

PLANNING & DEVELOPMENT COMMITTEE

14 December 2023

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 23/1115/10 (GH)
APPLICANT: Trivallis
DEVELOPMENT: Development of 10 affordable dwellings and associated works.
LOCATION: LAND AT DERWEN ROAD, YSTRAD, PENTRE, CF41 7QQ
DATE REGISTERED: 06/10/2023
ELECTORAL DIVISION: Ystrad

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

REASONS: This proposed affordable housing scheme would enable the redevelopment of a brownfield site and a welcome contribution towards meeting local housing needs.

This small scale, attractive development would be sustainably located and within a long established residential area.

In addition to the improvement to the appearance of the site, there would be no harm to the amenity of neighbouring occupiers and the development would benefit from safe pedestrian and vehicular access.

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS

Full planning consent is sought for the construction of 10 affordable dwellings and associated works at Derwen Road, Ystrad.

It is proposed that the development would comprise the following accommodation:

- Plot 1:* 1 x detached five-bed house containing supported accommodation, communal living facilities and additional staff office and bedroom.
- Plot 2, 3 & 4:* 2 x two-bed houses and 1 x 3 bed house arranged as a short terrace.
- Plot 5:* 1 x two-bed detached bungalow.
- Plot 6 to 10:* 4 x one-bed flats and 1 x three-bed adapted house arranged as a short terrace.

All units would have access to private or communal open space and twenty-three off-street parking spaces would be provided, of which three would be for visitors. No changes are planned to the existing alignment of the road and the turning head at its western end would be retained.

The site does exhibit a southerly fall, in common with the surrounding community, so as part of the development and in order to meet DQR standards relating to gradients and access levels and amenity space, some cut and fill would be necessary.

This would also involve the construction of some retaining wall features within rear gardens on the northern site of Derwen Road together with regrading of a bank on the southern side, to the rear of plots 6 to 10.

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

- Design and Access Statement
- Drainage Survey Report
- Preliminary Ecological Appraisal
- Ecological Update Note
- Travel Plan
- Tree Survey and Constraints Plan
- Geotechnical and Geoenvironmental Report

SITE APPRAISAL

The application site is comprised of a large previously developed site, located within a residential area towards the most northern part of Ystrad.

The irregular-shaped parcel of land includes a surface area of around 0.375 hectares and is bisected by the carriageway forming Derwen Road, which connects with Heol-Y-Mynydd at its eastern end.

Although the context of the surrounding land is sloping, being located on a hill side, the site is relatively level on account of the former development which once occupied the site and has a turning head at the end of the cul-de-sac. The site is bounded by

residential development to the north, east and south, whilst its western extent is adjacent to open countryside designated as a SINC.

This site is both within the defined settlement boundary and part of a Registered Landscape of Outstanding Historic Interest in Wales. The land includes an area identified as being subject to a medium risk of surface water flooding.

PLANNING HISTORY

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

22/5051/41: Pre-app (14 dwellings). Decision: 01/09/2022, Raise No Objections

PUBLICITY

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

No letters of objection or representation have been received.

CONSULTATION

Highways and Transportation

No objection subject to conditions

Flood Risk Management

No objection. A condition is recommended in respect of surface water management.

Public Health and Protection

Conditions relating to construction noise, dust, waste, lighting and hours of operation are recommended. However, it is considered that these issues could be dealt with under the scope of existing public health powers and therefore, such a condition would be unnecessary.

A further condition has been recommended for a standard site investigation for contamination, which has been included below.

Dwr Cymru Welsh Water

No objection

National Grid

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

South Wales Fire and Rescue Service

The Fire Authority has no objection to the proposed development and has provided standard guidance for the benefit of the developer.

Countryside – Ecologist

No objection, subject to conditions.

South Wales Police

No objection. A list of additional recommendations, in respect of designing out crime, have been submitted for forwarding to the developer. Nonetheless, it is noted that a development funded by Social Housing Grant will be expected to achieve Secured By Design Gold Award.

No other consultation responses have been received within the statutory period.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021 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 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 Ystrad.

Policy CS1 - Development in the North: seeks to build strong, sustainable communities. This will be achieved through promoting residential development in locations which reinforce the roles of the Principal Towns and Key settlements, including the re-use of previously developed sites.

Policy CS4 - Housing requirements: sets out the housing requirement figure for the plan period.

Policy CS5 - Affordable housing: sets out the affordable housing requirement for the plan period.

Policy AW1 - sets out how the housing requirement figure will be met during the plan period. This includes but is not limited to the development of unallocated land in the settlement boundary and through the provision of affordable housing.

Policy AW2 - seeks to ensure that development is in sustainable locations. The policy sets out criteria which defines these locations, these include but are not limited to the following:

- Are within the defined settlement boundary.
- Would not unacceptably conflict with surrounding uses.
- Have good accessibility by a range of transport options.
- Have good access to key services and facilities.
- Support the roles and functions of the Principal towns and key settlements and smaller settlements.

