



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: 21/0831/08 (GH)
APPLICANT: L Gauntlett
DEVELOPMENT: Construction of a car park to supplement existing park and ride facilities at Porth Railway Station (Park and Ride Phase 3), to include realignment of the Rheola Industrial Estate access road, drainage works, street lighting, CCTV and soft landscaping. (Transport Statement received 23rd September 2021)
LOCATION: RHEOLA ROAD / RHEOLA INDUSTRIAL ESTATE ACCESS ROAD, PORTH, CF39 0LF
DATE REGISTERED: 27/10/2021
ELECTORAL DIVISION: Porth

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

REASONS: The proposed car park would provide a necessary and welcome expansion of the existing oversubscribed park and ride facilities for Porth railway station, and thus accord with local and national planning policies which support the use and promotion of sustainable public transport.

In addition to being of an acceptable design and layout, the formalisation of the parking would result in a more efficient use of the space, whilst the improved appearance of the site would be beneficial to the street scene without additional detriment to the amenity of the closest neighbouring occupiers.

REASON APPLICATION REPORTED TO COMMITTEE

The application has been submitted by, or on behalf of the Council or involving land owned by the Council, where the Council's interest is of more than a minor nature.

APPLICATION DETAILS

Full planning consent is sought to construct a car park as part of the third phase of the park and ride facilities for Porth Railway Station.

The application site comprises 0.33 hectares of disused or unallocated land around the Rheola Public House and under and around the A4223 road bridge. The

development would provide 3 disabled spaces directly to the front of the public house and a further 47 standard car parking spaces on the opposite side of Rheola Road.

The Applicant's Planning Statement notes that the objectives of the scheme are fivefold:

- to maximise parking opportunity for Porth Railway Station
- Increasing the amenity value of the site for the local community
- Enhancing the biodiversity of the site
- Improving Active Travel facilities
- Increasing the perception of safety at the site

A notable feature of the development is that in order to configure the land to maximise capacity, the Industrial Estate Access road would be realigned to the west, so that it would run directly alongside the side elevation of the Public House and closer to the southern bridge abutment.

As the description of the development notes, the car park would be lit and benefit from CCTV coverage. Furthermore, comprehensive landscaping and tree planting plans demonstrate how the appearance of the site would be enhanced, provide biodiversity gain and would tie-in with the sustainable drainage scheme.

In addition to the plans and elevation drawings accompanying the application, the following supporting documents have been submitted:

- Noise Insulation Assessment Report
- Ground Investigation Report
- Preliminary Ecological Appraisal
- Road Safety Audit Stage 1
- Highways Departures Technical Notes
- Flood Consequence Assessment
- Flood Risk Management and Emergency Plan
- Planning Statement
- Transport Statement
- Coal Mining Risk Assessment

SITE APPRAISAL

The application property is parcel of unallocated and/or disused land, located within the settlement boundary for Porth, and within a short distance of the town centre and railway station.

Comprising a surface area of 0.33ha, the land is irregular shaped and is enclosed by the residential properties to the east, the Rhondda River to the north-west, the Rheola Public House to the west and the existing public highway.

The majority of the site is owned by the Council, whilst a small element unregistered. Much of the area was previously occupied by the track bed and infrastructure of the Maerdy Branch Line of the Taff Vale Railway.

The site demonstrates a general fall in level towards the east, although this is not pronounced, and consists largely of compacted hardcore and scrub. There are no specific environmental designations affecting the site, other than for the adjacent river and its banks being part of a SINC. However, due to the proximity of the river and topography, nearly all of the site is within C2 Flood Zone.

PLANNING HISTORY

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

- 18/1378/08:** New 30 Space Park and Ride facility to include new vehicular access, boundary fence and street lighting. (Description amended 04/01/2019). Decision: 09/07/2019, Granted.
- 16/0456/39:** Non Material application for alterations to the general arrangement of the northern car parks including precast concrete retaining wall in front of existing John Street retaining wall. Decision: 13/09/2017, Withdrawn by Applicant.
- 15/0175/08:** Provision of park and ride facilities to include car parks, access from Syphon Street, alterations to the existing cycle route, retaining walls, lighting and CCTV. Decision: 22/04/2015, Granted.

