

**PLANNING & DEVELOPMENT COMMITTEE**

**17 SEPTEMBER 2020**

**REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

**PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/0201/10 (KL)  
**APPLICANT:** M Hope Capital Ltd  
**DEVELOPMENT:** Conversion and extension of Llantwit House to provide 8 no. self-contained flats, parking and associated works (Bat Survey Rec 16/07/2020).  
**LOCATION:** LLANTWIT HOUSE HOTEL, LLANTRISANT ROAD, LLANTWIT FARDRE, PONTYPRIDD,  
**DATE REGISTERED:** 27/02/2020  
**ELECTORAL DIVISION:** Llantwit Fardre

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**RECOMMENDATION: APPROVE**

**REASONS:**

The development would enable the beneficial re-use of a predominantly redundant building that is located in a sustainable location. The site is in close proximity to a range of services and shops within Llantwit Fardre and the surrounding area and has access to bus services to the immediate and wider area.

Furthermore, in addition to its contribution to the regeneration of the local area, the refurbished building would result in an improvement to the appearance of the street scene, whilst providing a mix of additional housing units.

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**REASON APPLICATION REPORTED TO COMMITTEE:**

- The proposal is not covered by determination powers delegated to The Director of Prosperity and Development;
- 3 or more letters of objection have been received.

**APPLICATION DETAILS**

Full planning permission is sought for the conversion and extension of Llantwit House to provide 8 no. self-contained flats, off-street car parking and associated works.

The proposal would include the construction of a part-width, three-storey extension to the rear elevation which would measure 5.9 metres in width by 3 metres in depth with a mono-pitch roof design which would measure a maximum of 9.1 metres in height (8.1 metres to the eaves). All materials proposed would match the existing building.

The extended building would provide a total of 8 self-contained flats which would be arranged over 4 floors:

- Lower Ground Floor (basement) – 2 no. 1 bed flats;
- Ground Floor – 1 no. 2 bed flat;
- First Floor – 1 no. 2 bed flat & 2 no. 1 bed flats;
- Second Floor (roof space) – 2 no. 1 bed flats.

The 6 flats at ground, first and second floor would be accessed via a communal entrance at the front of the building (onto Llantrisant Road). The 2 flats at lower ground floor would have separate entrances onto the proposed parking area at the rear.

The proposal includes the provision of 7 off-street car parking spaces at the rear of the building. These would be accessed via an existing lane off Crown Hill to the west. An external bin store would be provided to the side of the building.

Details submitted with the application indicate that the existing takeaway (Use Class A3) unit would be retained at ground floor.

## **SITE APPRAISAL**

The application site relates to a large, detached building that is located on Llantrisant Road, the main road through the village of Llantwit Fardre. The building has a frontage directly onto the footway to the north but also benefits from a secondary access at the rear which is accessed via an un-made lane off Crown Hill to the west. An existing Indian takeaway occupies part of the ground floor of the building whilst the remainder of the building is used for residential (basement flat and 5 no. bedsits) and storage purposes.

The surrounding area is predominantly residential in character however, there are a number of commercial units in the vicinity. The site is bound by existing residential properties to the east, west and south with further residential properties and a Public House (The Crown) being located on the opposite side of the road to the north.

## **PLANNING HISTORY**

Previous relevant applications that have been made on this site are as follows:

12/0206	Shaz's Indian Takeaway, Bryn House,	Extension of A3 takeaway into adjoining shop	Refused	20/11/2012
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	Llantrisant Road, Llantwit Fardre			
07/0263	Llantwit House, Main Road, Church Village, Pontypridd, CF38 1RN	Change of use from photographers to hairdressing salon (Class A1)	Granted	14/05/07
04/1537	Llantwit House, Main Road, Church Village, Pontypridd, CF38 1RN	Change of Use from Cheers Off Licence to A3. Use - Hot Food Takeaway.	Refused  Appeal: Dismissed	18/11/04  05/05/05
94/0721	Charlotte's Restaurant, Llantwit House, Llantrisant Road, Llantwit Fardre, Pontypridd.	Change of Use from Class A1 Use to Class 3 Hot Food Use.	Granted	14/12/94
78/0801	Llantwit House, Main Road, Church Village, Pontypridd, CF38 1RN	Parking touring caravan at rear of house on garage hardstanding	Refused	26/07/78
78/0017	Llantwit House, Main Road, Church Village, Pontypridd, CF38 1RN	Change of use of ground floor from empty café to insurance broker and building society	Granted	18/07/78