Policy AW4 - notes that planning obligations may be sought to make development proposals acceptable in land use terms.

Policy AW5 - identifies the appropriate amenity and accessibility criteria for new development proposals; it expressly states that the scale, form and design of the development would have no unacceptable effect on the character and appearance of the site and the surrounding area. There should also be no significant impact upon the amenities of neighbouring occupiers and should, where appropriate, retain existing features of natural environmental value. Additionally, the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

Policy AW6 - supports development proposals that are of a high standard of design that reinforce attractive qualities and local distinctiveness. Additionally, proposals must be designed to protect and enhance landscape and biodiversity.

Policy AW8 - seeks to preserve and enhance the County Borough's natural environment and heritage. This include SINC designations. Development proposals will only be permitted where they would not cause harm to the features of the SINC subject to criteria.

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 or any other identified risk to local amenity and public health.

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

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

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 Place-making
- Access, Circulation and Parking Requirements
- Affordable Housing
- Planning Obligations
- Nature Conservation

National Guidance

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

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

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

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

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

SE Wales Policies

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

Other relevant national policy guidance consulted:

PPW Technical Advice Note 2: Planning and Affordable Housing;

PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 15: Development and Flood Risk;
PPW Technical Advice Note 18: Transport;

Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main Issues:

Principle of the proposed development

The application site is located in the Northern Strategy Area, on land at Derwen Road, Ystrad, Pentre.

The site is within the settlement boundary as defined by LDP Policy NSA12, where there is a presumption in favour of development, providing there would be no adverse impact on accessibility, the highway network or public open space. In addition, Policy AW1 establishes the housing requirement over the plan period, and notes that unallocated sites will contribute to the supply of new properties to help meet local need.

The site was previously developed and is understood to have accommodated 14 detached dwellings which, at some point in the past, were demolished. The redevelopment of vacant and brownfield land is supported by Policy CS1, and PPW11 indicates a strong preference for the use of previously developed sites rather than greenfield locations

Policy AW2 supports development on unallocated sites and defines criteria against which they can be considered to constitute a sustainable location. Although the site is on hillside towards the northern part of Ystrad and perhaps would not be the most convenient of locations, is accessible by sustainable transport modes including bus, foot and bicycle, with a rail connection at Ystrad Rhondda Station approximately 450m to the south.

There are also a range of services and facilities located on the A4058 William Street / Gelligaled Road within walking distance, but the route to them and the aforementioned bus stops would be via a network of sloping residential streets and footpaths.

Nonetheless, the application property is not subject to any environmental constraints, is within the settlement boundary, and is well connected to existing utility/service infrastructure. On balance, noting that not all sites will be as sustainably located as others, it is considered that the requirements of Policy AW2 are satisfied.

Lastly, the proposed development would be for 100% affordable housing to be owned and managed by a local RSL. Since all dwellings would be expected to meet the definition of affordable homes, the minimum provision of 10% affordable housing required in order to comply with Policy NSA11 would easily be exceeded.

Furthermore, the minimum net residential density permitted by Policy NSA10 is 30 dwellings per hectare. The site is approximately 0.345 hectares, resulting in a net residential density of approximately 37.3 dwellings per hectare.

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

Impact on the character and appearance of the area

The original houses which occupied the site were demolished some years ago, though the road and some hardstandings remain in situ, clearly identifying it as brownfield land. The subsequent lack of maintenance or evidence of any beneficial use creates a sense of abandonment resulting in an unattractive street scene.

Therefore, in its current unused state and subject to some littering and fly tipping, the appearance of the site and its impact on the surrounding area is not a positive one. It would benefit from appropriate redevelopment and should mean that instances of anti-social behaviour are less likely to occur.

In this case, the proposed housing development would create a pleasant, short cul-de-sac of modern properties, of both a contemporary design and using external finishes of render and face brickwork.

The principal elevations, rather than being just of the cheapest possible form, also incorporate some features of interest such as gables, stone cills and heads, a decorative plinth/band, and false stanchion and saddle bars within the glazing units.

The density of the development would be relatively low, bearing in mind the management of level changes and the need to accommodate off-street parking spaces, which together with the landscaping scheme should create a scheme of high quality appearance.

Impact on neighbouring occupiers

Land to the north south and east of the application site is occupied by dwellings of various style, including detached and semi-detached houses and flats, so whilst a residential use of the vacant site is not likely to raise any concerns of principle, consideration has been given to any direct amenity impact.

In particular, due to the sloping topography, the likelihood of harm to privacy or outlook was assessed. However, the position of the new dwellings, together with the ample distance between those existing properties, suggests that any detriment would be unlikely.

