

**PLANNING & DEVELOPMENT COMMITTEE**

**24 FEBRUARY 2022**

**REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

**PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 21/1574/10 (GH)  
**APPLICANT:** Fabco Holdings Ltd  
**DEVELOPMENT:** Proposed development of Class B2 and/or Class B8 units, access, car parking, landscaping and associated works.  
**LOCATION:** PLOT F, FELINDRE MEADOWS, PENCOED TECHNOLOGY PARK, LLANHARAN, BRIDGEND  
**DATE REGISTERED:** 26/11/2021  
**ELECTORAL DIVISION:** Brynna

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**RECOMMENDATION: GRANT, SUBJECT TO CONDITIONS**

**REASONS:** The Pencoed Technology Park is an established employment site, where the construction of further industrial units would be compatible with the existing neighbouring land uses and consistent with the character of the site.

Furthermore, the proposal represents a significant investment within the County Borough, offering flexible floor space which would support economic growth and the potential for the creation of employment opportunities during both construction and thereafter.

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**REASON APPLICATION REPORTED TO COMMITTEE**

The proposal is not covered by determination powers delegated to the Director of Prosperity & Development because it constitutes new-build industrial development.

**APPLICATION DETAILS**

Full planning consent is sought to construct eighteen commercial units for use within Classes B2 and B8 along with associated access, parking and landscaping at Plot F, Pencoed Technology Park, Felindre Meadows.

The submitted details demonstrate that the units would be set out as four blocks and each 124m<sup>2</sup> unit would be of an identical design, with allocated parking to the front, a roller shutter door, pedestrian access, and amenity facilities. The total floor space created would be 2231m<sup>2</sup>.

In respect of external finishes, the elevations would be of dark and light grey cladding with each unit incorporating a glazed door to the front elevation. High level fenestration, in the form of a band of windows below the eaves, would provide a degree of natural illumination.

Within the curtilage of the property areas of landscaping and ecological mitigation would be included, which would form an integral part of the sustainable drainage solution, and provision would be made for electric vehicle charging and cycle storage.

The existing single access from Felindre Meadows on the southern edge of the plot would be retained and it is proposed that the internal access into the site will create a two-way system, around which the car parking and units will be positioned.

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

- Ecological Assessment
- Transport Statement
- Design and Access Statement
- Air Quality Assessment
- Desk Study Report (Ground Conditions)
- Landscape Design Statement
- Planning Statement
- Pre-Application Consultation Report

## **SITE APPRAISAL**

The application property is a roughly triangular piece of agricultural land to the south-east of Pencoed and to the south-west of the former Llanilid opencast mine site. The property is accessed from an adopted highway which connects with the A473 via Felindre Road and is in close proximity to junction 35 of the M4.

Although located outside of the settlement boundary Plot F is part of a larger area of land which benefitted from an earlier planning consent for the Welsh Development Agency to develop Pencoed Technology Park. In this regard, some adjacent plots have already been developed.

The application site is located at the eastern end of the Park and comprises a plot of grassland extending to a surface area of approximately 1.8ha. On its southern and eastern sides, the plot is adjacent to the business park feeder road and Felindre Road, and on its western and northern boundaries is adjacent to an existing vehicle workshop and the Police offices

Land to the north of the site falls partly within a C2 flood zone, as does a section of the adjacent highway. However, none of the site area is currently subject to any flood designation. In addition, land further to the east is designated as a green wedge.

## **PLANNING HISTORY**

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

- 19/5091/41:** Pre-Application Enquiry. Decision: 22/07/2019, Raise No Objections.
- 06/0427/15:** Variation of condition to require permanent stopping up of highways prior the first occupation of the first building on the site; not prior to works commencing on site (as required by condition 11 imposed on outline planning permission 02/1850, dated 26th March 2004). Decision: 24/05/2006, Withdrawn by Applicant.
- 05/1885/15:** Deletion of Condition 12 (implementation of highway signalisation works at Felindre Road/A473 roundabout) and Condition 33 (implementation of highway signalisation works at M4 Junction 35) as imposed on Outline Planning Permission 02/1850, dated 26 March 2004. Decision: 27/04/2006, Grant.
- 05/1884/15:** Variation of Condition 1a (submission of reserved matters) as imposed on Outline Planning Permission 02/1850, dated 26 March 2004. Decision: 20/04/2006, Grant

## **PUBLICITY**

The application has been advertised by direct notification, the display of notices on site and, in accordance with the Development Management Procedure (Wales) Order, the relevant press notice was published on 24<sup>th</sup> December 2021 identifying that the proposal constitutes 'major development'.

