

PLANNING & DEVELOPMENT COMMITTEE

19 October 2023

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 23/0575/15 (EL)
APPLICANT: Brickcraft
DEVELOPMENT: Variation of condition 1 of application 18/0617/15 - to extend the current consent by a further 5 years (original application: 13/0758/10 - Residential development, construction of 3 no. 3 bedroom linked housing units).
LOCATION: LAND ADJACENT TO 15 GROVER STREET, GRAIG, PONTYPRIDD, CF37 1LD
DATE REGISTERED: 05/07/2023
ELECTORAL DIVISION: Graig and Pontypridd West

Recommendation: Approve subject to conditions.

Reasons:

The current application seeks to extend the period of time within which the earlier approved planning permission may be implemented. It is considered that there has been no material change in planning circumstances since the previous approval that would warrant the refusal of this application.

The principle of the development remains acceptable, with the site being a parcel of land within settlement limits and in a sustainable location. The scheme is also considered acceptable in terms of its impacts upon the character and appearance of the area, amenity of existing residents and highway safety.

REASON APPLICATION REPORTED TO COMMITTEE

Three or more letters of objection have been received.

Application Details

This is an application under Section 73 of the Town & Country Planning Act 1990 seeking variation of condition 1 of planning permission 18/0617/15, which reads;

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

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

The planning application effectively seeks to renew the earlier consent and extend the period of time within which the planning permission may be implemented. The original planning application (app. no. 13/0758/10) granted full planning permission for the construction of 3 no. 3 bedroom linked housing units on a parcel of land adjacent to 15 Grover Street, Graig, Pontypridd. This permission was subsequently renewed by application 18/0617/15. No changes to the previously approved layout or detail of the application are proposed as part of the current application.

The (previously approved) site layout details the construction of three properties, which would extend built development frontage along Grover Street in a north westerly direction. The houses are of conventional two storey construction and are not dissimilar to the established traditional terraced properties. The proposed development would provide 6no. parking spaces (some provided on street) and the access fronting the dwellings will be improved and tarmacked. The site layout plan also illustrates the formation of a footpath which would connect the development site and Grover Street with Sardis Road car park to the north west.

Site Appraisal

The application site is approximately 650sqm in area and lies at the north-western end of Grover Street, adjacent to number 15. The site is cleared, vacant parcel of land. Adjoining the northwest of the site the land slopes away down to meet Sardis Road public car park. A footpath which connects Grover Street with the Sardis Road car park also lies within the redline boundary of the application site. An access path serving the rear of terraced properties in Grover Street and Kirkhouse Street runs adjacent to the eastern boundary of the site between the application site and 15 Grover Street. The southwestern site boundary is defined by the rear boundary wall of a neighbouring residential property known as Ger-Y Nant (which is served off Kirkhouse Street). The adjacent residential properties mainly consist of traditional terraced properties of a mixed external finish of render and stone, with a scattering of new larger properties in brick and render along Kirkhouse Street.

Planning History

18/0617	Land adj. 15 Grover Steet, Graig, Pontypridd	Variation of Condition 1 of previous application 13/0758/10 to extend the approval for a further 5 years.	Granted with conditions 05/07/18
13/0758	Land adj. 15 Grover Steet, Graig, Pontypridd	Residential development, construction of 3 no. 3 bedroom linked housing units (Amended Plans Received)	Granted with conditions 28/20/13
08/1292	Land North/West Limit, Grover Street, Graig, Pontypridd.	Renewal of consent 05/1561/15 - Erection of a two storey block of residential flats.	Granted with conditions 13/10/08