## PUBLICITY

The application has been advertised by means of direct neighbour notification and through the erection of site notices in the vicinity of the site. A total of 3 letters of objection have been received in relation to the proposal and are summarised as follows:

### Highways

- This property is down a very narrow lane and parking is already an ongoing problem;
- Inadequacy of the lane and increase of traffic – it is in constant use to my garage and access is required by the electricity board to the adjacent sub-station;
- Extra vehicles will cause people to drive in and reverse out onto a very busy road and dangerous junction, causing an impact on road safety;
- It will be a problem for Emergency vehicles to access the lane;
- There is insufficient parking for 8 vehicles and they will be forced to park on the public highway. There is insufficient parking for existing residents;
- The car-parking spaces are located at the rear and at basement level whilst the main entrance to the property is off the main road at ground floor level – nobody will park in the car park and walk around to the front of the property. They will just park on the main road and take up essential parking spaces of the people of Llest Terrace;
- The plan is for 8 residences and only 7 spaces provided;
- The increase of 2 residential units will have a major effect of the car parking in the immediate area;
- There are no available spaces along Llantrisant Road and Crown Hill;
- All residents should be clearly informed that their parking is at the rear, not on Llantrisant Road;

#### Amenity and Privacy

- The flats will overlook our property and impact on our privacy;
- The scale of the works will impact other residents and houses;
- There will be disturbance from extra noise with construction etc.;
- The design and construction of these flats will cause major incidents going forward – the building already has history with anti-social behaviour with police visits and overall disturbance in the area;
- Concern with the number of flats proposed;
- We have had serious issues with short-term occupancy and undesirable people (i.e. newly released criminals, paedophiles, violent individuals) – this is not the type of people we want moving into the locality and the term bedsit implies that this will be the case;

#### General Concerns

- There is an existing watercourse running through a culvert right through the side driveway – if this was damaged during construction, this would cause serious flooding;
- The water culvert needs to be protected throughout the process to ensure no flooding;
- The plans indicate that the area to the side of the building will be fenced off with a narrow gate. We will object to any bins being stored on the roadside;

- There is very little space for the number of bins necessary for 8 new flats plus the existing takeaway;
- How will the existing trade waste be separated from the increased volume of the 8 new residences?
- No one has consulted the immediate neighbours- we have waited a long time for something to be done about this former hotel, hostel, home for former criminals and paedophiles, drug growing farm and, more recently, an empty decaying bird and rat infested liability;
- We are in full agreement that the property should be refurbished to private dwellings, not short-term rentals;
- A maximum of 6 new units should be considered, not 8;
- Bin storage for the takeaway must be included in the new residents bin storage area and fenced off for protection;
- Details of the external façade, including roof coverings, should be provided.

## CONSULTATION

Ecology – No objection, subject to condition to secure bird and bat box requirements.

Flood Risk Management – No comments received at time of writing the report, any comments received will therefore be reported orally to Committee.

Highways and Transportation – No objection, subject to conditions relating to the laying out of the access and parking facilities prior to the development being brought into use and a scheme for secure cycle stands (8no.) to be submitted for consideration.

Housing Strategy – It is recommended that 1 no. 2 bedroom flat be secured for low cost home ownership (market standard)

Natural Resources Wales – No objection

Streetcare – Waste collection will be from the main road (Llantrisant Road)

The Coal Authority – No objection or condition suggested

Welsh Water – No objection, subject to condition and advisory notes

## POLICY CONTEXT

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

The application site lies inside the defined settlement boundary and is not allocated for any specific purpose. The following policies are considered to be relevant to this case:

*Core Policies*

**Policy CS2** – emphasis on sustainable growth that benefits Rhondda Cynon Taf as a whole by focusing development within defined settlement boundaries and promoting the reuse of under used and previously developed land and buildings.

**Policy CS4 & CS5** – concerned with meeting the housing requirement of 14,385 dwellings over the plan period, including the provision of affordable housing.

#### *Area Wide Policies*

**Policy AW1** – sets out methods used to meet the housing land requirement, including the conversion of suitable structures to provide housing.

**Policy AW2** – 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; 4) have good access to key services and facilities.

**Policy AW4** – sets out what planning obligations may be sought, including affordable housing.

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

**Policy AW6** – requires development to involve a high quality design and are appropriate to the local context in terms of siting, appearance, scale, height, massing, elevational treatment, materials and detailing.

**Policy AW8** – seeks to preserve and enhance the natural environment, including protected and priority species. This policy will only apply should option 3 (including the demolition of a bungalow) be pursued.

