



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: 21/1330/10 (GH)
APPLICANT: RHA Wales
DEVELOPMENT: Affordable housing development, comprising of 11 no 1 bed apartments and 2 no 2 bed fully adapted apartments together with car parking, landscaping, ancillary works.
LOCATION: 122-126 DUNRAVEN STREET, TONYPANDY, CF40 1QB
DATE REGISTERED: 01/10/2021
ELECTORAL DIVISION: Tonypany

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

REASONS: The site is located within the settlement boundary and the principle of residential development would therefore be acceptable and compatible with surrounding land uses.

The new dwellings would benefit from being sustainably located and convenient for public transport and links for onward travel. They would also be within immediate walking distance of a range of shops, services and facilities, thus bringing additional footfall and contributing to the vitality and viability of the retail zone.

The proposed development would provide a valuable contribution towards addressing local housing needs as identified by the Council's Local Housing Market Assessment.

In addition, the design and scale of the development would be sympathetic to the surrounding built environment and contribute towards an attractive street scene making use of a previously developed brownfield site.

REASON APPLICATION REPORTED TO COMMITTEE

The proposal constitutes major development which is not covered by determination powers delegated to the Director of Prosperity & Development

APPLICATION DETAILS

Full planning consent is sought for the construction of an affordable housing development on the site of the former property at 122-126 Dunraven Street.

As Members will be aware, what remained of the fire-damaged structure at this central town centre site has since been demolished and in its place a four storey residential building is proposed on behalf of Rhondda Housing Association.

The new building would be of a contemporary style, with external elevations mainly of face brickwork and render. Its layout would make use of a split-level approach to manage the north-easterly fall towards Dunraven Street and maximise the use of the site.

The design would incorporate interesting design features such as twin parapet gables to the front, a double height hanging bay to the side, a section of split-face stone to the front, and a metal clad window surround to the side/rear. The size and positioning of fenestration would be of a regimented form, but would include Juliet balconies to most, if not all, apartments.

The southern part of the building, being set back a little further from Dunraven Street and with a lower ridge and hipped roof gives the impression of a subordinate wing, whilst the rear offshot section would project over the rear yard, small parking area, and bin/cycle stores.

Externally, the boundary features would make use of pennant stone and metal railings and would enclose an area which would both be accessible to residents as amenity space and provide a sustainable surface water drainage feature. The vehicle and pedestrian entrances to the site would be from Eleanor Street to the rear/side.

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

- Pre-Application Consultation Report (PAC)
- Design and Access Statement
- Drainage Strategy
- Sustainability and Parking Statement

SITE APPRAISAL

The application site formerly accommodated a large, three-storey detached Victorian building, located at Dunraven Street in the centre of Tonypany.

The building, which comprised retail units at ground floor level and residential accommodation above, was gutted by a fire. The remaining structure comprised the shell and part of the roof and was subsequently demolished.

The site occupies a prominent position in the public realm and is directly adjacent to the main shopping street to the north-west, a pedestrian passage to the south-east, and by Eleanor Street and a service lane to the south-western rear.

Being both within the settlement boundary and the defined retail centre, the town centre location means that the surrounding uses are mixed, and there are a range of residential and retail uses within a short walking distance.

Other than for the retail centre location, there are no other specific policy or environmental designations that are of particular relevance to the site.

PLANNING HISTORY

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

21/5078/41: Pre-application advice - Redevelopment of site to provide 13no. affordable apartments, landscaping, car parking, drainage infrastructure and associated works. Decision: 22/07/2021, Raise No Objections.

20/1374/23: Demolition of buildings. Decision: 13/01/2021, Permission not required.

20/1419/23: Demolition of fire damaged structure at 122-126 Dunraven Street. Decision: 12/01/2021, Permission Required.

09/5521/25: External alterations. Decision: 20/08/2009, Permission Required.

06/0875/10: Fit a new shop front. Decision: 26/07/2006, Grant.

PUBLICITY

The application has been advertised by direct notification to 24 neighbouring properties and notices were displayed on site.