05/1567	Land North/West Limit Grover Street, Graig, Pontypridd.	Renewal of consent 02/1027/15. - Erection of a two storey block of residential flats.	Granted with conditions 28/10/05
02/1027	Land North/West Limit Grover Street, Graig, Pontypridd.	Renewal of consent 99/2420/15 - erection of a two storey block of residential flats	Granted with conditions 09/09/02
99/2420	Land North/West Limit Grover Street, Graig, Pontypridd	Renewal of consent 95/0786 - Erection of a two storey block of residential flats.	Granted with conditions 27/07/99
95/0786	Land North/West Limit Grover St, Graig Pontypridd	Erection of a 2 storey block of residential flats (renewal of outline permission ref: 56/92/0925).	Granted with conditions 31/05/96
92/0925	Land North/West Limit Grover St, Graig, Pontypridd	Erection of a 2 storey block of residential flats (renewal of outline permission ref: 89/1062)	Granted with conditions 02/02/93
89/1062	Land to North West limit of Grover Street, Graig, Pontypridd	Residential flats (2 storey)	Granted with conditions 10/01/90
89/0788	Site of existing garages at N. western limit of Grover Street, Graig, Pontypridd	Erection of block of flats (3 storey)	Refused 23/10/89

Publicity

The application has been advertised via direct neighbour notification and the posting of site notices in the vicinity of the site. Four letters of objection have been received from residents, along with an objections from Pontypridd Town Council and comments from Councillor Leyshon and Councillor Brencher, which are summarised as follows;

Highway Safety

- It is commented that there is insufficient parking for the existing street.

- It is commented that the land that forms part of the application site is currently used by residents for parking and if the development proceeds then this will be lost.
- It is also commented that parking demand in the street would increase as a result of the development.
- Concerns are expressed with regard to the width of the footways proposed at 2.0 metres. It is suggested that if some of the footpaths were removed then this would enable residents to park in these areas.
- Concerns are expressed with regard to the fact that double yellow lines in the turning area would reduce on street parking opportunities.
- It is commented that residents have applied for parking permits, but these have been denied.
- It is commented that Albert Road has yellow lines, so overspill parking cannot take place here.
- Reference is made to the fact that residents of Birdsfield Cottages also park on Grover Street.
- It is commented that parking demand is increased further during the evenings.
- Reference is made to the Council's parking standards, and it is claimed that the existing development does not comply with these.
- Questions are raised with regard to whether the access will be adopted once complete.
- It is commented that the introduction of the new 'Health Park' at Dewi Sant Hospital has further increased congestion and traffic around the site. There is insufficient parking at the hospital site, forcing staff and patients to park in surrounding streets, including Grover Street.

Drainage

- Questions are raised with regard to how surface water run off from the development would be dealt with.
- Questions are raised with regard to the position of public sewers which cross the site and the fact that Dwr Cymru require protection zones around these which may prevent development.

General

- It is commented that the policy situation in relation to public amenity and parking has moved on since the permission was originally approved.
- It is commented that residents do not believe the issue of access, pavements and parking was given sufficient consideration in 2013 and this matter should now be reviewed.
- It is commented that much has changed since planning permission was originally approved on the site. They reference changes to, the local hospital, school closures, public transport and the number of cars in the community.
- It is commented that part of the application site is not owned by the applicant.

- Questions are raised over the accuracy of the position and width of the footpath which bounds the north western extent of the site.
- It is commented that not all residents of Grover Steet were notified directly of the development.
- It is also noted that consultation letters were sent during the holiday period when some residents were away.
- It is commented that preliminary works undertaken by the applicant on the land have already caused disruption to residents and the street. It is commented as part of the site have already been fenced off this has already removed parking areas, which were previously available to residents.
- One resident who is disabled has commented on how this has adversely affected her ability to leave her home.

Land Ownership

- The ownership of part of the land that forms the application site is in dispute. As part of the land that forms the application site is not within the ownership of the applicant, it is stated that a number of the residents are in discussions with regard to whether they are able to register this land under adverse possession. They note that whilst planning permission may be approved there is no guarantee that the developer will secure ownership.

Pontypridd Town Council – Objections raised. It is commented that the site is close to Dewi Sant hospital which is now used as a major centre for a large GP Practice, which serves residents of Pontypridd and Ynysybwl. It is claimed that parking here is already inadequate forcing patients to park in surrounding streets. As a result of its parking impacts, the development at Grover Street would put the quality of local residents' amenity at risk. Reference is also made to the Well-being of Future Generations (Wales) Act 2015, and it is claimed the development is contrary to this.

Cllr Leyshon – Concerns are expressed with regard to the further extension to the life of the permission. It is commented that residents have experienced problems with regard to the erection of temporary heras fences at the site, which in turn have limited their ability to park and turn at the end of the street. Reference is also made to the changes in the way in which Dewi Sant Hospital operates and the additional parking pressure this has generated.

