

## **PLANNING & DEVELOPMENT COMMITTEE**

**27 JANUARY 2022**

### **REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

#### **PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 21/1198/10 (KL)  
**APPLICANT:** CJC Estates Ltd  
**DEVELOPMENT:** Construction of 4 detached dwellings and associated works (Amended red line boundary plan received 14/12/21).  
**LOCATION:** LAND ADJACENT TO PARK SURGERY, WINDSOR STREET, TRECYNON, ABERDARE, CF44 8LL  
**DATE REGISTERED:** 14/12/2021 13:03:44  
**ELECTORAL DIVISION:** Aberdare West/Llwydcoed

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**RECOMMENDATION:** Approve, subject to conditions

**REASONS:** The application proposes the development of four residential dwellings within an established residential area of Trecynon, Aberdare. The site is situated within the defined settlement boundary and within a highly sustainable location.

The dwellings are considered to be acceptable in terms of their overall, scale, design and visual appearance and it is not considered that they would have an adverse impact upon the character and appearance of the site or surrounding area or upon the amenity and privacy standards currently enjoyed by the nearest residential properties.

Whilst concerns have been raised by residents in relation to the proposed access and the resulting impact of the development upon parking and highway safety in the vicinity of the site, no objections have been received from the Council's Highways and Transportation section in this regard.

As such, the application is considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

- Three or more letters of objection have been received;

- A request has been received from Councillor Crimmings for the matter to come to Committee in order to consider the impact of the proposal on highway safety.

## **APPLICATION DETAILS**

Full planning permission is sought for the construction of 4 no. detached dwellings on a parcel of land that is situated to the rear of Park Surgery on Windsor Street, Trecynon.

The proposed dwellings would be arranged in a staggered line across the site with front elevations that would address a new private shared driveway to the south-west. The private shared driveway would be served via an existing access point off Windsor Street to the south-east which currently provides access to the existing doctor's surgery.

The proposed dwellings would be of an identical scale, measuring 6.2 metres in width by 11.9 metres in depth, each with a pitched roof design measuring 8 metres in height to the ridge and 5.4 metres to the eaves. They would be finished with white render and grey brick detailing, blue-black slate roof tiles and anthracite grey windows and doors. Each dwelling would have an enclosed garden to the rear.

A total of 10 off-street car parking spaces would be provided off the shared access driveway for use by the residents with a further 2 spaces being provided alongside the doctor's surgery which would be for shared use with the doctor's surgery.

In addition to the standard application forms and plans, the application is accompanied by the following supporting documents:

- Cover Letter
- Preliminary Ecological Assessment
- Reptile Survey Report
- Aboricultural Survey

## **SITE APPRAISAL**

The site relates to an irregular shaped parcel of land which is situated at the rear of properties on Windsor Street, Llewelyn Street and Trefelin. It measures approximately 0.15 hectares and currently comprises of an area of scrubland. Access is provided off Windsor Street to the south-east and this currently appears to form part of the parking/turning area of Park Surgery.

The surrounding area is predominantly characterised by residential properties which vary in terms of their scale and design, although the majority of properties appear to be of a traditional character. Immediately surrounding the site on Llewelyn Street and

Trefelin are single and two-storey semi-detached and detached properties. Park Surgery, a part single and part two-storey building, and another two-storey property (use currently unknown) are located either side of the site entrance on Windsor Street.

The north-eastern boundary of the site lies immediately adjacent to the grounds of two Grade II Listed Buildings: St. Fagan's Church (CADW ref. 10892) and its associated Vicarage (CADW ref. 10893). The boundary between the two sites is defined by existing trees. A footpath appears to run alongside the north-western boundary of the site, providing a pedestrian link between Llewellyn Street and the Church grounds.

## **PLANNING HISTORY**

No planning applications on record within the last 10 years.

