



PLANNING & DEVELOPMENT COMMITTEE

16 DECEMBER 2021

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 20/1445/13 (GH)
APPLICANT: Ms L Davies
DEVELOPMENT: Outline for residential development (18 dwellings).
(Grassland Ecology Appraisal received 15/7/21)
LOCATION: LAND TO THE REAR OF 15 & 16 RHIGOS ROAD,
HIRWAUN, ABERDARE, CF44 9PS
DATE REGISTERED: 15/07/2021
ELECTORAL DIVISION: Hirwaun

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT

REASONS: This proposed outline residential development for eighteen new dwellings would be located within the settlement boundary and in a sustainable location. Furthermore, the site is already allocated for housing by the LDP and is therefore considered to be acceptable in principle.

A residential use would be in keeping with surrounding land uses and the dwellings could both be sited and of a scale that would be sympathetic to the context of the street scene and their relationship with neighbouring properties. The application is also considered to be acceptable in respect of its point of access.

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

Outline planning permission is sought for the erection of eighteen dwellings on land to the rear of 15 & 16 Rhigos Road, Hirwaun. The parcel of undeveloped land comprising

the application site is of an irregular shape and encompasses an area of approximately 0.297ha.

Although the application is made in outline with all matters reserved for future consideration, the submission is accompanied by an illustrative layout and identifies how access would be achieved from a new junction with Rhigos Road to the north, with the new dwellings served by a new section of highway including footways and a turning head.

The layout also shows how eighteen two-storey, semi-detached dwellings, could be positioned within the site and that each would benefit from two off-street parking spaces and amenity space to the front and rear.

Notwithstanding that comprehensive details and plans would be required as part of a reserved matters application and that scale is one of the matters reserved, the scale parameters indicated by the applicant, and noted for informative purposes, are as follows:

	Minimum	Maximum
Width	4.8m	6.5m
Depth	7.5m	10.0m
Eaves height	4.0m	5.5m
Ridge height	6.3m	9.5m

In addition to the submitted plans and details the application is accompanied by a Planning Statement, PAC Report, Coal Report and a Preliminary Ecological Appraisal. As a result of a request from the Council's Ecologist during consultation, a Grassland Appraisal was subsequently submitted.

SITE APPRAISAL

The application site consists of a large parcel of land located towards the western fringe of Hirwaun which has a surface area of approximately 0.57 hectares. Comprising mainly grass and scrub the site accommodates an old prefabricated double garage and an old barn/shed.

The site is directly to the south of Rhigos Road/Meadow Lane, and directly to the north of the A465. The western site boundary comprises a mature hedgerow and is shared with the curtilage of the bungalow known as 'Brodawel'; whilst that to the east is adjacent to land known as Bryngelli Estate within which there are a number of commercial premises.

There is a cross fall in level of approximately 3m across the site, roughly from south to north and the existing access to the land is from a gated entrance adjacent to no.

16 Rhigos Road. Furthermore, an open water ditch crosses the site, and this is proposed to be culverted to enable the development.

All of the site is within the settlement boundary and is designated as 'low coal mining risk' and is not subject to any specific environmental designations.

PLANNING HISTORY

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

08/1242/10: Detached dwelling with integral garage. Decision: 18/09/2008, Grant.

08/0183/10: Detached dwelling house with integral garage. Decision: 28/03/2008, Refuse.

PUBLICITY

The application has been advertised by direct notification to seven neighbouring properties and notices were displayed on site. Furthermore, in accordance with the Development Management Procedure (Wales) Order the relevant press notice was published on 14th January 2012 identifying that the proposal constituted major development.

Representations have been received from three households, raising the following concerns:

- It is rare for there to be less than 3 cars parked on the bend, including just inside the main road entrance and continuing right around the bend. This reduces visibility and results in cars meeting head-on. It is likely that more vehicles will end up parking further up the road up towards the end of the cul-de-sac.
- The extra traffic, potentially 2 to 3 cars per property, coming out of a junction right opposite our access and especially as more younger drivers are coming off the main road into Rhigos Road at speed with a blind bend.
- There is concern about the potential for flooding and that by adding so many houses on the land which naturally slopes down towards this area, there is danger of significantly more flooding unless the drainage system is improved to cope.
- The stream flooded no's 15 and 16 twice last year because the 800mm pipe which passes under the road could not handle the flow. Part of the land at the back acts as a flood plain during heavy rainfall.
- Our garden was flooded last winter when the stream was unable to cope with the volume of water. On occasion water has been discharged onto the highway, passing the side of no.16 and entering no.15. It is worrying to know how piping the stream will cope with the volume of water, including Rhigos Road highway drainage which also discharges into the stream. This problem appears to be worsening as flood plains are being depleted and the climate is changing.