Cllr Brencher – Concerns are expressed that there have been changes in circumstance since the approval of the previous permission at the site. Notably, changes in the way in which Dewi Sant Hospital operates as a 'Health Park' and the additional traffic and parking pressure this has generated. Reference is also made to the need to ensure a safe pedestrian access is maintained between Sardis Road car park and Grover Street. Recent activity at the site is also highlighted.

Consultation

Transportation Section – no objections raised conditions suggested.

Land Reclamation and Drainage – no objections raised subject to conditions which require details of drainage arrangements for the development.

Dwr Cymru – no objections raised, conditions suggested. It is also noted that the site is crossed by a public sewer and watermain and the developer should be made aware of Dwr Cymru's requirements in this regard.

Public Health and Protection – no objections raised.

Western Power – no objections raised.

Policy Context

Rhondda Cynon Taf Local Development Plan

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

Indicates that the site is within the defined settlement limits of Pontypridd.

CS 2 sets out that in the Southern Strategy Area the emphasis will be on sustainable growth that benefits Rhondda Cynon Taf as a whole. CS2 (1) promotes residential development with a sense of place which respects the character and context of the Principal Towns and Key Settlements of the Southern Strategy Area.

AW 1 sets out the criteria for new housing proposals, commenting that the provision of new dwellings will be met by a number of methods, including the development of unallocated land within the defined settlement boundaries.

AW2 promotes development in sustainable locations.

AW 5 sets out criteria for new development in relation to amenity and accessibility.

AW6 sets out the criteria for new development in terms of design and place-making.

AW8 sets out the criteria for the protection and enhancement of the natural environment.

AW10 sets out the criteria for environmental protection and public health.

SSA11 requires residential developments to provide a density of 35 dwellings per hectare.

SSA13 sets out the criteria for new development within Settlement Boundaries.

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

Other relevant policy guidance consulted:

PPW Technical Advice Note 18: Transport;

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

This is an application under Section 73 of the Town & Country Planning Act 1990 seeking variation of condition 1 of planning permission 18/0617/15. As such the planning application effectively seeks to renew the earlier consent and extend the period of time within which the development may be commenced, and the consent may be implemented. Therefore, the key consideration in the determination of this application is whether there has been a material change in circumstance since the grant of the previous consent, which would prevent the renewal of the application or justify the imposition of additional conditions to the permission.

Principle of development

In the assessment of any application for residential development, the first consideration must be the location of the site in planning policy terms. During the consideration of the 2018 application, the site was determined as being situated inside the defined settlement limits, in a sustainable location. In this regard, there has been no change in circumstance; the LDP identifies that the site is located within settlement limits, and it is considered that it still represents a sustainable location, being within walking distance of Pontypridd town centre, where a range of services and good public transport links are available. Similarly, it is acknowledged that since the approval of the original planning application national planning policy context has been updated by the issue of Planning Policy Wales 11 and Future Wales: The National Plan 2040 (FW2040). However, it is considered that the proposed development is consistent with the key principles and requirements of these. As such, it is considered that the principle of residential development remains acceptable, providing that, in accordance with the requirements of policies SSA13 and AW5, no adverse impacts result in terms of amenity, character and highway safety would result from the development.

Character and Appearance

Matters relating to the impact of the development upon the character and appearance of the site and its setting were considered in detail during the course of the original 2013 (13/0758/10) planning application and were re-assessed in subsequent submission to extend the life of the permission.

The original planning application gave approval for the construction of three link dwellings, arranged in order that they broadly followed the pattern of development that forms the terrace of Grover Street. Access would be gained via Grover Street, with car parking proposed to the front and side of the proposed dwellings. The plans indicate that the existing lane that serves the side (of no. 15) and connects with the rear of Grover Street would be retained, along with the footpath which runs parallel with the north western site boundary. The existing pedestrian access that connects Grover Street with Sardis Road would also be retained, with a formal footway being provided within the development site.

