

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: 22/1474/10 (JE)
APPLICANT: My Choice Healthcare South Wales Limited
DEVELOPMENT: Erection of a 16 bedroom, two storey building providing supervised care with associated parking and refuse storage- Planning use class C2. (Amended Plans received 06/03/23)
LOCATION: HEN GLYNCORNEL NURSING HOME, NANT-Y-GWYDDON ROAD, LLWYNYPIA, TONYPANDY, CF40 2JF
DATE REGISTERED: 23/12/2022
ELECTORAL DIVISION: Llwyn-y-pia

RECOMMENDATION: APPROVE

REASONS: The site offers an opportunity for a tailored scheme to meet local needs and will aid in addressing the known care home shortfall in the County Borough. The proposal would be developed at an existing care home, within the defined settlement limits of Llwynypia and is considered acceptable in terms of the requirements of planning policy and all relating material planning considerations.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to the Service Director Prosperity and Development.
- Three objections have been received.
- A request has been received from Councillor Wendy Lewis so that Members can consider the impact of the proposal upon highway safety and the adjacent ancient woodland.

APPLICATION DETAILS

Full planning permission is sought for the construction of a new 16 bedroom building at the existing care home which would operate as an extension of the existing facility,

providing supervised care for a further 16 residents (32 in total). The scheme would also involve alterations to the parking and refuse storage area.

The new building would be located to the north of the existing building, within the site curtilage, and would be of a two-storey, roughly U-shape design and would see the 16 bedrooms, each including en suite bathrooms, and associated spaces spread over the two floors. The floorspace proposed would comprise of the following layout:

Ground Floor

- 7no. en-suite bedrooms
- Kitchen
- Open plan dining and lounge area
- Mangers room
- Bath/wet room
- Visitor WC
- Various stores
- Enclosed sensory garden

First Floor

- 9no. en-suite bedrooms
- Sensory room
- Hairdresser
- Staff room and changing facilities
- Stores

In addition to the proposed enclosed sensory garden the proposal would see landscaped areas surrounding the new building to provide residents and staff an area of outside amenity space.

The application would also see works to the existing car park located to the south of the existing building with the creation of 19no. formal car spaces, 2no. disabled spaces, cycle storage for 10no. cycles and the creation of a refuse store that would accommodate 8no. 1100 litre bins.

The supporting information sets out that the proposed development would allow for the applicant to increase the number of people that can be supported within the care home and in so doing, support a reduction in delayed transfers of care and extend opportunities for individuals who require this additional care and support and who can no longer live safely at home.

The application is supported by:

- Design and Access Statement

SITE APPRAISAL

The application site relates to an existing care home located towards the east of the settlement of Llwynypia. It is a relatively large site with a surface area of approximately 0.35 hectares, with the existing care home building located roughly centrally and an area of hardstanding providing parking to the south. An area of unused land which would accommodate the proposed building is sited to the north. At the time of the Officer's site visit, the area to the north has been cleared of vegetation. Access to the site is gained from Nant Y Gwyddon Road via an existing access and highway which serves neighbouring properties and Glyncornel Centre. The nature of the site slopes from west to east with the western boundary of the site significantly elevated above the ground level of the existing care home.

To the north the site is bounded by the neighbouring property No.1 Glyncornel Close. To the west of the site is a private highway serving the 3no. properties along Glyncornel Close. Beyond the highway is an area of woodland known as Glyncornel Grounds and Woodlands which is allocated as a Local Nature Reserve and Site of Importance for Nature Conservation (SINC). To the east of the site is Nant Y Gwyddon Road. The site is significantly elevated above highway with a large pennant stone retaining wall along this boundary. To the south of the site is the residential property known as 'Lakeside Lodge' which is located alongside the junction with Nant Y Gwyddon Road.

PLANNING HISTORY

The most recent planning applications on record associated with the application site are:

19/1076/19: GLYNCORNEL NURSING HOME, NANT-Y-GWYDDON ROAD, LLWYN-Y-PIA, TONYPANDY, CF40 2JF

Crown reduction of overhanging tree.