Furthermore, in accordance with the Development Management Procedure Order (Wales) the relevant press notice was published on 8th October 2021 identifying that the proposal constitutes major development.

One objection was received raising the following concerns:

- We were initially led to believe that the building would be replaced as before with shops on the ground floor and flats above. Tonypany is a shopping town, and the emphasis of the Council should be on bringing new business to the town, although not takeaways, there are too many already. The building should not be solely residential.
- There is already a problem with drugs in the town and a number of 1 bedroom flats will only exacerbate that problem.

CONSULTATION

Highways and Transportation

No objection, subject to conditions.

Flood Risk Management

There is no objection or recommendation for a condition in relation to surface water flood risk for this application as this will be adequately managed by both the Building Regulations and Schedule 3 of the Flood and Water Management Act 2010.

Public Health and Protection

No objection although conditions are recommended in respect of demolition, noise, dust, waste, and lighting. However, given that these matters will fall within either the scope of existing Public Health powers, or a Construction Method Statement, it is considered that an informative note is appropriate.

Natural Resources Wales

No objection or comment.

Dwr Cymru Welsh Water

No objection subject to an informative note regarding the position of a sewer crossing the site.

Western Power Distribution

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

South Wales Fire and Rescue Service

Advice has been provided for the benefit of the Developer relating to adequate water supplies on the site for firefighting purposes and access for emergency firefighting appliances.

Countryside – Ecologist

No objection, subject to a condition for the submission of mitigation measures for bats and nesting birds.

Waste and Recycling

Initially there was a concern regarding the location of the proposed bin stores in relation to Dunraven Street and collection by waste crews. Subsequently, a meeting took place with the Waste Team, Case Officer, Agent and Applicant at which it was resolved that it would be acceptable for waste to be placed at the side lane and that this would be managed by RHA.

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 Tonypanydy

Policy CS1 - emphasises sustainable growth in the Northern Strategy Area, achieved by promoting residential development in locations which support and reinforce the roles of Key Settlements, and ensuring the removal and remediation of dereliction by promoting the re-use of previously developed land.

Policy CS5 - identifies that there is a need to provide 1770 affordable housing units over the plan period.

Policy AW1 - sets out how the housing requirement figure will be met during the plan period. This includes but is not limited to the development of unallocated land in the settlement boundary and through the provision of affordable housing.

Policy AW2 - seeks to ensure that development is in sustainable locations. The policy sets out criteria which defines these locations, these include but are not limited to the following:

- Are within the defined settlement boundary.
- Would not unacceptably conflict with surrounding uses.
- Have good accessibility by a range of transport options.
- Have good access to key services and facilities.
- Support the roles and functions of the Principal Towns and Key Settlements and smaller settlements.

Policy AW4 - notes that planning obligations may be sought to make development proposals acceptable in land use terms.

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

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

Policy AW8 - seeks to protect the natural environment from inappropriate development unless there would be no unacceptable impact upon the features of importance to landscape or nature conservation.

Policy AW10 - prevents development which could cause or result in a risk of unacceptable harm to health or local amenity due to land instability or any other identified risk to local amenity and public health.

Policy AW11 - alternative uses for existing retail sites will be supported where the redevelopment of vacant or derelict land will have significant regeneration benefits, and where compliance with Policy NSA19 can be demonstrated.

Policy NSA2 - proposals for residential and commercial development in Tonypanydy will be permitted where they support the role of the Key Settlement, are of high design standards and support the provision of local services.

Policy NSA10 - permits proposals with the net residential density is a minimum of 30 dwellings per hectare.

Policy NSA12 - permits residential development within the defined settlement boundaries subject to criteria.

Policy NSA18 - identifies the hierarchy of retail centres and the designation of Tonypanyd as a key settlement.

Policy NSA19 - supports development proposals for Class A1, A2, A3 and other uses which add footfall and contribute to the viability and vitality of the retail centre of Tonypanyd.

