

PLANNING & DEVELOPMENT COMMITTEE

11 January 2024

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1309/10 (EL)
APPLICANT: Mr D Evans
DEVELOPMENT: Change of use of land to Class B8 storage including siting of 50 no. storage containers associated access and enclosures (Amended site layout plan received 16/03/22).
LOCATION: FFERM NANTLLECHAU, HALT ROAD, RHIGOS, HIRWAUN, ABERDAR, CF44 9UN
DATE REGISTERED: 16/03/2022
ELECTORAL DIVISION: Hirwaun, Penderyn and Rhigos

RECOMMENDATION: Approve

REASONS: The self-storage facility would provide a beneficial service to the County Borough and its position close to Hirwaun Industrial Estate is considered appropriate. In addition, the proposal is not considered to result in an unacceptable impact upon the wider landscape setting of the site and any localised character impacts can be appropriately limited by the use boundary screening. Any impacts upon the amenity of residential properties and highway safety in the vicinity of the site are also considered acceptable. As such, the application is considered to comply with Policies AW2, AW5, AW6 and AW10 of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

- Three or more letters of objection have been received.

APPLICATION DETAILS

Full planning permission is sought for the change of use of a parcel of land located off Halt Road, Rhigos to Class B8 storage use, including siting of 50 no. storage containers associated access and enclosures. The site is a linear parcel of land extending to approximately 3500sqm, running parallel with Halt Road/ Fifth Avenue. The application is made partially in retrospect, with the site having been cleared, surface laid to hardcore/ compacted stone and boundary fencing erected.

It is proposed that the site be used as a 'self storage facility' under Class B8, with 50 storage containers to be sited on the plot. The containers would be grouped in 10 blocks of 5, arranged along the length of the site. It is proposed that two points of vehicular access be formed off Halt Road/ Fifth Avenue to serve the site and allow access / egress in forward gear. The site boundaries are defined and enclosed by close board fencing, extending to 1.8 metres in height. The plans also illustrate a 1.5 metre high blockwork wall, developed along a section of the rear (north) site boundary (to a total length of 15.0 metres). The container type proposed would measure 6.0 metres in length and 2.4 metres in width, with these being grouped in blocks of 5.

It is proposed that the site would operate between the hours of 8.00am – 6.00pm Monday to Saturday, with access outside of these hours being by appointment only. No details of external lighting are included in the submission.

SITE APPRAISAL

The application site is a linear parcel of land extending to approximately 3500sqm, running parallel with Halt Road/ Fifth Avenue, Rhigos. The site has been cleared of all vegetation and surface laid to hardcore/ compacted stone. As the application is made partially in retrospect, the boundary fencing with Halt Road/ Fifth Avenue is also in situ. At the point of the original site inspection, the western extent of the site was also enclosed by palisade fencing, positioned behind the close board fencing and this part of the site appeared to be in use as a site compound, storing equipment and materials. The area surrounding of the site is varied in character. The land immediately to the north (rear) of the site is semi rural in character, with the boundary being defined by a band of mature vegetation and a watercourse; directly opposite the site (to the south) is Fifth Avenue Guest House. Some distance south west (along Halt Road) are a number of residential properties. However, immediately west of the application site is a commercial business, operating as a storage compound. To the east of the site, off Fifth Avenue are many commercial and industrial uses which form Hirwaun Industrial Estate

PLANNING HISTORY

01/4487	Fferm Nantllechau, Rhigos	Storage and repairing of caravans.	Granted 12/04/02
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PUBLICITY

The application was advertised by direct neighbour notification and site notices. Six letters of objection have been received in response to the proposals, which are summarised as follows;

General

- It is commented that the site appears to be operating as an extension of the applicant's existing compound facility known as 'Daz Lift and Shift'.

- It is commented that works have already commenced on site.
- Questions are raised with regard to whether the site is large enough to accommodate the stated number of containers.
- It is commented that there are vacant sites on Hirwaun Industrial Estate which would be more suitable for the development.
- It is commented that a number of mature trees along Halt Road (outside the application site) are being damaged by large vehicles using this route.
- It is commented that there are inconsistencies between the application forms and the plans.
- Objections have been raised by the operators of the guest house that is situated opposite the application site. They comment that the development will adversely affect their ability to provide a 'quality tourism facility'.
- The general operation of the site will result in disturbance to residents of Halt Road.
- It is commented that the applicant is already using the site for storage of scaffolding and materials.

