



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: 21/1328/10 (CHJ)
APPLICANT: Linc Cymru Housing Association
DEVELOPMENT: Proposed development of an Extra Care Facility containing 60 apartments and associated works, including landscaping, sustainable drainage, access and parking.
LOCATION: DAN Y MYNYDD CARE HOME, BRONWYDD AVENUE, CYMER, PORTH, CF39 9AQ
DATE REGISTERED: 28/09/2021
ELECTORAL DIVISION: Porth / Cymmer

RECOMMENDATION: Approval (subject to Conditions)

REASONS: The development effectively constitutes an enlargement and intensification of the existing use of the site that is, in reality, a person-specific residential facility (i.e. purpose built to accommodate the specific needs of its residents).

The site lies within the settlement limits and, as such the proposed residential use is considered acceptable.

The proposed building is significantly larger (in both bulk/mass and height) than its predecessor which will result in a significantly different outlook for residents who live on the periphery of the site however the building is sited so as to not have an unacceptable impact on the standards of amenity those occupiers can reasonably expect to enjoy.

Access to the site remains unaltered from the current situation which traverses the historic layout of the surrounding streets however the nature of the use is such that (notwithstanding initial construction traffic) it is considered to be of a relatively low intensity and therefore acceptable.

The proposed use will provide a much-needed facility to the County Borough which bridges a gap between a person's main "life" home and the traditional nursing/care home facility.

APPLICATION DETAILS

This is a detailed (full) Planning application for the demolition of the existing Dan y Mynydd care home and to construct a 60 apartment Extra Care facility (Use Class C3) which will involve associated works of landscaping, sustainable drainage, a waste storage facility (bin store), access and parking.

Committee is advised that the applicant has already sought consent (Prior Notification of Proposed Development) for demolition. This consent (only) considered the method of demolition for which there were no concerns, and a determination was made in June of this year. At the time of writing the report, the developers had carried out any asbestos removal and were about to begin the substantive demolition of the building. It is likely that, at the time of the Committee Meeting the building will either be substantially or fully demolished.

The application is accompanied by a/an:

- Design & Access Statement
- Planning Statement
- Drainage Scheme
- Transport Statement (TS)
- Travel Plan
- Coal Mining Risk Assessment
- Tree Report
- Preliminary Ecological Assessment
- Ecological Impact Assessment
- Bat Report
- Construction Environmental Management Plan (CEMP)
- Traffic Management Plan
- Site Organisation & Traffic Management Plan
- Off-site Traffic Management Plan

Committee is also advised that the development was also the subject of a Pre-Application Consultation (PAC) exercise and a PAC Report was also submitted with the application.

The accommodation proposed can be summarised as follows:

- **Lower Ground Floor** – 5 x 1-bed apartments (5)
- **Upper Ground Floor** – 17 x 1-bed & 2 x 2-bed apartments (19)
- **First Floor** – 17 x 1-bed & 2 x 2-bed apartments (19)
- **Second Floor** – 15 x 1-bed apartments and 2 x 2-bed apartments (17)

In addition to the apartments, ancillary spaces are provided, in particular at the entrance level of the lower ground floor. This includes:

Lower Ground Floor:

- Dining Area,
- Resident's Lounge,
- Activity Room

- Hair salon,
- Kitchen,
- Laundry,
- Guest Sleep-over Bedroom,
- Assisted Bathroom,
- Day-Care Centre,
- Manager's Office
- Care Manager's Office,
- Staff Room and
- Plant Room

Upper Ground Floor, First Floor & Second Floor

- Activity Space

Ground Floor

- Buggy Store for 12 Buggies.

When viewed along an east-to-west axis, the building is broadly T-shaped, comprising three distinct limbs. The building occupies a footprint not dissimilar to the existing Dan y Mynydd care home, addressing the entrance with an immediate view of the building, though with the proposed Extra Care facility providing more legibility through the location of its main entrance facing the site entrance. With car parking and circulation occupying an area to the site frontage (north), again, much as per the existing arrangement, a large south-facing garden area is provided to the south of the building.

Scale and massing

The proposed development is, predominantly, four storeys in height, albeit with reduced three-storey scale to the east where it lies nearest to existing neighbours, and with a split-level element in response to the site topography (there are significant differences in levels). In this regard, the western part of the lower ground floor is of a smaller floorplate than the upper storeys, with a sunken terrace, plant room, and void area lying closest to the existing bank to the west. A modern "flat" roof aids in ensuring that scale is not excessive in its context.

Appearance and materials

Brick is the primary facing material being proposed by the applicant, with two tones providing contrast, and cladding included as the other predominant material. Generous fenestration (windows) proportions, coupled with glazed balconies, means that glass also comprises a prominent facing material.

Balconies and projecting elements of the structure, as well as its broadly T-shaped footprint, mean that the building has visual interest and incidence, aiding in diminishing the perception of scale. The flat roof aids in providing a contemporary feel to the development.

Access and parking

The proposal seeks to maintain the existing vehicle access on the northern boundary of the site from Bronwydd Avenue, as the only logical location for an entrance point –

not least because the existing site boundaries of brick wall and vegetation aid in establishing a maturity to the site. Though a slight reconfiguration is proposed, the principle (of access) is established.

From here, access to 33 car parking spaces is proposed to be provided. Three of these spaces are wheelchair accessible, though the siting and spacing of the spaces means that others are similarly accessible. A small external cycle store is provided as it is not anticipated that end users will be likely to rely heavily on cycle travel. A ground floor buggy store measuring 39 sq.m. is provided, which will allow storage of some 12 buggies.

Landscaping

The development proposes to retain the majority of existing trees, in particular those along the site frontage and its western boundary. Some tree removal is necessitated towards the rear (south) of the site in order to ensure that sufficient quality and quantity of outdoor amenity space is provided. In addition, provision of a new retaining wall to the southern boundary means that some of the vegetation removal is required.

Proposed landscaping includes a substantial rear amenity space for residents, consisting of large sitting-out area, pathways, and planting. Due to its southerly aspect, the garden will receive a large amount of sunshine.

