

PLANNING & DEVELOPMENT COMMITTEE

22 June 2023

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/1004/16 (GH)
APPLICANT: Castell Construction Ltd
DEVELOPMENT: Reserved matters application for 100% affordable housing scheme and associated details in respect of conditions 1, 5, 7, 9 and 10 pursuant to outline permission ref. 21/0448/15. (Revised Site Location Plan, Site Layout Plan and Transport Technical Note (regarding Waunrhydd Road junction) received 27th January 2023; Construction Traffic Management Plan received 12th April 2023)
LOCATION: RHONDDA BOWL SKITTLE ALLEY, WAUNRHYDD ROAD, TONYREFAIL, PORTH, CF39 8EW
DATE REGISTERED: 18/08/2022
ELECTORAL DIVISION: Tonyrefail West

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

REASONS: The application site comprises previously developed land within settlement limits which has already benefitted from outline planning consent for residential development, granted on appeal in 2017 and renewed in 2021.

In respect of the reserved matters, the design, scale and layout of the development would make efficient use of the site and in addition to providing a welcome mix of house types to meet local needs, would result in a small development of an attractive appearance.

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

Planning permission is sought for the approval of the reserved matters pertaining to an existing outline planning consent at Rhondda Bowl, Waunrhydd Road, Tonyrefail.

The original outline application for the demolition of the Rhondda Bowl and the residential redevelopment of the site, ref. 15/0112/13, was allowed on appeal in 2017. A subsequent Section 73 application, to extend the life of that consent, ref. 21/0448/15, was later approved since there had been no material changes in respect of planning policy or the context of the site.

Although the approved outline plans indicated a development of 27 dwellings, this submission has reduced the size of the development to a total of 20 affordable dwellings, comprising the following:

- 4 x three bedroom houses of design type A (93m²)
- 1 x three bedroom house of design type B (98m²)
- 3 x two bedroom house (83m²)
- 12 x one bedroom flats (47m²)

The proposed site layout plan demonstrates that the extent of the site, together with the access point and position of the new dwellings, are in line with the outline approval details.

The flats would be arranged in 2 x three storey blocks with a central communal entrance to each and would have access to cycle and bin stores and external clothes drying space, whereas the houses would be two-storey and have private rear gardens.

All communal areas and the space to the front of the dwellings would be landscaped, with rain gardens as part of the site's sustainable drainage strategy and twenty off-street parking spaces.

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

- Coal Mining Risk Assessment
- Site Investigation Report
- Air Quality Assessment
- Highways Access Technical Note
- Noise Impact Statement
- Survey for bats and nesting birds
- Construction Traffic Management Plan

Lastly, Members will note from the description of development that some of the information submitted as part of this application provides detail in respect of several conditions of the outline planning permission. This detail relates to drainage, noise, site investigation and affordable housing, and these material concerns are considered within the body of the report below.

SITE APPRAISAL

The application site comprises a building and its curtilage that currently accommodate the leisure facility 'Rhondda Bowl'. The building is located at the southern part of the site with a car park and access road to its frontage.

The access into the site also serves Tonyrefail Leisure Centre which is located to the west of the application site. The eastern boundary of the site comprises a retaining wall and embankment that supports the A4119 by-pass. There are residential properties located opposite the existing car park of 'Rhondda Bowl' adjacent to the existing site entrance.

The access road from Waunrhydd Road currently forms a two-way access for the four dwellings that front it. This access also forms part of a one way system for both Rhondda Bowl and Tonyrefail leisure centre, i.e., access to these facilities is from Waunrhydd Road, but the exit is via the leisure centre car park on to the B4278 Gilfach Road.

There is a pedestrian route to the side of the site and a row of trees to the rear, beyond which there is an open area of ground.

PLANNING HISTORY

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

- 21/0448/15:** Condition 2, extend time period for submission of reserved matters for 3 years. Condition 3, extend time period for the implementation of the consent for 3 years. (15/0112/13). Decision: 08/06/2021, Grant.
- 15/0112/13:** Outline consent for the demolition of two storey building known as Rhondda Bowl and the re-development of the site for residential development (Amended plans and additional details received 30th September and 7th October 2015). Decision: 08/08/2016, Refuse. (Allowed on appeal).
- 05/1342/09:** Application for certificate of lawfulness for existing use for outdoor market on a Tuesday. Decision: 09/09/2005, Refuse.
- 05/1339/10:** Proposed outdoor market (Saturdays). Decision: 29/11/2005, Withdrawn by Applicant.

