

**PLANNING & DEVELOPMENT COMMITTEE**

**6 OCTOBER 2022**

**REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

**PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 22/0868/10 (GH)  
**APPLICANT:** Cynon Taf Community Housing  
**DEVELOPMENT:** Proposed full planning application for the demolition of the former Porth Infants School and redevelopment to provide residential development and associated works. (Updated Geotechnical and Geoenvironmental Report - version 3 - received 17/08/2022)  
**LOCATION:** LAND AT FORMER PORTH INFANTS SCHOOL, MARY STREET, PORTH, CF39 9UH  
**DATE REGISTERED:** 15/07/2022  
**ELECTORAL DIVISION:** Porth

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**RECOMMENDATION: GRANT SUBJECT TO A SECTION 106 AGREEMENT AND THE CONDITIONS BELOW:**

**REASONS:**

The proposed development is located within the settlement boundary, where its sustainable location and the beneficial re-use of this previously developed land would comply with the Northern Strategy Area policies of the Rhondda Cynon Taf Local Development Plan and align with the National Sustainable Placemaking Outcomes set out within PPW11.

The design and layout of the development would provide an attractive use of the former school site and would be of an appearance and scale appropriate to the surrounding properties and street scene.

Furthermore, the 100% affordable dwellings would provide a welcome contribution towards local housing needs as identified by the Council's Local Housing Market Assessment 2017-2023.

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**REASON APPLICATION REPORTED TO COMMITTEE**

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

## **APPLICATION DETAILS**

Full planning consent is sought for the demolition of the former Porth Infants School at Mary Street, Porth and its redevelopment as an affordable housing scheme.

The proposal comprises 15 affordable properties arranged around a small cul-de-sac, with the accommodation consisting of 6 x two-bed houses and 9 x one-bed flats.

The houses would be located on the higher north-western side of the site and arranged as two short terraces. The steepness of the site means that the internal space would be split-level over three floors with an enclosed rear garden and two off-street parking spaces per dwelling to the front.

The 9 flats would occupy a single block at the lower southern corner of the site and be accessed via communal entrances. Again, due to the level changes, the front elevation would appear as a two-storey building, but three-storey to the rear. Each flat would have a single parking space.

In terms of external finishes, it is proposed that the elevations of houses and flats would be constructed with light coloured face brickwork, with contrasting rendered bays and recessed panels of larch cladding. Fenestration would be light grey uPVC. It is also noted that all properties would have solar panels fitted to southerly facing roof planes, whilst the flats would benefit from air source heat pumps.

Lastly, the space around the buildings, other than for the access and parking, would be landscaped with a mixture of trees, shrubs and native scrub. Numerous rain gardens, swales and an attenuation basin would also provide distinctive features, together with a community garden and raised beds for residents to plant.

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

- Design and Access Statement
- Geotechnical and Geoenvironmental Report
- Arboricultural Report
- Bat Survey
- Coal Mining Report

A Pre-Application Consultation (PAC) Report was also submitted by the Applicant, although in this case the development does not meet the definition of major development as set out within the Development Management Procedure (Wales) Order.

## **SITE APPRAISAL**

The former Porth Infant School consists primarily of a large Victorian building located within a residential area approximately 325m to the north of Porth Town Centre.

The building is typical of its age and comprises elevations of dressed stone, engineering brick detail to openings and quoins, below a roof of mostly slate tiles. There is later extension work to the building and a dilapidated demountable structure sits in the southern part of the site.

The irregular-shaped parcel of land includes a surface area of around 0.27 hectares and is enclosed by stone boundary walls or railings, or a combination of both. There is no vehicular access, although three of the four boundaries abut the highway at Mary Street, School Street and Birchgrove Street.

This steeply sloping site is both within the defined settlement boundary and part of a Registered Landscape of Outstanding Historic Interest in Wales. The site also falls within land designated as development high risk due to coal mining legacy, and includes an area identified as being subject to a high risk of surface water flooding.

## **PLANNING HISTORY**

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

**22/5039/41:** Pre-app – residential development. Decision: 12/05/2022, Raise No Objections.

**06/0105/10:** Placement of a metal storage container in the yard to store outdoor play equipment. Decision: 28/04/2006, Grant.

## **PUBLICITY**

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

No letters of objection or representation have been received.

## **CONSULTATION**

### Highways and Transportation

No objection subject to recommended conditions and informative notes.