## **PUBLICITY**

The application has been advertised by means of direct neighbour notification and through the erection of site notices in the vicinity of the site. A total of 10 letters of objection have been received and are summarised as follows:

### Highways

- The development will increase traffic in the vicinity of Windsor Street and have a detrimental impact on both the environment and on road safety.
- There is only room for one car along Windsor Street due to parked cars on either side.
- There has been a dramatic and worrying rise in the amount and speed of traffic along Windsor Street.
- The area of the proposed access is already a difficult and congested part of the road.
- There are a number of community facilities within 100 yards of the proposed site access, including a hairdresser's, a Chinese takeaway, a grocery store, a scout hall, a doctor's surgery, a community church hall, a church and a residential home.
- The street is extremely busy, not just with traffic but also with pedestrians.
- There is limited pavement space with cars parking on them and the pavement is non-existent directly opposite the proposed entrance.
- There are no speed restrictions on the road and traffic hurtle up and down.
- We have off street car parking but are unable to use this as other car users park across our driveway, blocking us in.
- There has been damage done to cars parked on the road.
- Concern is raised with regards to the heavy works traffic during construction and the ability for large vehicles to safely negotiate onto the site.
- It will cause danger to children attending the scout hall and patients visiting the surgery.

- The roadway adjacent to the scout hall for passing cars should not be against the exterior wall but a kerb should be installed at a specified distance.
- The additional two car parking areas adjacent to the boundary and surgery should take into account that there may be a boundary wall built then egress would be difficult for one side of car.
- Poor visibility for cars parked in new area by scout hall when reversing out.
- Queries how visitors to the surgery would be prevented from using new car parking spaces.
- A number of photographs have also been submitted to demonstrate parking inside the surgery and along the highway.
- Many children walk home unattended and allowing such a new road could be treacherous.
- No pedestrian access pavement alongside road for safe pedestrian access to site.
- Windsor Street is a nightmare for pushchairs/wheelchair users as cars are parked on pavements and on double yellow lines.
- Queries raised in respect of parking for the existing doctor's surgery (staff, visitors).
- Some form of traffic calming on Llewellyn Street junction or a one-way system would be helpful to avoid an inevitable accident.
- A suggestion is made that access should be provided off Llewellyn Street rather than Windsor Street as well as providing residents of Windsor Street with parking permit bays to only allow permit holders to park in front of houses.
- The proposed access is in a dangerous position – on a bend and at a narrow position of the road.
- Windsor Street is used as a cut-through or shortcut.
- Concerns raised with regards to noise and air pollution due to the volume of traffic.
- It is already impossible to access our driveway without using the entrance to the Park Surgery in order to execute a three-point turn and with the anticipated increase in traffic it will no longer be safe to carry on using the access to access our driveway.
- Cars are already double parked making it impossible for emergency services to access the surgery and properties along this section of the street.

#### Residential Amenity & Privacy

- Plot 1 would have windows that would result in direct overlooking which would diminish privacy and enjoyment of my home.

#### Other

- A 1 metre strip of land has not been sold to the developer and a query is raised with regards to whether any assurances can be given that the 1 metre strip will remain undisturbed by vehicles and will not be dangerous.

- No indication of make-up of right of way or fencing/barriers or maintenance.
- Queries whether the best use of the site would be for parking for the surgery staff and visitors.
- Queries what the future plans are for the surgery building (i.e. whether it would be phase 2 in a few years' time).

The red line boundary has been amended since the application was originally submitted. The amendment has resulted in the removal a narrow strip along the access, adjacent to the Scouts Hall building, which was initially included in error. Further consultation (direct neighbour notification to all properties previously consulted and to all those who previously submitted letters of objection) has been undertaken with two additional letters of objection being received from the original objectors. The letters do not introduce any new objections to those summarised above.

## **CONSULTATION**

The following consultation responses have been received:

**Flood Risk Management:** No objection, subject to condition

**Highways and Transportation:** No objection, subject to conditions

**Natural Resources Wales:** No objection. Advice provided in respect of European Protected Species.

**Public Health and Protection:** No objection, subject to conditions.

**Welsh Water:** No objection subject to condition and advisory notes.

**Western Power Distribution:** Advises that a separate application will be required to be made to WPD if a new connection or a service alteration is required

No other comments have been received.