Access

- Objections are raised to the creation of a new access onto Halt Road. It is commented that limited information has been provided with regard to the detailed design and dimensions of the proposed access.
- It is commented that one of the points of access is located directly opposite an existing access which serves a site that is used for caravan storage.
- Concern is expressed that the development would result in highway safety dangers and risks, increasing traffic movements to and from the site.
- It is commented that 'industrial type transport' already uses the residential side of Halt Road to access the site. It is commented that such traffic often exceeds the speed limit in the area.

Character and Appearance

- It is commented that the site was formerly an unspoilt area of land adjacent to a traditional stone bridge.
- The development has resulted in the loss of a number of trees, flora and fauna and loss of habitat.
- It is commented that the development is incongruous to, and at odds with the character of the area.
- The site is situated on the boundary with the Bannau Brycheiniog National Park, and it is commented that the development will have a negative impact upon the park.
- It is noted that the site is situated outside of settlement limits.
- Concern is expressed that if planning permission is approved, then in the future, the applicant may wish to further increase the number of containers on the site by stacking them.

Comments have also been received from Cllr K. Morgan, who notes that she has no concerns with regard to the proposal and that she is content that the use is appropriate for the location.

Comments have also been received from Cllr Rogers who expresses support for the proposal.

CONSULTATION

Transportation Section – no objections raised subject to conditions.

Public Health & Protection - no objections raised.

Land Reclamation & Drainage – no objections raised, subject to conditions.

Dwr Cymru – no objections raised.

Glamorgan Gwent Archaeological Trust – no objections raised.

Ecology – no objections raised, subject to conditions relating to the protection of the adjacent watercourse and the provision of biodiversity enhancement measures.

Natural Resources Wales – objections raised on the grounds that the proposal would fail to conserve and enhance the natural beauty of the Bannau Brycheiniog National Park.

Bannau Brycheiniog National Park - objections raised on the grounds that the proposal would fail to conserve and enhance the natural beauty of the Bannau Brycheiniog National Park.

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 outside defined settlement limits and is allocated as a strategic waste site.

CS9 refers to waste management and identifies regional sites that may be able to accommodate a range of waste management options.

AW2 promotes development in sustainable locations.

AW 5 sets out the 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 criteria for the protection and enhancement of the natural environment.

AW10 sets out criteria for new development in relation to environmental protection and public health.

NSA12 sets out criteria for development within and adjacent to settlement boundaries.

Supplementary Planning Guidance

Delivering Design and Placemaking: Access Circulation and Parking (Adopted March 2011)

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

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.

The current application represents a scheme to introduce a new use to an area of land located to the north of Fifth Avenue/ Halt Road, Rhigos. The intention is to site 50 no. storage containers on the site, with points of access being formed onto the adjacent highway. The application is made partially in retrospect, with the site having been cleared and surfaced and boundary enclosures erected. As such, the key considerations in the determination of the application are whether the proposed use is compatible with the site's location, along with the potential impacts of the resulting development upon the character and area of the site and its setting, amenity of neighbouring occupiers and highway safety. The impact upon ecology is a further consideration.

Principle of development

The application site is located outside settlement limits, on land that forms part of a wider area that is allocated for waste management purposes. It is acknowledged that the application site is located on a parcel of land that is outside of the defined settlement limits, where development is usually restricted. However, despite its position outside of the settlement boundary, it is located close to the long established Hirwaun Industrial Estate, where a wide range of industrial and commercial activities are operational. Although the site is physically separated from the estate, it does not occupy an isolated position that is distant from the wider estate. Furthermore, both the application site and wider areas of land to the east form part of an allocation as a waste management site in the Local Development Plan, thereby suggesting that the principle of commercial activity at the site could be acceptable.

As such, in this case it is considered that the principle of the scheme is acceptable, subject to an assessment of the following criteria;

- The impact of the development on the residential amenities of neighbouring properties.

- The impact of the proposed development upon the character and appearance of the surrounding area and ecology.
- The impact of the proposal on highway safety.

Amenity Impacts

As noted above, the site is situated to the far west of Hirwaun Industrial Estate, where a range of long-established commercial uses exist. Similarly, to the west of the application site is Nantllechau Farm, where an area of land extending to 12000sqm is in use as a storage compound.