In terms of their appearance, the dwellings would be an uncomplicated design, being fairly modest 3-bedroom dwellings, with conventional ridge roof designs, and the plans indicating the use of traditional stonework to the front elevation and contemporary glazing. Overall, it is considered that the layout, scale and proportions and general appearance of the development, would not appear out of keeping with the general character of the area.

As outlined in preceding sections of the report, the current application seeks only to extend the 'life' of the outline planning permission and does not propose any changes to the previously approved scheme. Furthermore, it is not considered that the character of the surrounding area has changed dramatically in the period since the renewal of the most recent planning application. As such, in this regard, it is not considered that there has been a change in circumstance since 2018 that would lead to different conclusion. Therefore, it is considered that the scheme remains acceptable in terms of its impact upon the character and appearance of the area and therefore accords with the requirements of policies AW5 and AW6 of the Local Development Plan.

Amenity

Matters relating to the potential impacts of the development upon the amenities of neighbouring occupiers were considered in detail during the assessment of the original 2013 application and reviewed in subsequent Section 73 applications.

As set out above, the layout of the proposal means that the dwellings would be read, in plan, as a continuation of the terrace that forms the south west side of Grover Street. However, there would be a separation gap between no. 15 Grover Street (end of terrace property) and the development, in order that an existing side access lane be retained. In this configuration, with no side facing openings, it is not considered that either the levels of amenity or privacy that these occupiers enjoy would be compromised. Similarly, separation distances in the region of 26 metres would be achieved between the proposed dwellings and those opposite (to the north east) thereby limiting any potential for overlooking or loss of privacy. Whilst it is acknowledged that a further dwelling is located to the south west (rear) of the site, a cross section that accompanied the original planning application demonstrated that the application site occupies a position at a lower ground level to that of the neighbouring property, thereby limiting any potential for overshadowing or overlooking to an acceptable degree.

Overall, the assessment of the original application concluded that the levels of amenity and privacy, which neighbouring occupiers currently enjoy, would not be unacceptably harmed by the proposals and that the scheme was in accordance with policy AW5 of the Local Development Plan. Therefore, given that the scheme currently presented does not differ from that previously approved, it is considered that the proposal remains acceptable in this regard.

Highway Safety

As with the preceding issues, matters relating to highway safety were considered in full during the course of the original planning application.

It is noted however, that following the publicity of the application, many of the representations received referred to highway safety concerns. In particular, their representations express concern with regard to the nearby Dewi Sant Hospital, that now functions as a 'Health Park' from which a number of different facilities operate, including a GP Practice, covid vaccination centre and outpatient appointment centre. Residents have expressed concern that the change in the way the hospital functions, since the approval of the last planning application, has resulted in an increase in activity at the site, which in turn has resulted in both staff and visitors, who are unable to park within the site, looking for on-street car parking in the surrounding streets.

In order that this and all other matters relating to highway safety may be fully considered, the comments of the Council's Transportation Section were sought in connection with the application.

Access Leading to Site

Their observations comment that, in terms of access, this would be via Grover Street (that has a 7.3m wide carriageway) which is heavily subscribed by daytime on-street parking. It is noted that the on-street parking considerably reduces road space for free flow of traffic, that would result in reversing movements to the detriment of highway safety.

It is also commented that the visibility at its junction with Albert Road is sub-standard, where only 2.4m by 19m can be achieved, where the standard of 2.4m by 40m for a 30mph speed limit would be required in accordance with Manual for Streets (MfS). However, it is noted that the speed limit at this location will reduce to 20Mph in September 2023, reducing the required vision splay to 2.4m x 22m in accordance with Manual for Streets.

Reference is also made to the fact that Grover Street has no formal turning area at its end, to cater for calling delivery, emergency and delivery vehicles; as such the side lanes are utilised for this purpose, to enable vehicles to enter and leave the street in forward gear. It is noted that during the consideration of the previous planning applications at this site, at Planning Committee, Councillors requested a planning condition requiring a Traffic Regulation Order be progressed, to maintain a turning facility at this location. As such, a condition was applied to application previously approved, requiring the provision of double yellow lines to the turning area shown on the approved layout plan.

Private Shared Access

The layout plan Drawing No. PL-01 Rev. A, shows a segregated 2m wide footway that links with the footpath from Sardis Road Car Park, which extends towards Grover

Street, that would provide for safe and satisfactory pedestrian access. This is considered acceptable in principle, subject to detailed design.