## **POLICY CONTEXT**

### **Rhondda Cynon Taf Local Development Plan**

The application site is located inside the defined settlement boundary and is not allocated for any specific purpose.

#### **Core Policies**

**Policy CS1 (Development in the North)** – the emphasis is on building strong, sustainable communities by promoting residential development in locations which will support and reinforce the roles of Principal Towns and Key Settlements. It seeks to

provide high-quality, affordable accommodation that promotes diversity in the residential market.

### Area Wide Policies

**Policy AW1 (Supply of New Housing)** – states that the housing land requirement will be met by the development of unallocated land within the defined settlement boundaries of the Principal Towns, Key Settlements and Smaller Settlements.

**Policy AW 2 (Sustainable Locations)** – promotes development in sustainable locations which includes sites that are within the defined settlement boundary that would not unacceptably conflict with surrounding uses, that have good accessibility by a range of sustainable transport options and have good access to key services and facilities.

**Policy AW 4 (Community Infrastructure & Planning Obligations)** – details the types of planning obligations that may be sought in order to make the proposal acceptable in land use planning terms and that Community Infrastructure Levy contributions might apply.

**Policy AW 5 (New Development)** – sets out criteria for appropriate amenity and accessibility on new development sites.

**Policy AW 6 (Design and Placemaking)** – encourages proposals which are of a high standard of design, and are appropriate in terms of siting, appearance, scale, height, etc.

**Policy AW7 (Protection and Enhancement of the Built Environment)** – states that development proposals will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

**Policy AW8 (Protection and Enhancement of the Natural Environment)** – seeks to preserve and enhance the natural environment, including protected and priority species.

**Policy AW10 (Environmental Protection and Public Health)** – sets out criteria for environmental protection and public health, including pollution (air, noise, light, water), contamination, flooding and land instability.

### Northern Strategy Area Policies

**Policy NSA10 (Housing Density)** – requires development proposals to have a net residential density of at least 30 dwellings per hectare.

**Policy NSA 12 (Housing Development Within and Adjacent to Settlement Boundaries)** – identifies the criteria for the assessment of development proposals within and adjacent to settlement boundaries in the Northern Strategy Area.

### **Supplementary Planning Guidance**

Design and Placemaking  
The Historic Built Environment  
Nature Conservation  
Planning Obligations  
Access Circulation and Parking

### **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 24<sup>th</sup> 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), WGs 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.

Furthermore, given the minor scale of the proposed development and its relationship with only the immediate surrounding area, there are limitations to the extent such a scheme can have in promoting planning objectives at a national scale. As such, whilst the scheme aligns with the overarching sustainable development aims of FW2040, it is not considered the policies set out in the document are specifically relevant to this application.

Other relevant policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;  
PPW Technical Advice Note 12: Design;  
PPW Technical Advice Note 18: Transport;

## **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**

Policies AW1, AW2 and NSA12 of the Rhondda Cynon Taf Local Development Plan all seek to ensure that development is appropriately sited within the defined settlement boundaries with Policy AW2 further emphasising that development should be encouraged in sustainable locations. Policy AW2 defines sustainable locations as sites that are located within the defined settlement boundary, that are accessible by a range of sustainable transport options and that have good access to key services and facilities. This policy further seeks to ensure that developments do not unacceptably conflict with surrounding land uses and that highly vulnerable development (i.e. residential dwellings) are not located within Zone C2 floodplain.

In the case of this proposal, the site is situated inside the defined settlement boundary and in an established built-up area of Trecynon, Aberdare. The Principal Town of Aberdare is located approximately 1km to the south-east of the site in which there are a vast number of shops and services as well as bus and/or train services to Merthyr, Pontypridd and Cardiff. The site is therefore considered to be situated within a highly sustainable location. Furthermore, the surrounding area is predominantly residential in character with some community uses located in proximity to the site. It is therefore not considered that the residential use of the site would unacceptably conflict with surrounding land uses. Although the proposal would comprise of highly vulnerable development, the site is not situated within Zone C2 floodplain.