PUBLICITY

The application has been advertised by direct notification to seventeen neighbouring properties and notices were displayed on site.

No letters of objection or representation have been received.

CONSULTATION

Highways and Transportation

No objection, subject to conditions in respect of engineering design and details, a traffic regulation order, electric vehicle charging, surface water, and construction method statement.

Flood Risk Management

Given that the construction area is greater than 100m², under Schedule 3 of the Flood and Water Management Act 2010, the applicant will be required to submit an application to the Sustainable Drainage System (SuDS) Approval Body (SAB). The applicant is also required to comply with Part H of the Building Regulations.

Alongside the applicant's requirements with regard to SAB approval, the applicant is also required to outline the proposed drainage strategy to the Lead Local Flood Authority in line with PPW Technical Advice Note 15.

Whilst the applicant has submitted several documents related to the site's drainage strategy, detailed hydraulic calculations have not been provided. Therefore, it is recommended that the application be conditioned for those details.

Public Health and Protection

Conditions are recommended in respect of demolition, noise, dust, waste and hours of operation. However, since these matters can be controlled within the scope of existing public health powers it is considered that these can be best addressed by appending an informative note to any consent.

Natural Resources Wales

NRW has concerns with the application as submitted because inadequate information has been provided in support of the proposal. To overcome these concerns, further information should be sought from the applicant regarding flood risk. If this information is not provided, NRW would object to this planning application.

NRW has also requested, in relation to European Protected Species (EPS) that the Preliminary Ecological Appraisal (PEA) and North Car Park Street Lighting & CCTV plan are included within the condition identifying approved plans and documents on the decision notice.

Western Power Distribution

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

Countryside – Ecologist

The Preliminary Ecological Appraisal (PEA) for this application is a competent and appropriate assessment. The PEA has identified very limited existing ecological interest on the site. The key feature is the adjacent Rhondda Fach (SINC 142).

The site itself has some scrubby habitats on its boundaries and there is some nesting bird use of the adjacent retaining wall, but no bat or bird use of the Rheola bridge structure apart from feral pigeon. There is need to control light pollution of the river during both construction and operation. The PEA identifies a series of precautionary mitigation measure recommendations in Section 7 and enhancement in Section 8. The planning application is ecologically acceptable subject to a condition in regard of those measures.

The Coal Authority

The Coal Authority considers that the content and conclusions of the Coal Mining Risk Assessment, dated October 2021, are sufficient for the purposes of the planning system in demonstrating, based on the professional opinion of Redstart, that the application site is safe and stable for the proposed development subject to incorporating the identified precautionary measures (double layer of geogrid reinforcement at the northern end of the car park). The Coal Authority has no objection to the proposed development,

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 Porth

Policy CS1 - promotes the re-use of under used and previously developed land and buildings and investment in public transport improvements.

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

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

Policy AW10 - supports development proposals which are not unacceptably harmful to public health or the environment.

Supplementary Planning Guidance

- Design and Place-making
- Access, Circulation and Parking Requirements
- Nature Conservation

National Guidance

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

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
- Policy 2 – Shaping Urban Growth

- Policy 3 – Supporting Urban Growth
- Policy 11 – National Connectivity
- Policy 12 – Regional Connectivity

SE Wales Policies

- Policy 33 – National Growth Areas Cardiff Newport & the Valleys
- Policy 36 – South East Metro

Other relevant national policy guidance consulted:

PPW Technical Advice Note 11: Noise

PPW Technical Advice Note 12: Design

PPW Technical Advice Note 15: Development and Flood Risk

PPW Technical Advice Note 18: Transport

Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

Main Issues:

Principle of the proposed development

The application relates to the construction of a car park and associated infrastructure on unallocated land within the settlement boundary, the majority of which is already used informally for the parking of vehicles. The principle of development is therefore acceptable.

Noting that the site falls within a C2 Flood Zone, the opportunities for development are limited, by TAN 15, to those classed as 'less vulnerable development'. Since car parks qualify as less vulnerable, there would be no conflict in principle with either TAN 15 or LDP Policy AW10, although in respect of the former and the consultation response from Natural Resources Wales, this matter is discussed further below.