Decision: 13/01/2020, Grant

PUBLICITY

The application has been advertised by direct notification to neighbouring properties, notices displayed at the site and a press notice.

3no. letters of objection have been received from local residents. The points raised have been summarised below:

- Shading and loss of daylight.
- Highway safety through increased traffic
- Pressure on drainage and sewage system.
- The size and height of the proposed building is completely out of character and keeping with the immediate area.
- Increased traffic would put pressure on the biodiversity of the adjacent trees and nature conservation area.
- Overlooking of neighbouring properties.

- Light pollution from security lighting.
- Concerns associated with boundary treatments.
- Proposal would double the size of the building.
- Highway safety concerns associated with the existing lane and junction leading to the site from Nant Y Gwyddon Road.
- Wear and tear on newly laid road surface.
- Potential damage to neighbouring properties.

Members are advised that in addition to the concerns set out above a road safety assessment was submitted by an objector. The points raised in this assessment are considered within the highway safety section below.

CONSULTATION

South Wales Police: No objection to proposal with the response setting out various recommendations with regard to achieving Secured by Design status.

The National Grid: Standard consultation response setting out that a separate application to National Grid would be required if a new connection or service alteration is needed.

Dwr Cymru Welsh Water: No objection although condition suggested in relation to surface water drainage.

Transportation Section: No objection subject to conditions.

Flood Risk Management (Drainage): No objection subject to a condition in relation to surface water drainage.

Public Health and Protection: No objection although conditions suggested with regard to hours of construction, noise, dust and waste.

Countryside (Ecology): No objection subject to conditions.

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 a replacement is in the process of 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 Llwynypia and is located within a Registered Landscape of Outstanding Historic Interest in Wales.

Policy CS1 - sets out criteria for achieving strong sustainable communities including: promoting residential and commercial development in locations which support the role of principal towns and key settlements; provide high quality, affordable accommodation that promotes diversity in the residential market; and ensuring the removal remediation of dereliction by promoting the re-use of under used and previously developed land and buildings.

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:

1. Are within the defined settlement boundary.
2. Would not unacceptably conflict with surrounding uses.
3. Have good accessibility by a range of transport options.
4. Have good access to key services and facilities.
5. 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. The development would need to demonstrate 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. Additionally, proposals must be designed to protect and enhance landscape and biodiversity.

Policy AW8 - seeks to protect the natural environment from inappropriate development and that there would be no unacceptable impact upon the features of importance to landscape or nature conservation. Development proposals must be accompanied by appropriate ecological surveys and should demonstrate a net biodiversity gain.

Policy AW10 - aims to prevent development which could cause or result in a risk of unacceptable harm to health or local amenity due to land instability, flooding, pollution, or any other identified risk to local amenity and public health; unless it can be demonstrated that such risks can be overcome.

Supplementary Planning Guidance

- Delivering Design and Placemaking
- Access, Circulation and Parking Requirements
- 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 FW2040, with the following policies being relevant to the development proposed:

Policy 1 - Where Wales will grow: The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure.

Policy 9- Resilient Ecological Networks and Green Infrastructure: action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals.

Policy 33 - National Growth Area - Cardiff, Newport and the Valleys: Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region.

Other national policy guidance considered:

PPW Technical Advice Note 2 – Planning and Affordable Housing

PPW Technical Advice Note 12 – Design

PPW Technical Advice Note 23 – Economic development.

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 application relates to the construction of a new building providing 16no. en-suite bedrooms and works to the car park at Hen Glyncornel Nursing Home, Nant Y Gwyddon Road, Llwynypia.

The site is situated within the defined settlement boundary in the Northern Strategy Area, as set out by the LDP. Core Policy CS1 is supportive of residential development that provides a diversity of affordable accommodation and the re-development of redundant land and buildings.

LDP Policy AW2 sets out criteria for the consideration of development proposals on unallocated sites to ensure that they are directed towards sustainable locations:

As set out above, the property is within the settlement boundary and a continuing residential care use would be compatible with the surrounding residential development.

