate of Lawfulness of Proposed Use or Development (CLOPUD) - use of the site for unrestricted Class A1 retail use.

Location: UNIT 1A, ABERAMAN ENTERPRISE PARK, ABERAMAN, ABERDARE

Reason: 1 The Council cannot be satisfied that the proposed unrestricted A1 use of the site is lawful. The Council has obtained evidence that which presents a view that is contrary to that of the applicant, including details of decision notices associated with earlier planning permissions approved at the site. Therefore, on the balance of probability, it is considered that there are conditions restricting the use of the site within Class A1 and it is less than probable that the A1 use of the premises is unrestricted and consequently, the proposed use is not considered to be lawful for planning purposes and as such a Lawful Development Certificate cannot be issued.

22/0271/10 Decision Date: 29/04/2022

Proposal: First floor extension above existing single storey side extension (re-submission 21/1614/10)

Location: 1 THE COTTAGES, LLANWONNO ROAD, CWMAMAN, ABERDARE, CF44 6PG

Reason: 1 The proposed development, by virtue of its siting, scale, and design, would constitute an unsympathetic development, which would be poorly related to and have an unacceptable effect on the character and appearance of the original building. As such the proposal conflicts with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and Planning Policy Wales.

22/0372/13 Decision Date: 15/06/2022

Proposal: Proposed construction of 5 no. detached dwellings (Outline) (Re-submission of application 21/1218/13).

Location: LAND EAST OF B4275 ABERAMAN HOUSES, ABERAMAN, ABERDARE

Reason: 2 Insufficient information has been submitted to enable a full assessment of the potential impacts of the development upon habitat and protected species at the site to be undertaken. The proposal is therefore contrary to Policy AW 8 of the Rhondda Cynon Taf Local Development Plan.

Reason: 1 The proposed development, that being highly vulnerable residential development, is unacceptable in principle given its location within a C2 Flood Zone. As such, the proposal is contrary to the requirements of policy AW10 of the Rhondda Cynon Taf Local Development Plan and national planning policy as set out in Planning Policy Wales and Technical Advice Note (TAN) 15: Development and Flood Risk.

Report for Development Control Planning Committee

Treherbert

22/0235/10 Decision Date: 04/05/2022

Proposal: Demolition of existing rear garage and construction of 1 Bed flat.

Location: 150 BUTE STREET, TREHERBERT, TREORCHY, CF42 5PE

Reason: 2 Insufficient information has been provided to assess the potential impact upon ecology on and around the site, contrary to Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

Reason: 1 The proposed residential use, in the form of 1 no. 1 bed flat is considered to represent an inappropriate development that would result in the creation of poor quality living accommodation contrary to the Council's Supplementary Planning Guidance: Development of Flats – Conversion and New Build and Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

Treorchy

21/1625/10 Decision Date: 11/04/2022

Proposal: Proposed garage and hardstand with raised deck above (Re-submission of 21/0872/10).

Location: 66 TYNBYEDW TERRACE, TREORCHY, CF42 6RL

Reason: 1 The proposed raised decking area, by virtue of its siting, scale and height, represents an incongruous, overbearing and un-neighbourly form of development which would have a detrimental impact upon the residential amenity and privacy of surrounding neighbouring properties. The development would therefore be contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan

Ystrad

22/0470/10 Decision Date: 15/06/2022

Proposal: Proposed rear garden shed with roof garden / patio over.

Location: 17 UPLANDS, PENTRE, CF41 7PG

Reason: 1 By virtue of its scale, design, and elevated height, the proposal is considered to have a detrimental impact upon the character and appearance of the rear of the host dwelling and wider area. Further, it would also result in a significant detrimental impact upon the residential amenity of neighbouring occupiers, by causing a material loss of privacy, an increase in overlooking and an unacceptable overbearing impact. The proposal is considered both unneighbourly and excessive and is therefore contrary to the relevant policies of the Local Development Plan (AW5 and AW6) and Supplementary Planning Guidance contained within the 'Design Guide for Householder Development (2011)'.

Report for Development Control Planning Committee

Tonypandy

22/0342/10

Decision Date: 01/06/2022

Proposal: Rear balcony to existing two storey extension.