No letters of objection or representation have been received.

## **CONSULTATION**

### Highways and Transportation

No objection, subject to conditions and informative notes in respect of the access tie-in and a construction method statement.

### Flood Risk Management

NRW's mapping has been used to review the site's surface water flood risk. The review concluded that there are areas of medium and low surface water flood risk across the site.

Given the total construction area is greater than 100m<sup>2</sup>, Schedule 3 of the Flood and Water Management Act 2010 requires the applicant to submit an application to the Sustainable Drainage Systems (SuDS) Approval Body (SAB). The applicant is also required to comply with Part H of the Building Regulations.

Regarding the requirements of the Lead Local Flood Authority, the applicant has provided adequate information to satisfy the requirements of Section 8.3 of PPW TAN 15. Therefore, there are no objections or recommended conditions.

#### Natural Resources Wales

NRW considers that inadequate information has been provided in support of the proposal and that further information should be sought from the Applicant regarding Flood Risk. Otherwise, an objection would be raised.

#### Public Health and Protection

No objection although conditions are recommended in respect of demolition, noise, dust and waste. However, given that most of 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.

#### Welsh Government – Department for Economy and Infrastructure

The Welsh Government, as Highway Authority for the M4 Trunk Road, does not issue a direction in respect of this application.

#### Vale of Glamorgan Council

There are no residential properties in the immediate vicinity of the site and no significant impacts are anticipated in this regard. In addition, there would be no significant impact upon the landscape or special landscape character, given the distance, scale of development, intervening buildings and severance of the M4 corridor. Likewise, no severe impacts from the development to the Vale's highway network are anticipated.

#### Western Power Distribution

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

#### South Wales Police

Guidance relating to measures in respect of crime prevention have been submitted for the benefit of the developer.

### Countryside – Ecologist

No objection subject to conditions in respect of biodiversity enhancements and habitat management.

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

## **POLICY CONTEXT**

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

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

The application site lies outside settlement limits but is within the extents of the established Pencoed Technology Park.

**Policy CS2** - The policy emphasis in the Southern Strategy Area (SSA) is on sustainable growth that protects the culture and identity of communities by focusing development within defined settlement boundaries. Emphasis will also be on protecting the cultural identity of the strategy area by protecting the natural environment.

**Policy CS10** - outlines that the Council will seek to protect mineral resources in order to contribute to the local, regional and national demand for a continuous supply, without compromising environmental and social issues.

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

**Policy AW4** – details the criteria for planning obligations including Section 106 Agreements and the Community Infrastructure Levy (CIL).

**Policy AW5** – The policy identifies the appropriate amenity and accessibility criteria for new development proposals. It expressly states that the scale, form and design of the development should have no unacceptable effect on the character and

appearance of the site and the surrounding area. Additionally, the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

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

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

**Policy AW10** - Development proposals must overcome any harm to public health, the environment or local amenity.

**Policy AW14** - safeguards minerals from development that would sterilise them or hinder their extraction.

**Policy SSA13** - The settlements in the Southern Strategy Area have absorbed a significant amount of new development during the last decade. In order to protect the identity of these settlements, ensure the efficient use of land and protect the countryside from urbanisation and incremental loss; the policy stipulates that development will not be permitted outside the defined settlement boundaries.