**Policy AW10** – sets out criteria for environmental protection and public health.

#### *Southern Strategy Policies*

**Policy SSA11** – stipulates that residential development will only be permitted where the net residential density is a minimum of 35 dwellings per hectare.

**Policy SSA12** – requires 20% affordable housing in the Southern Strategy Area on developments of 5 or more units.

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

#### Supplementary Planning Guidance

Access, Circulation and Parking

Affordable Housing

Design and Placemaking

Development of Flats

Planning Obligations

Nature Conservation

## **National Guidance**

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

The Welsh Government published Planning Policy Wales 10 on 5<sup>th</sup> December 2018, and the document aims to incorporate the objectives of the Well-being of Future Generations (Wales) Act into Town and Country Planning.

It is considered that this proposal meets the seven goals set out in the Well-being of Future Generation's (Wales) Act inasmuch as they relate to the proposed development and that the site has been brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking as set down in Chapter 2 People and Places: Achieving Well-being through Placemaking, of PPW10 and is also consistent with the following inasmuch as they relate to the development:

Chapter 1 Managing New Development

Chapter 2 Maximising Well-Being and Sustainable Places through Placemaking

Chapter 3 Strategic and Spatial Choices (good design and better places, promoting healthier places, sustainable management of natural resources)

Chapter 4 Active and Social Places (moving within and between places, transport, living in a place, housing)

Other relevant policy guidance consulted:

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**

Policies CS2, AW1, AW2 and SSA13 all support residential development within sustainable locations with Policy AW2 defining a sustainable location as a site that is located within defined settlement boundary, has good accessibility by a range of sustainable transport options and has good access to key services and facilities. It also requires proposed developments to be compatible with surrounding land uses.

The application site is located inside the defined settlement boundary for Llantwit Fardre and within an area which is predominantly residential in character. There are a number of amenities located in the vicinity and the towns of Pontypridd and Llantrisant/Talbot Green are accessible by local bus services that run along Llantrisant Road.

Policy AW1 further supports residential development through the conversion of suitable structures whilst Policy CS2 promotes the reuse of underused and previously developed land and buildings. The building is currently in a poor state of repair and does not make a positive contribution to the surrounding streetscape however, it is noted that it has previously been in residential use which would suggest that the building is a suitable structure for the provision of residential units.

Taking the above into consideration, the principle of the proposal is acceptable, subject to compliance with other policies of the Local Development Plan and other material considerations, as detailed below.

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

The overall visual appearance of the main building would remain unchanged in terms of its scale and design, although a small-scale extension would be constructed at the rear. The proposed extension would replace an existing extension in this location and whilst it would be of a slightly greater scale (2.5 metres wider, 0.5 metres deeper and 1.8 metres higher), it would be sympathetic and subservient to the scale of the existing building. Furthermore, details submitted with the application indicate that the extension would be finished with materials to match the existing building and, as such, it is not considered that the extension would adversely impact upon the character and appearance of the site or the surrounding area.

As detailed above, the site is currently in a poor state of repair and does not positively contribute to the visual appearance of the area. It is therefore considered that the development would provide an opportunity to improve the appearance of the building and subsequently the wider street scene.

Taking the above into consideration, the proposal would comply with Policies AW5 (criterion 1.a) and AW6 (criterion 1, 2 & 3) of the Rhondda Cynon Taf Local Development Plan.



## **Residential amenity and privacy**

The proposal would result in the conversion of an existing building to 8 no. self-contained flats. With the exception of a replacement extension being constructed at the rear and the blocking up of a side entrance door on the eastern elevation, the majority of the works would involve internal alterations which would not impact upon surrounding residents.

The proposed extension, whilst larger than the extension currently in place, would be sufficiently set in from the side and rear boundaries and would not result in any overshadowing or loss of outlook that would be detrimental to the amenity currently enjoyed by existing residents.

One letter of objection has been received which raises concern that the proposal would result in overlooking towards the property at the rear of the site ('Langham'). This issue is acknowledged and noted, particularly as the proposed extension would incorporate windows in the rear elevation that would face towards that property. However, the building has previously been in residential use and the applicant's fall-back position is to retain the existing extension, which already has windows in the rear elevation, and re-furbish the building to be used as it previously has been. Whilst the extension projects 0.5 metres further than the existing extension and includes additional windows, it is not considered that the overlooking impact would be significantly greater or indeed any more detrimental than what could be experienced through the fall-back position.