PUBLICITY

The application has been advertised by direct notification to nine neighbouring properties and notices were displayed on site. Furthermore, the proposed development was advertised by a press notice.

No letters of objection or representation have been received.

CONSULTATION

Highways and Transportation

No objection subject to conditions

Leisure

So long as all building work is contained in the usual way and does not impact on the normal operation of the sports centre, sport centre car parking facilities or the use of the park and sports pitches, no objection will be raised.

Flood Risk Management

The information provided by the Applicant has been reviewed but has not yet satisfied the requirements of the condition. Therefore, it is recommended that the condition remains.

Public Health and Protection

It is recommended that the condition relating to site investigation, remediation and validation is applied to this reserved matters application. However, the desk study element can be dispensed with.

The Noise Impact Assessment report is acceptable subject to the mitigation measures being installed and completed, together with a condition requiring that acoustic testing should be undertaken to ensure it is sufficient.

In respect of the Air Quality Assessment, the Public Health and Protection Section is satisfied with the report findings that there will be no significant impact on air quality.

Natural Resources Wales

NRW has reviewed the Geotechnical and Geoenvironmental Report and is satisfied that the exploratory investigation confirms no signs of gross contamination, nor does there appear to be any significant concentrations of contaminants identified that may present a risk to controlled waters.

However, NRW raises concerns in respect of flood risk and requires further information, without which it would object to the development.

National Grid

A new connection or service alteration will require a separate application to the National Grid.

Countryside – Ecologist

No objection, the 2021 David Clements Ecology survey is still relevant, and the mitigation/enhancement requirements are as per that identified within the report. Therefore, the previous condition should be applied to any new consent.

The Coal Authority

On the basis of the conclusions of the CMRA submitted, there are no objections to the development and no conditions are recommended.

South Wales Fire and Rescue Service

No objection.

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 is in the process of being replaced. 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 Tonyrefail

Policy CS2 - sets out the strategy for the Southern Strategy Area (SSA) with an emphasis 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 CS4 – identifies the housing requirement figure for the plan period

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

Policy AW1 - concerns the supply of new housing within the Borough and stipulates that the supply will be met by the development of unallocated land within the defined

settlement boundaries of the Principal Towns, Key Settlements and Smaller Settlements.

Policy AW2 - 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 option.

Policy AW4 - indicates community infrastructure and planning obligation contributions that might be sought in respect of new development.

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 should 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. 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 as a result of flooding.

Policy SSA4 - indicates that residential development in the key settlement of Tonyrefail will be permitted where it supports and reinforces the role of the centre as a key settlement; is of a high standard of design and integrates positively with existing development; promotes the beneficial re-use of vacant and underused floor space; supports the provision of local services and promotes accessibility by a range of sustainable modes of transport.

Policy SSA11 - stipulates that residential development will only be permitted where the net residential density a minimum of 35 dwellings per hectare.

Policy SSA12 - provision of 20% affordable housing will be sought on sites of 5 units or more.

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 boundary.

Supplementary Planning Guidance

- Design and Place-making
- Access, Circulation and Parking Requirements
- Affordable Housing
- Planning Obligations
- Development of Flats

National Guidance

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

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

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

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

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

SE Wales Policies

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

Other relevant national policy guidance consulted:

PPW Technical Advice Note 2: Planning and Affordable Housing;
PPW Technical Advice Note 11: Noise;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 18: Transport;

Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to

be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

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

Main Issues:

Principle of the proposed development

The principle of the demolition of the Rhondda Bowl and the redevelopment of the site for residential purposes has already been established on account of the outline planning permission granted in 2017 and renewed in 2021.

Although FW2040 and PPW11 have been introduced since the first of those permissions were granted, there have been no material changes to national planning policy which would result in a different position.

Furthermore, the site remains within the settlement boundary and in a sustainable location, where there is a presumption in favour of residential development. It is also noted that the application would be within a regional growth area as defined by FW2040.