Drainage

The proposed surface water strategy consists of gravity sewers collecting water from impermeable areas. Runoff from rooftops is treated via Sustainable Drainage (SuDS) planters and car park areas are treated via permeable pavements which drain to a cellular storage tank before discharging to an existing surface water within the site before discharging to the north.

The applicant has advised that surface water run-off is restricted to a maximum rate of 28 l/s for all events up to and including the 1 in 100 year return period with a 40% allowance for climate change which provides 30% betterment to the existing discharge rate. The permitted rates of discharge are to be discussed and agreed in writing with Dŵr Cymru Welsh Water (DCWW) and the Local Authority's Sustainable Drainage Approving Body (SAB) Officers as part of the SAB application process. It is understood that a SAB pre-application process has been undertaken, and a full application will follow.

With regard to SuDS features, runoff from car parking is proposed to be conveyed into permeable paving providing surface level treatment to water quality before discharging via carrier-pipes within the subbase. Proposed rainwater pipes from the building are to discharge to SuDS planters, which are intended to improve the water quality of the run-off and provide biodiversity.

The SuDS planters are positively drained at the base and are connected to the wider drainage network.

The refuse area is proposed to drain via a green roof to a soakaway landscaped area, providing further biodiversity and amenity.

Foul water from the proposed building will discharge to the foul drainage located north of the site at Bronwydd Avenue, subject to DC/WW approval for discharge rates.

Committee is advised/reminded that a separate consenting regime exists for drainage and sits **outside of the Planning system**, although the need to be able to drain the site effectively is, in principle, a material Planning consideration. It is considered that the applicant has demonstrated, in principle, that the site can be effectively drained.

SITE APPRAISAL

The site is located within the town of Porth in the Rhondda Valley, approximately 5km west of Pontypridd and 24.1km northwest of Cardiff. The vast majority of the site lies within the Porth Ward albeit a small area lies within the Cymmer Ward.

The site occupies a broadly square footprint, measuring 0.65ha (approx. 1.6 acres) and sited off Bronwydd Avenue, accessed in turn via High Street, to the western side of Porth.

The site lies at the foot of Mynydd y Cymmer and lies sloping ground from its highest point to the west, down towards Porth to the east.

The site currently comprises the (now vacant and soon-to-be-demolished) Dan y Mynydd care home, with tenants having been decanted on a phased basis over recent months, prior to this application being made.

The existing structure is a split-level multi-limbed building occupying a central position within the site, with landscaping, servicing and car parking surrounding it. The topography of the site means that the ridge line of the building is consistent across the entire building, though there are some single-storeys, and some two-storey elements.

The car parking area is to the front (northeast), servicing to the west, and maintained grass, shrubs and trees elsewhere.

The front (northern) boundary of the site is defined by a block and brick wall that varies in height along its length, from around 1.8m to 2.5m. The wall is punctuated by the gated entrance to the site. The western and southern boundaries comprise of close boarded timber fencing of roughly 1.8m to 2m in height. The majority of the eastern boundary is defined by relatively mature vegetation, which likely provides screening to more domestic rear boundaries of the adjacent houses. Part of the northern part of the eastern boundary comprises of palisade fencing.

In terms of adjoining land uses, Bronwydd Avenue runs along the northern boundary of the site, which terminates at the gated access into Bronwydd Park to the north-western corner of the site. The western boundary runs along the side of an access road that provides access to the council car park which lies to the immediate south of the site. The eastern side of the site primarily meets the rear boundaries of adjacent dwellings, aside from one instance towards the south-eastern part of the site boundary which meets a rear lane.

Bronwydd House sits opposite the application site but is far enough away so as not to directly affect its setting (including its curtilage). It is a Grade II Listed Building. It was

in use as a domestic dwelling until 1950 after which it was converted to municipal offices and has been the subject of significant change between the 1960s up until 2009.

Other than Bronwydd House, the other predominant use in the area is residential development comprising mainly of two storey terraced housing along High Street to the east. Further north, beyond the site of Bronwydd House, are two storey detached houses of Tynycymmer Close which dates back to the 1990s.

The application site is located within (approximately) 400 metres of the edge of the defined retail centre of Porth. Porth Train Station and Bus Stops are located within the town centre.

Access into the site is made via a gated entrance located to the northern boundary off Bronwydd Avenue.

There are **no** Public Rights of Way affecting the site.

Welsh Government's Development Advice Maps show the site to be within **Flood Zone A** – which demarks areas considered to be at **little or no risk of flooding**.

In respect of trees, the accompanying tree survey (by Treescene) has identified 66 trees or tree groups on and adjacent to the site – this included the car park site to the immediate south of the grounds of Dan y Mynydd, and the trees flanking the access road to the car park, to the west of the site. No "Category A" trees were identified, which would denote trees of high quality with an estimated life expectancy of at least 40 years and of significant conservation, historical, commemorative or other value. Seven trees were assessed as "Category B", all along the periphery of the site to its northern boundary. This includes trees of moderate quality with an estimated life expectancy of at least 20 years. 28 specimens were assessed as being within "Category C", which include those of low quality with an expected life expectancy of at least 10 years. 11 trees were identified as "Category U", those in such condition that they should be removed for reasons of good arboriculture practice. Aside from these 46 specimens on site, the remaining trees surveyed are all off-site, with a handful of "Category B" trees identified and the remainder being "Categories C and U".

PLANNING HISTORY

04/2290	Change of use from former officer-in-charge's living accommodation to day care of the older mentally infirm person. Additional parking area, erect conservatory to the rear (amended plans received 10/02/05).	Granted with Conditions 04/03/2005
04/0449	Provision of external car park as detailed.	Granted with Conditions 21/05/2004

Committee is advised that earlier consents do exist and relate to the construction of the former nursing home itself but, at the time of writing the report, the information was not available but (as the building was completed, and is due to be demolished, is not considered relevant to the consideration of this application).

PUBLICITY

Committee is reminded that this application was the subject of PAC and a separate publicity exercise was carried out **by the applicant**.

A total of 74 properties were notified (by letter) of the proposal in addition to Notices being displayed on site (including the surrounding streets) and in the press. As a result of this exercise, Four (4) replies were received. A precis of replies have been included for Committee's information.