Further objections have highlighted previous problems at the site with anti-social behaviour which has been detrimental to the amenity of the surrounding area and whilst these issues are appreciated, neither the behaviour of the likely future occupiers nor the tenure of the accommodation can be considered as relevant to planning.

In terms of the amenity of any future occupiers of the flats, SPG: Development of Flats requires flats to provide an acceptable quality of accommodation. It states that flats should be of suitable size and habitable rooms should have a reasonable outlook and level of natural daylighting and ventilation. It also states that flats are unlikely to be acceptable where they are located solely in basements, where habitable rooms would only have rooflight windows, or where they are accessed solely from the rear of the building.

It is noted that the proposal includes 2 flats within the basement, which is of concern. However, taking into account that there is an existing flat within the basement and that the fall-back position in this case would be to refurbish the existing flat and extend its footprint across the full width of the building, this concern is not considered to be so significant as to warrant the refusal of the application in this regard.

There is also some concern with regard to the quality of the accommodation proposed within the roof space, particularly due to the modest floor space/head heights and the

provision of predominantly roof light windows. However, whilst modest, the flats would provide sufficient living space for potential occupiers to undertake typical day to day tasks. These flats would also be predominantly served by rooflights, with the exception of a single window in each of the main living areas (new window openings created to the front and side elevations respectively). This would ensure that levels of outlook would be acceptable and these, along with the proposed rooflights would ensure sufficient levels of natural light and ventilation in the main living areas (i.e. living room, bedrooms and bathrooms). Furthermore, the Council's Public Health and Protection Team have not objected or raised any concern with regards to the size or quality of the accommodation proposed.

Taking the above into consideration, the proposal would not have such a significant impact upon the amenity and privacy of neighbouring properties or upon future occupiers to warrant the refusal of the application. The application is therefore considered to comply with Policy AW5 (criterion 1.c) of the Rhondda Cynon Taf Local Development Plan and Supplementary Planning Guidance: Development of Flats.

## **Highway Safety**

The application has been assessed by the Council's Highways and Transportation Section and no objection has been raised in relation to the proposal. The response received is summarised as follows:

### Access

The proposal includes two access points to the flats which would be served off Llantrisant Road, one directly off the footway and one via a set of steps serving the rear basement flats. There is slight concern with regards to direct pedestrian access off the rear lane however, taking into account that there is direct access via the steps off Llantrisant Road, the proposal is considered to be acceptable.

The vehicular access would be sited at the rear of the property and served off an un-adopted lane adjacent to Crown Hill. The lane has no footways with a width of 5.4 metres at its widest and 3.2 metres at its narrowest.

### Parking

In accordance with the Council's SPG: Access, Circulation & Parking 2011, the proposed development requires up-to a maximum of 2 spaces per flat which equates to a requirement of 16 spaces. The proposal includes the provision of 7 spaces at the rear of the site.

There is concern that the proposal is short on the maximum standards however, taking into account that 6 of the proposed flats are one bedroom, the sustainable location of the site and the existing use of the building (6 residential units), the proposal is considered to be acceptable.

## Cycle Parking

To mitigate the impact of the proposal and to promote sustainable modes of travel, in accordance with Planning Policy Wales 10<sup>th</sup> Edition, secure cycle storage shall be provided. It is recommended that this be added as a condition, should Members be minded to approve the application.

It is noted that all of the objectors raise concerns with regards to parking and highway safety in the area however, taking into account the comments received from the Council's Highways section, the proposal is considered to be acceptable in this regard and the application would therefore comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan in this regard.

## **Other issues**

### **Public Health**

The Council's Public Health & Protection Section have raised no objection to the proposal, however, a number of conditions have been suggested in relation to hours of operation, noise, waste and dust. Whilst these comments are appreciated, it is considered that issues relating to hours of operation, noise, dust and waste can be more efficiently controlled by other legislation and the suggested conditions are not considered necessary. An appropriate informative note is considered to be sufficient in this instance.

### **Ecology**

The proposal would involve the conversion of the roof space to habitable living space and a bat survey has therefore been submitted to support the application. The report confirms that no bats were found during the survey and no objection has therefore been raised by the Council's Ecologist. A condition has, however, been recommended to ensure mitigation in the form of house martin and bat boxes as well as 3 swift boxes on the high southern elevation.

### **Other issues raised by objectors**

It is noted that one letter of objection raises concern that the proposal would result in noise and disturbance as a result of the construction works. Whilst this is noted and appreciated, it is not a material planning consideration and cannot be taken into consideration.