In respect of Policy CS1, this is supportive of the car park proposal on the basis that it would result in the beneficial re-use of a previously developed site and one at risk of becoming unsightly, if not derelict; whilst the Policy also supports developments which promote accessibility via investment in public transport improvements.

Consequently, the principle of the development is considered to be acceptable, subject to the material considerations below.

Impact on the character and appearance of the area

The current appearance of the site, together with its ad-hoc use, largely uncontrolled parking, and part unmade surfaces is not an attractive space. Taken together with that area overshadowed by the Rheola Bridge, the site does not contribute positively to the public realm.

The site redevelopment would result in a considerable improvement to the street scene, inasmuch as it would regularise the use of the land for parking, remove unkempt growth from around the perimeter and introduce street furniture, landscaping features and trees.

In light of the above, it is considered that the development would result in an improvement to the character and appearance of the area.

Impact on neighbouring occupiers

The proposed development does not involve the creation of many structures above ground, with the exception of low level fences, pedestrian guard rails and street light /CCTV columns etc. Therefore, it is unlikely that the development would have a direct impact on the outlook from those properties which border the site.

Other than the Rheola Public House, the closest dwellings to the site are located on the eastern side of the site at Woodfield Buildings and Mary Street to the south east. It is noted that these residential properties are close to a busy rail line and main highway links, and the existing park and ride car park extension to the south.

Consequently, it is considered unlikely that the formalisation of parking at the application site would be harmful to residential amenity since the site is already being used for these purposes and in addition, since one of the objectives of the application is to increase the perception of safety, the provision of CCTV is considered to be beneficial.

No comments or objections have been received as a result of the public consultation process. Therefore, in terms of the impact of the development on the amenity and privacy of neighbouring occupiers, the application is considered to be acceptable.

Access and highway safety

Access

Access to the site is via a junction from Rheola Road, which is located to the south west of the site boundary. An adopted highway runs through the length of the site providing access to the Rheola Industrial Estate to the north. A footpath follows the Rheola Industrial Estate access road on the eastern side. The Rheola Public House forms the western boundary of the central part of the site.

To the north of the site the Rheola Bridge, which carries the A4233, passes over the Rheola Industrial Estate access road and the Rhondda River. The hardstanding area adjacent to the bridge has recently been used as a compound area for the Porth Park and Ride Phase 2.

There is an existing car park located to the south of the site which will undergo some improvement works, however the proposals are considered permitted development and are not included within this planning application. The Rhondda Fach Trail (pedestrian and cycle path) runs to the east of the southern car park and passes beneath Porth Street Bridge and onto Porth Railway Station circa 260m distant. The path width varies between 3-3.5m.

There are 12 formal car parking spaces within the planning boundary (9 to the east and 3 to the south of the Rheola Public House). A further 37 informal parking spaces lie within the planning boundary, comprising 16 to the north of the Public House, 5 to the south of the Public House and a further 16 along the existing access road.

The proposed scheme for 60 car parking spaces requires the realignment of the Rheola Industrial Estate access road and a small retaining wall in the central part of the site. This was the preferred option of those considered by the Applicant as more car parking was able to be provided. However, this in turn results in a number of parking spaces being located on public maintained highway.

The Rheola Industrial Estate access road would be realigned to follow the western boundary of the site. A one-way system would be put in place for the proposed car park with the entry point positioned at the northern part of the site and the exit at the southern part of the site. The carriageways would be 6m wide and the speed limit for the site set at 20mph. Traffic calming measures are included at the site entrance, near to an uncontrolled crossing, for additional safety.

Parking Spaces

The parking has been designed to Wales Parking Standards 2014. The standard perpendicular bays are 2.6m wide x 4.8m long, standard parallel bays are 2m wide x 6m long, and disabled bays are 2.6m wide x 4.8m long.

Electric Charging Points

To be in accordance with the Council's Car Parking Standards and PPW11, a minimum of 10% of the car/vehicle parking spaces shall be suitable for charging ULEV vehicles and a condition is recommended to secure this.