Supplementary Planning Guidance

- Design and Placemaking
- Access, Circulation and Parking Requirements
- Affordable Housing
- Planning Obligations
- Design in Town Centres
- Nature Conservation
- Development of Flats

National Guidance

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

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

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

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

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

SE Wales Policies

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

Other relevant national policy guidance consulted:

PPW Technical Advice Note 2: Planning and Affordable Housing
PPW Technical Advice Note 5: Nature Conservation and Planning
PPW Technical Advice Note 12: Design
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 site is within the settlement boundary and within the retail centre of Tonypany where residential development would accord with LDP Policies CS1, AW1 and NSA12.

Policy AW2 lists a number of criteria that identify whether a site can be considered a sustainable location and, in this case, the key services and facilities within the retail centre of Tonypany would be within a very short walking distance. The development would also be accessible by sustainable transport modes including bus, train, foot, and bicycle.

Furthermore, PPW11 recognises that retail and commercial centres are the most sustainable places to live and notes that while A1 retail uses should underpin retail and commercial centres, it is only one of the factors which contribute towards their vibrancy.

Dunraven Street is the main street of the retail centre of Tonypany and provides the retail frontage. Therefore, whilst the principle of residential development above ground floors is fully supported, the preference would be to have a commercial unit (not necessarily retail) on the ground floor.

Policy NSA18 identifies that the site is within the retail centre of Tonypany where national policy would normally require retail use of ground floor premises to prevent the fragmentation of the retail offer and enhance vitality and viability. This is especially important in Key Settlements like Tonypany.

The Applicant's Agent has advised that RHA has deliberately excluded commercial uses from this application and focused on a solely residential scheme due to their ongoing commitment to regenerate the town. In partnership with others RHA is working on a number of regeneration projects within the town and their focus is to bring existing empty properties back into use, and to complement the existing offering rather than to compete.

The Agent noted that the former buildings that occupied the site had commercial units on the ground floor which had sat empty for a number of years which evidenced the demand for commercial premises was low, and therefore adding to the commercial units within the town would likely increase the vacancy rate with the potential of long term voids which wouldn't contribute in any way to the wider regeneration of the town. As such the proposals would bring a sustainable development which will positively impact on the town from an economical and regeneration perspective.

In addition, it has been confirmed that the social rented scheme has been designed by RHA Wales in dialogue with the Council's Housing Strategy Team to help address the need for additional affordable housing within Tonypany. The unit mix and tenure proposed are in accord with the Local Housing Market Assessment 2017/23, and, as such, this proposal satisfies Policy NSA11 of the adopted Local Development Plan.

Given the above, it is considered that the benefits from regeneration, taken into account with existing town centre vacancy rates, where just over 1 in 6 units are vacant, are sufficient to meet the requirements of Policies AW11 and NSA18.

Lastly, the minimum net residential density permitted by Policy NSA10 is 30 dwellings per hectare. The site is approximately 0.082 hectares, therefore resulting in a net residential density of approximately 162 dwellings per hectare, which would be well in excess of that required.

Consequently, and subject to the material matters below, the development is considered to be acceptable in principle.

Impact on the character and appearance of the area

The proposed development is considered to be acceptable in terms of the design, siting, massing, scale, materials and overall visual appearance. This view is taken for the following reasons:

Following discussions at pre-app stage some initial concerns were raised with regards to the proposals; these were focused primarily on materials and the extent of render proposed, together with building height and lack of amenity space.

As a result, the elevational treatment was re-considered, with large proportions of the elevations reverting to brickwork, and sections of render proposed to pick up the feature gable projections. These materials are similar to others located along Dunraven Street and would assimilate better.

The building height was reviewed by the Applicant, but no alterations have been made, due to the necessary floor height spacing to enable the provision of services commonly required in apartment schemes, e.g., water, heat and power infrastructure. This is recognised and scale and height of the building would not be incongruous in the central part of Tonypany where there are other tall buildings.

Furthermore, the scale of the new building would be comparable with what has been demolished and with some of the building forms, such as the feature gables being reproduced in the new proposals. The existing building also had some ornate date stones and it's proposed that these are retained and re-used on the new building.