Whilst it is acknowledged that there are a number of residential properties located along Halt Road, it is noted that, with the exception of dwellings associated with farms, the nearest dwellings on Halt Road are situated approximately 500 metres south of the application site. Furthermore, given the road layout and topography of the area, the application site is not readily visible from these dwellings. Given these factors, it is not considered that the proposed change of use would unduly harm the amenities of these neighbouring occupiers by way of noise and disturbance. Whilst it is acknowledged that objections have been received from a number of residents of Halt Road, their primary concern appears to relate to highway safety impacts and the fact that the proposed use would increase traffic movements along Halt Road. Matters relating to highway safety will be considered in detail in the following section of the report, however it is noted that the application site is served by a public highway, which connects not only with Halt Road to the west, but with Fifth Avenue to the east, which in turn links to Hirwaun Industrial Estate. As such, it is not considered that the operation of the storage facility, would be likely to give rise to levels of activity that would significantly or unacceptably impact upon the levels of amenity or privacy, which residential occupiers in the vicinity of the site currently enjoy.

In addition to the above, it is noted that objections have also been raised by the owners of the property directly opposite, which operates as a Guest House. In addition to expressing visual impact and highway safety concerns, they express concerns that the proposed development will adversely affect their business by affecting their ability to provide a 'quality tourism facility'. Whilst it is acknowledged that the development of the site has and would affect the appearance of the site itself, it remains physically separate from the guest house. Whilst it may be argued that the development has altered the views from certain vantage points at the Guest House, it is considered that the wider outlook and distant views remain largely intact.

Furthermore, the topography of the site and existing landscape features mean that the application site is not readily visible from all points within the curtilage of the nearby Guest House. The application site remains physically separate and does not propose changes to the means of access to the Guest House. Therefore, whilst it is acknowledged that the immediate landscape setting of the site has been altered by the removal of a number of trees, and the development undertaken to date, it is not

considered that proposals would significantly prejudice the continued operation of the Guest House, to a degree that would warrant the refusal of the planning application.

Similarly, whilst it is acknowledged that the owners of the Guest House are permanent residents of the property, having assessed the relationship between the two; in terms of separation distance and topography, combined with the fact that the road already carries traffic associated with both the residential and commercial uses at Halt Road and the connected industrial uses on Fifth Avenue; it is not anticipated that they would be likely to experience an unacceptable increase in disturbance, resulting from vehicles attending the site and its general operation.

In terms of hours of operation, the applicant has confirmed that they intend to operate the proposed use between the hours of 8.00am – 06.00pm Monday to Saturday. It is considered that the hours of operation proposed are reasonable, with a closing time of 6.00pm, residents would not be subject to disturbance late into the night or during the early hours of the morning, when they might reasonably expect a degree a quiet during unsociable hours. Should Members be minded to approve planning permission, a condition restricting the operation of the use to hours specified is recommended.

It is noted that one nearby resident has also expressed some concern about the potential impact of the safety / security lighting at the site during the hours of darkness. Whilst these concerns are noted, it is considered that they can be satisfactorily addressed through the use of suitable condition, requiring the submission of details of the proposed lighting scheme.

Overall, it is not considered that the proposed development would result in a significant adverse impact on the living conditions of neighbouring residents, with regard to noise and disturbance; subject to the imposition of appropriate conditions relating to operating hours and lighting. As such, the proposals are considered to be in accordance with the requirements of policies AW5 of the Local Development Plan.

Character and Appearance

As set out above, the application site represents a linear parcel of land that lies adjacent to Halt Road / Fifth Avenue, the main road that connects with Hirwaun Industrial Estate to the east. As outlined in the description of development, the application is made partially in retrospect. It is understood the site previously consisted of a self-seeded landscape verge adjacent to the highway. The site has been cleared of all trees and vegetation (prior to the submission of the planning application) and currently consists of a hard surfaced area, enclosed by a combination of palisade fencing, which is concealed by close board fencing, on its roadside boundary.

In addition to a number of residents, objections have been raised by both Natural Resources Wales (NRW) and Bannau Brycheiniog National Park with regard to the

visual impacts of the development upon the landscape. The observations from Bannau Brycheiniog National Park express concern that the development the proposal would fail to conserve and enhance the natural beauty of the Bannau Brycheiniog National Park. The comments of NRW also state the same view.

In terms of its position, it is accepted that the site is positioned at the northern most extent of the northern strategy area, with the adjacent watercourse representing the formal boundary with the Bannau Brycheiniog National Park. However, it is considered that the site is read primarily in the context of Hirwaun Industrial Estate and the highway, which connects with the residential side of Halt Road to the far south.

