

## **PLANNING & DEVELOPMENT COMMITTEE**

**20 July 2023**

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

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 22/1375/13 (RP)  
**APPLICANT:** Mr D Evans  
**DEVELOPMENT:** Outline planning application with all matters reserved for a proposed residential development.  
**LOCATION:** LAND ADJACENT TO 6 - 8 BRYNMAIR ROAD, GODREAMAN, ABERDARE, CF44 6LR  
**DATE REGISTERED:** 28/02/2023  
**ELECTORAL DIVISION:** Aberaman

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**RECOMMENDATION:** Approve, subject to conditions.

**REASONS:** This proposal development, by being located within the Aberdare settlement boundary and in a sustainable location, as defined by Policies AW1, AW2 and NSA12 of the Rhondda Cynon Taf Local Development Plan is considered to be acceptable in principle

The indicative proposal would be in keeping with surrounding land uses and would be of a scale that could be sympathetic to the context of the street scene, the topography of the site and its relationship with neighbouring properties. The application is also considered to be acceptable in respect of its ecological impact and access and highway safety considerations, subject to conditions.

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

- A request has been received from Councillor Tina Williams for the matter to come to Committee for the reason that the development would have an adverse effect upon the local highway network. In addition, five letters of objection have been received.

#### **APPLICATION DETAILS**

Outline planning consent is sought for a proposed residential development, associated access and parking facilities on a parcel of land that is located adjacent to Nos. 6 and 8 Brynmair Road, Godreaman, Aberdare.

The application is made in outline with all matters reserved for future consideration. Despite this, the application is accompanied by a site block plan which illustrates how the site may be developed. The proposed plan indicates that a row of 4no. terraced dwellings could be constructed that would have primary elevations that address and align with Nos. 6 and 8 Brynmair Road, to the north-east and south-west respectively.

To the rear of the site, the block plan shows that as well as providing private amenity space for each terraced unit, 12no. off-street parking spaces (3 spaces per dwelling) would be developed, accessible from the rear lane which is proposed to be brought up to adoptable standards.

As scale is a matter reserved for future consideration, a minimum – maximum range is provided for the depth, width and height of the dwelling as follows:

	Minimum (Metres):	Maximum (Metres):
Length:	7.0	10.0
Width:	5.0	6.0
Ridge Height:	9.0	12.0

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

- Preliminary Ecological Appraisal (Just Mammals Ltd) dated October 2022.
- Cross Sectional Plan
- Topographical Survey

## **SITE APPRAISAL**

The application site forms a vacant parcel of land located between Nos. 6 and 8 Brynmair Road and within the village of Godreaman, Aberdare. The site is located inside the (Aberdare) settlement boundary and is roughly rectangular in shape, amounting to approximately 600m<sup>2</sup>.

The site is level with Brynmair Road along its north-western boundary but falls steeply away from the road to the south-east where it is bound by an un-maintained, rear lane which also serves and backs onto the rear of properties which front Godreaman Street. These dwellings occupy a lower ground level.

It is understood that the site previously accommodated Salem Baptist Chapel; however, following the demolition of the chapel (circa 1970) has been vacant for a number of years. The site is now covered by what appears to be a variety of self-seeded trees and scrub vegetation.

The area surrounding the application site is predominantly residential in character, with neighbouring properties being predominantly stone fronted, terraced dwellings.

## **PLANNING HISTORY**

There are no recent planning applications on record that are associated with this site.

## **PUBLICITY**

The application has been advertised by direct notification to neighbouring properties and the erection of site notices. Five letters of objection have been received from neighbouring residents and raise the following points:

- The proposed dwellings will impact greatly on the very limited number of parking spaces available to existing residents on this stretch of roadway;
- There is no guarantee that future, potential residents will utilise the 12no. car parking spaces shown on the plans. There are six other houses on the eastern side of Brynmair Road that either have their own garage facility or hardstand accessible off the rear lane that choose to park on the main road, instead of their off-street parking facilities, which is their right;
- This area of Godreaman continuously suffers from heavy congestion of traffic, it is gridlocked most days;
- Who will pay for the rear lane to be upgraded to Council highway standards and specifications;
- Is the bus stop, which fronts the site, to remain in its present location;
- The construction of the dwellings will take some time and will cause further parking problems for residents, issues for passing motorists and would impact upon the use of the bus stop;
- I am broadly supportive of the proposal, which I hope will improve the adjacent plot and improve access to the rear of my own property, however, have concerns that the value of my property will be diminished by the densification of the location;
- Is the ownership of the access lane known and what rights of access exist (and will exist) for other residents who currently enjoy access;
- The site is the only piece of 'greenery' between Aberdare and Glynhafod, the trees support bird life;
- The Council should clean up the site as it is subject to fly tipping.

