



PLANNING & DEVELOPMENT COMMITTEE

21 OCTOBER 2021

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 20/0538/10
(BJW)
APPLICANT: Mr P Morris
DEVELOPMENT: The development will be a new build house making use of the existing access track on the site. (Revised Ecological Impact Assessment received 16/04/2021) (amended site location plan received 21/07/2021).
LOCATION: LAND AT TYNBYBEDW CLOSE, TREORCHY, CF42 6RN
DATE REGISTERED: 21/07/2021
ELECTORAL DIVISION: Treorchy

RECOMMENDATION: Approve.

REASONS: The site is a windfall site that is immediately adjacent to the settlement boundary of Treorchy that is in accordance to Policy NSA12 of the Rhondda Cynon Taf Local Development Plan.

The proposal to construct a single dwelling on a now reduced site is considered to be a minor and acceptable extension to the settlement boundary of the village of Treorchy that would not have an adverse impact in terms of the amenity of neighbouring properties, the visual amenity of the area and to highway safety.

Additionally, subject to appropriately worded conditions, it is considered that the proposal would be acceptable in terms of its effect on the ecology of the area and the ongoing claim for a Public Right of Way on the southern boundary of the site.

REASON APPLICATION REPORTED TO COMMITTEE

Three or more letters of objection have been received.

APPLICATION DETAILS

Full planning permission is sought for the construction of a large detached dwelling on land at the end of Tynybedw Close, Treorchy.

The application has been the subject of a prolonged application process due to the need to undertake an ecological assessment of the site and a change in the red-line boundary of the site to provide a curtilage more in keeping with dwellings within the immediate locality. These changes both required a re-validation of the application and also necessitated a revised consultation exercise.

The proposed development would consist of a single detached dwelling within the north east of the site, accessed off the existing access track. The dwelling would measure 16.2m in width by 7m in depth by 4.64m to the eaves and 8.2m to the highest part of the roof.

Accommodation would consist of the following:

Ground floor – hall; living room/kitchen; bathroom; family room and utility room.

First floor – 3 no. bedrooms (1 en-suite) and a bathroom.

Attic floor – bedroom; office and storage area.

In addition to the plans for the proposal, which now include a revised and reduced red-line boundary (as amended 21/07/2021) the application also includes the following supporting document:

Ecological Impact Assessment – Land at Tynybedw Close, Treorchy – Wildwood Ecology, dated 02/09/2020

SITE APPRAISAL

The application site is a roughly rectangular shaped piece of land located at the end of Tynybedw Close, in Treorchy. The site slopes from north-east to south-west and is bisected by an existing access track from Tynybedw Close that serves the site. The revised application site is between 27m-36m in width by 72m in length and has an area of approximately 2,236 sqm.

The application site is part of a wider area of land owned by the applicant that extends to the south-east and backs onto properties in Troedyrhiw Terrace and Myrtle Row.

The site contains several agricultural sheds, stables and outbuildings, commensurate with informal countryside recreational use. The main approach and access to the site would be the existing highway serving Tynybedw Close which also has a turning facility immediately adjacent to the application site.

PLANNING HISTORY

21/0408	Land at the end of Tynybedw Close, Treorchy	New hay and straw barn	Withdrawn 21/05/2021
20/0316	Tynybedw Close, Treorchy	Erection of new dwelling, using existing access track to site.	Withdrawn 12/06/2020

PUBLICITY

This has included site notices and the direct notification of properties surrounding the site. Comments have been received from 17 respondents, representing 19 individuals. Several respondents commented on multiple occasions due to the revised consultations carried out on the application following the initial Ecology report, the updated final Ecology report and the alteration to the red-line boundary for the application.