## **Supplementary Planning Guidance**

- Design and Placemaking
- Access, Circulation and Parking Requirements
- Employment Skills
- Planning Obligations
- 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 – Employment / Housing / Infrastructure

SE Wales Policies

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

Other relevant national policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;  
PPW Technical Advice Note 11: Noise;  
PPW Technical Advice Note 12: Design;  
PPW Technical Advice Note 15: Development and Flood Risk;  
PPW Technical Advice Note 18: Transport;  
PPW Technical Advice Note 23: Economic Development;

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 applicant seeks permission to develop a new business/industrial park on plot F, within the boundary of Pencoed Technology Park.

The site comprises eight engineered development plateaus. Two of these have been developed for employment use and benefit from associated access roads, internal circulation and parking. In addition, a further plot benefits from a recent planning consent, but is yet to be implemented. Access road spurs were originally provided to all plots in anticipation of development.

Although the site is wholly within a Sand and Gravel safeguarding area, identified by Policy AW14, the site would likely be unsuitable for extraction due to sterilisation buffer zones around existing development. Consequently, less significance is attributed to that Policy.

During the decision making process, material weight can be given to the proposal's economic benefits. PPW11 encourages planning authorities to take a positive approach towards developments which generate economic prosperity and regeneration.

The site is an existing employment land-bank site (ref: TL36) which is annually monitored by the Council's Planning Policy team. The principle of employment, specifically Class B uses, has been established with a previous outline permission, granted to the former Welsh Development Agency, and subsequent plot developments.

In light of the above and although the site is not located within the settlement boundary, its status as an existing employment site is well established, which taken together with its planning history, means the principle of development is considered acceptable.

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

Since this plot has yet to be developed the proposed construction of the eighteen units would noticeably alter the character and appearance of the site.

However, the Park already accommodates other large industrial units of differing design, scale and height, namely the Ortho Clinical Diagnostics premises at the entrance to the Park and the South Wales Police building. In addition, consent has recently been granted for further development at the western end of the Park for two large units (ref: 20/1219/10)

The plans, elevations and 3D representations demonstrate that the style of this industrial development on Plot F would be contemporary and functional. Given the context of its use and nature of the neighbouring buildings already constructed, they would have an appropriate appearance associated with their function.

It is also noted that the design and layout of the units have been arranged as such to enable a degree of flexibility for expansion or for businesses with a requirement for greater floor space. Furthermore, the application site is considered capable of accommodating the proposed units whilst leaving adequate space around it for circulation and parking.

The submitted plans also demonstrate how the site would be landscaped, since a large proportion of the land would be undeveloped to enable the maintenance of grassland and wildflower meadow areas, with new tree planting to the western side. The



sustainable drainage solution would also include formal rain garden planting, which would be an attractive feature in the centre of the site.

As such, it is considered that the proposed development would be acceptable in terms of its immediate and wider visual impact.

### **Impact on neighbouring occupiers**

The proposed B2 and B8 uses could attract a wide range of potential businesses within the new units, including industrial and manufacturing processes, or distribution/storage, which could have the potential to create noise from machinery and disturbance from vehicle movements.

The context of the setting is pertinent and, as noted above, the application site is located within a long established industrial estate, where the neighbouring properties and those within the vicinity of the site are mostly all industrial/commercial in character.

This includes the property known as Cae Bach, which occupies a triangular piece of land directly to the other side of the northern boundary and operates as a motor repair business "Spanner Man". However, due to the landscaped area, there would be around 28m to 33m between the closest units to the site boundary. In addition, datum levels show that the site is set lower into the ground than the land to the north by at least 1m.

Therefore, the relationship between the development and Cae Bach is one where there is considered to be sufficient separation, both in distance and height, such that the new units would neither have a harmful impact on outlook, nor would be close enough to cause detriment by their occupation.

In addition, with there being no dwellings located in close proximity of the site, the nearest being 300m to the north, it is not considered that any detriment would be caused to the amenity of the closest residents.

### **Access and highway safety**

#### Access & Circulation

The site is served from Felindre Meadows which has sufficient carriageway width and also provides access to a number of existing and future industrial and office units.

The access has 16m junction radii, 2.4m x 40m vision splays, an 8m wide carriageway and a 2m wide footway, which is acceptable for safe vehicular and pedestrian movements.