## **CONSULTATION**

- Highways & Transportation Section – no objection, subject to conditions.

- RCT CBC Flood Risk Management – no objection, subject to condition.
- Public Health and Protection – no objection, subject to condition.
- RCT CBC Ecologist – the site is considered an area of urban woodland. Concern is raised as to the local ecological impact of the development and the lack of effective biodiversity enhancement measures owing to the removal of mostly all of the existing woodland cover.
- Dwr Cymru – no objection raised.

## **POLICY CONTEXT**

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

The current LDP's lifespan was 2011 to 2021 and 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 4<sup>th</sup> 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 4<sup>th</sup> 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 24<sup>th</sup> September 2020. Subsequently, the existing Plan remains the development plan for consideration when determining this planning application.

The application site is located inside the defined settlement boundary and is not allocated for any specific purpose. The following policies are considered to be relevant in the determination of this application:

#### **Core Policies**

**Policy CS1:** Places emphasis on building strong, sustainable communities which will be achieved by providing high quality, affordable accommodation that promotes diversity in the residential market.

#### **Area Wide Policies**

**Policy AW1:** Outlines how the housing land requirement will be met which includes development of unallocated land within the defined settlement boundaries.

**Policy AW2:** Advises that development proposals on non-allocated sites will only be supported in sustainable locations.

**Policy AW4:** Provides support to planning obligations and contributions.

**Policy AW5:** sets out criteria for new development in relation to amenity and accessibility.

**Policy AW6:** Requires development to involve a high-quality design and to make a positive contribution to place making, including landscaping.

**Policy AW8:** ensures that developments have no unacceptable impact upon features of importance to landscape or nature conservation, including ecological networks.

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

### Northern Strategy Area

**Policy NSA10:** Requires housing developments in the Northern Strategy Area to have a net residential density of at least 30 no. dwellings per hectare, subject to certain exceptions.

**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**

- Design and Placemaking
- Nature Conservation
- Access Circulation and Parking
- Planning Obligations

### National Guidance

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

Planning Policy Wales Edition 11 (PPW) was issued on 24<sup>th</sup> February 2021 in conjunction with Future Wales: The National Plan 2040 (FW2040). PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), 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 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 considered that the location of the proposed development is compliant with the general aims of the NDF, with the following policies being relevant to the development proposed:

1. Policy 1 – Where Wales will grow – Employment/Housing/Infrastructure
2. Policy 2 – Shaping Urban Growth – Sustainability/Placemaking
3. Policy 9 – Resilient Ecology Networks

#### SE Wales Policies

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

Other relevant policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;

PPW Technical Advice Note 12: Design;

PPW Technical Advice Note 18: Transport;

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:**

The application proposes (in outline) the construction of a residential development, associated vehicular access and parking areas, on a parcel of land that is located within the defined settlement limits of Aberdare.

As such, the key consideration in the determination of the application is whether the principle of residential development is acceptable upon the site. In addition, it will also be necessary to consider whether the site is capable of accommodating the dwellings proposed, associated means of access, parking facilities and amenity space, without resulting in a detrimental impact upon both the amenity and privacy of neighbouring dwellings and the character and appearance of the area. The implications of the development upon highway safety in the vicinity of the site and ecology are further considerations.

## Principle of Development

The application site is located within the defined settlement boundary and within an area that is predominantly characterised by residential properties. The site has good access to key local facilities and services such as schools and shops and is accessible by a range of sustainable modes of transport. Indeed, there is a bus stop directly fronting the site on Brynmair Road that connects to the principal town of Aberdare and the wider area. The site can therefore be described as a sustainable location, as defined by Policy AW2 of the Rhondda Cynon Taf Local Development Plan. The proposed residential use of the site is also considered to be compatible with surrounding land uses and the proposal would therefore comply with this policy.