- Concerns are expressed over the height of the new building which will block light to residential properties set at a lower level.
- Concern that the windows and balconies will overlook the existing housing resulting in a loss of privacy.
- The development will result in noise pollution from the increase in the numbers of occupants and visitors to the facility.
- Request that the electricity substation is relocated away from the nearby residential properties.
- The bin store is situated too close to residential properties and will result in rat infestation.
- The development will result in an increase in traffic and there is only one way into and out of the site (and therefore there are highway safety concerns).

CONSULTATION

Committee is reminded that this application was the subject of PAC and a separate consultation exercise was carried out **by the applicant**.

As part of this application, the following were consulted in respect of the proposal. A precis of replies have been included for Committee's information.

RCT Highways & Transportation – no objection subject to conditions

Dwr Cymru / Welsh Water – no objection in principle but are concerned about the adequacy of the water supply to serve the development. A condition is recommended.

RCT Land Reclamation & Engineering – no reply therefore no objection

RCT Public Health & Protection – no objection (standard advice to developers offered)

Western Power Distribution – advice on the location of apparatus

Linesearch – advice on the location of underground services (e.g. gas)

South Wales Fire & Rescue Service – no objection

RCT Countryside, Landscape & Ecology - No objection subject to conditions

South Wales Police (Crime Reduction Tactical Advisor) – advice given on measures that can be put into place by the developer / operator of the site to help reduce the possibility of crime.

RCT Waste Services – no objection

Natural Resources Wales (NRW) – no objection

POLICY CONTEXT

The planning policy context for the determination of this application is provided by national and local planning policy guidance.

National guidance is set out within Future Wales, Planning Policy Wales and its accompanying Technical Advice Notes.

Local policy comprises the adopted Rhondda Cynon Taf County Borough Council Local Development Plan, and its supporting Supplementary Planning Guidance (SPG) documents.

Future Wales: The National Plan 2040

Future Wales is Welsh Government's top-tier (overarching) national development framework. It is a strategy for addressing key national priorities through the planning system over the next two decades, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

It is a spatial strategy which does not seek to take decisions that are most appropriately taken at the regional or local level but does provide a strategic direction for all scales of planning and sets out policies and key issues to be taken forward at the regional scale.

One of the key aims of the document is to address issues which Welsh Government consider to be a priority at this time, with affordable housing identified as a critically important issue throughout Wales.

The document follows a sequential structure, with each section building on the previous one as follows,

- Wales: An Overview',
- Setting and Achieving Our Ambitions',
- Strategic and Spatial Choices:
- Future Wales' Spatial Strategy' and
- The Regions'.

Wales: An Overview

This chapter provides a broad overview of the country and its intricacies. It is a very high-level overview of the country, however it identifies housing, particularly affordable housing, as a key issue to address throughout the country stating that:

‘Good quality affordable homes are the bedrock of communities and form the basis for individuals and families to flourish in all aspects of their lives. Future Wales provides evidence of the need for housing across Wales at both a national and regional level. This evidence demonstrates the need for a focus on increasing the delivery of social and affordable homes.’

Setting and achieving our ambitions

A focus of Future Wales is to provide quality development in the right places for the right reasons. Eleven (11) Future Wales Outcomes are set out within the chapter, which collectively are a statement of where Wales wants to be in 20 years. Every part of Future Wales is concerned with achieving these Outcomes.

Each Outcome commences with the prefix ‘*A Wales where people live...*’ building on the statement to provide a vision of Wales in 2040. Of particular relevance to the proposal are the following outcomes, all following the same prefix:

- A Wales where people live:
 - 1 ‘*...and work in connected, inclusive and healthy places*’,
 - 3 ‘*...in distinctive regions that tackle health and socio-economic inequality through sustainable growth*’,
 - 7 ‘*...in places where travel is sustainable*’,
 - 9 ‘*...in places that sustainably manage their natural resources and reduce pollution*’,
 - 10 ‘*...in places with biodiverse, resilient and connected ecosystems*’, and
 - 11 ‘*...in places which are decarbonised and climate-resilient*’.

Strategic and Spatial Choices: Future Wales’ spatial strategy

One of the opening paragraphs of this section states that “*the spatial strategy supports the Future Wales Outcomes. Decisions taken at a national level, including Welsh Government investment choices, will reflect the principles of the strategy and make positive contributions towards the national placemaking objectives.*”

Cities and large towns are identified as the main development areas through co-locating homes, jobs and services in these areas, aiming to utilise untapped potential of places and their infrastructure. Among the places identified to achieve this growth, referred to as National Growth Areas is the Valleys, identified in Policy 1, ‘*Where Wales will grow*’, within the same National Growth Area as Cardiff and Newport. A total of 19 policies are identified within this chapter. These include ‘*Strategic Placemaking*’, ‘*Supporting Urban Growth and Regeneration*’, and ‘*Delivering Affordable Homes*’, among others. The latter notes that providing homes in Wales at levels which meet our needs is a key priority and shift in delivery is required to meet this basic human need.

The Regions

Regional planning will play an increasingly important role in the future, and this chapter provides a strategic vision for North, Mid Wales, South West and South East regions, focusing on large scale projects and less on housing, it is therefore of lesser relevance to the proposal. The South East is the most populous region, and includes the Valleys, a priority area for the Strategic Development Plan.

Planning Policy Wales

Planning Policy Wales (PPW) is the principal national planning policy document which sets out the land use policies of the Welsh Government (WG) against which development proposals should be assessed. The latest version is the eleventh edition, published in February 2021.

The main thrust of PPW is to ensure that the planning system contributes towards sustainable development and improves the social, economic, environmental, and cultural well-being of Wales. Placemaking lies at the heart of PPW, with policy and development management decisions required to seek to deliver development that adheres to these principles.

In a bid to ensure placemaking is prioritised, and in order to aid in implementing the Well-being of Future Generations Act, policy topics within PPW have been grouped under four themes, namely *'Strategic and Spatial Choices'*; *'Active and Social Places'*; *'Productive and Enterprising Places'*; and *'Distinctive and Natural Places'*. Each of the four headed chapters is supplemented by detailed and interwoven policy, which seek to work together in delivering sustainable places.

PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. In this regard it seeks to achieve WG's well-being goals. All statutory bodies in Wales carrying out a planning function must exercise those functions with the principles of sustainable development as defined in the Well-being of Future Generations Act. Accordingly, paragraph 1.18 of PPW states emphatically that *'legislation secures a presumption in favour of sustainable development'*.

Figure 4 of PPW covers the Key Planning Principles of WG in seeking to achieve *"the right development in the right place"*. Development proposals must seek to deliver development that addresses these outcomes, albeit paragraph 2.20 recognises that not all of these outcomes can necessarily be achieved under every development proposal.

Another Key Planning Principle of WG is facilitating accessible and healthy environments, stating later in Figure 4 that *"Our land use choices and the places we create should be accessible for all and support healthy lives. High quality places are barrier-free and inclusive to all members of society. They ensure everyone can live, work, travel and play in a way that supports good physical and mental health."*

Creating & sustaining communities is a subsequent Key Planning Principle, stating:

"The planning system must work in an integrated way to maximise its contribution to well-being. It can achieve this by creating well-designed places and cohesive rural and urban communities which can be sustained by ensuring the appropriate balance of uses and density, making places where people want to be and interact with others. Our communities need the right mix of good quality/well designed homes, jobs, services, infrastructure and facilities so that people feel content with their everyday lives."

Strategic and Spatial Choices

It is indicated within PPW that the first stage of the assessment of proposals must take place in respect of Strategic and Spatial Choices. In this regard it is stated that *“Effective strategic placemaking requires early collective consideration of placemaking issues at the outset... when developing specific proposals”*.

Paragraphs 3.3 through to 3.18 of PPW highlights the importance of good design in *“creating sustainable places where people want to live, work and socialise”*. To achieve good design development, proposals need to meet the five overarching aims of design which comprise of access, character, community safety, environmental sustainability, and movement.

Paragraph 3.6 states that:

“Development proposals must address the issues of inclusivity and accessibility for all. This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children. There will often be wider benefits to be gained through the sensitive consideration of such provision, for example, whilst the presence of visual cues will be invaluable in assisting those with hearing loss to engage in a noisy environment, a navigable environment will benefit all. Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport.”

Accessibility is covered between paragraphs 3.49 to 3.52, wherein it is stated that the overarching aim of spatial strategies should be minimising the need to travel, reducing reliance on the private car, and increasing walking, cycling and use of public transport.

PPW seeks to ensure that proposals achieve a broad balance between housing, community facilities, services, and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities should be sited within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.

PPW indicates (at paragraphs 3.61-3.63) that development should be located so that it can be well serviced by existing or planned infrastructure.

Active and Social Places

A key theme of PPW is creating places that are active and social, this includes sustainable transport provision for housing development. The opening paragraphs to this chapter include the following aspiration of PPW:

“New development should prevent problems from occurring or getting worse such as the shortage of affordable homes, the reliance on the private car and the generation of carbon emissions.”

PPW places importance on locating development so as to minimise the need to travel and increasing accessibility by modes other than the private car.

In terms of car parking paragraph 4.1.50 indicates that *“A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down”*.

In respect of housing, WG recognises the importance of a home to people's lives and indicates that the planning system must:

- *“identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures.*
- *enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and*
- *focus on the delivery of the identified housing requirement and the related land supply.”*

Paragraph 4.2.5 states that *“Planning authorities should plan for a mix of market and affordable housing types to meet the requirement and specifically consider the differing needs of their communities.”*

Paragraph 4.2.25 states that *“a community's need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications.”*

Productive and Enterprising Places

This section relates primarily to economic development, tourism, infrastructure, the rural economy, energy, and waste, and is thus less applicable to this proposal.

Distinctive and Natural Places

This chapter of PPW covers a range of topics, including cultural heritage matters, natural assets, and environmental quality. The opening statement of the chapter states that:

“Development proposals should be formulated to look to the long-term protection and enhancement of the special characteristics and intrinsic qualities of places...Problems should be prevented from occurring or getting worse. Biodiversity loss should be reversed, pollution reduced, environmental risks addressed, and overall resilience of ecosystems improved. “

Paragraph 6.2 relates to Green Infrastructure and notes that “*at a local scale, [green infrastructure] might comprise parks, fields, public rights of way, allotments, cemeteries and gardens. At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks.*” Green infrastructure provides multiple benefits for social, economic and cultural as well as environmental resilience. These benefits are important in domestic environments where they can facilitate health and well-being related benefits.

Technical Advice Notes

The following Technical Advice Notes (TANs) are considered to be of relevance in the consideration of these proposals.

- **TAN 2** – Planning and Affordable Housing (2006)
- **TAN 12** – Design (2016)
- **TAN 18** – Transport (2007)

TAN 2, published in June 2006, is of relevance to affordable housing developments, providing practical guidance on the role of the planning system in delivering affordable housing.

TAN 12 relates to Design and was updated in March 2016. It provides advice and information on a number of related areas including the definition of design for planning purposes; design considerations in planning decisions; and local planning authority design policy and advice.

TAN 18, which was published in March 2007, deals with Transport matters, and advocates locating development where there is good access by public transport, walking and cycling, generally advocating development at sustainable sites.

Well-being of Future Generations Act

The Well-being of Future Generations Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principles, and to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Its content is sought to be delivered through the planning system via the intertwining of the Act through PPW.

Local Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.

The statutory development plan for this site is the Rhondda Cynon Taf Local Development Plan (LDP) which was adopted in March 2011 and cover the period up to 2021. The LDP vision for the County Borough is that “*Rhondda Cynon Taf will be*

a County Borough of Opportunity. That means working together to enable individuals and communities to achieve their full potential, in terms of both their work and social life”.

The application site is located within the settlement boundary of Porth as defined by the LDP. The site is not subject to any designations. It can therefore be classed as ‘white land’, whereby the principle of development on this site is acceptable, subject to material planning considerations. There is no land in the near vicinity of the site with any designation that would impact upon the proposals.