A synopsis of the comments received are as follows:

Land Ownership

1. The access bridge is not in the ownership of the applicant.

Highway issues

1. The access to the site is via a substandard wooden bridge. This is unsuitable and inadequate to serve a development of this kind.
2. We don't believe the bridge has the strength to support regular household motor traffic, and certainly not construction traffic, without causing the collapse of the watercourse. Should this happen it is then likely to intensify the already high risk of surface water flooding in Tynybedw Close, as described by Natural Resources Wales in their Flood Risk Map.
3. Construction traffic and deliveries would cause a danger to pedestrians, leave mud and debris on the highway and cause noise and disturbance to residents from Crosswood Street and all along Tynybedw Terrace and Close.
4. The proposal will intensify the use of the turning head on Tynybedw Close and increase levels of traffic and congestion along the entire cul-de-sac.
5. Provision should be made for the removal of dirt/dust/mud etc via a wheel/vehicle wash so that it is not transported through the local roads as has previously, and still is, the case.
6. Deliveries should be restricted 30 minutes either side of school, opening and closing times.
7. Additional strain on the already very congested road network leading to the development. Tynybedw Close and Terrace are effectively one-way roads where many cars park on pavements and pedestrians must use the roads already. The school at the bottom of the street and weekly bin collection with 2/3 separate large vehicles often bring the streets to a standstill.

Right of Way

1. What surety do you have from the applicant that the ROW's will be unaffected and accessible before, during and after any completion as there are 2 ROW on the site, one that goes through this land and one along the upper left perimeter?
2. At both ends of the site now under consideration, paths that formerly gave the public access to the mountain, have been illegally fenced off. Access needs to be restored immediately.

Ecological issues

1. The site needs an ecological assessment as there are bats and slow worms on the site which should be protected.
2. The initially submitted assessment was a 'draft assessment' and needs to be updated to a full report.
3. The subsequently submitted full report is almost identical to the previously submitted draft report.
4. How would the groundworks effect the current water course as there has been major flooding in Treorchy already?
5. A desk study was performed in August 2020. How can this reflect reality? The pandemic has shown that some species of wildlife have colonised or re-colonised sites or areas due to lack of people, travel, etc., so how can this survey be considered valid.
6. The results of the survey are contested and the validity of the study, including the short period over which it was completed, and its findings and recommendations are also challenged.
7. This parcel of land is notoriously wet and unstable and over the years has been the cause of serious flooding that has affected properties both in Troedyrhiw Terrace and Myrtle Row. During the inclement weather we experienced earlier this year, run-off from this land flooded a property in Myrtle Row and other properties in the street were extremely fortunate to escape damage. Detritus from the flood is still visible in the street. Any development on this land will certainly exacerbate this problem.
8. When remedial work was carried out on the adjoining former Tynybedw Colliery site some years ago, the wildlife survey that was undertaken, showed the area to be an important habitat for a number of protected species, including bats, slow-worms, newts and lizards. The site now under consideration was previously owned by the Forestry Commission, now Natural Resources Wales, and is, in effect, an extension of the Tynybedw area. Extending the built-up area will certainly have a negative impact on these species.

General issues

1. The use of a septic tank is unsuitable and could cause environmental issues within the area. How will it be emptied?
2. There is no provision on the plan or application form that explains how the development will access the supply of water, electricity, gas or telecommunications. This causes some concern as there are already issues with water pressure in Tynybedw Close. At times of high demand, it is not unusual for more than one resident to lose pressure to an extent where bathroom facilities cannot be used effectively. Dwr Cymru is aware of this situation as they are regularly contacted to address the problem.
3. The existing buildings are of an age that they could contain asbestos.
4. Should consent be allowed then there should be a restriction that no work is conducted on a weekend inclusive of access on/off site for deliveries, waste removal, etc.
5. There is a possibility that the application is just the start of development at this site.

6. Various issues regarding the agent being an employee of RCT Council and failing to disclose this in the previous application as well as this one.
7. Mr Morris (the applicant) currently runs and operates a plant hire business, some of these machines are huge. What about access yet again if he continues to operate from the land and what about smell and ground pollution from the diesel, and oil into the land?
8. Existing services and utilities are at their maximum potential also at Tynybedw Close with already very poor water pressure and stone age internet speeds. I note that the development will be using a septic tank for foul waste. Which will bring their own problems, such as regular emptying, maintenance and smell.
9. I understand that there is planning for only one development on this agricultural land at present, but due to the orientation and layout of the proposed development. I fear that the approval will open the flood gates for years of ongoing disruptive construction works that will inevitably turn the close into a haul road.
10. The current application states that the site is not agricultural land while a subsequent application (21/0408/10) states that it is. Which is it, as it cannot be both? Also the applications are being dealt with by different officers while it should be the same officer.
11. Why has the site area been reduced from that which was originally submitted?
12. I would also suggest that a site visit by members of the planning committee should be arranged prior to any decisions being made.