Policy NSA12 permits development within the defined settlement boundary providing that the development would not adversely affect the highway network and is accessible by a range of modes of transport, on foot or bicycle. As indicated above, the site is accessible by both bus and train and the surrounding area is also conducive to travel on foot and bicycle. Furthermore, whilst concerns have been raised by local residents in relation to the highway impact of the proposal, the Council's Highways and Transportation team have not raised any objections in this regard. This issue is considered in greater detail in the *Access and Highway Safety* section below.



Policy AW1 also supports residential development on unallocated sites within the defined settlement boundaries however, a further requirement of this policy is that the development of land accords with the density level requirements set out in Policy NSA10. Policy NSA10 seeks to ensure that proposals for residential development in the Northern Strategy Area have a net residential density of at least 30 dwellings per hectare. In this case, the construction of 4 dwellings on a site measuring 0.15 hectares would result in a net residential density of approximately 33 dwellings per hectare and the proposal would therefore comply with the requirement of Policy NSA10. However, it will be important to consider whether this density can be provided without having a detrimental impact upon the character and appearance of the surrounding area or upon the amenity and privacy of existing properties surrounding the site. These issues will be considered more fully in the *Character and Appearance* and *Amenity and Privacy* sections below.

In light of the above, the proposal is considered to comply with Policies AW1, AW2, NSA10 and NSA12 of the Rhondda Cynon Taf Local Development Plan and the principle of developing the site for residential purposes is considered to be acceptable, subject to an assessment of other material planning considerations as set out in the subsequent sections below:

### **Impact on the character and appearance of the area**

Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan primarily seek to ensure that development does not have unacceptable effects on an area's character and appearance and this is to be achieved by ensuring that the scale, form and design of developments are appropriate and that they are of a high standard of design that reinforce attractive qualities and local distinctiveness and that they are appropriate to the local context in terms of siting, scale, height, massing, materials and detailing.

The application site forms a vacant parcel of land at the rear of an existing doctor's surgery. The surrounding area is predominantly residential in character with existing properties being a mixture of terraced, semi-detached and detached design. The density of dwellings in the immediate vicinity are in excess of 45 dwellings per hectare and whilst there is concern that the proposed dwellings may have a cramped appearance, given the close relationship of the vast majority of properties in the vicinity of the site, it is not considered that the proposal would have such an adverse impact upon the character and appearance of the site or surrounding that it would warrant the refusal of the application. The proposed development would have a density of approximately 33 dwellings per hectare and would inevitably be below that of the surrounding area however, as this would be compliant with Policy NSA10, no major concern is raised in this regard.

With respect to the proposed dwellings themselves, they are considered to be typical of other modern developments in the area and throughout the wider County Borough.

They would be arranged in a linear fashion across the site, each addressing the private shared access driveway to the front with adequate private enclosed gardens situated to their rear elevations. Furthermore, the site would incorporate a turning facility as well as adequate off-street parking for each dwelling which would be arranged in such a way that a reasonable level of landscaping could be incorporated into the scheme.

Plot 1 would have a slightly different layout than plots 2-4 in that the front door would be situated to the side of the property. It would also have a hallway window in this elevation. Whilst this has been done to create some relationship with the entrance to the site and Windsor Street beyond, it is acknowledged that the relationship will inevitably be limited due to the nature of the window. However, with the doorway forming the main entrance to the property, it would help to provide some natural surveillance towards the entrance to the site.

The dwellings would be finished with appropriate external materials that would be in-keeping with many other properties in the area. Whilst they would have a more modern appearance, the materials would help to ensure that the dwellings are not out of character with the wider surroundings.

In light of the above, the proposal is considered to be acceptable in terms of the impact it would have upon the character and appearance of the site and the surrounding area and the application would therefore comply with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

### **Impact on residential amenity and privacy**

Policy AW5 of the Rhondda Cynon Taf Local Development Plan seeks to ensure that there would be no significant impact upon the amenities of neighbouring occupiers.