The proposal is also considered to comply with Policy NSA12 of the Local Development Plan, which seeks to direct residential development to areas and sites that are located within the defined settlement boundaries. Policy NSA12 further stipulates that developments must not adversely affect the highway network or parking provision in the area and that they must be accessible to local services by a range of modes of transport. As discussed above, the site benefits from ease of access to the local bus network, whilst members will note that the Council's Highways and Transportation section have not raised any objection to the proposal in terms of access or parking (discussed more fully in *Access and Highway Safety* section below).

Furthermore, Policy AW1 of the Local Development Plan supports the provision of new housing where the development of unallocated land is proposed within the defined settlement boundaries of smaller communities, whilst Policy CS1 of the Local Development Plan and National Planning Policy (PPW11) promotes the re-use of under used and previously developed land.

In light of the above, there are no objections to developing the site for residential purposes in principle. However, in accordance with the requirements of Policies NSA12, AW5, AW6 and AW8, proposals for residential development may only be considered acceptable providing no adverse impacts result in terms of character, amenity, highway safety or nature conservation. These matters will be considered in detail in the following sections.

## Character and Appearance

As noted in the preceding sections of this report, the site was formerly occupied by the Salem Baptist Chapel, which was constructed in 1905. In the intervening period, the Chapel has been demolished and the site has become vegetated with trees and dense scrub.

Consequently, whilst the Chapel was a large and prominent structure, the development of the site for residential purposes would represent a significant change to the appearance of the street scene as the site has been vacant for in excess of 50 years.

Notwithstanding this, although the application is made in outline with all matters reserved for future consideration, the submitted site block plan indicates that the proposal would introduce 4no. dwellings to the site, via infilling the gap in the terrace and demonstrates the potential for the new block to mirror and align with the properties either side by having principal elevations that face Brynmair Road.

Furthermore, whilst specific design details and supporting information are not available at this stage, to fully assess the visual impact of the development, the scale parameters show that, with maximum and minimum heights and lengths of 9m and 12m and 5m and 6m respectively, the proposed dwellings would not be out of context with the established character of the area or the design and pattern of neighbouring dwellings.

In respect of height, whilst the parameters mean the proposed terraced block would be prominent when viewed from the rear, owing to its proposed siting above the service lane, this would be reflective of other neighbouring terraces in the area, some of which have property's which feature large three storey extensions which project beyond their original rear elevations. Consequently, it is considered the proposal, by largely reflecting existing patterns of development, would be appropriate in terms of massing and density, whilst the site's physical area, at approximately 600m<sup>2</sup>, is considered large enough to accommodate the development, satisfactory levels of amenity space and the off-street parking areas proposed.

As such, whilst it is acknowledged the clearance of the site and erection of residential dwellings upon it would result in some visual impact upon the surrounding street scenes, it is not considered that the development would have such a significant impact upon the character and appearance of the area that it would warrant the refusal of the application and no objections are therefore raised in this regard.

#### Residential amenity

As indicated above, the application is made in outline with all matters reserved for future consideration and therefore it is not possible to qualitatively assess any impact on other occupiers without the submission of full details that would be submitted with either a full of a reserved matters application.

Notwithstanding this, an indicative site block plan has been submitted with the application which illustrates that there is adequate space within the site to ensure that the proposed dwellings would not have an adverse impact upon existing residential properties surrounding the site. A sufficient separation distance between existing and proposed dwellings would be maintained which would ensure that no adverse levels of overlooking, overbearing or overshadowing would occur.

Whilst it is acknowledged that the differences in ground level between the site and existing properties to the rear, at Godreaman Street, means there will inevitably be some detrimental impact upon these properties via overlooking of their private amenity spaces, this would not be significant enough to warrant the refusal of the application.

Indeed, the relationship between the existing and proposed dwellings would not be too dissimilar to the relationships between existing properties in the area.

Consequently, noting that the scale and design of the proposed dwellings and therefore their impact upon existing residential dwellings would be subject to more detailed consideration in any future full or reserved matters application, no objections are raised in relation to the potential impact on existing residents at this stage.