Impact on the character and appearance of the area

The site is currently occupied by the footprint of the large Rhondda Bowl building, which is of a functional form and dated appearance. The adjoining land within the curtilage of the site is nearly all paved, tarmacked or laid with concrete. The combination of both creates a hard and unsympathetic first impression to the site.

Whilst the proposed development would retain some of the hardstanding area for access and circulation, the design and style of the houses and flats, together with the soft landscaped areas and gardens defined on the site layout plan, would be considered to create a better sense of place.

The entrance to the site from Waunrhydd Road would also be enhanced by the proposed landscaping on its eastern side, and this would help to soften the impact of the large concrete walls which retain the abutments of the A4119 bridge.

The development would therefore improve the public realm in the immediate area, and create some natural surveillance, which might help to reduce opportunities for anti-social behaviour.

With regard to the scale of the properties, these would not exceed three storeys. Given their location between the A4119 and leisure centre this would be considered to be

acceptable. Similarly, the development density of 55 dwellings per hectare is reasonable for an urban setting and allows for ample communal and private space in and around the development.

There is some concern about the extent of the close boarded fence proposed to the western boundary of the site, following the line of the footpath from the leisure centre to the pitches and park beyond.

However, it is recognised that the site does not lend itself to other practical layout options, without the new dwellings being located close to the A4119 or reducing the efficiency of the land use. In addition, the appearance of the timber fence will weather and might be considered preferable to the extant post and wire fence and side elevations of the current building.

In light of the above, it is considered that the proposals will improve the character and appearance of the site and surrounding area, and the reserved matters relating to appearance, landscaping, layout and scale are acceptable.

Impact on neighbouring and future occupiers

In terms of neighbouring occupiers, the residential development of the site is unlikely to be of significant concern and would not be considered to cause any issues of compatibility for the operation of the leisure centre.

Likewise, other than for the disruption during the stages of demolition and construction, the new homes would be at a sufficient distance from the closest neighbouring dwellings, approximately 35m to the north, to prevent any impact on privacy or amenity.

With regard to future residents, matters relating to amenity, space, access etc. will be encompassed by the amenity and space criteria specified within the Welsh DQR standards for affordable housing, which must be achieved in order for the development to qualify for WG funding. Unsurprisingly, the design and layout of the proposed flats does not cause any concern when set against the Council's SPG for the Development of Flats.

Finally, the submitted Noise and Air Quality Assessments have been considered by the Council's Public Health and Protection Division and subject to a condition requiring the implementation of recommended noise mitigation measures, there are no objections in this regard.

Therefore, the development is considered to be acceptable in terms of the amenity and privacy of existing and future residents.

Access and highway safety

Access

Access to the site was considered in detail at the outline application stage and the Applicant has demonstrated that the required vision splays are achievable and satisfactory arrangements can be made to provide access to the leisure centre and existing dwellings, in addition to the proposed development.

The access road will be 6.1m wide to accommodate large vehicles / coaches associated with the use and maintenance of the adjacent sports facilities and will provide a footway access to the existing and proposed dwellings. Details associated with the drainage of the access road require approval via the Sustainable Drainage Approving Body (SAB), which is outside of the planning process.

The highway layout is considered acceptable subject to provision of satisfactory drainage and therefore a suitable condition is suggested requiring full engineering design and detail to be submitted for approval prior to any works commencing.

Visibility

A speed survey undertaken at the location of the proposed access to determine the 85th percentile wet weather speed of traffic was undertaken in March 2016 by Capita. Survey results indicate that the 85th percentile wet weather speed of traffic approaching from the west was 26.1 mph and 31.1 mph approaching from the east. On this basis TAN 18:Transport, Annex B Table B requires vision splays of 2.4m by 32 m (By interpolation) would be required to the left and 2.4m by 43m to the right.

From site measurements and the junction geometry shown on submitted drawing number 2177-001 REV G which shows the garage and boundary wall of No 37 Waunrhydd Road set back a vision splay of 2.4m by 33m can be achieved to the left and visibility to the right at the junction based on site measurement indicates that visibility of approximately 2.4 by 120m can be achieved. On this basis the visibility at the proposed junction is considered acceptable.