Pedestrian Access

Footpaths within the scheme would be 1.8m in width and therefore compliant with Active Travel Wales Guidance. The main footpath is provided to the west of the access road. A number of uncontrolled crossing points are included within the scheme for pedestrian safety and to connect with existing footpaths on the site boundaries.

Vision Splays

The observed 85th percentile speeds recorded on Rheola Road are 27.6mph south and 27.2m northbound resulting in a requirement for vision splays of 2.4m x 39m, which are provided for and therefore acceptable.

Drainage Design

The proposed drainage scheme consists of linear drains to collect the water from the car park and gullies along the industrial estate access road. Two bioretention areas will help treat the runoff from the northern part of the car park, but due to lack of space this is not possible for the southern part. It is envisaged that for the southern part of the car park an interceptor will be used to treat the water before it reaches the discharge pipe.

To attenuate the run off it is proposed to use cellular storage tanks (these have been sized to hold a maximum of a 1 in 100 year + 40% for climate change rainfall event) and vortex flow control devices (set at an agreed rate). No cellular storage tanks will be permitted within the existing adopted highway or highway proposed to be offered for adoption.

Street Lighting

Full engineering design and detail is required prior to any works commencing on site to ensure adequacy of the proposed street lighting.

Parking Restrictions

The proposed parking spaces for the park and ride are located on adopted highway where enforcement of the proposed parking restrictions would not be possible. Therefore, to maintain control of the car parking restrictions the existing adopted highway should be stopped up under Section 247 of the Town and Country Planning Act 1990. In addition, a Traffic Regulation Order would be required for the implementation of double yellow lines on the realigned access road.

Accident Data

Records show that in total, fourteen collisions involved 23 vehicles and resulted in 23 casualties. Of the fourteen collisions, none resulted in fatal injuries and only two were classed as serious injuries. The only cluster of collisions occurred at the junction of the A4233 High Street / Porth Street / Pontypridd Road, with four slight accidents occurring over a three year period, with single collisions in 2016 and 2017 and two collisions in 2018.

Following analysis of the data, no collision trend has been identified near to the proposed car park. The four collisions that occurred on Rheola Road all resulted in only slight casualties at different locations along the highway. It is therefore considered that the additional traffic associated with the development proposal is unlikely to have a significant impact on the safety of the local highway network.

Engineering Design & Detail

Taking into account that the proposed access road is to be adopted and maintained at public expense a condition requiring full engineering design and detail has been suggested.

Conclusion

The proposed provides for additional off-street car parking for the existing park and ride facility at Porth reducing additional vehicular trips on the wider highway network which is acceptable. The proposal formalises existing un-made parking areas with limited additional vehicular movements at the junction with Rheola Road which is acceptable.

Flood Risk

The applicant has provided a Flood Consequence Assessments (FCA) and Flood Risk Management and Emergency Plan in support of the application.

NRW has noted that the planning application proposes less vulnerable development. The application site lies entirely within Zone C2, as defined by the Development Advice Map (DAM) referred to in Technical Advice Note 15: Development and Flood Risk (TAN15).

Section 6 of TAN15 requires the Local Planning Authority to determine whether the development at this location is justified, Should the proposal be considered to meet the tests set out in criteria (i) to (iii), then the final test (iv) is for the applicant to demonstrate through the submission of an FCA that the potential consequences of flooding can be managed to an acceptable level.

NRW has reviewed the FCA, noting that it suggests the ground levels on the site for the car park area range between 93.58 - 97.86m AOD and that ground levels will be lowered by approximately 0.1-0.3 in central areas, by approximately 0.4-0.7m in an area to the north west of the of the development site but that levels will be raised by approximately 0.4-0.7m on the north west edge and part of the west edge of the site (adjacent to Rheola Road).

The supporting FCA uses the most up to date flood risk information for this location. Flood data was obtained from Natural Resources Wales and this was used to inform the FCA and determine the flood risk associated with the development site. NRW is therefore satisfied with the use of the flood data used to inform the FCA.

NRW has confirmed that the FCA addresses concerns in respect of the impacts of flood risk elsewhere. However, although the park and ride facility would be considered to be 'less vulnerable development', as defined by TAN15, NRW has noted that in the case of a 1 in 100 year (1%) flood event, plus an allowance for climate change, the FCA demonstrates that the proposed development is predicted to flood to a maximum depth of 0.5m, and the predicted maximum velocity of floodwaters is 0.6m/s.