Location: 59 COURT STREET, TONYPANDY, CF40 2RJ

Reason: 2 The proposed balcony, by virtue of its elevated height, prominent location and relationship with adjacent properties, would result in an overbearing impact to and direct overlooking of the neighbouring properties, adversely affecting the privacy and amenity standards currently enjoyed by occupiers. The proposal is therefore unneighbourly and excessive and contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and the relevant guidance set out in SPG 'A Design Guide for Householder Development (2011)' in respect of neighbour amenity.

Reason: 1 By virtue of its scale, design and elevated height, the proposed balcony would have a detrimental impact upon the character and appearance of the rear of the host dwelling and wider area, resulting in an obtrusive and overbearing addition which would appear incongruous within its setting. The proposal is therefore contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and the relevant guidance set out in SPG 'A Design Guide for Householder Development (2011)' in respect of its visual appearance.

Cymmer

22/0442/10

Decision Date: 22/06/2022

Proposal: Construction of 3 no. detached 4 bedroom houses with parking to front off Gwaun Bedw.

Location: LAND ADJACENT TO AND SOUTH WEST OF 3, GWAUN BEDW, CYMMER, PORTH.

Reason: 1 The proposed dwellings, by virtue of their design, size, and scale would be at odds with and out of keeping with the character and appearance of the surrounding properties, resulting in an unacceptable detrimental visual impact to the character of the area as a whole. As such the proposal would be contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and Supplementary Planning Guidance - Design and Placemaking.

Reason: 2 Insufficient information has been submitted to enable a full assessment of the impact of the proposal on ecology and biodiversity. As such the development would be contrary to Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

Report for Development Control Planning Committee

Tylorstown

21/1662/10

Decision Date: 23/03/2022

Proposal: Erection of detached dwelling including land formation, access widening, and car parking (Red line boundary amended 04/02/2022).

Location: LAND TO THE WEST OF HEOL LLECHAU ALLOTMENT, HEOL LLECHAU, WATTSTOWN, PORTH

Reason: 2 The private shared access is sub-standard in terms of width and turning facilities. The proposed development will also increase reversing movements to and from Heol Llechau by all types of vehicle to the detriment of safety of all highway users. The proposal therefore is contrary to Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

Reason: 1 The size of the proposed plot does not accord with the size of the dwelling proposed and whilst the site lies adjacent to the settlement boundary as identified in the Rhondda Cynon Taf Local Development Plan (LDP) the plot has clearly been extended to the settlement boundary in an attempt to comply with the criteria set out in Policy NSA12. Therefore, the location of the proposed dwelling is actually detached from the settlement boundary, in an unsustainable location. New residential development is not supported in such a location and no suitable justification has been submitted to negate this. The development is also considered to be discordant and incongruous having a detrimental impact upon the character and appearance of the area due to its prominent position. The proposal therefore is contrary to Policies AW1, AW2, and AW6 of the Rhondda Cynon Taf Local Development Plan.

22/0111/10

Decision Date: 19/04/2022

Proposal: Detached dwelling.

Location: LAND OPPOSITE 20 BRYNHEULOG TERRACE, TYLORSTOWN, FERNDAL

Reason: 1 The proposed dwelling, by virtue of its scale, design and location, would represent a visually incongruous and un-neighbourly form of development that would have a significant detrimental impact on both the character and appearance of the surrounding area and the residential amenity of surrounding properties, contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Report for Development Control Planning Committee

Tonyrefail West

22/0605/10 Decision Date: 14/06/2022

Proposal: Addition of a first floor rear extension and a loft conversion, creating 3 additional bedrooms.

Location: GLAN Y FFRWD, PENRHIWFER ROAD, TONYREFAIL, PORTH, CF39 8EY

Reason: 1 The proposed two-story extension would form a dominant and unsympathetic addition to the host property due to its scale, design, and resulting mass, which would adversely affect the levels of amenity currently enjoyed by neighbouring residents and would appear out of keeping with the character and appearance of the area. As such, the proposal would be contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Rhondda

21/1694/13 Decision Date: 20/04/2022

Proposal: Construction of 2 no.detached dormer bungalows with private drive access (amended plan rec. 15/03/22)

Location: PENRHIW, COED ISAF ROAD, MAES-Y-COED, PONTYPRIDD, CF37 1EN

Reason: 1 The proposal is contrary to Policy AW5 of the Rhondda Cynon Taf Local Development Plan in that it would result in an adverse impact upon highway safety in the vicinity of the site for the following reasons:

The private drive leading to the proposals is sub-standard in terms of a passing place for safe two-way vehicular movement, turning facilities resulting in reversing over considerable distance and lacking in visibility at the junction increasing hazards to the detriment of highway safety.