### Highway Safety

The Council's Transportation Section have been notified of the proposals in order to provide comments on the suitability of the scheme with regard to highway safety and have made the following comments in relation to access and car parking.

### Access

The proposal relates to an infill plot located on Brynmair Road. Godreaman. Brynmair Road is proposed for primary access to each dwelling which is acceptable for safe vehicular and pedestrian movement. Fronting the site is a bus stop which would not be impacted upon as part of the proposal.

To the rear is a single width, un-metalled lane which is proposed for secondary access to the dwellings, with off-street car parking proposed off the lane. The applicant has submitted a site plan with their submission which indicates that the rear lane would be surfaced in permanent material, to adoptable standards, which has been conditioned accordingly.

### Off-street car parking.

The indicative site plan denotes that three off-street car parking spaces per plot would be developed. Taking into account the application is outline, with all matters reserved for future consideration, a condition has been suggested so that the application complies with the Council's Supplementary Planning Guidance in relation to Access, Circulation and Parking Requirements (2011).

### Highways Conclusion

The proposed development relates to an infill link of terraced dwellings, with primary access located off Brynmair Road which is acceptable. Secondary access is proposed off the rear lane, for off-street car parking only and the applicant has proposed to upgrade the rear lane which is acceptable.

Based on the above, the proposal is considered to have an acceptable impact upon highway safety in the vicinity of the site and the application would therefore be in accordance with Policy AW5 (2c) of the Rhondda Cynon Taf Local Development Plan, subject to conditions.

### Ecological Impacts

The Preliminary Ecological Appraisal (PEA) identifies the site as an area of small urban woodland within the terraced streets of Godreaman. The woodland is quite diverse with Oak, Sycamore, Norway Maple, Ash, Rowan, Silver Birch and Willow all listed. The ground flora identified is not ancient woodland, however.

The PEA identified two potential bat roost features in different trees, however the report concludes that further investigation rules out bat roost use. The PEA concludes potential nesting bird habit (and the need for nesting bird mitigation), potential bat foraging habitat value, rules out reptile potential but concludes potential as terrestrial habitat for amphibians, however, recommends no further species surveys.

Section 10 (Recommendations) of the PEA identifies a number of precautionary mitigation measures including controlled tree felling, nesting bird mitigation, control of lighting, hedgehog mitigation and enhancement in the form of landscape planting. As an outline application with all matters reserved, such measures would be expected to be addressed by a future reserved matters application via the addition of conditions relating to landscaping and biodiversity enhancement, for which conditions 1, 7 and 15 are recommended as a means to secure them.

The Council Ecologist opinion is that not all of the ecological potential of the existing site can be mitigated and that inevitably, the clearance of the site means that there would be a net negative local biodiversity impact associated with the development. It was commented that the site will support nesting birds, will be used by foraging bats and will have an associated insect, lower plant and fungi communities and may also represent stepping stone/connectivity habitat for invertebrates, birds and bats using woodland and other habitat on the wider surrounding valley sides.

In this respect, Planning Policy Wales 11 (PPW 11) notes that where the adverse effect on the environment clearly outweighs other material considerations, the development should be refused. Therefore, the net negative local impact has to be set against the other material matters which weigh in favour of the development.

The key material matter is that the PEA confirms that the site is not of SINC value and does not appear (with the use of precautionary conditions) to have overriding significant protected species issues. The site is also located within the Aberdare settlement boundary and meets with the Area Wide and Northern Area Strategy Policies identified above. In addition, no objections have been received from any other statutory consultees.

Therefore, whilst it is acknowledged that the site is modest in size, it is considered that there is potential to provide some biodiversity enhancement measures at reserved matters stage, via the recommended landscaping and biodiversity conditions that would be appended to the consent. Consequently, it is considered that there are no sustainable planning reasons to warrant refusal of the application at this stage.

### Drainage

The proposed development would result in a total construction area of over 100 square metres and the applicant will therefore be required to submit an application to the Sustainable Drainage Systems (SuDs) Approval Body (SAB), under Schedule 3 of the Flood and Water Management Act 2010. The applicant would also be required to comply with Part H of the Building Regulations.