- A further 18 properties will almost double the number of properties that are currently in this quiet cul-de-sac at the end of the village. We have doubts as to whether the current supply of utilities can cope with this increase.
- There is potential for overlooking of existing properties.

CONSULTATION

Highways and Transportation

There are no concerns with regard to the impact on the surrounding highway network and therefore the proposal is acceptable subject to a number of highway related conditions.

Flood Risk Management

No objection, the development would require an application for Sustainable Drainage Approval.

Public Health and Protection

No objections, subject to conditions and/or informative notes in respect of air quality, noise, dust, waste, demolition, lighting, and hours of operation.

Natural Resources Wales

Planning permission should only be granted subject to a condition for a Construction Environment Management Plan.

Western Power Distribution

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

Countryside – Ecologist

This is an example of a type of small development where there is very limited capacity to provide habitat mitigation, and if this application progresses it would have to be on the basis that it has not proved possible to fully mitigate habitat loss/impact.

The Coal Authority

The site does not fall within the defined Development High Risk Area, which means there is no requirement for a Coal Mining Risk Assessment to be submitted.

South Wales Police

The Welsh Government, as highway authority for the A465 trunk road, does not issue a direction in respect of this application.

No other consultation responses have been received within the statutory period.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary for Hirwaun and is allocated for residential development (Policy NSA9.1 – Land south of Rhigos Road, Hirwaun).

Policy CS1 - Emphasis in the Northern Strategy Area is on sustainable growth that protects the culture and identity of communities by focusing development within defined settlement boundaries.

Policy AW1 - Relates to the supply of new housing and stipulates that the supply will be met by the development of allocated and unallocated land within the defined settlement boundaries of the Principal Towns, Key Settlements and Smaller Settlements.

Policy AW2 - Provides for development in sustainable locations which are within the settlement boundary; would not unacceptably conflict with surrounding uses; and have good accessibility by a range of sustainable transport options.

Policy AW4 - Identifies a range of community infrastructure and planning obligations that may be sought, including affordable housing.

Policy AW5 - Identifies the appropriate amenity and accessibility criteria for new development proposals. It expressly states that the scale, form and design of the development should have no unacceptable effect on the character and appearance of the site and the surrounding area. There should also be no significant impact upon the amenities of neighbouring occupiers and should, where appropriate, retain existing features of natural environmental value. Additionally, the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

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

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

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

Policy NSA3 - Supports residential development within the key settlement of Hirwaun.

Policy NSA9 - Confirms the site is allocated for housing.

Policy NSA10 - Stipulates that the net residential density must be a minimum of 30 dwellings per hectare, and lists criteria where lower density levels are permitted.

Policy NSA11 - Seeks the provision of at least 10% affordable housing on site of 10 units or more.

Policy NSA12 - Requires housing development within the settlement boundary to be accessible to local services by a range of sustainable transport modes without adversely affecting the highway network or provision of car parking in the surrounding area. Contaminated land must also be adequately remediated.

Supplementary Planning Guidance

- Design and Placemaking
- Access, Circulation and Parking Requirements
- Nature Conservation
- Planning Obligations
- Affordable Housing

National Guidance

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

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

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

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

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

SE Wales Policies

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

Other relevant national policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning
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 proposal is for 18 dwellings on land to the rear of 15 & 16 Rhigos Road. The site is allocated in the LDP for housing development and is within the defined settlement boundary. There are a number of considerations to be made in relation to this application.

The site is allocated for housing development under Policy NSA9.1. This is a non-strategic site that is allocated for 15 dwellings. The proposal is therefore in accordance with this and the principle of residential development is supported. The proposed scheme delivers more units than the site is allocated for and will support the delivery of the housing requirement figures identified by Policy AW1. The proposal will also support the Key Settlement of Hirwaun.

Policy NSA11 requires that 10% of the units on sites of 10 units or more be affordable, therefore the development should deliver 2 affordable units which would accord with requirements of the Council's Housing Strategy Team.

A minimum density of 30 dwellings per hectare is sought in the Northern Strategy Area, which the proposal exceeds and therefore complies with Policy NSA10.

Therefore, noting the location of the site, the pattern of development within the area and surrounding uses, it is considered that the provision of 18 dwellings is acceptable in principle.

Impact on the character and appearance of the area

As an outline proposal the submitted plan, illustrating how the plot could be laid out, demonstrates that it would be physically possible to accommodate 18 new dwellings within its boundaries, and how these dwellings could be positioned relative to neighbouring properties and benefit from access to the public highway.