There are a range of local services and facilities within walking distance and the site would also be accessible by sustainable transport modes including bus, foot and bicycle, with connections to the rail network available at Llwynypia. Whilst considerations relating to accessibility may not be relevant to future residents, they are relevant in terms of staff and visitors

In principle therefore, the development would be considered acceptable and would be compliant with both LDP and national planning policy. In respect of the latter, Chapters 2 and 3 of PPW11 are supportive of proposals which make use of previously developed sites, and the economic benefits generated by the care sector are also acknowledged.

As such, the principle of development is considered acceptable subject to an assessment of the below criteria.

Impact on the character and appearance of the area

The Rhondda Cynon Taf Local Development Plan supports proposals where 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 (AW5); where they are of a high standard of design which reinforces attractive qualities and local distinctiveness (AW6); where they are appropriate to the local context in terms of siting, scale, appearance, height, massing, elevational treatment, materials and detailing (AW6); and where they include the efficient use of land (AW6).

The proposal would inevitably fundamentally alter the current appearance of the site. However, in this case the drawings and details show a modern, two storey building of an attractive appearance, comprising elevations of face brickwork and a pitched roof, all of which would represent an improvement to the appearance of the existing site which appears unkempt negatively impacting upon the character and appearance of the vicinity.

Whilst the proposal would see the construction of a building larger than the existing care home at the site, the footprint of the proposal is not considered to result in overdevelopment of the site. In addition, proposal would be set back from the boundary with Nant Y Gwyddon Road by a greater distance than the existing car home which provide screening from views along the highway. In addition, given the increasing ground level towards the rear of the site the bulk of the building appears

lesser and the overall built form is considered to reflect the nature of surrounding built development with a comparable ridge height.

The areas around the new building would be landscaped and it is pleasing to see that external areas could be easily accessed by residents and visitors. Whilst the plans lack specific details for the landscaping proposals these details could be controlled via a suitably worded condition.

The objectors raised concerns with regard to potential boundary treatments and the height of 1.8 metres which is recommended by South Wales Police in their consultation response. Whilst these concerns are noted a height of 1.8 metres is typical of boundary treatments seen at properties across the County Borough. Nevertheless, to ensure that suitable boundary treatments are proposed a condition is attached below.

When considering the works to the car park given the minor nature of the works proposed, it is not considered that these works would have any undue impact upon the character and appearance of the area.

Taking the above into account, the application is considered acceptable in this regard.

Impact on residential amenity and privacy

With no neighbouring properties located to the east and west of the site any impact upon residential amenity would be focused on properties along Glynornel Close to the north and specifically No.1 which are discussed in more detail below.

Members are advised that following initial concerns with regard to the impact of the development upon No.1 Glynornel Close, the area of the proposed building along this elevation was reduced in depth by 7 metres along with a reduction in height of 1 metre. As such whilst the proposal would inevitably form a visible feature from this property, given its location alongside the dwelling and the resulting relationship, it is not considered that any impact would be great enough to warrant a refusal of the application. It is also noted that the development would see the level of the site decreased which would further reduce the impact of the proposal.

Turning to overlooking which has been raised as a concern by the objectors, the proposal would see no windows on the northern elevation of the projection closest to properties along Glynornel Close. In addition, whilst the area to the south would include windows facing north towards Glynornel Close, these would be separated by approximately 18.5 metres to the shared boundary and 22 metres from the side elevation of No.1. As such, it is not considered that the opportunities for overlooking would result in such an impact that would warrant a refusal of the application.

When considering the impact of the proposal upon Lakeside Lodge to the south, the new building would be separated by approximately 86 metres with the existing building and vegetation providing screening. As such, it is not considered that the proposed building would result in any impact upon the amenity of the occupiers of this property. Turning to the works to the car park which are located alongside this property, the works would be limited to the increase in hard standing, the creation of formal parking spaces and the installation of bin and cycle storage. The works to car park are relatively minor and the bin and cycle stores would be a considerable distance from the neighbouring property. As such it is not considered these works would have any impact upon residential amenity.