Details submitted with the application outlines that the applicant intends to dispose of surface water via an existing water course that is culverted and which is adjacent to the footprint of the proposal, flowing from west to east. Consequently, the Council's Flood Risk Management Team have commented that, regardless of construction size and proposal type, it is essential that when connecting to an ordinary watercourse, the applicant provides evidence that the watercourse can handle any increase in flows.

Therefore, the provision of pre and post discharge rates, to confirm that flood risk is not increased downstream and to demonstrate compliance with the requirements of Section 8.3 of Technical Advice Note 15, is required. This information may include a drainage strategy with associated calculations demonstrating the pre and post surface water discharge rates from the site and a general arrangement of the catchment and proposed drainage system.

The submission and assessment of this information can be dealt with by the use of an appropriately worded planning condition, requiring the submission of detailed drainage arrangements for the site, prior to commencement of development.

Furthermore, the applicant will also be required to obtain Ordinary Watercourse Consent in advance of any works commencing on site.

### **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 with the following national sustainable placemaking outcomes:

- **Creating and Sustaining Communities:** The density and character of the development would be acceptable and appropriate for this location and would contribute to the overall housing requirement within the Northern Strategy Area by making efficient use of the site.
- **Facilitating Accessible and Healthy Environments:** The application site is in a very sustainable location, being extremely close to a bus stop and within walking distance to shops and schools.
- **Maximising Environmental Protection:** The development would require biodiversity mitigation and enhancement measures in accordance with PPW 11. However, although the site constitutes previously developed land, it is recognised that the site has been vacant for some time and has become overgrown with trees and scrub. As a consequence, there would be a net negative biodiversity impact due to the loss of trees and scrub.

In respect of the other national outcomes listed the development would be considered to have a neutral impact.

### **Neighbour Consultation Responses**

Where the issues raised by the objectors are not addressed above, the following additional comments are offered:

The objectors make reference to parking constraints in the vicinity of the application site. Whilst the Local Planning Authority cannot guarantee that future residents of the proposed dwellings would utilise the off-street parking areas proposed, it is considered the upgrading of the rear access lane would encourage future residents to utilise the proposed new parking spaces. Furthermore, the adoption of the rear lane has the potential to improve access arrangements to existing garages and hardstanding's that are located off the lane, thereby alleviating any parking pressures at Godreaman Street and Brynmair Road.

Members are advised that the Local Highway Authority will require the developer to enter into legally binding agreements (Section 38 and Section 278 of the Highways Act 1980) to secure the proper design and implementation of the proposed works, including drainage, the costs of which would be fully borne by the developer.

In terms of the ownership of the rear lane, Members are advised that the lane is not presently maintained by the Council and that in such circumstances, there is a rebuttable presumption that owners of properties backing on to the lane, at Brynmair Road and Godreaman Street, own it up to the mid-point. Accordingly, as the lane forms part of the application site, the applicant has completed Ownership Certificate B of the application form and has served notice on the owner/occupiers of all of the properties that back onto the lane.

With regard to the bus stop, that fronts the site at Brynmair Road, Members are advised that it would not be re-located as part of the proposal, whilst the suggested highways condition for traffic management measures to be provided during the construction phase of the development would mitigate any issues for residents, passing motorists and would ensure the use of the bus stop would not be impinged upon.

Lastly, one of the objector's has noted the site is subject to fly tipping and the site visit showed this was indeed the case. In this respect, the development of the site could prevent any further instances of fly tipping from taking place.

#### Community Infrastructure Levy (CIL) Liability

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

As planning permission first permits development on the day of the final approval of the last of the reserved matters, CIL is not payable at outline stage, but will be calculated for any future reserved matters of full applications. 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.

#### Conclusion

Having taken account of all of the issues outlined above, the application is considered acceptable, representing a site which is physically large enough to accommodate the residential development proposed, whilst the site is located in a sustainable location, being located within settlement limits.

For the reasons set out above, it is not considered that the proposals would adversely affect the character and appearance of the site and surrounding area. Similarly, it is not considered that the proposals would result in an unacceptable impact upon highway safety, drainage or ecology, subject to conditions. The application is also considered acceptable in terms of potential impacts upon the levels of amenity enjoyed by neighbouring residents. Consequently, the proposal is recommended for approval, subject to the conditions specified below.