### Flood Risk Management

The applicant has outlined that surface water will be disposed of using SuDS and an existing culvert within the highway. The latter is shown on the drainage layout as a 300mm diameter system, but this does not determine if this is a highway drain or an

ordinary watercourse. If this is found to be a highway drain, the Applicant will have to engage with the Highway Authority to acquire permissions to discharge into their system. Regardless of size and proposal type, connecting to an ordinary watercourse or highway drain will require the Lead Local Flood Authority to receive pre and post discharge rates to confirm the ordinary watercourse flood risk is not increased.

In light of the above a condition is recommended to ensure that surface water is effectively managed on site.

#### 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 and notes that a European Protected Species (EPS) Licence will be required.

#### Dwr Cymru Welsh Water

The Drainage Proposals Drawing No. S.77701-303 revision A refers to surface water only. However, we can confirm that foul water flows can be accommodated in the public sewer system and a condition is recommended for details of a foul water scheme.

#### Western Power Distribution

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

#### South Wales Fire and Rescue Service

No objection. Information relating to water supplies and access has been provided for the benefit of the Developer.

#### Countryside – Ecologist

The May 2022 Ecological Services Bat Survey found that the property is a confirmed bat roost and therefore a European Protected Species licence will need to be obtained from NRW.

A condition for mitigation and enhancement measures for other species and any bat measures which are not covered by the EPS licence will be necessary, which should include a strategy for maintaining the site as a swift nesting site.

### The Coal Authority

The Coal Authority acknowledges that the Applicant has now submitted a revised Geotechnical & Geoenvironmental Site Investigation Report (August 2022, prepared by Terra Firma (Wales) Limited) in support of the application, which seeks to address concerns earlier raised.

The Coal Authority's Planning & Development Team considers that the information now submitted, and the professional opinions contained therein in respect of the risk posed by shallow coal mining legacy and the stability of the site, to be sufficient for the purposes of the planning system in demonstrating that the application site is safe and stable for the proposed development. The objection to the proposed development is therefore withdrawn.

However, further detailed considerations of ground conditions and foundation design may be required as part of any subsequent Building Regulations application.

### South Wales Police

No objection. A list of recommendations, in respect of designing out crime, have been submitted for forwarding to the developer.

### Waste and Recycling

No objection, the bin collection point must be at the front of the property.

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, that it has been reviewed and that a replacement is currently being produced. 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 LDP 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 within the settlement boundary for Porth.

**Policy CS1** - seeks to build strong, sustainable communities in the Northern Strategy Area to be achieved through promoting residential development in locations which reinforce the roles of the Principal Towns and Key settlements, including the re-use of previously developed sites.

**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. Furthermore, proposals must be designed to protect and enhance landscape and biodiversity by providing measures for mitigation and enhancement, where appropriate.

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

**Policy AW10** - aims to prevent development which could cause or result in a risk of unacceptable harm to health or local amenity due to pollution, flooding, contamination, land instability or any other identified risk.

**Policy NSA2** - supports proposals for residential and commercial development within the Key Settlement of Porth which: 1) support and reinforce the role of the centre as a Key Settlement; 2) are of a high standard of design; 3) promote the beneficial re-use of vacant floor space; and 4) support the provision of local services.

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

**Policy NSA11** - on sites of 10 units or more the policy seeks the provision of at least 10% affordable housing.

**Policy NSA12** - requires housing development within the settlement boundary to be accessible to local services by a range of sustainable transport modes without adversely affecting the highway network or provision of car parking in the surrounding area.

### **Supplementary Planning Guidance**

- Delivering Design and Placemaking
- Access, Circulation and Parking Requirements
- Planning Obligations
- Affordable Housing
- 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
- 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 15: Development and Flood Risk;  
PPW Technical Advice Note 18: Transport;

Manual for Streets

## **REASONS FOR REACHING THE RECOMMENDATION**

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

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

### **Main Issues:**

#### **Principle of the proposed development**

The site, formerly occupied by Porth Infants School, is located in the Northern Strategy Area. The proposed development is for 100% affordable housing and being within the defined settlement boundary would be supported by the relevant criteria of LDP Policy NSA12.

Policy CS1 promotes the reuse of under used and previously developed land and buildings and the proposal also complies with national guidance, which promotes the redevelopment of previously used land in preference to Greenfield sites.

Likewise, the development of unallocated sites within the defined settlement boundary is supported by Policies AW1 and AW2, the former recognising that the delivery of new housing will be met, in part, by the development of windfall sites.