The internal access and circulation, with a 5.5m access road and space within the shared yard areas for all types of vehicle to access / egress each unit internally, is considered to be acceptable for vehicular access and circulation.

### Swept Path

The applicant has submitted swept path analysis for a 16.5m articulated vehicle servicing the units. There is concern that the swept path indicates that the vehicle would require two carriageway lanes to access / egress the circulatory area. However, taking into account slow speeds within the private yard with no impact on the public highway, this would not warrant a highway objection.

### Parking

The proposed 18 industrial units with mixed use B2 and B8 use requires the following off-street car parking provision:

<b>Use Class</b>		<b>Required</b>	<b>Proposed</b>	<b>Difference</b>
<b>B2</b>	<b>Gen Ind</b>	36 car spaces 18 van Spaces	28 car parking spaces 18 van spaces in front of roller shutter.	-8 car spaces 0 van spaces
<b>B8</b>	<b>Storage / Distribution</b>	29 spaces 25% GFA Circulatory space	28 car parking spaces and satisfactory circulation	-1 car space

The table indicates that the off-street car parking would not be in accordance with the Council's SPG for Access, Circulation & Parking 2011.

However, taking into account the provision of cycle infrastructure, cycle stands and the potential for overspill car parking to take place within the site curtilage in the yard areas, without impacting on the public highway, the shortfall is considered acceptable.

There is satisfactory operational space within the site for use of the 18 units and accords with the SPG.

### Cycle Parking

A total of 9 covered Sheffield cycle stands are included within the site proposals, which will allow parking for up to 18 bicycles. These are to be located in a prominent and convenient location to promote natural surveillance. This generous provision will help encourage this mode of travel.

### Trip Rate

The proposed development is predicted to generate 12 two-way vehicular trips during the typical weekday AM peak hour, and 10 two-way trips during the typical PM peak hour.

Therefore, over the 12-hour period between 0700 and 1900 hours the development is anticipated to generate a total of 131 two-way vehicular trips. This would have a minimal impact on the existing highway network.

## **Flood Risk**

NRW has noted that the planning application proposes less vulnerable development (industrial) within Zone A of the Development Advice Map (DAM) contained in TAN 15 (2004).

However, the more recent Flood Map for Planning (FMfP), which was prepared to accompany a revised TAN15, the introduction of which has been postponed by the Welsh Government until June 2023, identifies the application site to be at risk of flooding and within Flood Zones 2 and 3 (Rivers).

NRW has referred to the Welsh Government Minister's letter of 15<sup>th</sup> December 2021, sent to all Welsh planning authorities, which explains that the FMfP represents better and more up-to-date information on areas at flood risk than the DAM.

Consequently, NRW has chosen to base all of its consultation responses on the revised mapping and in this case advises that it would object to the development if a Flood Consequences Assessment (FCA) was not provided by the Applicant.

Nonetheless, the Minister's letters of 23<sup>rd</sup> November and 15<sup>th</sup> December 2021 also clarify that the existing policy framework of TAN 15 and the Development Advice Map (DAM) will remain in place for assessing flood risk for determining applications.

NRW has been formally advised, in accordance with para 11.7 of TAN15, that the recommendation to Members will be to approve the development.

## **Ecology**

The Council's Ecologist has reviewed the Applicant's ecology report and landscape design statement which have been submitted to mitigate any impact caused by the development unit.

The Ecologist has advised that the ecology report is an appropriate assessment which concludes that the development site comprises species poor semi-improved grassland of no higher than local biodiversity interest. Having reviewed the ecology report and from previous site experience he concludes that this is a reasonable assessment.

The northern and western boundary hedgerows which appear to be outside the development area are of at least high local biodiversity value and must be retained and protected during development. The appropriate species assessments have been undertaken and no significant impacts are identified, although precautionary species

measures are required during site clearance. Ensuring light spill doesn't impact on adjacent retained hedgerows will be an important condition detail.