Regarding the scale of the dwellings, in terms of the size of the illustrative scale parameters, these show that there is the potential for the site to be arranged in order to allocate an acceptable amount of garden space for each new dwelling and provide off-street parking spaces in line with the Council's adopted parking standards.

However, without specific design details and the supporting information that would usually accompany a reserved matters application, it is not possible to fully assess the development in terms of its visual impact.

Nevertheless, given the context of the street scene and the variety in the scale and appearance of neighbouring dwellings, it appears evident that 18 dwellings of the scale proposed could be designed to integrate satisfactorily.

Impact on neighbouring occupiers

If constructed in accordance with the layout plan provided, the new dwellings would be set around the boundary of the application site and adjacent to the garden boundaries of existing dwellings to the north-west and north-east.

The site appears large enough to enable a sufficient degree of separation between new and existing development, although it will not be possible to qualitatively assess any impact on other occupiers without the submission of full details.

However, since it appears possible that the development could be constructed without causing significant detriment to the outlook or privacy of other residents, or being close enough to cause overshadowing, there are no objections at this stage.

Access and highway safety

Access from Rhigos Road

The application site is served from Rhigos Road which has a carriageway width of 6.7m with a 1.5m - 1.8m wide footway on the development side, and where there are vision splays in excess of the 2.4m x 40m required for a 30mph speed limit area. Rhigos Road is therefore acceptable for safe vehicular and pedestrian movement.

An un-controlled pedestrian crossing point would be required at the junction of the lane fronting numbers 15 & 16 Rhigos Road and at the new site access, to accord with the requirements of Active Travel (Wales) Act 2013 and PPW11, and the indicative plan provides for satisfactory pedestrian access.

Internal Layout

In respect of the internal layout of the site, the applicant has submitted a scheme for 18 units served off a cul-de-sac with a full size turning area.

The 6m junction radii, vision splays, 5.5m wide carriageway, 2 x 2m wide footways and full size turning area accord with the Rhondda Cynon Taff Design Guide for Residential & Estate Roads which is acceptable.

Parking

Off-street car parking should be provided in accordance with the Council's SPG for Access, Circulation & Parking 2011, which stipulates that 1 & 2 bed units should have a maximum of 2 spaces and 3 & 4 bed units should have a maximum of 3 spaces.

The indicative site layout indicates a minimum of 2 off-street car parking spaces per plot with the majority having long driveways which could accommodate a minimum of 3 off-street car parking spaces.

Should a reserved matters planning application come forward, off-street car parking and secure cycle storage would be expected to comply with the SPG and an informative note has been suggested in this regard.

It is also noted that the existing double garage would be removed from the rear of no. 16 Rhigos Road. However, there is existing parking adjacent to the dwelling off the existing driveway or located within the retained land to the rear, both of which would be acceptable.

Active Travel and Residential Travel Plan (RTP)

PPW and the Active Travel (Wales) Act 2013 set out walking, cycling and public transport at the top of the hierarchy of sustainable modes of travel. The village of Hirwaun is well served by continuous pedestrian facilities and links to the National Cycle Route.

However, the outline application does not provide a travel plan framework to encourage sustainable modes of travel, and any future reserved matters application should therefore provide a residential travel plan, for which a condition is recommended.

Transport Statement (TS)

The submission does not include a Transport Statement. However, the site is located within a residential area of Rhigos which offers continuous pedestrian links to the retail area, school and a number of local facilities, and where there would be no anticipated

capacity issues on the surrounding highway network associated with the proposed development.

Nonetheless, the applicant has submitted a Design & Access statement which contains information on sustainability and local bus services and considering the limited additional traffic movements associated with the proposed development, this is acceptable.

Water Management

The Council's Flood Risk Management Team has assessed the proposal and utilised Natural Resources Wales Surface Water Flood Risk Maps to review the sites current risk of flooding.

The summary of the review has identified a high, medium and low surface water flood risk within the proposed site, and the developer will need to deal with this risk at the design stage. Due to the nature of the current flood risk, as referred to by objectors, the applicant would be required to provide evidence of how the proposed development will manage the local risk of surface water flooding and provide suitable mitigation measures to ensure the resilience and adaptability of the dwellings to manage such events.

Surface water is proposed to be discharged via a soakaway system but no details have been provided within this outline application. BRE 365 methodology (or similar), accompanied by on site percolation tests, will be required to assess this in relation to surface water flood risk.