The minimum net residential density permitted by Policy NSA10 is 30 dwellings per hectare. The site is approximately 0.27 hectares, resulting in a net residential density of approximately 55 dwellings per hectare, which is well in excess of the policy requirement.

Furthermore, since all dwellings would meet the definition of affordable homes, the minimum provision of 10% affordable housing required in order to comply with Policy NSA11 would be easily met. The Council's Housing Strategy team has advised that



the unit mix and tenure proposed are in accordance with the Local Housing Market Assessment 2017/23.

The site is within the defined settlement boundary and would be a short walking distance from the key services and facilities within the retail centre of Porth. From there the site would also be accessible by sustainable transport modes including bus, train, foot and bicycle.

In terms of Policy AW2 this means that the site can be considered a sustainable location and its development would support the role of Porth as a Key Settlement in accordance with Policy NSA2.

In light of the above, the development would be considered acceptable in principle.

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

In this case, the site is subject to a very steep fall from Birchgrove Street to the north-east down to Woodfield Terrace to the south-west. The top part of the site is that with the most level area since this comprises hardstanding and was once used as the school playground.

It is appreciated that the only feasible vehicular access, to avoid gradients and an excess of engineering to accommodate them, would be from the boundary aligned with Mary Street. Consequently, this has dictated where the new build properties would be constructed.

The two-bed dwellings would be aligned with Birchgrove Street and in order to manage the level changes, the accommodation would be over three floors, with access to the rear amenity space from the first floor.

The building containing the nine flats would have some prominence, being close to the road junction at the southern side of the site. However, although the building would have a communal entrance rather than a walk-up approach, its size is not so great that it would lose any sense of domestic proportion.

The style of the houses and flats is modern, which is an acceptable approach and preferable to a Victorian pastiche. The houses, in particular are of a similar scale to the surrounding properties, albeit that their outward visual impact would be very limited due to how they would be set into the bank and screened by the existing boundary walls – as is the case for the extant school building.

Lastly, it is noted that a high proportion of the site area would be retained as community gardens or landscaped space. Following a formal pre-application earlier this year, it is good to see that the site layout plans incorporate a defined sitting out area and raised beds for future residents to use as growing space in the north-western part of the site, particularly those who will occupy the flats.

The submitted landscaping scheme details a comprehensive range of planting proposals, which are enhanced by the features required for the sustainable drainage scheme, including a water detention basin, graded swales and seven rain gardens.

In light of the above and given the current status of the site, it is considered that the proposed development would have a very beneficial impact on the character and appearance of the site and the surrounding area.

### **Impact on neighbouring occupiers**

It is notable that no objections or representations have been received from residents as a result of the public consultation. This perhaps underlines the benefit of PAC having been undertaken prior to the submission of the application, although it was not a statutory requirement in this case.

With regard to the houses at the highest part of the site, the submitted cross section drawing shows that the eaves of their rear elevation would only be slightly higher than the existing boundary wall. On this basis, it is not likely that they would have any impact on the residents at Birchgrove Street or those on School Street to the side.

Similarly, the other dwellings which abut the lower part of School Street are side on, so any views towards them from the flats are not likely to be intrusive in terms of views towards habitable rooms or cause any harm to outlook.

In respect of the neighbouring houses at Woodfield Buildings and Woodfield Terrace at the lowest point to the south-west, the position of the flats, which have a three-storey aspect to the rear, is of slightly more concern. However, the distance between opposing elevations varies between 14m and just over 21m, which in the context of the surrounding opposing linear terraces is generous.

Furthermore, whilst there are a number of window openings in the rear elevation, it is noted from the floor plans that most of these are quite small, are not the main window to the room in question, or do not serve a habitable room. Consequently, views towards Woodfield Terrace would be limited.

In light of the above, the proposed development is not considered to have a significant impact to the outlook and amenity of the surrounding neighbouring properties and is considered to be acceptable in these terms.

### **Access and highway safety**

*Access (Site Layout Drawing A003)*

The proposed site layout drawing shows a small cul-de-sac serving fifteen residential units. This is acceptable in principle and accords with the following aspects of the Council's Design Guide for Residential Estate Roads:-

- Mews Court
- 6m junction radii
- 5.5m carriageway
- Full size turning facility.
- 2m footway on one side
- 1m margin on opposite side.

There is a slight concern that residents on eastern side of the proposed access road with 1m margin strip only would be forced to walk in the carriageway with moving vehicles to access / egress the site. However, taking into account that the layout accords with the Mews Court arrangement contained in the above mentioned Design Guide, this is acceptable.