Therefore, any consent should be subject to a condition for details of the ecological measures outlined in Section 6 of ecology report, to include a requirement for measures to protect hedgerows during construction and control light pollution.

A further condition will be required for a landscaping condition, to include a substitute wildflower mix to that proposed, the removal of any laurel or elder from the planting scheme, and a long term habitat management plan.

### **Other issues**

In addition to the consultation response further above, the Council's Public Health and Protection section has raised concerns that activities associated with use of the development may have a negative impact on the amenities of the area as a result of noise, and it is requested that the applicant should submit an acoustic report to include an assessment of proposed plant and any mitigation measures identified.

Nonetheless, the Applicant's Agent has noted that no similar request was made in respect of the proposed industrial unit development at Plot A, as per planning application 20/1219/10, and that at this stage, there is no way of knowing which, if any, of the units will actually require plant.

Furthermore, noting that noise can be controlled as a statutory nuisance, that the nearest residential properties are between 300-500m away, the addition of any external plant to the units would require a further planning consent, and the site is in close proximity to other commercial properties, it is considered that such a condition would not be reasonable.

### **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 will provide jobs to meet society's needs and will enable a mix of smaller scale commercial uses.
- **Facilitating Accessible and Healthy Environments:** The application site is close to a bus and cycle route and has good connections to the principal highway network and M4.
- **Growing Our Economy in a Sustainable Manner:** The development would create construction jobs and foster economic activity by providing a permanent employment base.
- **Maximising Environmental Protection:** The development would include biodiversity and landscape mitigation and enhancement measures and would manage water resources natural via the use of sustainable drainage options, including rain gardens.

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).

### **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 would provide new industrial premises for Class B2 and B8 purposes at an established business park with a GFA of circa 2231m<sup>2</sup>.

The Council's SPG for Employment Skills states that both industrial developments providing GFA of 2,000m<sup>2</sup> or above, and warehouse/distribution developments providing GFA of 4,000m<sup>2</sup> or above, must be supported by an Employment and Skills Plan secured by a S106 Agreement.

However, as a speculative development, none of the potential future occupiers, or the type of business they would be engaged in, can be known. Since the development would enable long term employment and economic activity it is therefore considered that a S106 agreement would be unnecessary and unreasonable in this instance.

### **Conclusion**

On account of its location within an established business park, the proposed development would be compatible with the surrounding land uses and would benefit the local economy and provide opportunities for employment.

The development would also be at a sufficient distance from the closest neighbouring occupiers to prevent detriment to amenity from any direct physical or operational impact and would have safe access to the highway network with sufficient parking and circulation space.

The application is therefore considered to comply with the relevant parts of LDP Policies AW2, AW5, AW6, AW8 and AW10.

### **RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS**

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

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

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

- B-1
- B-2
- B-3
- B-4
- S-3
- S-6
- TDA.2645.01

and details and documents received on 24<sup>th</sup> November 2021, unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

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

3. No development shall commence until engineering design and details of the tie in with the existing adopted highway at Felindre Meadows 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 prior to beneficial use of the first unit.

Reason: 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 until details of a scheme for the provision of the ecological mitigation and enhancement measures, as identified in Section 6 of 'Plot F, Pencoed Technology Park Ecological Assessment' (David Clements Ecology Ltd – October 2021), have been submitted to and approved in writing by the Local Planning Authority. The scheme should also outline measures to be taken to protect hedgerows during construction and prevent light pollution of them.

The development shall be carried out in accordance with the approved details.

Reason: To protect and enhance the natural environment in accordance with PPW11 and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. No development shall commence until details of a scheme for the provision of the following landscaping measures has been submitted to and approved in writing by the Local Planning Authority.

- i) the substitution of wildflower mix Emorsgate EM8 with Emorsgate EG1
- ii) a revised soft landscaping plan omitting any use of laurel or elder
- iii) a long-term habitat management plan for the grassland (including swales) and hedgerows

The development shall be carried out in accordance with the approved details.

Reason: To protect and enhance the natural environment in accordance with PPW11 and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

7. Surface water run-off from the proposed development shall not discharge onto the public highway or 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.