This is contrary to A1.14 of TAN15 which advises that development should be flood free and that emergency access and egress routes should be shown to be operational under all conditions.

Nonetheless, NRW has recognised the nature of the proposal and that raising ground levels would be impractical, and that the mitigation measures outlined within the submitted documents, including signage and a flood risk plan, are proposed to manage flooding.

NRW has stated that it is a matter for the planning authority to determine whether the risks and consequences of flooding can be managed in accordance with TAN15. The TAN advises that development within Zone C2, including transport infrastructure, can be justified where it is part of a local authority strategy to sustain an existing settlement and, furthermore, providing that the development concurs with the aims of PPW and meets the definition of previously developed land – all of which are the case.

The Applicant has responded to the points raised by NRW, noting that although they reviewed the FCA submitted for the scheme, they do not normally comment on the adequacy of flood emergency response plans. Accordingly, they have not commented on the submitted Flood Risk Management and Emergency Plan for the proposed development.

The Applicant has also stated that it is known that the areas of the proposed development would likely flood to a maximum of 0.5m in a 1 in 100 year plus climate change allowance event, thereby not meeting the requirements of A1.14 of TAN15, and if the proposed levels were to increase to meet this requirement, there is a high probability that there would be increased flood risk elsewhere, thereby not meeting requirements of A1.12 of TAN15.

As per the proposal in the Flood Risk Management and Emergency Plan, it is proposed that there will be suitable signage to warn users of the car park and that the site would be closed in advance of the event. This plan is in accordance with the Flood Risk Management and Emergency Plan for Porth Park & Ride Phase 2, which was granted planning permission and is now fully operational.

Notwithstanding NRW's response it is noted that that the existing station, its car park, existing park and ride car park and a significant part of Porth town centre are already within land designated as Zone C2. Furthermore, it is recognised that this application only seeks to set out formally what the land is already used for, but with the additional benefit of it being subject to a Flood Risk Management Plan. On this basis it is considered that the development is acceptable terms of flood risk.

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 placemaking merits of the scheme within the sections of the report further above, the proposed development is considered to align particularly well with the following national sustainable placemaking outcomes:

- **Creating and Sustaining Communities:** The proposal will support the Porth Railway Station which is an important community transport facility. If more people opt to travel by train, there would be wider reaching benefits for communities such as reduced congestion and thus improved air quality. Signs within the site will be bilingual which will ensure the Welsh language will continue to thrive.
- **Facilitating Accessible and Healthy Environments:** The proposed car park supplements the existing park and ride facilities at Porth Railway Station. The car park is within easy walking distance located approximately 260m north west of the Station and is connected via the Rhondda Fach Trail, a wide active travel route. Proposed footpaths within the site are also active travel compliant being 1.8m in width. New lighting and CCTV are proposed to assist in creating a feeling of safety within the site. Whilst fencing along the river adjacent to the pedestrian footpath will enhance safety of its users. Improvements in the site's green spaces will help to create an attractive maintained environment which will also assist with the perception of a safe environment and people's feelings of well-being.
- **Making Best Use of Resources:** The development accords with the aim to prioritise the use of previously developed land. The site is located on a brownfield site that is unkempt with dilapidated fencing, self-seeded vegetation of low ecological value and hardcore areas with poor drainage and weed growth. The proposals will unlock the full potential of the site allowing it to be fully utilised and thus providing increased car parking provision than that which currently exists on site.
- **Growing Our Economy in a Sustainable Manner:** The park and ride scheme will provide additional parking facilities in a secure manner with the aim of encouraging more people in the local area to use the rail network rather than making journeys by private vehicles. Reduced numbers of vehicles on roads will help to reduce overall carbon emissions and congestion on busy routes and will help to create a more sustainable way for people to access employment and services. The redevelopment of the northern car park is linked to the ability to secure funds for the redevelopment of the southern car park which includes investment in electric charge points.
- **Maximising Environmental Protection:** The site is currently of low ecological value and therefore the proposed landscaping will enhance biodiversity and ecological value of the site. The planting selected has been designed to complement the SUDS initiatives and is resilient to climate change. Any vegetation remaining on site will be removed outside the bird nesting season or undergo an ecological check to ensure nesting birds are protected. Street lighting will be directional ensuring that light is concentrated on the carriageway and sensitive receptors such as wildlife using the river corridor or nearby residents are not impacted. The lights will also be dimmed by 50% from 8pm -

Midnight, switched off from Midnight - 5am and then again, half power from 5am - 6am and full power to dawn. The lighting includes the use of modern materials, energy saving devices and proven innovation in lighting provision.