CONSULTATION

Transportation Section – no objection, subject to conditions requiring additional details for the culverting of the watercourse and vehicular tie-in with Tynybedw Close; details of parking facilities to serve the proposed dwelling; a restriction on surface water-run-off; a requirement for wheel washing facilities for vehicles attending the site and a restriction on the delivery times for HGV's visiting the site during the construction phase of the development.

Land Reclamation and Engineering (Drainage) – no objection, subject to conditions to require the drainage arrangements to be submitted to and approved in writing and the agreed scheme implemented at the site. Advice is also offered in relation to Sustainable Drainage Approval and notifying the applicant of their requirements under Schedule 3 of the Flood and Water Management Act 2010.

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

Dwr Cymru Welsh Water – no objection. As the applicant intends utilising a septic tank facility we would advise that the applicant contacts Natural Resources Wales who may have an input in the regulation of this method of drainage disposal.

Natural Resources Wales (NRW) – has concerns with the application as submitted, however are satisfied that these concerns can be overcome if the recommendations of the submitted Ecological Impact Assessment – Land at Tynybedw Close, Treorchy, Revision A, dated 02/09/2021 are included in any permission and the approved plans and documents secured by condition.

Public Rights of Way (PROW) Officer – raises no objection but noted that in the interests of public amenity and to ensure the protection of the Claimed Right of Way recommends a condition to ensure protection of the Claimed Right of Way (CROW). No development shall take place until a method statement has been submitted to and approved in writing by the Local Planning Authority which demonstrates how the Claimed Right of Way will remain open, accessible and unobstructed during construction together with a schedule of the measures which will be employed to ensure that the Claimed Right of Way is not damaged by the construction. The development shall be carried out in accordance with the approved method statement.

Additionally, the applicant should be aware that the land is currently designated access land.

Countryside, Landscape and Ecology – no objection, subject to a condition for details of all ecological mitigation and enhancement measures identified in the Wildwood Ecology Ecological Impact Assessment dated September 2020 to be secured and undertaken.

POLICY CONTEXT

The site is outside of, but directly adjacent to the settlement boundary of Treorchy and is within Special Landscape Area (SLA) – Cwm Orci (Policy NSA25.6 refers).

Rhondda Cynon Taf Local Development Plan

Policy CS1 - sets out criteria for achieving sustainable growth.

Policy AW1 - sets out the criteria for new housing proposals.

Policy AW2 - promotes development in sustainable locations.

Policy AW4 - details the criteria for planning obligations including the Community Infrastructure Levy (CIL).

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

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

Policy AW7 – identifies that proposals which affect public rights of way will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character of the area / public facilities.

Policy AW8 - only permits development where it would not cause harm to features of the natural environment.

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

Policy NSA11 - the provision of at least 10% affordable housing will be sought on sites of 10 units or more.

Policy NSA12 - supports housing development within and adjacent to defined settlement boundaries.

Policy NSA25.6 – identifies the site as a Special Landscape Area (SLA). Development within the defined SLA's will be expected to conform to the highest standards of design, siting, layout and materials appropriate to the character of the area.

Supplementary Planning Guidance (SPG):

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

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

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

Other relevant national planning policy guidance consulted:

- PPW Technical Advice Note 5: Nature Conservation and Planning
- 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 development site is outside of but immediately adjacent to the defined settlement boundary of Treorchy. In such instances small scale extensions to the settlement boundary can be considered acceptable within the Northern Strategy Area, subject to compliance with Policy NSA12 of the Local Development Plan.

In this regard it is considered that the proposal does comply with the criteria set out within Policy NSA12. Specifically, the development would not adversely affect the provision of open space; would not adversely affect the highway network and is accessible to local services by a range of transport modes, on foot or by cycle; would not adversely affect the provision of parking in the area; is for the construction of less than 10 dwellings; is bounded on at least one side by the settlement boundary and is not within a Green Wedge.

Although the site is within a Special Landscape Area (SLA), NSA25.6 – Cwm Orci, it is considered that the site is well related to the surrounding settlement, particularly the modern and contemporary properties to the north-west in Tynybedw Close, rather than the more obvious countryside beyond.

It is considered that the dwelling could be accommodated at the site without leading to overdevelopment and that the proposal would make a productive use of the land that would be in-keeping with surrounding land uses.

