



PLANNING & DEVELOPMENT COMMITTEE

11 MARCH 2021

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 20/1082/10 (KL)
APPLICANT: NMJ Property Holdings Ltd.
DEVELOPMENT: Redevelopment of Co-op Store site to provide a purpose-built store and improved car park.
LOCATION: THE CO OPERATIVE FOOD, 30 CARDIFF ROAD, TAFFS WELL, CARDIFF, CF15 7RF
DATE REGISTERED: 14/10/2020
ELECTORAL DIVISION: Ffynon Taf

RECOMMENDATION: Approve, subject to conditions

REASONS: The proposal would result in the redevelopment of the site to provide a purpose-built retail store with associated car parking. The existing retail use would be retained however, the overall layout of the site would be improved to provide additional off-street car parking and a designated delivery area within the site.

The building is considered to be acceptable in terms of its siting, scale and design and whilst one letter of objection has been received from a local resident, it is not considered that the proposal would have an adverse impact upon the character and appearance of the site and surrounding area or upon the amenity and privacy of surrounding residential properties.

Furthermore, the proposal is considered to be acceptable in terms of its potential impact upon highway safety in the vicinity of the site.

As such, the application would 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

APPLICATION DETAILS

Full planning permission is sought for the redevelopment of the existing Co-operative Food site, which is situated on Cardiff Road, Taffs Well. The proposal would result in the demolition of the existing shop unit and the construction of a purpose-built store and improved car park.

The proposed building would be constructed towards the north-western end of the site (as opposed to its current location at the south-eastern end) with the car park being situated to the south-east. A new access would be created off Cardiff Road to the north-eastern boundary.

The proposed building would measure a maximum of 27.4 metres in width by a maximum of 12.3 metres in depth. It would incorporate a flat roof design that would measure 5.5 metres in height towards the front and north-western side and 7.8 metres in height towards the rear and south-eastern side. The main customer entrance and window features would be situated in the eastern elevation which would address Cardiff Road. The building would have a predominantly smooth render finish (white) with a smooth grey engineering brick plinth and powder coated aluminium windows and doors.

The proposed car park would provide 12 off-street car parking spaces (includes 1 accessible space) and a bicycle stand. A delivery area is also provided.

In addition to a comprehensive set out plans, the application is also accompanied by the following supporting documents:

- Planning Statement;
- Transport Note (dated 5th October 2020)
- Plant Noise Impact Assessment (dated 9th September 2020)
- Flood Consequence Assessment and Sustainable Drainage Strategy (dated 21st September 2020)
- Ecology Report (dated 11th December 2020)

SITE APPRAISAL

The application site relates to a rectangular shaped parcel of land which is situated on the western side of Cardiff Road in the village of Taffs Well. The site is currently occupied by a single storey detached building (the existing Co-op store) which is located to the south-eastern end and an associated car park which is located to the north-western end. There are currently two accesses (one entrance, one exit) off Cardiff Road to the north-east.

The site is situated on the main road through the village and forms part of the designated retail zone. The surrounding area is characterised by a mix of both residential and commercial properties. Properties immediately to the north-west of the site are predominantly residential with properties to the south-east being commercial. Properties opposite the site are both residential and commercial.

The River Taff runs along the rear of the site which is a designated Site of Important Nature Conservation (SINC No. 142). The site partially falls within Flood Zone C1 with this primarily being at the most south-western boundary and towards the south-eastern end of the site (primarily at the location of the existing building).

PLANNING HISTORY

The following planning applications are on record within the last 10 years:

16/0891	The Cooperative Food, 30 Cardiff Road, Taffs Well	1 x illuminated fascia logo sign, 2 x internally illuminated projecting signs and 9x non-illuminated wall mounted aluminium panels	Granted 04/10/16
13/0999	The Cooperative Food, 30 Cardiff Road, Taffs Well	Replacement signage scheme	Granted 18/11/13
13/0889	The Cooperative Food, 30 Cardiff Road, Taffs Well	The replacement of the existing shopfront and the installation of a new ramp	Granted 28/10/13

PUBLICITY

The application has been advertised by means of direct neighbour notification and through the erection of a number of site notices in the vicinity of the site. One letter of objection has been received and is summarised as follows:

- Concern is raised with the proximity of the building to no. 32 Cardiff Road.
- The details do not portray its proximity and on the basis of its construction and location, it would dominate the current buildings.
- Offers to withdraw objection if details of the proposed foundations and true representation of the building alongside no. 32 were disclosed to the Council and the public.
- Secluded access to the rear is also a concern.