On this basis and in the absence of any concerns or observations raised as a result of the consultation, the impact on neighbouring residents would be considered to be acceptable.

Access and highway safety

Access

The application site is served from Derwen Road which has a carriageway width of 5.5m and footways on both sides for the majority of its length to a width of 1.6-1.8m. There is a missing section of footway along the existing car parking area which shall be reinstated as a vehicular crossover, which will help to promote walking in accordance with Planning Policy Wales 11th edition.

To the northern end is an unofficial turning facility that shall be brought up to an adoptable standard to facilitate access/egress by all types of vehicle including service and deliveries.

It is noted that the submitted site layout plan LT2217.04.01 P1 incorporates the improvements to the turning facility and provision of a continuous pedestrian linkage mentioned above.

Parking

The off-street parking requirements, in accordance with the Council's SPG for Access, Circulation and Parking requirements are as follows:

Plot 1:	5 bedroom supported living dwelling. 3 spaces required.
Plots 2,3,& 4:	2 bedroom dwellings. 6 spaces required.
Plot 5:	2 bedroom bungalow. 2 spaces required.
Plot 6 & 7:	1 bedroom apartment. 2 spaces required.
Plot 8:	3 bedroom dwelling. 3 spaces required.
Plots 9 & 10:	1 bed apartments. 2 spaces required.

Therefore, the development requires a maximum of 18 residential spaces and 2 visitor spaces and with 23 provided that requirement is exceeded.

Cycle Stands

In order to demonstrate compliance with policy requirements to promote sustainable modes of transport the developer has provided secure cycle storage for each dwelling which is acceptable and accords with national planning policy.

Travel Plan

The main aims of the submitted Travel Plan are to increase the proportion of walking, cycling and public transport trips to and from the site in order to reduce the carbon footprint of the development.

In addition to enabling occupiers to make informed decisions about how and when they travel to and from the site, the Plan seeks to reduce single car occupancy trips by 10% over a 5-year period with targets for each year, all of which are acceptable.

Summary

The application site is brownfield land where there were previously 14 residential dwellings. The development reduces the number of units to 10 with a mixture of 1, 2 and 3 bed dwellings and a 5 bed assisted living dwelling.

The development will have a negligible impact on the surrounding highway network after construction. A number of highway related conditions have been suggested with regards works to the public highway and turning facility to be made up and offered for adoption.

Ecology

The Council's Ecologist has reviewed the Wildwood Ecology PEA and the subsequent update note, in addition to the tree report and landscaping proposals.

The site is mixture of hardstanding, rough grassland, species poor willow scrub and a number of trees, largely sycamore, oak and Lawson cypress.

The PEA is considered to be an effective assessment which confirms the low ecology interest of the site and highlights a requirement for detailed species/habitat surveys and identifies a series of precautionary mitigation measures and enhancement provision.

The proposed site layout appears to be retaining the majority of the trees, including the B and C quality trees (as assessed by the Tree Report).

Nonetheless, the landscape proposals include reference to the use of species rich grass mixes, including species that don't occur in RCT, so the use of that seed mix would not be acceptable.

Therefore, a condition is required for the submission of details for ecological mitigation and enhancement, a Construction and Environmental Management Plan, Tree protection measures and details of landscaping, and landscape aftercare management.

Drainage and Water Supply

DCWW has no objection to the development, noting that foul flows are to be disposed of via the public sewerage system and surface water is set to be drained via a sustainable drainage system.

However, DCWW has advised that the water supply system in the immediate vicinity has insufficient capacity to serve the development and will also cause detriment to existing customers' water supply.

This means that as part of any future water connection application under Section 41 of the Water Industry Act (1991), the developer may be required to provide a hydraulic modelling assessment and the delivery of reinforcement works at the same time as the provision of new water mains to serve the new development.

It is noted that the development will require a separate application to be made to the Sustainable Drainage Systems (SuDS) Approval Body (SAB) and will have to comply with Part H of the Building Regulations. The Council's Flood Risk Management Team has reviewed the site surface water risk, using Natural Resources Wales' flood risk maps.

The review concluded that the site falls within an area of high, medium and low surface water flood risk associated with an unnamed culverted ordinary watercourse conveying through the site from the north to the southwest.

According to the drainage details provided, the culverted watercourse will flow directly through proposed dwelling number 8 continuing its course downhill. As a result, there is a risk of surface water flooding along the culverted watercourse but also easterly along Derwen Road highway. Ordinary Watercourse Consent, per Section 23 of the Land Drainage Act 1991, will be required prior to undertaking any works that may affect the watercourse.

The Applicant has outlined that surface water will be disposed of via SuDS in the application form however has not provided any relevant surface water drainage proposals for review. To ensure surface water is appropriately managed, the Lead Local Flood Authority will need to be provided with further information as to how surface water will be managed and disposed of at the site.