The site occupies a relatively low-lying ground position, as such the site is not readily visible from vantage points on the network of footpaths, public rights of way and lanes that are located in the immediate vicinity of the site (to the north). Furthermore, the site is also largely screened from view, by the intervening landform and landscape features, from further, more elevated vantage points such as Penderyn Church. Whilst it is accepted that, from positions that are more distant, with greater elevation, some views of the site may be possible from within the National Park; it is considered that the development would be observed in the context of the nearby Hirwaun Industrial Estate and its associated buildings and infrastructure. As such, notwithstanding its position close to the boundary with the National Park, it is not considered that this relatively small development would result in an adverse landscape impact upon the setting of the National Park that would unacceptably compromise the ability of visitors to enjoy the landscape.

Similarly, it is accepted that localised visual impacts have resulted from the loss of a number of trees and vegetation that previously formed part of the site. It is noted that the site previously provided a landscaped band that defined part of the northern boundary of Halt Road/ Fifth Avenue. It is accepted that the loss of the trees (which were felled prior to the submission of the planning application) is regrettable, however it must be noted that the trees themselves were not subject to any Tree Preservation Orders, nor is the site subject to any formal ecological designation. It is also noted that a band of trees and vegetation still remains in place, appearing as a backdrop to the development and separating the site from the adjacent Camnant watercourse. It is accepted that the storage containers themselves are functional structures, which are clearly commercial in their character and appearance. However, as the site is enclosed by close board fencing, along its boundary with the highway, views of the containers themselves would not be readily apparent with the structures being largely screened from road. Whilst the fence itself is a new and visible feature in the street scene, it is likely that over time its appearance will naturally 'weather' thereby reducing its prominence. However, in order to lessen further its prominence, a condition is suggested which would require it be painted/stained in an appropriate colour. Overall, whilst the loss of trees on the site is regrettable, it is not considered that the visual and landscape impacts arising from this would be so great as to warrant the refusal of the planning application.

In terms of ecology, whilst it is noted that Natural Resources Wales have raised an objection to the application, this is based on the grounds of impact on the visual values of the National Park, rather than any ecological impacts which may have resulted. In order to aid in the assessment of this aspect of the scheme, consultation has been undertaken with the Council's Ecologist. Whilst their observations note that the trees which were previously on site may have had bat roost potential, they highlight that as the trees had been felled prior to the submission of the application, it is not possible to assess this retrospectively. They also note that despite the NRW's visual concerns, NRW are not suggesting that any wildlife law has been broken. Therefore, as the site has already been largely cleared, it is not considered that a detailed ecological assessment is required to support the submission, however it is suggested that the application should evidence biodiversity enhancement and ensure the protection of the water quality of the adjacent stream. As such, no objections are raised by the Council's Ecologist, subject to conditions which reflect the above requirements.

Therefore, whilst it is acknowledged that the proposed development, including the proposed siting of the containers, represents the introduction of industrial/ commercial structures to an area, which was previously landscaped verge, for the reasons stated above, most notably the proximity of the site to Hirwaun Industrial Estate and comparable use that is already operational at Nantllechau Farm; it is not considered that the development would result in a harmful impact upon the character and appearance of the site and its wider landscape setting that would be so great as to warrant the refusal of the planning application.

Highway Safety

As set out in the publicity section of the report, a number of residents have raised highway safety concerns with regard to the proposal, as such, in order to aid in the assessment of the proposal upon highway safety, consultation has been undertaken with the Council's Transportation Section.

Their response comments that in terms of access, the layout plan, which accompanied the application, originally indicated that the site would be served by three gates. However, onsite inspection revealed that there were only two gates, and an amended plan was submitted. This is considered to be an acceptable access arrangement. In order to ensure that the site shall be served by one access point and one egress point, a condition to this effect is also recommended, should Members be minded to approve planning permission.

In terms of visibility, it is noted that the site boundary has been set back to accommodate a vision splay of 2.4m x 40m, which is acceptable for a 30mph speed limit and accords with TAN 18.

It is commented that the application is not accompanied by the detailed design of the proposed access / egress points off the public highway. As such, conditions relating to design and detail of the proposed access / egress points have been suggested.

In terms of internal circulation, this would be via a 3.0m access road, which is made up of loose material. Whilst the principle of the internal layout access is acceptable, a further condition is recommended, which would require the first 20 metres of the egress point within the site to be surfaced in permanent material, in order to prevent loose material being dragged onto the public highway. Finally, a further condition is also recommended which would ensure surface water from the proposed does not discharge onto the public highway.