A summary of the pertinent LDP policies is provided as follows, listed in the order they appear in the LDP. These are discussed further below.

Policy	Relating to
Core Strategy Policies	
CS1	Development in the North
CS4	Housing Requirements
CS5	Affordable Housing
Area Wide Policies	
AW1	Supply of New Housing
AW2	Sustainable Locations
AW4	Community Infrastructure & Planning Obligations
AW5	New Development
AW6	Design and Placemaking
AW7	Protection and Enhancement of the Built Environment
AW8	Protection and Enhancement of the Natural Environment
AW10	Environmental Protection and Public Health
Northern Strategy Area Policies	
NSA2	Development in Key Settlements
NSA10	Housing Density
NSA11	Affordable Housing
NSA12	Housing Development Within and Adjacent the Settlement Boundaries

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning & 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.

The application proposes a 60 apartment “extra-care” complex (with associated works) on the site of the former Dan y Mynydd Nursing Home. The principal considerations in the determination of this applications are, the principle of the proposed use (having regard to the provisions of the LDP), visual amenity, residential amenity, ecology and highway safety.

The Principle of the Proposed Use

The proposed use, while being more intensive and on a larger scale than the former Dan Y Mynydd facility, has a significant number of similarities with the proposed use.

The use clearly falls within the “C” Use Class (C3) which relates predominantly to residential uses. The application site is located “within settlement limits” (as defined by the LDP) and therefore the principle of a residential use on this site is considered both established and acceptable.

The principle of development of this nature in this location is acceptable due to its sustainable siting within the settlement boundary of Porth, as defined by the LDP Proposals Map.

The site can be identified as “white land” within the LDP, whereby the principle of residential development is acceptable, subject to material planning considerations.

The site is located off Bronwydd Avenue, accessed in turn via High Street, to the western side of the town of Porth. The site currently comprises the now vacant former Dan y Mynydd care home. The Prior Notification of Proposed Demolition application submitted earlier this year, as mentioned in earlier chapters, was met with confirmation from the Local Authority that prior approval was not required, thus the building is lawfully able to be demolished at any time (and is in the process of being demolished).

The proposed use is also considered appropriate in relation to the surrounding residential context.

The development is in line with policy CS1 as it provides a residential development in Porth, supporting and reinforcing its role as a key settlement within the County Borough, also conforming to policy NSA2. The sustainable location of the development reduces the potential for daily commuting by private car (mainly by staff working at the facility) and promotes sustainable forms of travel, demonstrating compliance with policy CS1, CS4 and AW2.

Further in-principle policies that must be considered are policy CS4, which defines the housing land requirements, and CS5 that identify the affordable housing figure requirement over the plan period. Given that the development provides a wholly affordable development on a brownfield site, the development meets the principles of these policies.

Policy AW5 relates to new development, setting out criteria in relation to amenity and accessibility and aiming to ensure that existing built environment features of value of

the site will be retained. It also aims to ensure that development would be compatible with other uses in the locality and that site layouts and mix of uses maximise opportunities to reduce dependence on cars, among other considerations. The development meets these criteria as it provides a contemporary and fit-for-purpose building to replace the existing outmoded structure, making more efficient use of the site, whilst retaining natural features along the site peripheries. With a broad replication of the footprint of the existing structure meaning that the impact of the building is minimised in respect of its siting, the new development will also complement and enhance the site through replacement of the existing uninspiring building.

The development also surpasses the minimum housing density of 30 dwellings per hectare in line with policy NSA10 and provides a wholly affordable scheme and therefore is compliant with policy NSA11.

Though the proposals are not of spatially strategic scale, compliance with Future Wales is achieved. Accordance with PPW is also demonstrated, which advocates siting new development within existing urban areas and the use of previously developed land. The delivery of specialist housing to meet the needs of the existing community also weighs strongly in its favour.

The development assists in PPW's aim to tackle the shortage of affordable homes; and assisting in promoting sustainable residential developments to enable people to live independently and safely in their own homes for longer. Introducing residential use in a predominantly residential area and in replacement of dated care use that makes inefficient use of the site is also logical in terms of land use compatibility and conformity.

Wellbeing goals of the Well-being of Future Generations Act are adhered to through this application in that there would be no significant or unacceptable impacts upon the achievement of wellbeing objectives as a result of the application being approved and development being carried out. PPW brings the objectives of the Act into clearer focus in a planning context, and through the planning policy analysis undertaken in the applicant's Planning Statement, compliance with PPW is demonstrated.

Visual Amenity

The design of the proposed residential development (by Quattro Design Architects) has sought to integrate the development within the grounds of the site in a manner that complements and enhances the setting.

The scale of the proposed development is considered appropriate in that the three- and four-storey building is designed to assimilate into its surroundings, dropping down in scale where it is nearest to existing residential neighbours. Aside from the eastern boundary that is shared with back gardens of dwellings, the site benefits from all of its other boundaries being distant from housing.

The south lies adjacent to a Council car park; with the western boundary banking up to the access road for the same with Bronwydd Park beyond; and the highway at Bronwydd Avenue to the north, beyond which are office buildings. Therefore, the site context allows for an increased scale that the site is able to accommodate without impacting negatively on amenity or landscape impact.

The development, in plan form, appears to be of high quality and the proposed external finishes will be durable, complementary and attractive, comprising mainly of two-tone brickwork with cladding, of materials to be agreed. The flat roof design reduces the perception of massing, whilst also offering a contemporary feel to the development.

Therefore, the design proposals demonstrate a compliance with LDP policy AW6 and the Design and Placemaking SPG, which provides a series of design principles that development must adhere to. The development provides a high quality of design and improves the somewhat underwhelming and largely inefficient current use of the site. The development also successfully promotes a placemaking agenda, as highlighted in PPW as being a key principle for successfully delivering sustainable development in Wales. This demonstrates that the proposed development would be a suitably designed and appropriate addition to the streetscape in this location.