Recommendation: Approve subject to conditions

1. (a) Approval of the details of the layout, scale and appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter referred to as "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.  
  
(b) Plans and particulars of the reserved matters referred to in (a) above relating to the layout, scale and appearance of any building to be erected, the means of access to the site and the landscaping of the site shall be

submitted in writing to the Local Planning Authority and shall be carried out as approved.

(c) Applications for the approval of reserved matters shall be made before the expiration of three years from the date of this permission.

(d) The development hereby permitted shall be begun before whichever is the latter of either (i) the expiration of 5 years from the date of this permission or (ii) the expiration of 2 years of the final approval of the reserved matters or in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: To comply with Sections 92 and 93 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the approved plan(s) no(s):

- Site Block Plan – Former Site of Salem Baptist Chapel, Godreaman, Aberdare (1:500 scale) Rev. A 13/01/2023.
- Site Location Plan (1:1250 scale) Rev. A 13/01/2023
- Drawing no. XXX/01 – Cross Section A-A AT Brynmair Road, Godreaman
- Drawing no. PE/BR/03 – Topographical Survey, Land Adjacent to Godreaman Street.

and information received by the Local Planning Authority on 22/11/2022 and 13/01/2023, 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.

3. Notwithstanding the submitted plans, the reserved matters application shall be accompanied by details of existing and proposed ground levels, along with details of any retaining structures which may be required in connection with the proposed development.

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

4. No development shall commence until the applicant evidences how the development is to comply with the requirements of Section 8.3 of Technical Advice Note 15.

Reason: To ensure that surface water drainage from the proposed development does not cause or exacerbate the flood risk on the development

site or elsewhere, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

5. No dwelling shall be occupied until the surface water drainage works have been completed in accordance with the approved plans.

Reason: To ensure the adequate disposal of surface water drainage, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

6. Building operations shall not be commenced until samples of the construction materials proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so approved.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjacent buildings, in the interests of visual amenity and in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

7. The details of landscaping required to be submitted to and approved by the Local Planning Authority, in accordance with Condition 1 above, shall include indications of all existing trees on the land and details of any to be retained together with measures for their protection during the course of development. The landscaping of the site should include enhancements to benefit wildlife and must consider the planting of shrubs and sowing of wildflower grassland areas which support biodiversity.

Reason: To ensure that the new development will be visually attractive and to support Biodiversity Net Gain targets as laid out in Planning Policy Wales 11 (PPW 11) and in accordance with Policies AW5, AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

8. All planting, seeding or turfing in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

9. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatments shall be completed before any building is occupied. Development shall be carried out in accordance with the approved details.

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

10. Notwithstanding the submitted site block plan, the design and construction details of the proposed rear access lane that is to be upgraded shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be completed prior to beneficial occupation of the first dwelling.

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

11. Off-street parking shall be in compliance with RCT's Supplementary Planning Guidance on Delivering Design and Placemaking: Access, Circulation & Parking Requirements (March 2011).

Reason: To ensure that adequate parking facilities are provided within the curtilage of the site, in the interests of highway safety and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

12. Prior to the commencement of development, details of traffic management and wheel washing facilities shall be provided on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained throughout the construction period.

Reason: To ensure that mud and debris are not deposited from the construction site onto the public highway and in the interests of highway and pedestrian safety and the free flow of traffic, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

13. 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 Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

14. No development shall commence on site until full details and design calculations of any highway retaining walls 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 occupation of the first dwelling.

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

15. Notwithstanding the submitted details, the measures identified in Section 10 of the submitted Preliminary Ecological Appraisal, dated October 2022, shall be implemented prior to the occupation of the first dwelling and retained and maintained for the designed purpose thereafter. Any enhancements must include:

- a) At least 2no. bird and bat boxes installed on any retained trees or on newly constructed buildings;
- b) The provision of a hedgehog house/nest box within any scrub retained as part of the development or within new areas planted with native shrubs.

Reason: To provide biodiversity enhancement, in accordance with Planning Policy Wales 11 (PPW 11) and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

16. No development shall take place 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.