The proposed dwellings would be arranged a linear fashion across the site with the front elevations facing a south-westerly direction towards the rear of properties in Llewellyn Street. Whilst there is some concern that the dwellings would overlook the rear aspect of the properties immediately adjacent to the site, a separation distance of at least 21 metres would be maintained between the habitable windows of the existing and proposed properties. Furthermore, the site is of a comparable level to surrounding plots and the level of overlooking is not considered to be any greater than the level of overlooking experienced between existing properties in the wider area.

One letter of objection raises concern that plot 1 would overlook a property in Windsor Street (opposite the entrance to the site) and that this would unacceptably impact upon the privacy of that dwelling. Whilst this concern is noted, the separation distance between plot 1 and the relevant neighbouring property is approximately 60m and well in excess of the 21m set out in guidance. Furthermore, the window contained within the side elevation of plot 1 would serve a hallway rather than a habitable room and, as such, the resulting impact upon the neighbouring property is not considered to be significant.

The proposed dwellings would be situated to the north-east of existing properties in Llewellyn Street and these properties would therefore not experience any overshadowing as a result of the development. Furthermore, due to the separation distances between the existing and proposed dwellings and the comparable ground levels, it is not considered that the proposed dwellings would result in an overbearing impact or in an unacceptable loss of outlook.

Whilst there is some concern that plot 4 could result in some degree of impact upon 'Nant Cwm Sian', which is located to the north-western boundary of the application site, the proposed dwelling would incorporate a pitched roof design that help to reduce any potential impact. Furthermore, there is a line of trees at this boundary which would also help to limit the impact. Whilst there are two 1<sup>st</sup> floor windows in the side elevation facing 'Nant Cwm Sian', these would serve the family bathroom and an en-suite bathroom and would therefore contain obscure glazing. The level of overlooking would therefore be limited due to the obscure glazing that would inevitably be used in these windows.

In light of the above, it is not considered that the proposed development would have an adverse impact upon the amenity and privacy of surrounding residential properties and the application is therefore considered to comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

### **Access and highway safety**

A number of objections have been received from local residents which raise concern with regards to the impact of the proposal upon highway safety and parking in the vicinity of the site. Whilst the objections and comments received are noted, no objection has been raised by the Council's Highways and Transportation section in this regard. The comments received note that the application site is served off a network of terraced streets which are lacking in vision splays at the junctions and junction radii and that the area is oversubscribed with on-street car parking pressure however, the proposed internal layout of the site, the vision splay at the junction and the level of parking within the site are all considered to be acceptable:

#### **Internal Layout**

The plans indicate that the private shared access serving the proposed dwellings would have a carriageway width of 4.5 metre – 4.8 metres which is acceptable for two-way traffic for a standard vehicle. It would also have a turning facility for service and delivery vehicles to access/egress the site in forward gear.

The turning facility is slightly sub-standard (750mm) in accordance with the Council's design guide for residential estate roads however, a swept path drawing has been submitted with the application which indicates a 7.5 tonne panel van turning and accessing/egressing the site in forward gear. It is not anticipated that the size of

vehicles delivering to the 4 dwellings would be in excess of this size and should a larger vehicle require turning within the shared access, this could be achieved by multiple manoeuvres within the shared access with no impact on the public highway. This is not of such concern that it would warrant a highway objection.

### Vision Splay

Windsor Street has a 30 Mph speed limit which requires visibility splays of 2.4m x 40m, in accordance with TAN18. The proposed vision splay is 2.4m x 43 metres which accords with current guidelines.

### Parking

The proposal requires up-to a maximum of 3 off-street car parking spaces per dwelling, in accordance with the SPG: Access, Circulation and Parking 2011, which results in a requirement of 12 no. spaces. The proposal plans indicate that 12 no. spaces would be provided within the shared access however, 2 spaces appear to be for shared use with the adjacent surgery. It is noted that this could potentially result in the proposal being 2 spaces short of the maximum standards however, taking into account that there is potential for overspill car parking to take place within the shared access without impacting on the public highway and maintaining access, and taking into account that the site is located in a sustainable location, on balance, the proposal is considered to be acceptable.