The building has been designed to include active frontages and windows to all outward facing facades to ensure natural surveillance is achieved. Previously, this was not the case to the rear of the site, and both this and the widening of the side lane should help to deter anti-social behaviour including vandalism which is visible to walls.

Therefore, it is considered that the proposals will introduce an attractive building of an appropriate civic scale, that will enhance the character or appearance of the area.

Impact on the amenity of residents

As noted above the position and scale of the building is similar to that which formerly occupied the site so in terms of outlook from neighbouring properties, given that this is a town centre site with some flats above commercial ground floor units, the development would be acceptable.

There is no development immediately and directly to the rear of the site and with regard that on the opposite side of Dunraven Street and the lane to the side, any flats above ground floor level will have the same reciprocal views as those which occupied the previous building. In other words, there is potential for overlooking, given the relatively small distances between neighbouring structures, but to no worse a degree than before and that wouldn't be expected to occur in a denser urban location.

In terms of future residents, the Council's SPG for the Development of Flats is a key consideration and this relates particularly to the quality of life and amenity standards of future residents.

There is a concern that habitable rooms front Dunraven Street at the lower floor level, in respect of privacy and the potential for noise disturbance, although the set back from the highway, which was increased slightly as a result of pre-app discussion, and the boundary treatments should help to mitigate this.

The pre-app discussions also resulted in a small amenity space for residents being incorporated into the scheme, which would be within the landscaped area adjacent the lane with access from the private car park. This would provide a decked seating area with garden steps taking users down to the lower levels where the SuDs features are proposed.

In light of the above, and in terms of the impact on the amenity and privacy of neighbouring and future residents, the application is considered to be acceptable.

Access and highway safety

Access

Primary access for the previous retail / commercial facilities was served from Dunraven Street, which is a one-way street offering satisfactory access for both vehicles and pedestrians with traffic regulations in place for limited waiting/loading for service and delivery vehicles.

This residential scheme proposes primary access from Eleanor Street which is lacking in width for safe two-way vehicular movement due to the extensive on-street car parking and absence of turning facilities. This results in all service and delivery vehicles servicing the dwellings having to reverse along the highway to perform a turn, to the detriment of safety of all highway users and free flow of traffic.

Service and delivery vehicles would be forced to reverse some 30m along Eleanor Street to the junction of Compton Road to perform a turn or alternatively drive through the public car parking which has restrictions between 6:00pm-08:00am Monday to Saturday and all day Sunday and therefore cannot be guaranteed for use.

TRICS Trip Rate Information Computer System

The associated vehicular trips to and from the proposed development indicate that it would generate in the region of 12 arrivals and 12 departures on a daily basis, which includes residents and service delivery vehicles. Taking into account the limited additional vehicular movements using Eleanor Street (8 two-way peak hour) with a small percentage of these being service and delivery vehicles, the concern regarding reversing movements on Eleanor Street alone would not warrant a highway objection.

Parking

The Council's SPG for Access, Circulation & Parking identifies that the site is located in Zone 2 Tonypany, where the 13 one and two-bed apartments would require a maximum of 26 spaces for residents and 3 spaces for visitors, with 4 spaces provided.

The Applicant has submitted a Sustainability and Parking report to accompany the application to justify the departure from the maximum standards as set out in the Council's SPG, which includes an assessment of the existing sites parking requirement for the previous building prior to demolition:

Whilst the ancillary floorspace of the commercial units and number of bedrooms of the flats is unknown, as a minimum the car parking requirements would have required:

- A2 (Financial Services): 6 spaces
- A1 (Retail): 7 spaces
- C3 (Residential): 16 spaces

Therefore, the total car parking requirement for the previous use is 29 spaces with none provided.

There is concern regarding the shortfall of provision. However, taking into account the previous car parking requirement for the site, which provided no off-street parking, and that social housing generates a lesser car parking demand than private dwellings, this shortfall is acceptable.

In addition, the sustainable location in the centre of Tonypandy retail area and close to public transport, with both bus and rail stops within walking distance, will place less reliance on the private motor vehicle as the primary mode of transport.

Cycle Parking

It is noted that secure cycle stands are proposed which will go some way to mitigate the impact of the proposal and promote sustainable modes of transport.