Manual for Streets indicates that the desired footway width should be 2.0m for safe two way segregated safe pedestrian movement.

The private shared access varies in width between 4.2m to 5.0m, adjacent to the parallel parking fronting the new dwellings, with a 1.8m wide footway that would allow for safe and satisfactory pedestrian and vehicular access, which is acceptable in principle subject to detailed design.

Circulation

The comments of the Transportation Section confirm there is a lack of a formal turning area at the end of Grover Street, where the side lanes at the end of the street would be utilised for turning purposes. It is noted that the layout plan shows the extent of such a facility, that utilises the side lane adjacent to House No. 16, however this does not account for the presence of on-street parking.

Their observations also comment that any intensification of use of a sub-standard access, which lacks an adequate formal turning area and that would create additional hazards to the detriment of highway safety, would be of concern to the Highway Authority. However, it is noted that there is sufficient space for turning of parked vehicles within the private shared access to enable vehicles to enter and leave the site in forward gear, which is acceptable.

As set out above, when the previous planning application at the site was considered at Planning Committee, Councillors requested a planning condition requiring a Traffic Regulation Order to be progressed to maintain the turning facility at this location. As such, a condition was applied to the previous application requiring this.

Parking

In terms of parking, in accordance with the Council's Supplementary Planning Guidance: , the proposed development would require up to a maximum of 10 on-site spaces, including 1 space for visitors to be provided.

The proposed site plan indicates that 6 spaces will be provided within the application site, therefore, the proposal provides 2 spaces per unit. Taking into account the sustainable location of the site, being within walking distance of public transport and Pontypridd town centre, a reduction of 1 space per unit may be applied in accordance with the Council's parking guidelines and on this basis, the off-street car parking provision presented is considered acceptable. It is also noted that visitor car parking can take place in the Council owned car park, Sardis Road car park, with direct footway provision to the proposed.

Whilst it is acknowledged that both residents and Councillors have expressed some concern that the change in the way in which the Dewi Sant Hospital now functions has resulted in an increase in traffic movements in the area and placed increased pressures on existing on street parking demand. However, having assessed the

application, the Council's Transportation Section have concluded that this in itself would not represent a material change in circumstance that would lead to a conclusion different to that previously reached. Whilst it is acknowledged that the hospital now functions as a 'Health Park' and as a consequence offers a greater range of outpatient appointments and services to the public, as opposed to primarily 'ward based care', it remains as a health care facility that continues to provide a range of health care services to the public.

Overall, having undertaken a further re-assessment of the scheme, the comments of the Council's Transportation Section conclude by stating that, on the basis that there has been no material change to the access or surrounding highway network since the approval of the last planning application, the scheme remains acceptable in highway safety terms. As such, no highway objection has been raised, subject to the re-imposition of previous planning conditions.

Footpath

It is noted that an informal footpath runs along the north western site boundary, connecting with Kirkhouse Street. Councillor Brencher had expressed some concern that during the course of some investigative ground works undertaken on site recently, this informal footpath had been partially obstructed by the position of temporary heras fencing. Whilst the footpath does not have any formal status as a public right of way, local Councillors and residents have indicated that it is a well-used route. Having reviewed the layout plan, which was approved as part of the original planning permission, it is apparent that this footpath is clearly illustrated on the plan. As such, it is considered that there is sufficient scope within the previously approved scheme to accommodate the proposed development, whilst retaining the footpath in question.

Drainage

As with the preceding issues, matters relating to land drainage were considered in full during the course of the original 2018 planning application.

It is noted however that following the publicity of the application, one of the representations received refers to land drainage concerns, notably that the current application is not accompanied by a drainage strategy for the site. In response to this point, it is acknowledged that the current plans do not include detailed drainage arrangements for the development. However, it is considered reasonable to deal with such matters by the use of condition. Following consultation, the Council's Flood Risk Management Team have confirmed that they raise no objections to the scheme but recommend the use of a condition, which would require the applicant to prepare a detailed drainage strategy for the site, prior to commencement of development.