CONSULTATION

The following consultation responses have been received in relation to the application:

Countryside, Ecology and Landscape: No objection, subject to conditions

Flood Risk Management: No objection or condition recommended

Highways and Transportation: No objection, subject to conditions

Natural Resources Wales: No objection or condition recommended

Public Health and Protection: No objection, subject to conditions

Welsh Water: No objection subject to condition and advisory notes

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is located inside the defined settlement boundary and within a designated retail zone. It is also located adjacent to a Site of Important Nature Conservation and a C2 flood zone. The following policies are considered to be relevant to the determination of this application:

Policy CS2 - sets out criteria for achieving sustainable growth that benefits Rhondda Cynon Taf as a whole.

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

Policy AW4 - details the types of planning obligations that may be sought in order to make the proposal acceptable in land use planning terms and that Community Infrastructure Levy contributions might apply.

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

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

Policy AW8 - seeks to preserve and enhance the natural environment, including protected and priority species.

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

Policy SSA16 - sets out the retail hierarchy and defines the retail zone of Taffs Well as a Local and Neighbourhood Centre.

Supplementary Planning Guidance

Design and Placemaking

Nature Conservation
Access Circulation and Parking
Shopfront Design

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 2 – Shaping Urban Growth – Sustainability/Placemaking
- Policy 9 – Resilient Ecological Networks – green infrastructure/ecology
- Policy 12 – Regional Connectivity – active travel/metro/electric vehicles

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 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 relates to the redevelopment of an existing retail site that is located within the defined settlement boundary and within the designated retail zone. Given that the site is situated in a highly sustainable location and that the existing use of the site is comparable to that of the proposed, the principle of the proposal is considered to be acceptable, subject to an assessment of the criteria set out below.

Impact on the character and appearance of the area

The proposal would inevitably result in a visible change to the layout of the site with the existing retail unit being demolished and a new replacement building being constructed at the north-western end of the site as opposed to its current location at the south-eastern end. The relocation of the building would enable a better layout within the site to facilitate an additional car parking space and to enable a designated space for the loading and turning of delivery vehicles (deliveries are currently made direct from Cardiff Road).

The proposed building is considered to be acceptable in terms of its siting, scale and design with the overall floor area of the building, its flat roof design and proposed finishing materials being similar to the existing building at the site. Furthermore, the two-storey element would be situated towards the rear of the building which would reduce its visual impact upon the street scene and prevent the building from becoming an overly prominent/overbearing feature.

Taking the above into consideration, the proposal is considered to be acceptable in terms of the impact it would have upon the character and appearance of the site and the surrounding area and, as such, the proposal would comply with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Impact on residential amenity and privacy

The proposal would result in the existing retail unit being demolished with a new purpose-built unit being constructed at the north-western end of the site. This would inevitably result in the building being located much closer to the residential properties located immediately adjacent to the site and it is therefore important to consider the potential impacts of the proposal upon the amenity and privacy of those properties.

The nearest residential property is located immediately to the north-western boundary (no. 32 Cardiff Road) with further properties being located opposite the site.

One letter of objection has been received from the adjacent landowner which raises concern with regards to the proximity of the proposed building to no. 32 and its potential to have an overbearing/dominating impact upon the existing property. The plans indicate that the proposed building would be situated 1.3 metres off the boundary with no. 32 and whilst its front elevation would be in line with that of no. 32, the rear of the building would project beyond its rear elevation by 3.1 metres. With a height of 5.5 metres, there is potential for the building to have some overbearing impact upon the rear aspect of no. 32. However, given that the building would be set in off the boundary, would have a flat roof construction and would project 3.1 metres from the adjacent rear elevation, it is not considered that it would result in a significant loss of outlook that would be detrimental to the adjacent occupiers. Furthermore, the area at the rear of no. 32 appears to be a parking area rather than a rear garden and the proposal would therefore have a limited impact in this regard.