The developer should be mindful that they will be required to evidence the sites surface water discharge destination and principally the rate of discharge. In facilitating this figure, the developer will be required to demonstrate pre and post catchment discharge rates for comparison. Since the site is currently a grassed area, a like for like greenfield discharge rate will be necessary so that the inherent surface water flood risk within the area is not increased.

Public Health

The development is situated in an area that potentially has poor air quality due to high levels of traffic flow along the A465. As a result, future occupiers of the proposed residential units may be affected by poor air quality and pollution.

The consultation response from Public Health and Protection colleagues has requested confirmation that the residential units will be further than 25m from the carriageway edge of the A465, else an air quality assessment will be required to demonstrate that the development will be acceptable.

Nevertheless, the outline consent sought means that the site layout plan provided is only illustrative, and until approval for reserved matters is sought, the layout will be unknown.

Therefore, to ensure that the matter is addressed, an informative note is proposed which will advise the Applicant that should a reserved matters application result in any of the proposed dwellings being less than 25m from the carriageway edge of the A465, then an Air Quality Assessment will be required.

In addition, the applicant should be advised that a reserved matters application would benefit from a scheme to protect future occupiers from road noise, and if not submitted with such an application, these details would be sought by a pre-commencement condition.

Ecology

At the request of the Council's Ecologist a Phase 2 vegetation survey was undertaken and submitted.

The NVC (National Vegetation Classification) survey was based on 5 quadrats sampling the grassland vegetation of the site and concludes that it supports species poor semi-improved neutral grassland with affinities to the NVC community MG6. Furthermore, that because only 7 SINC neutral grassland indicator species identified in the South Wales SINC selection criteria were identified (and not the 8 required for consideration of SINC quality), the site falls below that potential quality.

However, the Ecologist believes that using Mid Valleys SINC criteria any areas of MG5 grassland over 0.2 hectares will qualify as SINC, and that areas of species rich neutral grassland (including the MG6 referred to in the Report) with 8 indicator species over 0.2 hectares would also qualify. From the BE Ecological Report 8 species from that list are recorded as being present in the quadrat data. This would mean that the ecology value of the field is probably more significant than reported and may even be borderline SINC quality.

Therefore, the Ecologist advises that the loss of all of the grassland area to development will have at least a negative local biodiversity impact and it would not be possible to mitigate for the loss of an existing ecological feature although some other enhancement measures, such as bird/bat provisions in the new builds, are possible.

Paragraph 6.4.5 of PPW11 states that "Planning Authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity". Planning Authorities must also demonstrate that they have taken a proactive approach in trying to fulfil the requirements of Section 6 of the Environment (Wales) Act 2016, as outlined above, by taking reasonable steps.

If the site were of SINC quality, in terms of the hierarchy of designated sites, this would be local and non-statutory. However, although the site is not designated as such, PPW11 paragraph 6.4.21 states that “Planning Authorities must follow a step-wise approach to maintain and enhance biodiversity and build resilient ecological networks by ensuring that any adverse environmental effects are firstly avoided, then minimised, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible.”

In light of the above, it is clear that some biodiversity enhancement can be obtained in respect of bats and birds and condition 4 is recommended as a means to secure these, albeit that as an outline application with all matters reserved, such details would be expected to be addressed by a future reserved matters application. Nevertheless, the Ecologist’s opinion is that the development would have a negative local biodiversity impact.

PPW 11 notes that where the adverse effect on the environment clearly outweighs other material considerations, the development should be refused. Therefore, the negative local impact has to be set against the other material matters which weigh in favour of the development.

The key material matter is that the site is already allocated for housing and meets the Northern Strategy Area policies outlined further above. In addition, no objections have been received from any other statutory consultees, and notwithstanding that the submitted detail is largely indicative, there are no other sustainable planning reasons to merit a recommendation of refusal at this stage.

On balance therefore, it is considered that the matters which weigh in favour of the development are of sufficient significance to justify recommending that outline planning permission is granted.

National Sustainable Placemaking Outcomes

Chapter 2 of PPW11 emphasises that development proposals should demonstrate sustainable placemaking, to ensure that the right development is achieved in the right place, and states that development proposals should be assessed against the national sustainable placemaking outcomes.

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

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

Therefore, in addition to consideration of the positive placemaking merits of the scheme within the sections of the report above, the proposed development is considered to relate in particular to the following national sustainable placemaking outcomes:

- **Creating and Sustaining Communities:** The development density is appropriate for the edge of settlement location and as an allocated housing site would contribute to the overall housing requirement within the Northern Strategy Area.
- **Facilitating Accessible and Healthy Environments:** The application site is located close to a bus route and is within a reasonable walking distance of the services and facilities located in the centre of Hirwaun. As the site is allocated and within the settlement boundary it is considered to be a sustainable location.
- **Maximising Environmental Protection:** The development would result in an area of biodiversity mitigation and enhancement for bats and nesting birds, albeit that there would be a negative biodiversity impact due to the loss of grassland.
- **Growing Our Economy in a Sustainable Manner:** The development would have a positive effect in terms of construction jobs.