In order to address matters relating to flood risk and surface water drainage, a condition has been recommended for the submission of details and has been incorporated in those proposed below.

Community Infrastructure Levy (CIL) Liability

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014, and the scheme is for development of a kind that is liable for a charge under the CIL Regulations 2010 as amended.

However, the site is located within CIL Zone 1 where a £nil charge would be applicable and therefore no CIL would be payable.

Section 106 Contributions / Planning Obligations

Section 106 of the Town and Country Planning Act (as amended) enables Local Planning Authorities and developers to agree to planning obligations to require operations or activities to be carried out on land (in-kind obligations) or require payments to be made (financial contributions), to mitigate any unacceptable impacts of development proposals.

The Community Infrastructure Levy (CIL) Regulations 2010, with effect from 6 April 2010, state that a planning obligation (under S.106) may only legally constitute a reason for granting planning permission if it is:

1. necessary to make the development acceptable in planning terms,
2. directly related to the development; and,
3. fairly and reasonably related in scale and kind to the development.

Welsh Office Circular 13/97 Planning Obligations provides procedural guidance on the role of planning obligations in mitigating the site-specific impacts of unacceptable development to make it acceptable in planning terms. The Welsh Government Development Management Manual also advises planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition and when it meets the three tests above. Further guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case

In this case the proposed development, on behalf of the Registered Social Landlord Trivallis, would provide 100% affordable housing for social rent.

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

Conclusion

It is considered that the proposal would have a beneficial impact on the site and the character and appearance of the surrounding area. In the absence of any detriment to the residential amenity of the surrounding neighbouring properties or highway safety, the development is considered to comply with the relevant policies of the Local Development Plan.

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

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

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

2. The development hereby approved shall be completed in accordance with the approved drawings and documents:

- LT2217.04.101 Rev P2
- LT2217.04.102 Rev P1
- LT2217.04.103 Rev P1
- LT2217.04.104 Rev P1
- LT2217.04.105 Rev P1
- LT2217.04.01 Rev P1
- LT2217.04.05
- LT2217.04.06 Rev P1

and details and documents received on 29th September 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. 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.

4. No development shall take place until a scheme for the delivery and implementation of the following has been submitted to and approved in writing by the Local Planning Authority:
 - a) Ecological Mitigation and Enhancement measures, as identified in Section 5 and Table 8 of the PEA (Wildwood Ecology, dated Nov 2022).
 - b) A Construction and Environmental Management Plan, as identified in Section 5 of the PEA (Wildwood Ecology, dated Nov 2022).
 - c) Measures for the protection of trees during development.
 - d) Landscaping and landscaping aftercare management, to exclude the use of wildflower grass mixes.

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

Reason: In the interests of ecology and the requirement to demonstrate a biodiversity net benefit, in accordance with PPW 11 and Policies AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

5. No development shall take place until a scheme for the management of surface water has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall evidence how the development is to take into account of local surface water flood risk and outlines a strategy to ensure the structure is resilient to ensure the development does not increase the number of residents at risk of surface water flooding. Development shall be carried out in accordance with the approved details.

Reason: In the interest of public health in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

6. No development shall take place, 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,
 - h) hours of operation,

- i) measures for the control of noise from construction,
- j) site lighting during construction,
- k) measures for the suppression of dust

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

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

7. No development shall commence until full engineering design and details of the works to the public highway and turning head to be offered for adoption including sections; street lighting details, junction road markings and surface-water drainage details, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

8. No development shall commence until a scheme to deal with contamination affecting the application site area has been submitted to and approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person and shall assess any contamination on the site, whether or not it originates on the site.

The scheme shall include:

- (i) A desk-top study to identify and evaluate all potential sources and impacts of contamination relevant to the site. The desk top study should contain a conceptual site model.
- (ii) An intrusive site investigation to assess the extent, scale and nature of contamination which may be present, and its implications. The site investigation shall not be commenced until a desk-top study has been completed satisfying the requirements of paragraph (i) above.
- (iii) If required, a written method statement for the remediation of contamination affecting the site and justification for the preferred remedial option(s).

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

9. Any measures approved in the contamination remediation scheme referred to in Condition 8 (iii) shall be implemented and a suitable validation report of

the proposed scheme shall be submitted to and approved in writing by the Local Planning Authority prior to beneficial occupation. Any validation report shall be carried out by a suitably qualified competent person.

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

10. If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to and approved in writing by the Local Planning Authority prior to the work recommencing.

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

11. Prior to beneficial use of the development the means of access, together with the parking and turning facilities, shall be laid out in accordance with submitted site plan LT2217.04.01 P1. The parking spaces shall be retained thereafter for the parking of vehicles.

Reason: In the interests of highway safety and to ensure vehicles are parked off the highway in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

12. Surface water run-off from the proposed development shall not discharge onto the public highway or connected 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 Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.