Circulation

Signage to accommodate one way movements from the adjacent sports facility and two way movements from the development and existing dwellings fronting the access road are provided and the layout provides for unrestricted access to the retaining wall supporting the A4119 which is considered acceptable. The design of the junction serving the residential parking court has been designed to permit large vehicles such as refuse vehicles to turn should access through the unadopted link through the leisure centre carpark be unavailable.

Parking Provision

The proposal consists of 20 dwellings with parking requirements as set out within the Councils SPG; Access Circulation and Parking (March 2011) and the SPG; Development of Flats – Conversions and New Build as set out in the table below

Dwelling	No.	No. Beds	Parking Requirement SPG		Provided
			Min	Max	
1 bed Flat	12	1	12	12	
3-Bed House (Type A)	3	3	2	3	
3-Bed House (Type B)	2	3	4	6	
2-Bed House	3	2	3	6	
Visitor Parking			4	4	
	20		25	31	20

Whilst the parking provision is below the maximum provision set out within the Council's SPGs, the development would provide 20 parking spaces which are unallocated to any specific dwelling. Considering that the Councils SPG is based on maximum standards, the lower parking requirement associated with 1-bed flats and social housing coupled with the sustainable location close to Tonyrefail town centre the parking provision is considered acceptable, on balance.

Summary

The proposed carriageway width and junction geometry is acceptable to serve the Leisure Centre, existing properties and the proposed development. A speed survey undertaken to determine the 85th percentile wet weather speed of traffic along Waunrhydd Road has been undertaken and on this basis the junction visibility is in accordance with the requirements set out within Tan 18: Transport and is therefore acceptable.

The parking provision does not meet the requirements of the Councils SPG, however, a total of 20 spaces are provided and are unallocated for the twenty dwellings proposed. Considering the lower levels of car ownership associated with single bedroom flats and social housing, potential for short term visitor parking to be accommodated within the private parking court and access or nearby public carpark and the sustainable location close to local amenities and with good access to public transport the parking provision is, on balance, considered acceptable.

The proposed road layout maintains an easement zone and access to facilitate future inspection and maintenance of the retaining wall supporting the A4119 and is acceptable in principle subject to detailed design and agreement of highway drainage which forms part of an application to the SAB outside the planning process and can be conditioned accordingly.

Whilst the road layout shown on the submitted drawing 2177-001 REV G (amended plan), detailed design of the highway is reliant of provision of acceptable drainage which is subject to approval by the SAB outside the planning process, therefore a

condition requiring submission and approval of full engineering design and detail to ensure that the road is constructed to adoptable standards is required.

Flooding

The planning application proposes highly vulnerable development (residential). NRW has highlighted that the application site falls partially within Zone C2 of the Development Advice Map (DAM) as contained in TAN 15 (2004) and that the more recent Flood Map for Planning (FMfP), which was produced to accompany the postponed revision of TAN 15, identifies the application site to be at risk of flooding and within Flood Zones 2 and 3 (Rivers).

Nevertheless, although NRW has now requested the submission of a Flood Consequences Assessment, its previous response to application 21/0448/15 contained the following comment:

“The application site lies partially within Zone C2 of the Development Advice Map (DAM) as contained in TAN15.

We acknowledge that indicative plans show that there won't be any development within this section of the proposed site boundary and therefore we don't have any adverse comments to make in relation to flood risk”.

The layout of the development remains as per the indicative plan provided at the time of determination of the outline application and the 2004 version of TAN 15 remains in force, as was the case at the time of the determination of the appeal and subsequent Section 73 application.

Therefore, although NRW's concerns are noted, the matter of the principle of the development has long been established and since it is the approval of reserved matters being sought, such concerns are considered to be beyond the scope of this application.

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. The application site lies within Zone 2 of Rhondda Cynon Taf's Residential Charging Zones where there is a liability of £40m² for residential development.

The CIL (including indexation) for this development is expected to be £83,969.87.

However, social housing relief may be claimed on the social housing element of the development and 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 Newydd Housing Association, would provide 100% affordable housing for social rent.

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

However, on granting outline planning permission in 2017 the Inspector secured this requirement via a condition for the approval of an affordable housing scheme.

The Applicant has advised that all units will be affordable housing, the development will be constructed without phasing and that all homes on first and subsequent lettings will be let via the Common Housing Register, in collaboration with the Council's Housing Options Team.