Finally, existing residents living close to the site are likely to have become accustomed to the existing impact of the day-to-day operation of the current care home. As such, whilst it is considered that the operation of the extended care home may result in some intensification of the site given its greater scale, it is not considered that the level of noise and disturbance would exacerbate existing levels experienced by neighbouring occupiers.

As such, taking the above into account, the proposal is not considered to adversely impact upon residential amenity and is considered acceptable in this regard.

Highway Safety and Parking Provision

The Council's Transportation Section were notified during the consultation period in order to assess the suitability of the scheme with regard to highway safety and parking provision. The following response was received which raised no objection to the proposal:

Access

The application site is served off the existing access point off Glyncornel Close. Glyncornel Close has sufficient width of carriageway (5.1m-5.5m) for two vehicles to pass one another however, is lacking in segregated footway facilities. The junction of Glyncornel Close with Nantygwyddon Road is sub-standard in terms of junction radii and vision splay to the right. In accordance with TAN 18 for a 30Mph speed limit the required vision splay is 2.4m x 40m. To the right the vision splay is in excess of 2.4m x 40m with vision to the left 2.4m x 7m which raises cause for concern. However, when exiting the proposed the critical vision is to the right which is in excess of 2.4m x 40m and vehicles exiting the proposed can see oncoming traffic to the right with potential to edge out onto the carriageway of Nantygwyddon Road to gain vision to the left whilst maintaining free flow of traffic.

Accident Data

The current available accident data has been assessed with one reported accident recorded on Nantygwyddon Road some 40m from the junction of Glyncornel Close which involved a pedestrian colliding with a vehicle which did not stop. No accidents are recorded at the junction and no clusters of accidents within the vicinity of the site.

Trip Rate Computer Information System (TRICS)

No assessment of trips was provided by the applicant, however, reference to the Trip Rate Information Computer System (TRICS) indicates that the additional trips associated with the proposed increase in bedrooms (16No) of the existing nursing would generate an additional 32 inbound trips and 32 outbound trips taking the total to 64 additional two way trips for a single day.

The TRICS data base indicates that the peak demand for vehicular trips to and from the proposed would be between the hours of 10:00am-11:00am which is outside of that of expected peak traffic on the existing highway network. Over a 12-hour period the TRICS database indicates an average of 5 additional trips per hour would utilise the existing access.

Parking

The proposed site plan incorporates a parking strategy based on the requirements within the Council's SPG ; Delivery Design and Placemaking: Access, Circulation and Parking Requirements.

Based on a care home accommodating 32 residents in total and maximum of 21 staff on site in attendance at one time:

1 space per 3 non-resident staff = 7 car parking spaces

1 space per 4 beds = 8 car parking spaces

Total car parking spaces required = 15

Total car parking spaces provided = 19 + 2 no. Wheelchair Spaces.

The proposed accords with the council's standards for off-street car parking provision. It is noted that there is no dedicated space for ambulance pick up and drop off, however, short term parking by such vehicles can be accommodated within the car parking aisle with no impact on the highway.

Cycle Parking

Cycle parking requirement—none specified for this use

Cycle parking provided—10 spaces

The proposed cycle parking is acceptable to satisfy any potential requirement and promote sustainable modes of transport.

Conclusion

There is concern regarding the sub-standard junction out onto Nantygwyddon Road from GlynCornel Close in terms of vision splay to the left and junction radii, however, taking into account the limited additional traffic generated by the proposed after construction, the additional traffic is outside of peak times on the network, there are no reported accidents as a result of the existing access point, on-balance the proposed is acceptable subject to a number of conditions.

As set out above The Council's Transportation Section also considered the road safety assessment submitted by an objector. The below comments were received:

A document titled Road Safety Risk Assessment dated May 2023 has been submitted by an objector to identify potential hazards to highway users as part of the construction phase and additional use after construction.