Similarly, whilst it is noted that Dwr Cymru have highlighted that there are assets located in the application site, they have not raised an objection to the proposals. As such, it is the responsibility of the developer, to engage in direct discussions with Dwr

Cymru, to accurately locate the position of the assets and to ensure that any appropriate protection zones to these are respected.

Finally, in addition to the above, the developer will be required under Schedule 3 of the Flood and Water Management Act 2010, to submit an application to the Sustainable Drainage Systems (SuDS) Approval Body (SAB) and gain approval prior to works commencing on site, this will cover the technical detail associated to the site in accordance with the 'Welsh Governments National Standards for SuDs in Wales'.

Land Ownership

It is noted that following the publicity of the planning application, certain residents have highlighted the fact that the applicant does not have ownership of the entire site. The applicant has confirmed that this is the case, and has completed the relevant certifications accordingly. Whilst the comments of residents are noted, and it is acknowledged that the applicant may be unable to implement any permission granted until all legal matters relating to the ownership of the unregistered land have been resolved; this in itself would not present a reason for the refusal of the planning application, as land ownership is not a material consideration in the determination of a planning application.

Community Infrastructure Levy (CIL) Liability – Outline applications

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 and the application lies within Zone 2 of Rhondda Cynon Taf's Residential Charging Zones where there is a liability of £40 per sqm for residential development. As this is a section 73 application which extends the time limit to commence the original development that was granted prior to the introduction of the Community Infrastructure Levy, the charge is therefore nil.

Conclusion

Having taken account of all of the issues outlined above, it is considered that there has been no material change in planning circumstances, since the approval of the previous submission, that would warrant the refusal of this application. As previously reported, the site is situated in a sustainable location, an access can be provided without adversely affecting highway safety and it is physically large enough to accommodate the dwellings and parking. Furthermore, the development is considered acceptable in terms of its relationship to the existing pattern of development and character of the area; and it is considered that, as a result of the layout presented any impacts on neighbouring amenity would be limited to a point that is considered acceptable in planning terms. Whilst it is acknowledged that the way in which the nearby Dewi Sant Hospital functions has evolved since the approval of the last planning application at the site, it is not considered that the impacts arising from this represent a material change that would be so great as warrant the refusal of the current

application; which seeks only to extend the life of the original planning permission. As such, the application is recommended for approval subject to the conditions specified below.

RECOMMENDATION: Approve

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 plan(s) no(s)

Site location plan drawing no. LP-01 Rev A
Proposed site plan drawing no. PL-01 RevA
Proposed ground floor plan drawing no. PL-02 Rev A
Proposed elevations drawing no. PL-05 Rev A
Proposed sections A_A drawing no. PL-06
Proposed first floor plan drawing no. PL-03
Proposed elevations 01 & 02 drawing no. PL-04
Existing site plan drawing no. SV-01
Existing site topographic plan drawing no SV-02

and documents received by the Local Planning Authority on 30/05/23 and 05/07/23 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. Construction works on the development shall not take place other than during the following times:

- Monday to Friday 08:00 to 18:00 hours;
- Saturday 0800 to 13:00 hours;
- Not at any time on Sundays, Bank or Public holidays.

Reason: To ensure that the noise emitted from this development is not a source of nuisance to occupants of nearby residential properties in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. Notwithstanding the submitted details, a 2m wide segregated footway that links the footpath from Sardis Road Car Park to the footway adjacent to No. 16 Grover Street shall be provided in accordance with full engineering design and details to be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be

carried out to the satisfaction of the Local Planning Authority prior to beneficial occupation of the dwellings.

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

5. Prior to the beneficial occupation of the dwellings hereby approved, the parking areas shall be constructed in permanent materials and retained thereafter for the purposes of parking only unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that vehicles are parked off the highway, in the interests of road safety, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

6. Surface water run-off from the proposed parking areas shall not discharge onto the public highway unless otherwise agreed in writing by the Local Planning Authority.

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

7. 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 unless otherwise agreed in writing by the Local Planning Authority.

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

8. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority.

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

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

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

10. No development shall commence on site until the Traffic Regulation Order, requiring the provision of double yellow lines to the turning area shown on the approved layout plan, has been appropriately approved and implemented at the site.

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