Consequently, subject to other matters to be addressed later in this report, the principle of the development is considered to be acceptable.

Impact on amenities of neighbouring properties

The site is located to the south-east of existing properties in Tynybedw Close. Having regard to the proposed layout of the dwelling it is considered that there is sufficient separation between existing and proposed properties. Consequently, it is not considered the proposed dwelling would have any adverse impact on existing levels of privacy and amenity.

Additionally, it is considered that the proposed dwelling is capable of being accommodated at the site without leading to overdevelopment and despite the large dimensions of the proposed dwelling, it is not considered that it would be overbearing within the wider setting of the area or this edge of settlement site.

While comments have been made by neighbouring properties in relation to a loss of amenity, this is mainly due to increased levels of traffic use and the impact on the existing turning area at the end of Tynybedw Close. It is considered that this is a highway safety issue, related to amenity, and this matter will be addressed in the relevant section later in the report.

Therefore, having regard to the issues above, it is considered that the proposal is acceptable in this respect.

Character and appearance of the area

The proposed dwelling would represent a large, modern and contemporary property on a prominent, edge-of-settlement site that is also within a SLA.

Tynybedw Close is itself a modern and contemporary development of large, detached dwellings. It is considered that the proposed dwelling would be in-keeping with the scale, style and character of immediately adjacent dwellings and would form a neat rounding-off development on a windfall site.

Additionally, it is considered that the proposed design would be sympathetic and in keeping with the visual qualities of the SLA improving on the previously haphazard appearance caused by the various countryside, leisure and recreation buildings within the site.

The proposed dwelling is considered to be an attractive, contemporary and modern property that would be in-keeping with the character and appearance of the area and the visual amenity of the immediate and surrounding locality.

It is however considered expedient, reasonable and necessary to restrict the permitted development rights that would normally be afforded to a residential property in this instance. This is due to the prominent hillside and edge-of-settlement position of this particular site and to ensure that the LPA has control of any potential future structures at the site.

Highway safety

The Transportation Section has raised no objection to the application, subject to appropriately worded conditions.

This view acknowledges that access, parking and servicing can be provided for the site subject to the suggested conditions being imposed, discharged and enforced in cases of non-compliance.

It is acknowledged that the site is at the end of a long cul-de-sac where road width and geometry are not ideal and there are limited opportunities for service and delivery vehicles to traverse the whole length of the access unhindered.

However, it is considered that the provision of a single dwelling on this site, suitably conditioned, would not adversely impact on the existing levels of amenity or highway safety.

Consequently, and subject to the suggested conditions, it is considered that the proposal is acceptable in this regard.

Ecology

The application includes a supporting Ecological Impact Assessment carried out by Wildwood Ecology.

Both the draft and final version of this report have been evaluated by the Council's Ecologist and Natural Resources Wales who have accepted the mitigation

recommendations within the reports and recommended that the mitigation be secured by condition.

While the comments received as part of the publicity exercises for the application are acknowledged, the Council's own Ecologist and those of NRW have concluded that the report is a competent piece of work and that securing the mitigation specified would safeguard the ecological sensitivity of this edge of settlement site.

Drainage

The application has been subject to consultations with the Council's Flood Risk Management (FRM) Team, Dwr Cymru Welsh Water (DCWW) and Natural Resources Wales (NRW). All of these statutory consultees have raised no objection to the proposal, subject to conditions and informative notes.

In terms of surface water drainage, the developer will be required to make an application for SuDS approval to the SAB Authority (the Council) to ensure the suitable drainage of the site. This is a separate consent, dealt with in addition to planning approval. On the basis of the comments of FRM, it is considered that an appropriate drainage scheme could be implemented on site.

The applicant's proposal to utilise a septic tank is acknowledged as the concerns thereon. However, no adverse comments have been received from either DCWW or NRW. In terms of concerns over the servicing of the septic tank, this would be the responsibility of the developer and, if undertaken correctly, should pose no environmental issues.

Claimed Right of Way

Respondents to the application have commented that the development affects a Claimed Right of Way (CROW) which is located along the southern boundary of the development site.

In this regard the Definitive Map Officer from the Council's Public Rights of Way Section has stated that:

The applicant should have due regard to the existence of applications to claim Rights of Way within the area outlined in the application.