The submitted document does not satisfy the Councils requirements for a Road Safety Audit to provide independent advice as it has been undertaken by a single person with no statement of qualifications and experience and with no input from the police liaison officer or reference to published accident data. Furthermore, guidance from the Chartered Institute of Highways and Transportation does not support a risk matrix approach for road safety audits as the assessment of severity is subjective and no certainty of the severity and such an approach is not appropriate within road safety assessment. The matrix safety model reflects that outlined in Design Manual for Roads and Bridges publication GG104 Requirements for Safety Risk Assessment which are applicable to the management of works being undertaken to motorways and all-purpose trunk roads.

However, the issues raised are addressed as follows:

1. Steep gradient entering Glyncornel Close from B4223 which would affect stopping sight distance and potentially result in overshoot/ loss of control type collisions. Particularly associated with Construction vehicles.

The Highway Authority contends that whilst the impact in terms of increased stopping site distance is true the nature of the narrow carriageway and gradient constrains vehicle speeds with motorists driving appropriately for the conditions. The side road gradient is typical of many junctions within the valley road network and has been used for a significant period of time by commercial service and delivery vehicles with no reported accidents.

Use by construction traffic will be over a limited period of time with a construction method statement conditioned to mitigate the impact of construction.

The provision of high friction surfacing at this location is not warranted due to slow speeds of vehicles, limited additional movements after construction and no reported accidents within the vicinity of the site.

2. Reduced visibility at junction of Glyncornel Close with B4223 – Risk of side swipe / shunt type collisions.

Vision splays have been addressed within the access considerations above, with limited additional movements after construction.

3. Lack of Pedestrian Provision on Glyncornel Close. Lack of footway facilities may lead to collision between construction vehicles and pedestrians.

The increase in vehicular and pedestrian movement due to the nature of the proposed and location would be minimal after construction. The impact of construction traffic would be of limited duration and mitigated by the Construction Method Statement required by the suggested condition.

4. Excessive width at the junction of Glyncornel Close and B4223 bell mouth may lead to increased speeds entering and egressing the junction.

The report describes the existing situation which has been utilised for a significant period with no accidents recorded. Contrary to the Auditors opinion the proposal to reduce the junction width could adversely impact safety by reducing the shared road space for both pedestrians and vehicles increasing potential conflict.

Furthermore, the Audit does not consider the implication of the Welsh Government directive with regard default speed limits under which the B4233 would remain as 30mph zone and Glyncornel Close would default to 20mph with signage provided at the junction of Glyncornel Close with the B4233.

5. Existing Width on Glyncornel Close is insufficient for construction vehicle trips.

The development is served via the existing site access and construction traffic would only traverse a short section of Glyncornel Close.

In accordance with Manual for Streets a carriageway width 4.8m on a straight allows for a large vehicle and standard car to pass one another. The majority of the access is in excess of 5.8m narrowing to 5.1m for a small section with straight alignment. The construction period will be for a short duration only with minimal increase in service and delivery vehicle after construction.

The control measures suggested by the report suggest narrowing the junction which would be contrary to the issue identified as insufficient width.

In light of the above it is not considered the issues raised in the objector's report are sufficient to warrant a highway objection.

Ecology

The Council's Ecologist set out that as the site has already been cleared any ecological interest that may have been there is now removed. As such, there is no requirement for an ecological assessment to support the application. In addition, as the proposal would see no demolition or works to the roof of the existing buildings at the site there is also no need for a bat survey to be undertaken. However, to ensure that the development results in a positive impact upon biodiversity a condition is suggested

below for the submission of enhancement measures should Members be minded to grant consent.

In light of the above the application is considered compliant with the requirements of Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

Public Health and Protection

The Public Health and Protection Division suggest a number of conditions be attached to any consent in relation to construction noise, waste, dust and soil sampling. Whilst these comments are appreciated, it is considered that construction noise, waste and dust matters can be more efficiently controlled by other legislation. It is therefore considered the conditions suggested in this respect are not necessary and an appropriate note highlighting them would be sufficient instead.