There is some concern at the amount of brickwork being proposed in the design. The applicant has sought to minimise its impact by proposing two different (contrasting) shades of brickwork. The principal concern is that the existing Dan-y-Mynydd Nursing Home and the Council's One4All Centre at Bronwydd are both constructed (almost exclusively) from brickwork and are not considered to have aged well (i.e. have dated quite badly). The Architect has proposed to include several other materials (standing seam lead roof, through-coloured render, contrasting windows and doors, bronze canopy, etc.) to help break up the mass of bricks but there is still some concern over their use. The applicant has advised that the principal reason for proposing them is one of maintenance, both because it is quite a tall building (and therefore less accessible for maintenance) and that the semi-rural location (surrounded by trees on three sides) mean that brickwork is better able to withstand such an environment while maintaining its appearance. It was hoped at the time of writing the report that the applicant was preparing to construct sample panels to help visualise the appearance. This may help alleviate any concerns however the applicant has subsequently advised that they have not been able to decide on which bricks to be suitable and have requested that a condition is imposed that will require the external materials to be agreed before they are installed on the building. While the amount of brickwork being proposed is still a concern, this provision needs to be balanced against the long-term appearance of the building and the need to keep it looking attractive for those residents that live near it, as well as the residents of the facility itself.

Residential Amenity

The proposed use is substantially similar to the proposed use, albeit at a larger scale. It is unlikely that the use, *per se*, will lead to any negative impact on the standards of amenity occupiers of neighbouring properties can reasonably expect to enjoy.

The principal cause for concern (for residents) is the significant increase in height from the existing/former nursing home. Committee is advised that the difference is very significant and will alter the outlook from these properties considerably. That said, the distance between the rear windows of the properties and the windows and balconies of the proposed facility is approximately 25 metres. The Council (as LPA) does not have an "index of acceptability" when it comes to distances between habitable rooms (such as the "21 metre rule" however it is in excess of what is generally considered

acceptable. In addition, where the outlook will be significantly different, it is a scenario that is fairly common in housing developments that are located on a mountainside where the properties further up the hill have direct views over and into the rear garden areas of the lower properties. While it may be disconcerting for the residents of the existing residential properties to be overlooked, the nature of the proposed use and the likely occupiers of the facility are unlikely to give rise to any significant concerns. While the objections are acknowledged, it is considered that any impact is acceptable.

Ecology

The ecological report (undertaken by TACP) and submitted as part of the application states that the site has some ecological value, but not of such significance that it could not be mitigated against. The report also concluded that the building was not supportive of bat habitat.

The preliminary ecological appraisal identified a range of potential impacts of development and recommended the following potential mitigation and enhancement measures, as summarised below:

- Reduction in habitat loss through appropriate and sensitive scheme design;
- Protection of retained habitats during the demolition/construction phase;
- Implementation of ecological habitat enhancement measures within low ecological value areas;
- Installation/creation of species-specific mitigation and enhancement measures;
- Management of works and scheme design to reduce indirect demolition/construction and operation impacts, including avoidance of disruptive works during more sensitive periods such as breeding and hibernation seasons;
- Implementation of ecologically friendly management regimes within retained habitats during the operation phase, including those used for amenity and public purposes.

The bat report undertaken in May 2020 included an external assessment of Dan y Mynydd that identified low roosting potential. Due to Covid-19 restrictions, no internal inspection was undertaken, but based on the potential identified through the external assessment, this was considered sufficient.

A dusk emergence survey was carried out in suitable weather conditions during the optimum period for bat activity (May-September). The buildings were classed as low potential and the features unsuitable to support a maternity roost. During the dusk emergence survey undertaken on 4th May 2020, no evidence of bats emerging from the buildings was observed.

The report concluded that for a two-year period post-survey, the proposed development of the site could proceed with no further survey work.

An Ecological Impact Assessment, dated July 2021, also by TACP, was undertaken to ascertain that site conditions remained as per the 2020 surveys. The report confirms this.

The Council's Ecologist was consulted as part of the application.

The response concludes that the development would be affecting amenity grassland, dense scrub and broadleaved plantation woodland and scattered trees.

It is advised that the Bat Survey is acceptable and concurs that, based on the findings, the buildings on site have a low potential to support roosting bats and that no bats have been recorded as having left the building. It is advised that no further survey work is required but, as a precautionary measure recommends that an appropriate informative note is attached to any consent that may be granted.

Further clarification is being sought (at the time of writing this report) with the applicant in terms of reptile status and mitigation. The Ecological Impact assessment states that the site has "low" ecological value for reptiles however doesn't fully justify (within the text) as to how this conclusion has been reached. The report suggests that mitigation will take place through controlled clearance but is not clear in respect of the areas where any reptiles would be moved. It is hoped that the applicant will provide this additional detail prior to Committee but it is something that can be appropriately controlled through the imposition of a condition.

Committee is advised that NRW have not offered any objection to the development (reiterating their comments as part of PAC) and have not requested that any conditions are imposed.

Highway Safety

The Transport Statement (by Jubb) accompanying the application states that the principle of an Extra Care facility has long been established through the existing land-uses. The report further concludes that:

- The proposal is consistent with transport policies at national and local levels.
- Suitable turning area is also facilitated within the main car park to provide sufficient manoeuvring space for deliveries and refuse vehicles.
- The forecast development traffic is of comparable level to the permissive land-uses during the peak periods with a negligible increase of five vehicles predicted in two-way movements and hence the proposed development would not constitute any tangible impact on the local transport network.
- There are no highways and transportation reason for the proposals not to be supported.

As part of the application process, the Council's Highway & Transportation Section was consulted. Their response can be summarised as follows:

High Street

High Street, leading to the proposed development, is a cul-de-sac and sub-standard in terms of its 5.1 metre width for safe two-way vehicular movement which is further impacted on by the existing resident car parking on one carriageway lane narrowing

the available width to single file traffic 3.1m to the detriment of safety of all highway users and free flow of traffic. However, taking into account the limited additional vehicular traffic generated by the proposed compared to the existing use with up-to a maximum of 9 additional trips in the peak hour only with no reported accidents on-balance the proposed is acceptable.