The dimensions and geometry of the private drive leading to the proposals have not been designed in accordance with Standard Details or the HDC Design Guide for RCT. As such it is not considered to be fit for purpose.

The means of access to the development is severely sub-standard in terms of junction vision splays to the west and intensification of its use will result in further detriment to highway safety and the free flow of traffic.

Treforest

22/0095/10

Decision Date: 21/03/2022

Proposal: Change of use from house to 2 no. flats and creation of additional off street parking.

Location: BRYNHEULOG, BRYNHYFRYD PLACE, TOWER STREET, TREFOREST, PONTYPRIDD, CF37 1NP

Reason: 1 The proposed development is considered to be contrary to policy AW5 of the Rhondda Cynon Taf Local Development Plan as it would result in an adverse impact upon highway safety in the vicinity of the application site for the following reasons:

i) In the absence of adequate off-street car parking facilities, the proposed development would lead to indiscriminate on-street car parking along Tower Street and the junction of Laura Street leading to increased hazards to the detriment of the safety of all highway users and free flow of traffic.

22/0505/13

Decision Date: 21/06/2022

Proposal: Proposed construction of one pair of semi detached dwellings.

Location: FOREST VIEW BUNGALOW, BROOK STREET, TREFOREST, PONTYPRIDD, CF37 1TW

Reason: 1 The proposed development is considered to be contrary to policy AW5 of the Rhondda Cynon Taf Local Development Plan as it would not have a safe access to the highway network and would result in an adverse impact upon highway safety in the vicinity of the application site for the following reasons:

The private drive leading to the proposals is sub-standard in terms of a passing place for safe two-way vehicular movement, turning facilities resulting in reversing over considerable distance and lacking in visibility at the junction increasing hazards to the detriment of highway safety.

The dimensions and geometry of the private drive leading to the proposals have not been designed in accordance with Standard Details or the HDC Design Guide for RCT. As such it is not considered to be fit for purpose.

The means of access to the development is severely sub-standard in terms of in terms of forward visibility, lack of continuous footway links, lack of positive surface water drainage and intensification of its use will result in further detriment to highway safety and the free flow of traffic.

Rhydyfelin Central

22/0172/10

Decision Date: 06/04/2022

Proposal: Construction of front and rear extension to create a vehicle bay, office facilities and stores.

Location: AUTOSTYLE AND SPRAYING UNIT 2, DYNEA ROAD, RHYDYFELIN, PONTYPRIDD, CF37 5DN

Reason: 1 The proposed development is considered to be contrary to policy AW5 of the Rhondda Cynon Taf Local Development Plan as it would result in an adverse impact upon highway safety in the vicinity of the application site for the following reasons:

In the absence of adequate off-street car parking facilities, the proposed development would result in the creation of on-street parking demand to the detriment of highway safety and the free flow of traffic. Insufficient information has been provided to enable an accurate assessment of the means of access that would serve the proposed rear extension.

Report for Development Control Planning Committee

Tonteg

21/1492/10

Decision Date: 04/04/2022

Proposal: Change of use to a battery storage facility and ancillary Western Power Distribution 132kV electricity substation with associated access track to highway.(Additional Plans submitted 21/01/2022)(Landscape Visual Impact Assessment and Landscaping Scheme received 31/01/2022)

Location: POUND FARM LANE TONTEG CF38 1SU

Reason: 1 The proposal would represent industrial development outside of settlement limits in a countryside location that would form a highly dominant and incongruous addition to the detriment of the character and appearance of the site and wider special landscape area.

The means of access to the development is severely sub-standard in terms of junction vision splays and structural integrity, and intensification of its use will result in further detriment to highway safety and the free flow of traffic.

In the absence of any ecological assessments, insufficient information has been submitted to demonstrate that the consequences and impacts associated with the proposed development can be adequately managed.

The application is therefore contrary to Policies CS2, AW2, AW5, AW6, AW8, AW21 and SSA23 of the Rhondda Cynon Taf Local Development Plan.

22/0268/10

Decision Date: 09/05/2022

Proposal: Increase ridge line of existing roof by 800mm to create rear dormer for attic conversion.

Location: HAFAN DAWEL, 9A BRYN RHEDYN, TON-TEG, PONTYPRIDD, CF38 1UG

Reason: 1 The proposed development, in terms of its size, scale and resulting appearance, would constitute an unsympathetic development, which would be poorly related to the character and proportions of the original building and street scene. As such the proposal conflicts with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan and Planning Policy Wales.