Drainage

Whilst the objectors raised concerns associated with drainage the Council's Flood Risk Management Team and Dwr Cymru Welsh Water raised no objection to the application. However, both consultees requested a condition be attached to any consent with regard to surface water drainage from the proposed development. Nevertheless, as this development would require separate SAB approval it is not considered that such a condition would be reasonable or necessary.

Issues raised by the objector

The objectors set out concerns with regard the impacts upon parking, noise and disturbance through the construction period. It is appreciated that the noise and disruption from development on adjacent land, as well as the use of accesses via established residential areas, can be extremely trying for existing residents, despite the best efforts of a developer. However, whilst understandably unwelcome, the construction period of a development is a relatively short term process and disruption from that cannot be considered as a sustainable reason to refuse a development.

The objectors also raise concerns associated with potential damage to property and the highway at Glyn Cornel Close. Any damage to neighbouring properties or the highway would be civil matter between relevant parties and does not form a material planning consideration.

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 the location and would contribute towards the provision of community-based local care within the Northern Strategy Area.
- **Facilitating Accessible and Healthy Environments:** The application site is within walking distance of the main bus route and some local shops and services. Being within the settlement boundary it is considered to be a sustainable location. The development would provide safe accommodation and, as a care facility, would promote mental well-being.
- **Making Best Use of Resources:** The development would be located in the curtilage of an existing care home and would have regenerative benefits due to its support of construction jobs and the permanent care positions associated with the proposal.
- **Growing Our Economy in a Sustainable Manner:** The development would have a small but positive effect in terms of construction jobs and would foster economic activity.

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

Community Infrastructure Levy (CIL) Liability

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

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 (as amended) however, the CIL rate for this type of development as set out in the Charging Schedule is £nil and therefore no CIL is payable.

Conclusion

Based on the above, it is considered that subject to conditions, the development proposed would not have a significant impact on the character and appearance of the area, the residential amenity of those living closest to the site, highway safety or ecological value of the area. The application is therefore considered compliant with

the requirements of the policies of the Rhondda Cynon Taf Local Development Plan and is recommended for approval, subject to conditions:

RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:

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

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

2. The development hereby approved shall be carried out in accordance with the approved plans

- Drg no. 001
- Drg no. 015 B
- Drg no. 016 C
- Drg no. 020 C
- Drg no. 021 B
- Drg no. 022 B
- Drg no. 030 B
- Drg no. 031 B
- Drg no. 040 A
- Drg no. 042 A
- Drg no. 043

and documents received by the Local Planning Authority on 18/04/23, 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. Before the new development is brought into use the means of access, together parking and turning facilities, shall be laid out in accordance with the submitted plan 015 B and approved by the Local Planning Authority.

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

4. No development shall commence on site, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority to provide for;

- a) the means of access into the site for all construction traffic,
- b) the parking of vehicles of site operatives and visitors,
- c) the management of vehicular and pedestrian traffic,
- d) loading and unloading of plant and materials,

- e) storage of plant and materials used in constructing the development,
- f) wheel cleansing facilities,
- g) the sheeting of lorries leaving the site.

The approved Construction Method Statement shall be adhered to throughout the development process, unless otherwise agreed in writing by the Local Planning Authority.

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

- 5. Surface water run-off from the proposed development shall not discharge onto the public highway or connect to any highway drainage system unless otherwise agreed in writing by the Local Planning Authority.

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.

- 6. No development shall commence on site until there has been submitted to and approved by the Local Planning Authority a comprehensive scheme of landscaping, which shall include indications of all existing trees (including spread and species) and hedgerows on the land and details of any to be retained together with measures for their protection during the course of development.

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.

- 7. 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 amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

- 8. No Development shall take place until a scheme for biodiversity enhancement has been submitted to and agreed in writing by the Local

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

Reason: To ensure a positive impact upon biodiversity in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

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

Reason: To ensure that the new development will in keeping with the surrounding area and to protect residential amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall commence until a sample or detailed specification of all proposed external finishing materials for both buildings has been submitted to and specifically approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the area in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

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