Vision splays shall be provided in accordance with Tan 18 Manual for Streets for a 30Mph speed limit 2.4m x 40m and have been conditioned accordingly.

#### *Traffic Regulation Order*

There is an existing Traffic Regulation Order (School Keep Clear) preventing on-street car parking along School Street which will require revoking at the applicants own cost, for which a condition is recommended.

#### *Off-street car parking*

The Council's SPG for Access, Circulation & Parking 2011 identifies the following off-street car parking provision is required:

- 6 x two-bed dwellings require 12 spaces with 12 provided.
- 9 x one-bed apartments require a maximum of 18 spaces with 9 provided.

It is noted that the proposed apartments are 1 bedroom and taking into account the sustainable location of the proposed the SPG notes that the off-street car parking can be reduced to 1 space per apartment, in line with that proposed.

There is potential for the 3 visitor spaces required to park within the vicinity of the site for short durations with street space available.

The Council's Highways and Transportation Section also notes that residents of flats are less likely to own cars than other household types, and special consideration should be given to ensuring that flats are not built in locations where such residents would be isolated. In addition, the creation of flats in locations where residents do not

require a car is likely to contribute to the creation of more sustainable patterns of movement.

### *Sustainability*

The development of flats in sustainable locations has a range of potential benefits, providing residents with the opportunity to live close to existing services and facilities and access to a range of transport options.

Such development will be supported where residents would have access to a wide range of services, including public transport, and where development would contribute to the continued viability of existing services.

Taking into account the sustainable location in close proximity to Porth Town Centre with both bus and rail services within close proximity, the proposed development is acceptable.

### **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 an urban location and would contribute to the overall housing requirement within the Northern Strategy Area. As a social housing scheme, it is of particular relevance in meeting a society need.
- **Facilitating Accessible and Healthy Environments:** The application site is very close to Porth Railway Station and a bus route. In addition, the services and facilities located in the town centre are within walking distance.
- **Making Best Use of Resources:** The development accords with the aim to prioritise the use of previously developed land.

- Growing Our Economy in a Sustainable Manner: The development would have a small but positive effect in terms of construction jobs and create footfall for local businesses.
- Maximising Environmental Protection: The development would include biodiversity enhancement measures, particularly for bats and birds.

In respect of the other national outcomes listed the development would be considered to have no less than 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 Cynon Taf Community Housing, 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.

The proposed redevelopment of the School site is considered to be acceptable in principle and the new dwellings would be compatible with neighbouring residential land uses.

Furthermore, the proposed housing development has been designed for and in accordance with a registered social landlord and will result in the beneficial re-use of an existing brownfield site in a sustainable location.

## **RECOMMENDATION: GRANT SUBJECT TO A SECTION 106 AGREEMENT AND 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:

- A003 Revision H
- A004 Revision D
- A005 Revision D
- A006 Revision D
- A007 Revision D
- A008 Revision D
- A009 Revision C
- A010 Revision D
- A013

- 0102 Revision P03

and details and documents received on 14<sup>th</sup> July 2022 and 17<sup>th</sup> August 2022, 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 details of a scheme for the disposal of foul and surface water has been submitted to and agreed in writing by the Local Planning Authority. These details shall indicate how the development is to comply with the requirements of Section 8.3 of Technical Advice Note 15.

The scheme shall be implemented in accordance with the approved details prior to the beneficial occupation of the development.

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

4. No development shall commence, until details of a scheme for the delivery and implementation of the ecological mitigation and enhancement measures outlined in Section 10 of the Bat Survey (Ecological Services Ltd, dated May 2022), has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall also include:

- i) any bat mitigation and enhancement measures which are not covered by the scope of an EPS licence,
- ii) a strategy for maintaining the property as a swift nesting site.

The measures shall be implemented prior to beneficial occupation of the development.

Reason: In the interest of nature conservation and biodiversity in accordance with Section 6 of PPW 11 and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

5. No development shall commence until full engineering design and details of the road layout including sections; street lighting details and surface-water drainage details have been submitted to and approved in writing by the Local

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

The vehicular access to the site will be expected to be laid out, constructed and retained thereafter with 2.4 x 40 metre vision splays.

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

6. No development shall take place 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.

7. No development shall commence until details of a scheme for the revoking of a Traffic Regulation Order for the removal of zig zag 'School Keep Clear' road markings in the vicinity of the site has been submitted to and approved in writing by the Local Planning Authority. The road markings shall be removed prior to beneficial occupation of the development.

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