In the interests of public amenity and to ensure the protection of the Claimed Right of Way. No development shall take place until a method statement has been submitted to and approved in writing by the Local Planning Authority which demonstrates how the Claimed Right of Way will remain open, accessible and unobstructed during construction together with a schedule of the measures which will be employed to ensure that the Claimed Right of Way is not damaged by the construction. The development shall be carried out in accordance with the approved method statement.

The procedure to claim a Public Right of Way is another matter that is additional and outside the purview of the planning process. The claim for a right of way is subject to a formal process that if confirmed may have an impact on the southern boundary of

the site. However, this matter cannot in itself delay the processing and determination of a planning application.

It is considered that the suggested condition would adequately protect the CROW until this matter is satisfactorily decided. The Council's PROW Section would be able to advise respondents on the best way forward in advancing their claim.

Other issues

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

In terms of the extensive representations made by respondents in High Street, Tynybedw Terrace, Tynybedw Close, Crosswood Street, Troedyrhiw Terrace and Myrtle Row the following comments are offered:

The applicant has indicated that the whole of the site is under their ownership/control. Land ownership is not a planning matter but can obviously cause issues should a third party owner not previously identified come forward to enforce their private legal rights over a piece of land. The grant of planning permission does not grant any legal rights over private legal rights on land.

The provision of utilities is the responsibility of the developer in conjunction with the various utility companies. Network providers have a duty of care to both their network and their existing customers to ensure that capacity meets the level of demand put on their systems. Any existing issues with utility providers in the area are material to the determination of this planning application.

The removal of asbestos from site is the responsibility of the developer and should be undertaken in accordance with best practice and to a facility that is appropriately licensed to accept such waste. This does not form a material planning consideration.

The agent for the previous application at the site (20/0316/10) is an employee of the Council and that application was subsequently withdrawn. The current application was originally submitted by the Council employee's private firm but by his father who indicated that his son worked for the Council. Members are advised however that during the application process the original agent was removed by the applicant and replaced by a Mr. P. Williams who, it has been advised, has no ties to the Council.

It is not prohibited that Council employees are restricted as acting as agents for planning applications. It is acknowledged however that this was not correctly declared in the first application and that the change in the point of contact could be construed as unusual. However, neither issue have impacted or influenced the way in which the application has been considered or recommended by officers. It should be noted that this particular employee does not work within the Highways development Control Team and plays no part in the determination of planning applications. As with all planning applications submitted to the Council, it has been considered on its own individual planning merits.

The activities of the applicant, in relation to his plant hire firm, are acknowledged. The use of the site as storage for his business would likely constitute a material change of use of the land for which planning permission would be required. No complaints about the use of the land were received preceding the submission of this or the initially withdrawn applications. The activities on the land in terms of the creation of additional access points onto Troedyrhiw Terrace are subject to ongoing investigations with the Council's Planning Enforcement Section.

Respondents have raised concerns over the potential to "open the floodgates" to additional housing development on the rest of the land to the east of the site which is also in the ownership of the applicant. This is a genuine concern with an essentially simple response. Any application to develop additional land would be subject to a further planning application that would be dealt with on its own individual planning merits. This would include all of the issues currently addressed in this report but on a wider basis. Policy NSA12 would be the main policy issue but material considerations such as stability, drainage, ecology and highway safety would all be re-addressed should such a proposal be submitted.

The applicant submitted and then subsequently withdrew another application for an agricultural barn on the land (21/0408/10). The details for that application claimed that the land was in agricultural use, while the current application states that the original site, and the subsequently reduced site was storage, sheds and outbuildings. In this regard the application to build the barn was withdrawn. The description of the land aside it is clear that the land is former allotments that are now under private ownership. There are number of sheds and outbuildings on the site, consistent with countryside recreation and the keeping of some animals and other livestock. It is on this basis that the application has been considered.

The most recent delay in processing the application has come about due to a reduction in the red-line site boundary area which necessitated a re-consultation exercise. The reduction in site area was to reflect a more reasonable domestic curtilage for a dwelling of this nature. The previous site curtilage was too expansive and was reduced by the applicant for this reason.

The suggestion that Members visit the site is acknowledged. Members may decide that a site visit is warranted having considered the report and presentation.