### Cycle Parking

The plans indicate that secure cycle storage would be provided within the site to promote sustainable modes of transport.

### Accident Data

There have been no reported accidents in the vicinity of the site for the period 01/01/2016 – 31/12/20.

Taking the Highways comments into account, the proposal is considered to be acceptable in terms of the impact it would have on highway safety in the vicinity of the site and the application would therefore comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

### **Impact on Listed Buildings**

The site is located immediately adjacent to the grounds of a Grade II Listed Building, St. Fagans Church and its associated vicarage, which is also Grade II Listed. Given the position of the site at a lower level to the church and the screening provided by the trees at the boundary which are to be retained, it is not considered that the proposal would affect the setting of the Listed Buildings.

**Other Issues:**

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation.

**Land Drainage and Flood Risk**

Comments received from the Council's Flood Risk Management team indicate that the site is not situated within an area of surface water flood risk and no objections have been raised in this regard. It is commented that the proposal does not include any site drainage details and that it is therefore difficult to assess the potential impact of the proposed development in respect of drainage/flood risk. However, it is considered that an acceptable drainage scheme could be implemented to ensure no adverse impact in this regard. A condition has been recommended however, the development would encompass works over 100m<sup>2</sup> and separate Sustainable Drainage Systems (SuDS) approval would therefore be required prior to commencement of development. This process would ensure that no drainage/flood risk issues would arise and it is therefore considered that the suggested condition is not necessary. An informative note to this affect is therefore suggested.

The application is therefore considered to comply with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

**Ecology**

The application is accompanied by a Preliminary Ecology Survey and Reptile Survey which have both been assessed by the Council's Ecologist. Whilst the Reptile Survey found no reptiles at the site, it suggests that if they are present, they will be in low numbers. The report raises some concern that reptiles may hibernate on the site and if that is the case, then they would be present all year round. It is recommended that precautionary measures are taken for the hibernation period of November to February however, the Council's Ecologist considers that it is necessary to extend the precautionary measures to the entire year. As such, a condition is recommended for a method statement for reptile mitigation strategy for the whole year.

The proposal also includes enhancement features in the form of house sparrow nest boxes and bat boxes fixed to the side/rear elevations of the proposed dwellings. The Council's Ecologist has reviewed the details and has not raised any objection or concerns in this regard. A condition is recommended to ensure that the enhancement features are provided in accordance with the submitted details.

In light of the comments received from the Council's Ecologist, the proposal is considered to comply with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

## **Impact on Trees**

The application site lies adjacent to a number of trees to the north-eastern and north-western boundaries. The trees lie outside of the boundary for the site and would therefore be retained. An Arboricultural Survey has been submitted with the application which confirms that no trees or hedgerows are required to be removed to facilitate the construction of the proposed development. The report concludes that providing the tree protection details, as outlined in section 6.0 of the report, are adhered to then the proposed development can be constructed without any significant long-term adverse impact onto the retained trees or upon the amenity of the area.

## **Other issues raised by objectors**

It is noted that an issue has been raised with regards to a 1 metres strip of land adjacent to the Scout hall which has not been sold to the developer. This issue was raised with the applicant and an amended site location plan excluding this area of land has been submitted.

A query is raised with regards to the pedestrian footpath that would run along the northern extent of the site, between plot 4 and existing residential properties. The footpath is an existing facility, although it is understood that this has become significantly overgrown and unusable in recent years. The path would be re-established to provide pedestrian access to the church from Llewellyn Street and would be separated from the site by a 1.8 metre close boarded timber fence until it reaches the dwelling at plot 4. The path would then become enclosed by the side elevation of plot 4 and the 1.8 metre close boarded timber fence to its rear garden.