Public Car Park

The site is served from Eleanor Street with an adjacent public car park which will be acceptable for visitors during the day. However, the car park is gated with restrictions in place between 6:00pm-08:00am Monday to Saturday and all day Sunday, which would restrict its use for potential overspill car parking from the proposed development.

Parking Permit Zone 206.

The proposed residential units would be registered with Royal Mail into Eleanor Street and would therefore be entitled to apply for resident parking permits at a minimum of 1 per apartment.

Retaining Walls

Design and detail will be required of any retaining walls abutting the public highway.

Conclusion

There is concern with the use of Eleanor Street as a primary access to the proposed residential development. However, taking into account the limited additional traffic movements associated with the proposal, it is acceptable on balance.

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 development density is appropriate for this town centre location and as a social housing scheme would contribute to the affordable housing requirement within the Northern Strategy Area.
- **Facilitating Accessible and Healthy Environments:** The application site is in a very sustainable location, being close to a bus route, a railway station, and with many services and facilities located within walking distance.
- **Making Best Use of Resources:** The development accords with the aim to prioritise the use of previously developed land and buildings.
- **Growing Our Economy in a Sustainable Manner:** The development would have a small but positive effect in terms of construction jobs and create town centre footfall.
- **Maximising Environmental Protection:** The development would include a condition for biodiversity enhancement measures by way of bat and bird roosting 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 liable for a charge under the CIL Regulations 2010 as amended however, the application site lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a £nil charge is applicable. Therefore no CIL would be payable.

Section 106 Contributions / Planning Obligations

Section 106 of the Town and Country Planning Act (as amended) enables Local Planning Authorities and developers to agree to planning obligations to require operations or activities to be carried out on land (in-kind obligations) or require payments to be made (financial contributions), to mitigate any unacceptable impacts of development proposals.

The Community Infrastructure Levy (CIL) Regulations 2010, with effect from 6 April 2010, state that a planning obligation (under S.106) may only legally constitute a reason for granting planning permission if it is:

1. necessary to make the development acceptable in planning terms,
2. directly related to the development; and,

3. fairly and reasonably related in scale and kind to the development.

Welsh Office Circular 13/97 Planning Obligations provides procedural guidance on the role of planning obligations in mitigating the site-specific impacts of unacceptable development to make it acceptable in planning terms. The Welsh Government Development Management Manual also advises planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition and when it meets the three tests above. Further guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is only intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case

In this case the proposed development, on behalf of the Registered Social Landlord Rhondda Housing Association, would provide 100% affordable housing for social rent.

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

Conclusion

The application site is located within the settlement boundary and the principle of residential development would therefore be acceptable and accord with both the core, area wide and Northern Strategy Area policies of the Rhondda Cynon Taf Local Development Plan.

In addition, the Applicant has satisfactorily demonstrated why a 100% residential development is appropriate in the town centre retail zone, and it is considered that the regenerative benefits of the scheme, taken in the knowledge of the commercial property market and existing vacancy rates are of considerable planning weight.

Furthermore, the proposed housing development has been designed for and in accordance with a registered social landlord and will provide beneficial re-use of a previously developed site.

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:

- 0001 P3

- 0002 P3
- 0003 P3
- 0004 P3
- 0005 P3
- 0020 P1
- 0021
- 0092
- 80001
- 80002
- 80003
- 80004
- 80005
- 80006

and details and documents received on 30th September 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 a scheme for the provision of species mitigation and enhancement measures for nesting birds and bats has been submitted to and approved by the Local Planning Authority.

In respect of measures for bats, the developer is advised to consider the requirements of the EPS licence no. S089115/1, as issued by NRW and dated valid from 5th February 2021.

These measures shall be provided prior to the beneficial occupation of the first unit 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.

4. No development shall commence until design and detail of the tie-in with the public highway at Dunraven Street, Eleanor Street, and the proposed widened walkway to the side, (including retaining walls) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to beneficial occupation of the first dwelling.

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

5. No development shall commence 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.

6. 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.