The observations of the Council's Transportation Section conclude by stating that whilst there is a lack of detailed information on the submitted layout plan, in relation to the detailed design of the access points, these matters can be dealt with by the use of suitably worded highway related conditions. As such, the Council's Transportation Section conclude by raising no objections to the planning application, indicating the proposed use and its associated traffic movements would not result in an adverse impact upon highway safety in the vicinity of the site. Therefore, the application is considered to be in accordance with the requirements of policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

Having taken account of all of the issues outlined above, whilst it is accepted that some localised impacts have resulted from the loss of the landscape verge, on balance, it is not considered that the proposals would result in an adverse impact upon the character and appearance of the immediate area and wider landscape setting of the site, at the periphery of the Bannau Brycheiniog National Park, that would be so great as to warrant the refusal of the planning application. It is also considered that any amenity impacts could be managed by the use of conditions relating to hours of operation and lighting. Similarly, the proposal is also considered acceptable in highway safety terms, subject to a number of conditions, requiring a detailed design for the access and egress points to the site. As such, the proposal is considered to accord with the requirements of relevant policies of the Rhondda Cynon Taf Local Development Plan. Therefore, the proposal is recommended for approval, subject to the conditions set out 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 plans
 - Drawing no. 'Site Location Plan'
 - Drawing no. 'Site Location Plan and Proposed Site Layout Plan'
 - Drawing no. 'Detail of storage container' Scale 1:50
 - Drawing no. 'Proposed block wall section' Scale 1:50
 - Drawing no. 'Detail of boundary fencing' Scale 1:50

and documents received by the Local Planning Authority on 24/09/21, 06/10/21, 18/10/21, 10/11/21, 5/11/21, 16/03/22, 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. The site shall be served by two points off Halt Road only, one access and one egress.

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

4. Notwithstanding the submitted layout plan, the design and construction details of the proposed access and egress points off Halt Road including permanent surfacing for 20 metres internally, shall be submitted to and approved in writing by the Local Planning Authority, prior to the siting of any storage containers on site. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial use and retained as such thereafter.

Reason: In the interests of highway safety 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.

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 and AW10 of the Rhondda Cynon Taf Local Development Plan.

6. Prior to the formal construction of the access and egress points and the siting of any storage containers, traffic management and wheel washing facilities shall be provided on site, in accordance with details first 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.

7. Prior to the formal construction of the access and egress points and the siting of any storage containers, details of drainage arrangements shall be submitted to and approved in writing by the Local Planning Authority. The details shall evidence how the development is to take into account the local surface water flood risk and include a strategy to ensure the development is resilient. The development shall not be brought into beneficial use until the drainage works have been completed in accordance with the approved plans/details.

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

8. Prior to the formal construction of the access and egress points, internal roads and the siting of any storage containers, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall set out, as a minimum, site specific measures to control and monitor impacts arising in relation to construction traffic, noise and vibration, dust and air pollutants, land contamination, ecology and ground water. It shall also set out arrangements by which the developer shall monitor and document compliance with the measures set out in the CEMP. The development shall be carried out in accordance with the approved CEMP at all times.

Reason: To safeguard the amenities of the adjoining premises and in the interests of nature conservation, to afford protection to animal and plant species in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

9. Prior to the formal construction of the access and egress points, internal roads and the siting of any storage containers, a biodiversity enhancement plan shall be submitted to and approved in writing by the Local Planning Authority, the plan shall include details of all biodiversity enhancement measures proposed, along with details of any proposed landscaping features. The plan shall also include a timetable for their implementation. The development shall be carried out in accordance with

the approved plan and all approved features shall be retained thereafter in perpetuity.

Reason: In the interests of nature conservation and to afford protection to animal and plant species in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

10. Prior to the development being brought into beneficial, details of a colour finish for the existing fence, which forms the boundary with Halt Road/ Fifth Avenue, along with a timetable for its application, shall be submitted to and approved in writing by the Local Planning authority. The development shall be completed in accordance with the approved details thereafter.

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.

11. Prior to the approved use being brought into beneficial use, details of a scheme for any external lighting required, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved lighting scheme and shall be retained as such thereafter in perpetuity.

Reason: To prevent light pollution and to protect the amenities of neighbouring residential properties in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

12. The use hereby approved shall not operate other than between the hours of:

Monday – Saturday 08.00am – 06.00pm

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 AW10 of the Rhondda Cynon Taf Local Development Plan.