Whilst the building would result in some degree of overshadowing to the rear parking area and rear windows of no. 32 due to its position adjacent to its south-eastern boundary, the level of overshadowing would predominantly be limited to the morning period only. As such, it is not considered that the proposal would have such a significant impact that it would warrant the refusal of the application.

It is also noted that there is a first-floor window in the side elevation of no. 32 that would inevitably be impacted by the siting and scale of the proposed building. However, this does not appear to serve a habitable room and the resulting impact would therefore not be significant.

The proposed building would not include any windows within the side or rear elevations that would result in any overlooking impact towards no. 32. A fire exit would be located within the rear elevation of the proposed building however, the existing boundary treatment at no. 32 would ensure that no adverse levels of overlooking through the use of this exit would occur.

It is also noted that the letter of objection received raises concern with regards to the lack of details in respect of the proposed foundations of the building. Whilst these concerns are appreciated, the plans indicate that a distance of 1.3 metres would be maintained between the proposed building and the side elevation of no. 32. As such, it is unlikely that the foundations would encroach onto the adjacent land however, it should be noted that any encroachment onto the adjacent land would require separate permission from the landowner.

The properties opposite the application site would also experience a change through the redevelopment of the site. The proposed building would be situated opposite nos. 55, 57, 59 & 61 however, it is not considered that the building would have an adverse impact upon these properties. A distance of 11.6 metres would be maintained between

the building and the front elevations of those properties which would be sufficient to ensure that no undue overbearing or overshadowing impact would occur. Whilst the building may result in some loss of outlook and, to some extent, overlooking towards those properties, the resulting impacts would not be too dissimilar to that currently experienced by nos. 47, 49, 51 and 53 as a result of the existing building.

In light of the above assessment, the proposal is considered to be acceptable in terms of the impact it would have upon the amenity and privacy of surrounding residential properties and the application would therefore comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

Access and highway safety

The application has been assessed by the Council's Highways and Transportation section in order to determine the potential impact of the proposal on highway safety in the vicinity of the site. An objection was initially raised in that the information submitted with the application lacked detail regarding the access/egress of the site by the proposed 10.5m ridged delivery vehicle. An increased shortfall of off-street car parking provision in comparison to the existing store was a further concern. The applicant's agent subsequently submitted additional information which was subject to further assessment by the Highways and Transportation officer. The updated response received raises no objection to the proposal, subject to conditions. The comments received are summarised as follows:

Access

The proposal indicates that the proposed off-street car parking area would be served off a single point of access off Cardiff Road. Conditions are recommended to ensure the provision of a vehicular crossover and to ensure that the proposed building would not encroach onto the public highway.

Internal Circulation

The application is supported by a Transport Note which adequately demonstrates that typical car-sized vehicles and 10.5m ridged delivery vehicles can access/egress the site in a forward gear. As such, there is not cause for concern in this regard.

Parking

The proposed development is located within parking zone 3 and constitutes a shop or small supermarket (201m² – 1000m²). The Council's SPG: Access, Circulation and Parking sets an off-street car parking requirement of 2 commercial vehicles spaces and 1 space per 20m².

The proposed store has a net tradeable GFA of 300m² which equates to a requirement of 2 commercial vehicle spaces and 15 car parking spaces. The plans include the

provision of a delivery area and 12 car parking spaces which results in a shortfall of 3 spaces.

Whilst the shortfall gives slight cause for concern, the parking requirements set out in the SPG are maximum requirements and, given the location of the site in a designated retail zone where a large number of trips would be undertaken on foot, on balance, the concern is not significant enough to warrant a highway objection.

Construction Period

The submitted Transport Note advises that the developer's intention is to construct the proposed store on the existing carpark while the existing store stays trading. Upon completion of the proposed store the existing store would be demolished, and the proposed car park constructed in its place. This gives cause for concern as on-street parking demand in the area would be increased during the construction period of the proposed store and car park.