Whilst one objector suggests that the best use of the site would be for visitor parking for the adjacent surgery, the application is for the development of the site for residential dwellings and this must be considered on its merit. The objector further queries the future plans for the existing surgery building, however, its future is not known and is not relevant to the determination of this application.

Further concerns have been raised with regards to large construction vehicles entering the site during construction. Whilst these concerns are noted, the Council's Highways and Transportation have recommended a condition for a Construction Method Statement to be submitted for approval prior to commencement which would consider the means of access for construction traffic etc.

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

## **Conclusion**

The application proposes the development of four residential dwellings within an established residential area of Trecynon, Aberdare. The site is situated within the defined settlement boundary and within a highly sustainable location.

The dwellings are considered to be acceptable in terms of their overall, scale, design and visual appearance and it is not considered that they would have an adverse impact upon the character and appearance of the site or surrounding area or upon the amenity and privacy standards currently enjoyed by the nearest residential properties.

Whilst concerns have been raised by residents in relation to the proposed access and the resulting impact of the development upon parking and highway safety in the vicinity of the site, no objections have been received from the Council's Highways and Transportation section in this regard.

As such, the application is considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

## **RECOMMENDATION: Grant**

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

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

2. The development hereby approved shall be carried out in accordance with the approved plans unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Drawing No. 2169-010 Rev A: Site Location Plan. (Rec. 14<sup>th</sup> December 2021)
- Drawing No. 2169-002 Rev F: Proposed Site Layout Plan. (Rec. 14<sup>th</sup> December 2021)
- Drawing No. 2169-004 Rev A: Plot 1: House Plans and Elevations (Rec. 23<sup>rd</sup> November 2021)
- Drawing No. 2169-003 Rev A: Plot 2: House Plans and Elevations (Rec. 23<sup>rd</sup> November 2021)
- Drawing No. 2169-005: Plot 3: House Plans and Elevations (Rec. 23<sup>rd</sup> November 2021).

- Drawing No. 2169-006: Plot 4: House Plans and Elevations (Rec. 23<sup>rd</sup> November 2021).

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

3. Prior to the occupation of the dwellings hereby permitted, the bathroom/en-suite windows located in the north-west facing side elevation of plot 4 and the landing window located in the south-east facing side elevation of plot shall be glazed with obscure glazing to a minimum of Level 3 obscurity. The windows shall be retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity in accordance with Policy AW5 Rhondda Cynon Taf Local Development Plan.

4. Before the development is brought into use the means of access, together with the parking facilities, vision splays and turning facilities, shall be laid out in accordance with submitted plan 2169-002 REV D and constructed in permanent material approved by the Local Planning Authority. The turning facility shall remain in perpetuity for use of all including service and delivery vehicles.

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

5. Prior to the development being brought into use, an extended vehicular footway crossing shall be provided 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, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

6. No development shall take place, including any works of site clearance, until a Construction Method Statement has been submitted 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.

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

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

- 8. No development shall take place until a scheme of landscaping has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include indications of all existing trees and hedgerows on the land and details of any to be retained together with measures for their protection during the course of development. The development shall be carried out in accordance with the agreed details.

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

- 9. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 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 otherwise agreed in writing by the Local Planning Authority.

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. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the

positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

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

11. No development shall commence until a Method Statement for a Reptile Mitigation Strategy for the whole year has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To afford protection to animal species in accordance with Policy AW8 of Rhondda Cynon Taf Local Development Plan.

12. The development hereby permitted shall be carried out in accordance with the bat and nesting bird mitigation measures identified in the approved plans (as those listed in Condition 2 above), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of ecology and to afford protection to animal species in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

13. The development shall be carried out in accordance with the recommendations set out in the Arboricultural Report (undertaken by Arboricultural Technical Services Ltd, dated 26<sup>th</sup> August 2021 and received by the LPA on 17<sup>th</sup> September 2021).

Reasons: In order to protect existing trees on site, in the interests of the visual amenity of the site and in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.