In respect of the other national outcomes the development would be considered to have a largely neutral impact.

Community Infrastructure Levy (CIL) Liability

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

As planning permission first permits development on the day of the final approval of the last of the reserved matters CIL is not payable at outline stage but will be calculated for any reserved matters or full applications. However, the application site lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a £nil charge is applicable.

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 S106) 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.

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 only intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case

In this case the proposed development would provide 18 dwellings, where Policy NSA11 requires that 10% of those, or higher, will be affordable.

Therefore, a S106 agreement will be required to ensure that 2 dwellings are established and maintained as affordable units, for the continued purpose of meeting identified local housing needs.

Conclusion

By virtue of its location within the settlement boundary and allocation for housing within the current Local Development Plan, the application site occupies a sustainable location, where there is presumption in favour of the principle of development.

Such a development would be subject to other material determining factors, and although many these would be considered at the reserved matters stage, the submitted illustrative layouts demonstrate how the design, layout, appearance and scale of 18 dwellings at the site might be satisfactorily arranged.

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT

1. (a) Approval of the details of the appearance, layout and scale of the buildings, the means of access to the site and the landscaping of the site (hereinafter referred to as "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

(b) Plans and particulars of the reserved matters referred to in (a) above relating to the layout, scale and appearance of any building to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

(c) Applications for the approval of reserved matters shall be made before the expiration of three years from the date of this permission.

(d) The development hereby permitted shall be begun before whichever is the latter of either (i) the expiration of 5 years from the date of this permission or (ii) the expiration of 2 years of the final approval of the reserved matters or in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

2. No development shall commence until full engineering design and details of the internal access road and junction with Rhigos Road, including sections, street lighting, highway structures, traffic management measures, turning facilities, footways and highway surface-water drainage, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

3. No development shall take place, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority to provide for:

- a) The means of access into the site for all construction traffic,
- b) The parking of vehicles of site operatives and visitors,
- c) The management of vehicular and pedestrian traffic,
- d) Loading and unloading of plant and materials,
- e) Storage of plant and materials used in constructing the development,
- f) Wheel cleansing facilities,
- g) The sheeting of lorries leaving the site.

The approved Construction Method Statement shall be adhered to throughout the development process.

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.

4. No development shall commence, including any works of site clearance, until details of a scheme of ecological mitigation and enhancement, including measures identified within the Preliminary Ecological Appraisal (BE Ecological Ltd., August 2020) and Phase 2 Vegetation Survey (BE Ecological

Ltd., July 2021) has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented in accordance with the approved details prior to beneficial occupation and maintained as such in perpetuity.

Reason: In the interest of the protection of the natural environment in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

5. No development, including any works of site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

The CEMP should include the following:

- i) General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- ii) Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance and mitigation measures.
- iii) Soil Management: details of topsoil strip, storage and amelioration for re-use.
- iv) CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- v) Control of Nuisances: details of restrictions to be applied during construction including timing, duration and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.
- vi) Resource Management: details of fuel and chemical storage and containment; details of wastewater.
- vii) Traffic Management: details of site deliveries, wheel wash facilities.
- viii) Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- ix) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- x) Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

The approved CEMP shall be adhered to throughout the development process.

Reason: In the interest of the protection of the environment in accordance with Policies AW8 and AW10 of the Rhondda Cynon Taf Local Development Plan.

6. Prior to beneficial occupation the occupier of each dwelling shall be provided with a Travel Plan / Welcome Pack which should contain the following:

(a) Bus/Train Service providers, their contact details, frequency of service, timetable, bus stops/train stations, current ticket costs and financial incentives to encourage use of public transport.

(b) Park and Ride/Park and Share facilities and associated costs and restrictions on use of such facilities.

(c) Pedestrian links to public transport services, to local facilities, areas of employment, education and leisure.

(d) Local and national cycle routes.

(e) Sustainability voucher.

(f) Any other measures that would encourage use of sustainable modes of travel.

Reason: To encourage a sustainable mode of travel and reduce reliance on the private motor vehicle, in the interests of highway safety and the free flow of traffic, in accordance with Section 4.1 of PPW10 and Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. Surface water run-off from the proposed development shall not discharge onto the public highway or connect to any highway drainage system 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 Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.