Nevertheless, the loss of the store during the proposed construction period of 4 months would increase the need for vehicular trips to similar stores further afield. Additionally, there are on-street parking restrictions in place along Cardiff Road that restrict on-street parking where it is unsafe to do so and the Council's Traffic enforcement section have advised that they have capacity to increase patrols within Taff's Well during the construction period. As such, the temporary lack of any off-street parking provision is reluctantly considered acceptable.

Taking the comments received from the Council's Highways and Transportation section into account, the proposal is considered to be acceptable in terms of the impact it would have upon highway safety 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

The application has been assessed by the Council's Flood Risk Management team who have indicated that the development would encompass works that have drainage implications over 100m² and separate Sustainable Drainage Approval will therefore be required, in accordance with Schedule 3 of the Flood and Water Management Act 2010. Furthermore, the development would need to comply with building regulations. As such, the Flood Risk Management team raise no objection to the proposal, nor is any condition recommended in relation to surface water flood risk.

Welsh Water have also been consulted on the application and the response received indicates that the proposed development site is crossed by a public sewer. It is advised that the position be accurately marked out on site prior to works commencing on site and that no operational development shall be carried out within 3 metres either side of the centreline of the public sewer.

Ecology

The proposal includes the demolition of the existing retail unit and an Ecology Survey (dated December 2020) has been submitted to support the application. The findings are as follows:

Bats

The report indicates that although there were no signs of bats of bats themselves in the building, the local area is known to be used by common and soprano pipistrelles and it is therefore recommended that a precautionary approach be followed with respect to its demolition. As such, a condition has been recommended by the Council's Ecologist to ensure that the works are carried out in accordance with the recommendations set out in the report.

An additional plan detailing an ecological enhancement scheme has also been submitted to include details of a bat and dipper box which would both be located on the rear elevation of the proposed building. This is in accordance with the recommendation set out in the submitted Ecological Survey however, no details have been provided to indicate the exact position (height) of the boxes. As such, the Council's Ecologist has recommended a condition to ensure that the boxes are positioned at least 3.5 metres above ground level.

Otters

There is an area of sandy river bank at the rear of the site which was found to be used by otters however, there is no evidence of any holt or resting point and, as such, it is recommended that an artificial holt be installed as a means for enhancement. An additional plan has been submitted which includes the siting an artificial otter holt on the river bank opposite the site however, the Council's Ecologist has suggested a condition in order to secure details of the holt construction, landscaping and natural 'cover' provisions and aftercare.

The Ecology Report also recommends that there is no lighting of the river, trees or any enhancement bat or otter features and the Council's Ecologist considers that a condition is necessary to secure a scheme for riverbank sensitive lighting.

Public Health

The application has been assessed by the Council's Public Health and Protection section who note that the site is located in close proximity to a number of residential properties. As such, a number of standard conditions relating to noise, dust, waste and lighting are recommended. Whilst this recommendation is acknowledged, these are issues that are better dealt with by other environmental health legislation and it is not considered necessary to duplicate these issues through the imposition of planning conditions.

A further condition is recommended to ensure that the plant being installed on site is as per the details submitted in the Noise Assessment accompanying the application.

Flood Risk

The application site is located partially within the C1 Flood Zone with this predominantly being situated at the south-western edge of the site and at the south-eastern end where the existing building currently stands. A C2 Flood Zone is located in the immediate vicinity of the site but does not appear to extend onto the site.

The application has been submitted with a Flood Consequences Assessment which concludes that the proposal would not result in an inherent increase in the consequences of flooding as the proposal would result in the construction of a replacement store (i.e. no change in the use of the building). It also indicates that the proposed building would be sited at the higher side of the site which lies outside of the mapping areas indicating Flood Zones C1 and C2.

Natural Resources Wales have assessed the information submitted and have noted that the application is for the demolition of the existing building on site and the construction of a new replacement building that would retain the same land use. As such, no objection has been raised.

Community Infrastructure Levy (CIL) Liability

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

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 (as amended). The application constitutes Class A1 retail development creating over 100 sqm of floor space, where there is a liability of £100/sqm.

The CIL (including indexation) for this development is expected to be £18,374.94.

Conclusion

The proposal would result in the redevelopment of the site to provide a purpose-built retail store with associated car parking. The existing retail use would be retained

however, the overall layout of the site would be improved to provide additional off-street car parking and a designated delivery area within the site.