Report for Development Control Planning Committee

Gilfach Goch

21/1452/09 Decision Date: 19/04/2022

Proposal: Lawful Development Certificate for existing use as a dwellinghouse (C3).

Location: THE HOLLIES, MEADOW LANE, HENDREFORGAN, GILFACH-GOCH, PORTH, CF39 8TE

Reason: 1 The proposal to utilise the existing residential dwelling for the provision of residential accommodation and care for up to 4 no. children, along with up to 3 no. support staff 24 hours a day, operating in shifts is considered to result in a prima facie change of use, Class C3 to Class C2. Based on the evidence and supporting information submitted by the applicant, as a matter of fact and degree, the change of use is considered to be material. Consequently, the development is not lawful for planning purposes and planning permission is required. Therefore, a Certificate of Lawfulness cannot be issued.

21/1700/13 Decision Date: 15/03/2022

Proposal: Development of a single detached bungalow with access from Elm Street (Outline).

Location: LAND ADJOINING HIGHWINDS, ELM STREET, HENDREFORGAN, GILFACH-GOCH, PORTH, CF39 8TH

Reason: 1 The site lies outside the settlement boundary identified in the Rhondda Cynon Taf Local Development Plan. As such, new residential development is not supported in such a location, and no suitable justification has been submitted to negate this. The proposal therefore is contrary to Policies AW1 and AW2 of the Rhondda Cynon Taf Local Development Plan.

Town (Llantrisant)

22/0047/10 Decision Date: 11/04/2022

Proposal: Rear ground floor extension.

Location: BROOK HOUSE, RHIWSAESON ROAD, CROSS INN, LLANTRISANT, PONTYCLUN, CF72 8NZ

Reason: 1 By virtue of its design, excessive scale and resulting mass, the proposed two-storey extension would form a dominant and unsympathetic addition to the host property that would be at complete odds with its traditional and attractive character and appearance. As such, the proposal would have a significant detrimental impact upon the property's visual appearance, contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Report for Development Control Planning Committee

Pontyclun

22/0266/10

Decision Date: 14/04/2022

Proposal: Change of use from A1 (Ancillary retail use e.g. carpet storage facility used by 'Stores 4 Floors' to B2 use (general industrial i.e. Leo's Tyre Services dealership)

Location: STORES 4 FLOORS, 15 LLANTRISANT ROAD, PONT-Y-CLUN, PONTYCLUN, CF72 9DP

Reason: 1 In the absence of adequate off-street car parking facilities, the proposed development will lead to indiscriminate on-street car parking along School Street and the A4222 (Llantrisant Road) which is already oversubscribed with on-street car parking, leading to increased hazards to the detriment of safety of all highway users.

The absence of such parking facilities will also increase potential car parking on both sides of the carriageway resulting in footway parking blocking free passage of pedestrian movement to the detriment of pedestrian safety.

Furthermore, the noise and disturbance caused by frequent vehicle movements and the operation of plant and machinery associated with the business would be detrimental to the amenity of the closest neighbouring residents.

It is therefore considered that the development would not be in accordance with Policies AW2, AW5 and AW10 of the Local Development Plan or PPW TAN 11.

22/0293/10

Decision Date: 03/05/2022

Proposal: Proposed detached garage/ studio/gym

Location: 58 HEOL MISKIN, PONT-Y-CLUN, PONTYCLUN, CF72 9AL

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 and the character and appearance of the area. As such, the proposal is contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Report for Development Control Planning Committee

Llanharry

22/0307/15

Decision Date: 12/04/2022

Proposal: Removal of condition 10 stating provisions of a foot way and vehicle crossover of 20/0956/10.

Location: TYLACOCH BUNGALOW, TYLACOCH, LLANHARRY, PONTYCLUN, CF72 9LR

Reason: 1 The removal of condition 10 would jeopardise delivery of the footway and vehicular crossing alongside Llanharry Road that would serve the existing and proposed dwellings. It is considered that this would be detrimental to highway safety considerations by failing to provide a part of a continuous footway that would promote active travel as a viable means of transport contrary to Policy AW5 of the Rhondda Cynon Taf Local Development Plan and in line with the Active Travel (Wales) Act 2013.

Total Number of Delegated decisions is 23

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