Therefore, a condition has been included below to ensure that the new residential units are maintained as affordable units for social rent.

Conclusion

Subject to the conditions outlined below, it is considered that the proposed development is in accordance with the approved outline scheme and that the details relating to the approval of the reserved matters of access, appearance, landscaping, layout and scale are acceptable.

The scheme would result in a more attractive development than that of the existing building and large area of hardstanding currently occupying the site, with the soft landscaping surrounding the site contributing to an enhancement of the street scene. In addition, the existing access arrangements to the site and leisure centre would be improved, and the new properties would be sited far enough from existing dwellings to ensure that third party amenity would not be harmed.

In light of the above, the development would be considered to comply with the requirements of LDP Policies AW5, AW6, AW8, AW10 and SSA12.

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

1. The development hereby approved shall be completed in accordance with the approved drawings and documents:
 - Site Location Plan 2177-005 Rev A
 - Proposed Site Plan 2177-001 Rev G
 - Street Elevations 2177-011 Rev A
 - Street Elevations 2177-012 Rev A
 - 4P2B House Type A Plans 2177-005 Rev A
 - 2P1B Flats 2177-004 Rev B
 - 5P3B House Type B Plans 2177-003 Rev A
 - 5P3B House Type A Plans 2177-002 Rev A

and details and documents received on 18th August 2022, 27th January 2023 and 12th April 2023, 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.

2. No development shall commence until a scheme to enable the provision of gigabit capable broadband infrastructure from the site boundary to the dwellings/buildings hereby permitted has been submitted to and agreed in

writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To support the roll-out of digital communications infrastructure across Wales in accordance with Policy 13 of Future Wales.

3. No development shall commence until full engineering design and details of the following have been submitted to and approved in writing by the Local Planning Authority:

- road layout to incorporate 2.0m footways
- hard margin strip
- footway links
- 6.1m wide access road to serve the Leisure Centre and 5.5m access road and turning facility including sections; street lighting and surface-water drainage
- 5m wide easement to facilitate future access for inspection and maintenance of retaining walls structures and embankment abutting the A4119 details
- relevant longitudinal sections and construction details.

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

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

4. No development shall commence 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. The scheme shall be implemented in accordance with the approved details prior to the beneficial use of the development and retained in perpetuity.

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.

5. No development shall commence until details of a scheme to incorporate all the recommendations contained within Section 5 of the survey for Bats and Nesting Birds (David Clements Ecology Ltd, dated June 2021) have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the protection and enhancement of the natural environment in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. No development, other than demolition and site clearance, shall commence until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the Local Planning Authority. The results of the site investigation shall be made available to the Local Planning Authority before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The site shall be remediated in accordance with the approved measures before development begins. If during the course of development any contamination is found that has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved additional measures before the development is occupied.

Reason: In the interest of health and safety and environmental amenity in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. Prior to beneficial occupation the mitigation measures identified within Section 6.5 of the submitted Noise Impact Assessment (Acoustic Consultants Ltd., ref 9505/JA, dated 10/03/2022) shall be implemented and acoustic testing carried out to ensure they are sufficient to satisfy the internal noise levels specified in Section 6.6 of the aforementioned Assessment.

Reason: In the interest of the amenity, health and wellbeing of future residents in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

8. Prior to beneficial occupation the means of access, together with the vision splays, parking and turning facilities, shall be laid out in accordance with the submitted site plan 2177-001 Rev G.

Reason: In the interests of highway safety and to ensure safe and satisfactory access, circulation & parking in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

9. The new homes shall be provided for the purpose of social rent and maintained in accordance with the definition of affordable housing in Annex B of TAN 2, or any future guidance that replaces it. The new homes shall also

be let on first and subsequent lettings via the Common Housing Register, or any future arrangement that replaces it.

Reason: To ensure the supply of affordable housing in the Southern Strategy Area in accordance with Policy SSA12 of the Rhondda Cynon Taf Local Development Plan.

10. The demolition and construction phases of the proposed development shall be carried out in accordance with the submitted Construction Traffic Management Plan (Castell Group, received 12th April 2023), unless otherwise agreed in writing by the Local Planning Authority.

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

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

Reason: To prevent overloading the existing highway drainage system and potential flooding and in the interests of highway safety in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.