The building is considered to be acceptable in terms of its siting, scale and design and whilst one letter of objection has been received from a local resident, it is not considered that the proposal would have an adverse impact upon the character and appearance of the site and surrounding area or upon the amenity and privacy of surrounding residential properties.

Furthermore, the proposal is considered to be acceptable in terms of its potential impact upon highway safety in the vicinity of the site.

As such, the application would comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

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 permitted shall be carried out in accordance with the approved plans and documents received on 14 December 2020 unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Drawing No. 204611- IDL-01-ZZ-DR-A-P1001-S3-P01: Site Plan
- Drawing No. 204611-IDL-01-GF-DR-A-P2003-S3-P1: Proposed Ground Floor
- Drawing No. 204611-IDL-01-01-DR-A-P2004-S3-P1: Proposed First Floor Plan
- Drawing No. 204611-IDL-01-02-DR-A-P2005-P1: Proposed Roof Plan
- Drawing No. 204611-IDL-01-XX-DR-A-P3001-S3-P1: Proposed Elevations (Front and Side) (Sheet 1 of 2)
- Drawing No. 204611-IDL-01-XX-DR-A-P3002-S3-P1: Proposed Elevations (Rear and Side) Sheet 2 of 2)
- Drawing No. 204611-IDL-01-XX-DR-A-P3003-S3-P1: Proposed Street Elevations
- Drawing No. 204611 -IDL-01-XX-DR-A-P4001-S3-P1: Proposed Sections
- Document Ref. C20117/TN01: Transport Note (dated 5th October 2020)

- Document Ref. 89437/NIA: Plant Noise Impact Assessment (dated 27th August 2020)

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

3. Notwithstanding the submitted plans, development shall not commence until details providing for the creation, and removal of redundant, vehicular crossovers have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented on site prior to within 4 months of the commencement of works on site.

Reason: To ensure the adequacy of the proposed highway works, in the interests of highway safety and the free flow of traffic and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. Notwithstanding the submitted plans, development shall not commence until details providing for the tie-in between the proposed development and the back edge of the existing footway have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented on site.

Reason: To protect the integrity of the public highway, in the interests of highway safety, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. No development shall take place, including any works of site clearance, until a Construction Method Statement has been submitted and approved in writing by the Local Planning Authority to provide for;
 - a) the means of access into the site for all construction traffic,
 - b) the parking of vehicles of site operatives and visitors,
 - c) the management of vehicular and pedestrian traffic,
 - d) loading and unloading of plant and materials,
 - e) storage of plant and materials used in constructing the development,
 - f) wheel cleansing facilities,
 - g) the sheeting of lorries leaving the site.

The approved Construction Method Statement shall be adhered to throughout the development process unless agreed otherwise in writing by the Local Planning Authority.

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

6. The 12 no. parking spaces and delivery area indicated on submitted drawing no. "204611-IDL-01-ZZ-DR-A-P2002-S3-P01" shall be laid out and constructed on site in permanent materials within 4 months of the commencement of works onsite. The parking spaces and delivery area shall be utilised for their intended purposes only.

Reason: To ensure the parking of vehicles and delivery of goods is undertaken 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 development hereby approved shall be carried out in accordance with the recommendations set out in the Ecology Report by Wildwood Ecology, dated 11th December 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.

8. A scheme for riverbank sensitive lighting will be submitted to and approved in writing by the Local Planning Authority prior to installation of any lighting. The lighting shall be implemented in accordance with the approved details 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.

9. The Greenwood's Eco Habitats Double Crevice Bat Box and Dipper Nest Box included in the Ecological Enhancement Scheme (plan rec. 3 February 2020) shall be positioned at least 3.5 metres above ground level on the rear elevation of the approved building.

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

10. Prior to beneficial use of the approved building, details of an artificial otter holt, including details of its construction, landscaping, natural 'cover' provisions and aftercare, shall be submitted to and approved in writing by the Local Planning Authority. The otter holt shall be provided in accordance with the approved details 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.

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

- Monday to Friday: 08:00 to 18:00 hours
- Saturday: 08:00 to 13:00 hours
- Sunday and Bank Holidays: Not at all

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