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

Community Infrastructure Levy (CIL) Liability

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

The application is for development of a kind that is not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

The proposed car park redevelopment would provide a welcome addition to the existing oversubscribed park and ride facilities for Porth Railway Station, and thus accord with local and national planning policies which support the use and promotion of sustainable public transport.

In addition to being of an acceptable design and layout, the improved appearance of the site would be beneficial to the street scene and the formalisation of its use as a car park would not be detrimental to the amenity of the closest neighbouring occupiers.

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

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

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

2. The development hereby approved shall be completed in accordance with the approved drawings and documents:

- 0002 Rev P01
- 0100 Rev P01
- 0101 Rev P01
- 0102 Rev P01
- 0103 Rev P01
- 0104 Rev P01
- 0105 Rev P01
- 0200 Rev P01
- 0500 Rev P01
- 1200 Rev P01
- 1301 Rev P01
- 3000 Rev P01

- 3001 Rev P01
- 3002 Rev P01
- Porth Park and Ride (Phase 3) – Preliminary Ecological Appraisal by Redstart, Doc ref: GC/003574, Rev:P07, dated March 2020 (PEA)
- Porth Park and Ride, North Car Park Street Lighting & CCTV (Preliminary Design), Drawing GC3675-RED-79-XX-DR-E-1301, Rev P01 by Redstart, dated April 2021 (Lighting Plan)

and details and documents received on 8th June 2021, 24th September 2021 and 28th October 2021.

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

3. No development shall commence until full engineering design and details of the access road layout including, sections, street lighting details, vehicular containment, and surface-water drainage details, 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.

4. No development shall commence, 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 unless agreed otherwise in writing by the Local Planning Authority.

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

5. No development shall commence, including any works of site clearance, until a scheme for the provision of species mitigation and enhancement measures has been submitted to and approved by the Local Planning Authority.

The scheme shall include the measures identified within Sections 7 and 8 of the Preliminary Ecological Appraisal (Redstart, dated March 2021), and also

include details of the protection of nesting birds and their requirements during construction, and permanent ecologically sensitive site lighting to minimise impact on the adjacent Rhondda Fach.

These measures shall be provided prior to the beneficial use of the site and maintained in good order in perpetuity.

Reason: In the interests of biodiversity and nature conservation in accordance with PPW11 and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. No development shall commence until details of how the development is to comply with the requirements of Section 8.3 of PPW Technical Advice Note 15 have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to beneficial use.

Reason: To ensure that drainage from the proposed development does not cause or exacerbate any adverse condition on the development site, adjoining properties, environment and existing infrastructure arising from inadequate drainage, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. No beneficial use of the site shall take place until the flood mitigation measures, as detailed within Section 3 of the Flood Risk Management Plan (Capita, dated April 2021) have been implemented on site. The measures shall be maintained in perpetuity and in good order thereafter.

Reason: In the interests of public safety in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

8. No beneficial use of the site shall take place until a Traffic Regulation Order (TRO) for the introduction of parking restrictions along the realigned access road has been completed to the satisfaction of the Local Planning Authority.

Reason: To ensure deliverability of traffic management measures and restrictions in the interests of highway safety, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

9. No beneficial use of the site shall take place until a minimum of 10% of the car/vehicle parking spaces have been set up for charging ULEV vehicles. The charging points shall be maintained in perpetuity and in working order thereafter.

Reason: To improve environmental and cultural wellbeing of people and communities, in accordance with PPW11.

10. No surface water run-off from the proposed development shall discharge onto the public highway or be connected to any highway drainage system.

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 AW10 of the Rhondda Cynon Taf Local Development Plan.