Pedestrian access from the south is gained via a 1.3m footway(s) which are below the recommended standard for safe two-way pedestrian movement to the north on the desire route to public transport and Porth Town centre footway widths are increased and acceptable to serve the proposed. Manual for Streets indicates that a minimum 2.0m footway width should be provided for safe pedestrian movement. There is concern that pedestrians entering from the south would be forced to walk in the carriageway with narrow running width to pass one another to the detriment of pedestrian safety. However, as stated above the majority of pedestrians would be using the footway network to the North leading to public transport and local facilities within the town centre.

The existing minor road junctions onto High Street are lacking in junction radii and visibility which raises cause for concern. However, due to the existing constraints vehicular speeds at this location are reduced and taking into account the limited additional traffic generated with no reported accidents on-balance is acceptable.

Bronwydd Avenue.

Bronwydd Avenue has a carriageway width of 7.4m with permit-holder parking on the opposite side to the development and single yellow line on the development side. The carriageway width with traffic management measures and the 2m wide footway is considered acceptable in principle.

The required vision splays at the junction of Bronwydd Avenue with High Street is 2.4m by 40m. The available vision splays are 2.4m x 18 left and 2.4m x 40 right. The vision splay to the left is well below the required standard which gives slight cause for concern. The vision splay to the right is obstructed by on-street parking, resulting in vehicles being forced to edge out into the path of on-coming vehicles to gain vision to the detriment of safety of all highway users and free flow of traffic.

Taking into account the limited additional traffic generated, slow speeds due to existing constraints with no accidents along High Street or Bronwydd Avenue on-balance the proposed is acceptable.

Pedestrian Access at Bronwydd Avenue.

The footways along Bronwydd Avenue are acceptable for safe pedestrian movement. However, there is concern that there are no dropped kerbs and un-controlled crossing provided at the access to the care home to aid able and less able pedestrians access the footway and therefore a condition has been suggested accordingly.

Accident Data

There are no reported accidents within the immediate vicinity of the site along Bronwydd Avenue and High Street. There is one reported accident at the junction of High Street and the A4233.

Parking - SPG 2011.

In accordance with the table below the proposed development in Zone 3 requires the following off-street car parking provision:

Type of Development	Residents	Visitors
Self-contained elderly persons accommodation (wardened)	1 space per 4 units 1 space for warden 1 space per 2 ancillary staff	1 space per 4 units
60 Beds, 12 Staff	22 Spaces	15 Spaces
Total Required	37 Residents, Staff & Visitors	

The proposal provides for 32 off-street car parking spaces (3 disabled) which is 5 short of the maximum standards. However, taking into account the proposed is located in a sustainable location, the provision of storage for motarised disability scooters, provision of a travel plan to promote sustaianble modes of transport and cycle stands the proposed off-street car parking provision is considered acceptable.

The proposal also provides for a ambulance / taxi drop off area to the front of the main reception.

Trip Generation

The proposed is estimated to generate 18 two-way vehicle movements in the AM peak and 18 two-way trips in the PM peak which equates to 1 trip every 3.5 minutes.

The existing 30 bed nursing home was estimated at generationg 9 two-way peak trips in the AM & PM.

Therefore an estimated peak trip rate of 9 additional vehicles per peak hour which is not significant to warrant an objection despite the sub-standard access leading to the proposed High Street in terms of width due to high on-street car parking pressure and sub-standard vision at the junction.

Travel Plan

To promote sustainable modes of transport the applicant has submitted a Travel Plan to:

- provide measures, information and support initiatives that will facilitate a range of realistic and achievable alternative modes of travel and provide staff, visitors and residents with an opportunity to reduce the number of single occupancy vehicle trips.
- Raise awareness of transport issues and reduce the impact of the traffic on the local environment

- Reduce car dependency and in particular the number of single occupancy vehicle journeys
- Increase travel choice for employees, residents and visitors
- Provide all necessary on-site facilities to encourage the usage of walking, cycling and public transport as appropriate
- Minimise the impact of the social exclusion caused by poor health and mobility issues.

Construction Method Statement Site Plan

The applicant has submitted a Construction Method Statement indicating wheel wash facilities, storage of plant and materials, contractor parking, delivery drop down area and storage areas which is acceptable and shall remain in operation throughout the construction phase.

(Highways) Conclusion

There is concern regarding the sub-standard highway leading to the proposed High Street in terms of narrow width which is further impacted on by high on-street car parking demand, sub-standard vision at the junction of Bronwydd Avenue and sub-standard footway widths to the south for safe pedestrian movement. However, taking into account the relatively small increase in vehicular movement, slow vehicular speeds and there have been no reported accidents along High Street or Bronwydd Avenue on-balance the proposed is acceptable.

Other Matters (including objections/concerns).

A further requirement of planning policy is that the site should be allocating 10% affordable housing. Though the site would be built and managed by a private company, (LINC Cymru), the Council would retain nomination and occupation rights. As such and given the specific nature of the proposed use, which in essence provides a type of social housing, the proposal is considered compliant with policy SSA12 of the Rhondda Cynon Taf Local Development Plan. If Committee is minded to approve the application, a condition will be required to secure this provision. It is not considered necessary for the applicant to enter into a S106 Agreement and Committee are advised that a similar facility was provided recently on the site of the former Magistrates Court in Union Street, Pontypridd using this same mechanism and through the same developer.

Some of the objections referred to the siting of the Electricity Sub-Station and suggested that it should be moved further away from residential properties. This matter was taken up with the applicant who advised that in response to the resident's concerns about perception of noise impact from the substation, discussions were held with WPD (Western Power Distribution) provided some clarification regarding the noise impact of the substation. To summarise:

- WPD preference is that any residential dwelling should be over 5m from the substation boundary, with bedrooms preferably further due to possible nuisance at night (Committee is advised that the nearest property in this instance is over 11m away from the proposed location of the substation).

- Transformer noise tends to consist mainly of 100Hz and 200Hz tonal noise (hum). The *maximum* sound power level of the 800kVA transformer proposed here is 58dBA. The actual noise reading you would get if you were stood next to the transformer is typically about 10dBA less.
- To mitigate these values further WPD as standard now install all transformers onto double thickness (TICO-branded) sound attenuating pads as well.

Committee is advised that, while there may be a perception that such apparatus may be too close and noisy, the response suggests that, in practice, it will not cause a problem. If it does, then there is a potential recourse through Public Health legislation if it constitutes a Statutory Noise Nuisance.

Objections have also been raised in respect of the location of the bin / refuse store. Similar concerns were also expressed directly (to the applicant) during the PAC process. While it is a relatively large site, the location of the access and the siting of the existing houses at High Street has meant that the layout has led to certain decisions being prioritised. The applicant has advised that they didn't think it appropriate to want the bin store to be "front and centre" when arriving at the site. They have also suggested that, when constructed, it is unlikely that anyone is going to think that it could have been located in a less obvious location such as its siting (where it is proposed) should have been avoided. Committee is advised that it is purpose-designed and is of a proportion commensurate with its intended use (and ease of access and collection). Placing it where it is only uses the equivalent space of about two car parking spaces, whereas placing it elsewhere in site could take up to four/five spaces and be far more visible to both occupants and visitors. The following is taken from the applicant's DAS/PAC Report.

"The relocation of the refuse store has been explored, however due to site constraints including location of proposed building and car parking; site topography; and maintaining suitable entry and exit from the site. In order to address comments in respect of vermin, the specification of the refuse store has been increased, insofar as it will be constructed from blockwork rather than a lightweight frame. Also, the refuse store is a fully encased building with a roof and doors rather than open compound.

Linc-Cymru operate bin store management procedures that will assist in minimising any adverse impacts such as unpleasant odours and attracting vermin. Commercial and residential waste collections will be undertaken by the local authority, whilst staff will attend to the upkeep of the waste storage area, keeping it clean, secure, and hygienic at all times. On collection day, staff will ensure the waste bins can be easily accessed. Security measures will include a digi-lock fitted to the main access door and CCTV monitoring. Together, these factors will prevent vermin problems."

While the comments from residents are noted, given the construction and location of this facility its use is unlikely to give rise to any significant issues and would seem to be an improved facility to that operated at the existing/former nursing home.

It is considered that while the proposal is in relatively close proximity to Bronwydd House and its grounds, it is significantly detached and set back such that it is not considered that it would have any significant impact on the setting of a Listed Building

and that it is unlikely that there will be any locations within Porth and the surrounding area where Bronwydd House and Dan y Mynydd would be seen in the same context that any impact is acceptable.

DCWW have no objection, in principle, to the development but have expressed a concern over the adequacy of the water supply that exists to serve the development. Accordingly, they have requested that a condition be added to address this. Committee is advised that, while it is important that this (or any development) has an adequate water supply, it is not considered that this should be a matter for the Local Planning Authority to consider or address. The concern has been relayed to the applicant and it is open to them to take the matter up directly with DCWW prior to the development being either constructed or occupied. It is considered that this is a technical matter (similar to the availability of a gas or electricity supply) and is not a matter to be negotiated through the LPA.

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 lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a nil charge is applicable and therefore no CIL is payable.

RECOMMENDATION: Approve with Conditions

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

Reason: To comply with Sections 91 and 93 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the approved plans and documents listed in the letter from LRM Planning dated 26th November 2021 with Reference: SH/20.216 unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

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

3. No built development shall take place until a Wildlife and Habitat Protection Plan has been submitted and approved in writing by the local planning authority. The plan shall include:

a) An appropriate scale plan showing 'Wildlife and Habitat Protection Zones' where construction activities will be restricted and where protective measures will be installed or implemented.

- b) Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction;
- c) Details of specific habitat and species mitigation and enhancement measures.
- d) A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed (such as nesting bird season, hibernating and breeding amphibians and reptiles, etc.)
- e) Persons responsible for:
 - i) Compliance with legal consents relating to nature conservation;
 - ii) Compliance with planning conditions relating to nature conservation;
 - iii) Installation of physical protection measures during construction;
 - iv) Implementation of sensitive working practices during construction;
 - v) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
 - vi) Provision of training and information about the importance of the 'Wildlife and Habitat Protection Zones' to all construction personnel on site.

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

4. Before the development is brought into use the means of access, together with the turning and parking facilities, shall be laid out in accordance with the submitted site plan 6405-P-0100 REV M and approved by the Local Planning Authority. The parking spaces shall be surfaced in permanent material and retained thereafter for the parking of vehicles in association with the proposed.

Reason: In the interests of highway safety. To ensure vehicles are parked off the highway.

5. Prior to the development being brought into use, an uncontrolled pedestrian crossing facility with tactile paving shall be provided across the vehicular access on Bronwydd Avenue in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to any development on site commencing.

Reason: In the interests of highway and pedestrian safety.

6. The approved Construction Method Statement submitted 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.

7. Surface water run-off from the proposed development shall not discharge onto the public highway or connected to any highway drainage system unless otherwise agreed in writing by the LPA.

Reason: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding.

8. The residential units hereby approved shall be delivered by a Housing Association Partner (Linc Cymru Housing Association Limited) of Rhondda Cynon Taf County Borough Council and shall only be occupied as affordable housing that meets the definition of affordable housing in Annex B of the Welsh Government Technical Advice Note 2 on Affordable Housing, or any future guidance that replaces it.

Reason: In order to ensure that the site delivers appropriate provision of affordable housing to meet the identified need and to ensure compliance with the terms of the policies of the adopted Rhondda Cynon Taf Local Development Plan.

9. All planting, seeding or turfing in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

10. Notwithstanding the details shown on the submitted plans, construction work shall not be commenced on any external surface of the development hereby approved until such time as samples of the external finishes 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 adjoining buildings in the interests of visual amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

11. No residential unit shall be occupied until the drainage works have been completed in accordance with the approved plans.

Reason: To ensure adequate disposal of foul and surface water drainage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

12. If during construction any contamination should be encountered which was not previously identified, then work shall cease and revised contamination proposals shall be submitted to and approved in writing by the Local Planning Authority prior to the work recommencing. Any revised contamination proposals shall be carried out by a competent person.

Reason: In the interest of health and safety and environmental amenity and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.