The objectors have also raised concern with regard to bin storage. The plans indicate that an enclosed bin storage area with a gate directly onto Llantrisant Road would be provided to the side of the building which would be for use of the occupiers of the proposed flats and the existing takeaway. The Council's Streetcare Team have not

raised any objection to this arrangement however, it is indicated that bin collection would be directly off Llantrisant Road which would be easily accessible from the intended bin storage area.

It is also noted that one objector has stated that no one has consulted the immediate neighbours of the site of this proposal. As indicated earlier in this report, direct neighbour notification has been undertaken with 9 properties surrounding the site (dated 4<sup>th</sup> March 2020) along with the erection of 3 site notices in the vicinity of the site (date 21<sup>st</sup> July), 2 near to the front of the site on Llantrisant Road and 1 near to the rear entrance of the site on Crown Hill.

Two objectors agree that the property should be refurbished to provide private dwellings, not short-term rentals. Whilst the tenancy of the flats is not a material consideration, the applicant's agent has indicated that these would be for private rent.

It is also suggested that a maximum of 6 units should be provided. The proposal is for 8 units and the application should be considered on that basis.

### **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 liable for a charge under the CIL Regulations 2010 as amended. The application lies within Zone 3 of Rhondda Cynon Taf's Residential Charging Zones, where there is a liability of £85 / sqm for residential development.

The proposed development involves the change of use of the existing building with a small extension. To determine the CIL liable amount the developer is gathering evidence to demonstrate that part of the existing building satisfies the CIL tests of being an 'in-use' building to enable the existing floor space to be deducted from the proposed.

### **Section 106 Contributions / Planning Obligations**

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

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

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and,
3. fairly and reasonably related in scale and kind to the development.

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

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

The proposal would provide 8 units and the applicant has confirmed that all 8 are intended for private tenants. However, Policy SSA12 requires residential developments for 5 or more units to provide 20% affordable housing. In the case of this application, 1 unit is required to be offered for affordable housing and the Council's Housing Strategy Team have specified a need for 1 no. 2 bed flat for Low Cost Home Ownership (market standard) in the area.

Therefore, a S106 agreement will be required to ensure that one unit is established and maintained as an affordable unit, for the continued purpose of meeting identified local needs.

### **Conclusion**

The development would enable the beneficial re-use of a predominantly redundant building that is located in a sustainable location. The proposed extension at the rear of the property would help to facilitate an acceptable level of living accommodation for future occupiers and would not give rise to any significant or detrimental impact upon the character and appearance of the area or upon neighbouring properties in the area. Furthermore, the proposal would include 7 off-street car parking spaces at the rear of the property, which has been accepted by the Council's Highways and Transportation Department.

### **RECOMMENDATION: APPROVE, SUBJECT TO S106 AGREEMENT & CONDITIONS**

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

Reason: To comply with 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. A001: Site Plan;
  - Drawing No. 2109-007 Proposed Site Plan;
  - Drawing No. 2109-011 B Proposals (Elevations and Floor Plans).

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

3. Before the development is brought into use, the means of access, together with the parking facilities, shall be laid out in accordance with the submitted plan 2109-007 and approved by the Local Planning Authority. The car parking spaces shall remain for the parking of vehicles only in association with the proposed thereafter.

Reason: In the interests of highway safety to ensure vehicles are parked off the highway and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. Prior to the development being brought into use, 8 no. secure cycle stands shall be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The approved details shall remain thereafter for secure cycle storage.

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

5. The development shall be carried out in accordance with the recommendations set out in Section 8 of the Bat Survey (conducted by Eco Logical Services Ltd – dated July 2020) received by the Local Planning Authority on 16<sup>th</sup> July 2020, unless other agreed in writing by the Local Planning Authority. A further 3 no. Swift Boxes shall also be provided high on the southern elevation and retained in perpetuity.

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

6. No development shall commence until all relevant matters outlined on the attached Planning Requirements Relating to Flood Risk Management including full drainage details have been submitted to and approved in writing

by the Local Planning Authority. These details shall indicate how the development is to comply with the requirements of Section 8.3 of Technical Advice Note 15.

Reason: To ensure that drainage from the proposed development does not cause or exacerbate any adverse condition on the development site, adjoining properties, environment and existing infrastructure arising from inadequate drainage.

7. The area detailed for the storage of bins on drawing no. 2109 – 007 shall be laid out prior to the beneficial occupation of the flats. The area shall be retained as such in perpetuity.

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