Conclusions on the neighbour consultation responses

It is very unusual that a relatively minor extension of the settlement boundary, for a single dwelling, should prompt such an overwhelming response from neighbouring properties and the wider locality. Both the number and nature of the responses received portray many reservations, concerns, objections and grievances to this application.

Much has been made of the original agent's position with the Council and the possibility of preferential treatment of the application due to this. This has not been the case, and despite some of the procedural errors in terms of processing and the various re-consultation exercises for the application, the application has been processed in a transparent and appropriate manner.

Community Infrastructure Levy (CIL)

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 development would constitute a minor extension of the settlement boundary that would comply with LDP policy and that would, subject to conditions, not have an adverse impact on the existing levels of amenity, the visual amenity of the area, highway safety considerations or ecological matters.

Other issues such as the provision of utilities, the Claimed Right of Way and SuDS approval would be subject to separate legislation and their own consenting regime.

Consequently, the application is considered to be acceptable and a recommendation for approval is offered.

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 completed in accordance with the approved drawings:

- Location Plan, Drawing No. 009, Revision C, 21/07/2021
- Proposed Ground Floor Plan, Drawing No. 001, Revision A
- Proposed First Floor Plan, Drawing No. 002, Revision A
- Proposed Attic Floor Plan, Drawing No. 003, Revision A
- Proposed Front Elevation, Drawing No. 004 Revision A
- Proposed Rear Elevation, Drawing No. 005, Revision A
- Proposed Side Elevation, Drawing No. 006, Revision A
- Proposed Side Elevation, Drawing No. 007, Revision A
- Proposed Site Layout Plan, Drawing No. 008, Revision A
- Ecological Impact Assessment – Land at Tynybedw Close, Treorchy – Wildwood Ecology, dated 02/09/2020

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

3. Prior to the commencement of development, a detailed site investigations report shall be submitted to and approved in writing by the Local Planning Authority. The report should be sufficiently detailed to establish if any ground precautions are necessary in relation to the proposed development and the precautions that should be adopted in the design and construction of the proposed development in order to minimise any damage which might arise as a result of ground conditions. The development, hereby permitted, shall be carried out in accordance with the approved site investigations report.

Reason: The site may be unstable and as such a stability report is required in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order), no private car garages, extensions, garden sheds, gates, fences, walls, other means of enclosure or structures of any kind (other than any hereby permitted) shall be erected or constructed on this site without the prior express permission of the Local Planning Authority.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

5. Building operations shall not be commenced until samples of the materials, including colours, proposed to be used have been submitted to and approved in writing by the Local Planning Authority. All materials used shall conform to the sample(s) so approved.

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

6. No development shall commence until the applicant evidences 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 in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. Notwithstanding the details shown on the approved plans, the application shall be carried out in strict accordance with the details of all ecological mitigation and enhancement measures identified in Section 5 - Conclusion and recommendations of the Wildwood Ecology Ecological Impact Assessment dated 2nd September 2020. The ecological mitigation measures

shall be implemented on site prior to beneficial occupation of the dwelling hereby approved.

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

8. Notwithstanding the details shown on the approved plans, development shall not commence until design and details of the culverting of the open water course complete with tie in details with Tynybedw Close have been submitted to and approved in writing by the Local Planning Authority. The proposed shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial occupation.

Reason: In the interests of highway safety and to ensure the adequacy of the proposal in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

9. No dwelling shall be occupied until space has been laid out within the site for 3 vehicles to be parked in accordance with details to be submitted to and approved in writing by the Local Planning Authority. That area shall not thereafter be used for any other purpose other than the parking of vehicles.

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

10. Surface water run-off from the proposed parking areas shall not discharge onto the public highway unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

11. Prior to the commencement of development, facilities for wheel washing shall be provided on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Wheel washing shall be in operation during the duration of the development period.

Reason: To prevent debris and mud from being deposited onto the public highway, in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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

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

13. No development shall take place until a method statement has been submitted to and approved in writing by the Local Planning Authority which demonstrates how the Claimed Right of Way will remain open, accessible and unobstructed during construction together with a schedule of the measures which will be employed to ensure that the Claimed Right of Way is not damaged by the construction. The development shall be carried out in accordance with the approved method statement.

Reason: In the interests of public amenity and to ensure the protection of the Claimed Right of Way in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan