

PLANNING & DEVELOPMENT COMMITTEE

08 February 2024

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1331/10 (JE)
APPLICANT: Edwards Investments Ltd
DEVELOPMENT: Construction of health complex and venue with associated amenities, to include A3, D2 and Sui Generis use classes and regularisation of 52no. Space Overspill Carpark. (Amended Redline Boundary Received 08/07/22)(Revised description received 08/07/22)(Swept Path Analysis and car park details received 09/09/22)
LOCATION: TY MAELWG, ROAD TO FOREST VIEW,
YNYSMAERDY, LLANTRISANT, PONTYCLUN, CF72 9JS
DATE REGISTERED: 05/10/2021
ELECTORAL DIVISION: Llanharan

RECOMMENDATION: APPROVE

REASONS: Whilst both elements of the application site are located outside of the defined settlement boundary, the developments would form part of the existing Lanelay Hall Hotel and Spa which is a well-established hospitality and tourism facility offering a range of leisure uses, and the development would provide a dedicated space for the business to operate and grow as well as provide additional off-street parking for visitors. As such, the application would allow for the expansion of an existing hospitality business which would enhance the tourism offer of the local area and wider County Borough.

Furthermore, the scale and design of the proposals would have no adverse impact upon the character and appearance of the sites or the surrounding area, the amenity of residential properties, highway safety surrounding the sites or biodiversity. As such, the application is considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to the Service Director Prosperity and Development.

APPLICATION DETAILS

Full planning permission is sought for the construction of a health complex and venue with associated amenities at Ty Maelwg, Ynysmaerdy, and for the regularisation of an associated 52no. space overspill carpark nearby, in close proximity of the existing Lanelay Hall Hotel and Spa.

The health complex would consist of a large two-storey L-shaped building that would be sited at the south-western corner of the plot, at the same location as a previous dwelling that formerly occupied the site but has been demolished. The resulting structure would form a traditional farmhouse type building with modern extensions/alterations throughout. It would be finished in appropriate materials for its countryside setting such as natural stone, painted render, imitation slate roof tiles, and grey uPVC windows and doors.

A bin store would be located adjacent to an existing bat house at the north-western corner of the plot, to be finished in the same external materials as the main property. It is noted that the bat house was constructed on site as a condition of an earlier consent to construct a dwelling at the site, having to be constructed prior to any other development works commencing. No further works in respect of that earlier consent have been undertaken.

Various landscaping works would be undertaken throughout the site including the planting of trees and shrubs etc. around each of the boundaries, a large patio and an outdoor swimming pool and lawn area to the eastern side.

The existing site access at the north-western corner of the plot would be utilised but would be upgraded to current standards, with access gained off the un-named country lane that runs through the surrounding forestry.

The proposal would operate as an extension of the spa facilities at the nearby existing Lanelay Hall Hotel and Spa located at Ffordd Hann. The supporting information sets out that the facility would operate between 09:00 and 00:00 daily and would function as an annexe to the existing facilities at Lanelay Hall. Further, that guests/ visitors and staff would be transported between the two sites by an electric shuttle bus and that all guests would be required to check into reception at Lanelay Hall first, with no visitors travelling directly to the annexe themselves.

The proposal also seeks to regularise a car park which is located approximately 1.26km to the south of the main site, along Lanelay Lane in close proximity of the existing hotel. The car park is currently used to serve Lanelay Hall however does not benefit from planning permission. The proposal would see the access serving the car park relocated 5 metres to the north of its current position and the formation of 52 formal car parking spaces.

As well as all relevant plans, the application is also supported by:

- Transport Statement
- Assessment of impacts on bat roosts at Ty Maelwg
- Sequential test assessment
- Parking Appraisal
- Automatic Traffic Counts (ATC) survey results

SITE APPRAISAL

The application as submitted includes separate redline boundaries for the health complex and car park. A separate appraisal for each area is set out below:

Health Complex

The application site forms a small clearing within the long established Llantrisant Forestry. It is roughly triangular in shape, amounts to approximately 1500m², and is level throughout. It is however located on steep valley hillside with the surrounding landscape generally falling from west to east.

Given its location within the heart of the mature forestry the plot is surrounded by dense woodland on all sides, although an un-named country lane runs immediately to the western boundary, from which access is gained. There are no neighbouring properties within the immediate locality.

A dwelling historically occupied the plot but had fallen into a state of disrepair in recent years, to such an extent that it was found to be a dangerous structure and unviable to retain. It was subsequently demolished in 2020.

The plot is now vacant, having been levelled and cleared and the materials from the previous dwelling crushed on site and laid as a new sub-base. It is noted however that a small stone building is located at the north-western corner of the site, a bat house that was constructed as part of a previous planning permission that was never completed. This building would remain following development.

During the site visit, the site accommodated various building materials and waste which appear to have been stored at the site as part of the redevelopment of two other properties to the south which also provide further accommodation in association with the hotel.

Car Park

The car park forms an irregular parcel of land located on the northern edge of Lanelay Lane. The site is bounded by the highway to the west and north, an area of woodland and the River Ely to the east, and a neighbouring residential property to the south. Access is currently gained towards the southern boundary of the site with a walled entrance. The site is currently used as an overflow car park for Lanelay Hall Hotel and Spa which is located approximately 154 metres to the south. During the site visit it was evident that a number of trees along the boundary with the highway have been removed and the site now forming an open area.

The area to the south and south west of the site comprises a residential development with open countryside and woodland to the north and east.

PLANNING HISTORY

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

19/0575/10: TY MAELWG, ROAD TO FOREST VIEW, YNYSMAERDY, LLANTRISANT, PONTYCLUN, CF72 9JS

Proposed extension and alterations of property, detached double garage and landscaping of site.

Decision: 21/05/2020, Grant

20/1049/38: TY MAELWG, ROAD TO FOREST VIEW, YNYSMAERDY, LLANTRISANT, PONTYCLUN, CF72 9JS

Discharge of conditions 5 - nesting birds, 6 - external lighting, 7 - bat house.

Decision: 29/10/2020, Grant

20/1062/38: TY MAELWG, ROAD TO FOREST VIEW, YNYSMAERDY, LLANTRISANT, PONTYCLUN, CF72 9JS

Discharge of condition 3 materials/samples (prev app 19/0575/10).

Decision: 02/11/2020, Grant

20/1097/38: TY MAELWG, ROAD TO FOREST VIEW, YNYSMAERDY, LLANTRISANT, PONTYCLUN, CF72 9JS

Discharge of condition 4 - means of access (prev app 19/0575/10)

Decision: 30/11/2020, Grant

21/0766/10: TY MAELWG, ROAD TO FOREST VIEW, YNYSMAERDY, LLANTRISANT, PONTYCLUN, CF72 9JS

Replacement of dwelling known as Ty Maelwg due to structural issues found whilst undertaking works in association with previous planning permission to extend original dwelling (19/0575/10).

Decision: 27/07/2021, Grant

PUBLICITY

The application has been advertised by direct notification to neighbouring properties as well as notices displayed at the site.

No letters of objection have been received following consultation.

CONSULTATION

Transportation Section: No objection subject to conditions.

Countryside (Ecology): No objection raised.

Natural Resources Wales: No objection subject to conditions.

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

Flood Risk Management (Drainage): No objection raised although condition recommended in relation to surface water drainage.

Dwr Cymru/Welsh Water: No objection.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

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

Both elements of the application site are located outside of the settlement boundary for Ynysmaerdy. They are within the Mynydd Hugh and Llantrisant Forest Special Landscape Area and a Sandstone Resources Region. It is also noted that whilst both sites are excluded from the designation, the immediate surrounding area forms the Llantrisant Forestry and Craig Melyn Site of Important Nature Conservation.

Policy CS2 – sets out the criteria for development in the Southern Strategy Area.

Policy AW2 – supports development in sustainable locations and includes sites that are accessible by a range of sustainable transport modes and would not unacceptably conflict with surrounding uses.

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

Policy AW6 – requires development to involve a high quality design and to make a positive contribution to placemaking, including landscaping.

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

Policy AW10 – does not permit proposals where they would cause or result in a risk of unacceptable harm to health and/or local amenity.

Policy AW14 – safeguards minerals from development that would sterilise them or hinder their extraction.

Policy SSA25 – Development within SLAs will be expected to conform to the highest standards of design, siting, layout and materials appropriate for the site.

Supplementary Planning Guidance

- Design and Placemaking
- A Design Guide for Householder Development
- Nature Conservation
- Access, Circulation and Parking

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) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications. Future Wales: The National Plan 2040 (FW2040) sets out guidance for development at both regional and national level within Wales, with the thrust and general context also aimed at sustainable development.

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

It is 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
- Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking
- Policy 33 – National Growth Areas – Cardiff, Newport and the Valleys

Other national policy guidance considered:

- PPW Technical Advice Note 5: Nature Conservation and Planning
- PPW Technical Advice Note 6: Planning for Sustainable Rural Communities

- PPW Technical Advice Note 12: Design
- PPW Technical Advice Note 18: Transport
- PPW Technical Advice Note 23: Economic Development

REASONS FOR REACHING THE RECOMMENDATION

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

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

Main Issues:

Principle of the proposed development

This application seeks planning permission for the construction of a health complex and venue Ty Maelwg and the regularisation of a car park at Ynysmaerdy.

The main site is located outside the defined settlement boundaries where the principle of development is restricted to certain accepted categories and subject to compliance with other policies within the Local Development Plan. In this regard whilst located outside of the settlement boundary the proposal would see the creation of an enhanced offering and expansion of existing facilities at the existing Lanelay Hall Hotel and Spa which is located to the south of the site. As such, the proposed health complex is considered to form a positive tourism development which can be considered acceptable in countryside locations as set out within national planning policy.

Members are advised that the application is also supported by a sequential test which sets out that there are no available sites within the settlement boundary and town centres in the local area which are suitable for the proposed use to further justify its location outside of the settlement boundary. This report is considered an appropriate and acceptable assessment.

Furthermore, the proposal would be located at the site of a historic dwelling that benefits from planning permission for the construction of a new replacement dwelling. As such, the proposal would not see any further encroachment of development into the countryside in comparison to the earlier approved scheme which could still be developed. Whilst the proposal would introduce a commercial use into the countryside, access to the site would only take place via a minibus connecting the existing hotel and spa to the site. As such, this would allow for visitors to use sustainable modes of travel to and from the site in line with national planning policy and policy AW2 of the Local Development Plan.

The car park is also located outside of although adjacent to the settlement boundary. However, the proposal seeks to regularise an existing car parking which has been utilised for a number of years and does not seek further expansion into the countryside.

As such, the principle of development is therefore acceptable subject to the criteria set out below.

Impact on the character and appearance of the area

The main site is located within the Mynydd Hugh and Llantrisant Forest Special Landscape Area (SLA) with the surrounding area forming steep valley hillside and dense forestry. It is noted however that the plot itself is set within a natural plateau/clearing in the hillside and has historically been occupied by a large dwelling.

As set out above, the proposed development would be of a similar scale and design to the previously approved replacement dwelling at the site. It is considered that the design and appropriate finishes would retain a rural character at the site, would ensure the proposed development is not overly prominent within its surroundings, and would actually form an attractive feature within the hillside improving the previous derelict visual appearance of the site.

It is also noted that the redevelopment of the site would bring it back into beneficial use after being vacant for a number of years and used for the storage of building materials and waste to the benefit of the visual appearance of the area.

Members are advised that whilst the submitted plans lack detailed information with respect to the proposed landscaping and boundary treatments, it is considered that these could be secured via condition.

In respect of the works proposed in association with the regularisation of the car park, as the site is relatively level throughout no significant engineering works would be required as part of the development. The proposed development works would only involve the permanent surfacing of the site and creation of a relocated vehicular access along Lanelay Lane. Therefore, whilst the development would inevitably alter the current appearance of the site and would form a visible feature within the immediate locality, given the minor nature of the works, it is not considered the car park would appear dominant within the wider locality.

As such, it is considered that the proposals will not detract from the character or appearance of the area and are considered acceptable in this regard.

Impact on residential amenity and privacy

The closest residential dwellings to the proposed health complex and venue are located roughly 120m to the south. These properties feature no views of the site and

are separated from it by dense woodland. As such there would be no impact in this regard.

With regard to the works to the car parking area, given the limited engineering works required it is not considered that the proposal would result in any physical adverse impact upon the amenity of neighbouring occupiers. It is noted however that the proposal would likely result in an intensification of the use of the car park through the creation of the health complex and venue. However, it is considered that surrounding occupiers would have become accustomed to coming and goings associated with the existing use of the car park, albeit an unauthorised use, and any further increase is not considered would result in an impact great enough to warrant a refusal.

It is also noted that no letters of objection have been received following consultation with local residents. As such, taking the above into account, the proposal is not considered to adversely impact upon residential amenity and is considered acceptable in this regard.

Highway Safety and Parking Provision

The Council's Transportation Section were notified during the consultation period in order to provide comments on the suitability of the scheme with regard to highway safety and parking provision. The following comments have been received:

Access

The proposal's principal access would be served from 'Road to Forest View', a rural lane that runs between Talbot Green and Ynysmaerdy and serves a number of farms and Smilog Woods which is utilised by horse riders, cyclists, and walkers.

The main site which benefits from planning consent for a residential dwelling, giving rise to concerns with regard on road parking along the substandard lane to the detriment of highway safety and free flow of traffic. The lack of segregated pedestrian footway facilities and sections where there is no space for pedestrians to step off the carriageway due to the adjacent hedge banks results in potential conflict between vehicles and pedestrians, which gives major cause for concern. The road also lacks adequate geometry, highway drainage, street lighting and forward vision, all of which give cause for concern.

The Transport Statement at paragraph 1.1 indicates that the health spa would operate as an extension of the existing in conjunction with the existing Lanelay Hall Hotel and Spa located at Ffordd Hann. Paragraphs 2.13 and 2.14 of the TS confirms that the proposed site would operate as an annexe to facilities at Lanelay Hall and guests/visitors and staff would be transported between the two sites by an electric shuttle bus and with all guests required to check into reception at Lanelay Hall with no visitors travelling directly to the annexe.

Paragraph 3.5 of the TS indicates that the annex site would operate between 09:00 am and midnight every night of the week. The TS identifies nine suitable locations where there is sufficient width available for opposing traffic to pass between Lanelay Hall and the annex site as shown in Figure 5 of the TS.

Section 4 of the TS addresses highway impact and confirms that an ATC survey undertaken in November 2021 indicated a daily peak hour flow of 168 two-way trips during the AM Peak and 225 two-way trips during the PM Peak, with a weekday daily flow of 1,704 vehicles. The completion of the survey within the period of the Covid Pandemic is noted, however, at the time of the survey no restrictions on movement were in effect.

The TS contends that the annex would be adequately served by 2 two-way trips in any given hour which would be less than 1% of the existing baseline traffic. The TS includes a swept path analysis that indicates adequate space within the development site to accommodate the minibus and facilitate turning to allow access and egress in forward gear and with electric gates set back 7m from the edge of carriageway to allow vehicles to await the opening of the gates without obstruction of the highway. Whilst the trip generation represents an increase over the consented permission for a dwelling, (approx. 6 -10 trips per day), it is not considered that the proposed trip generation of 2 return trips per hour, would warrant objection and on this basis access to the site is considered, on balance, to be acceptable in terms of traffic impact.

Vision at Spa Access

The speed limit along the lane is unrestricted, however, the lane is narrow with periodic passing places and consequently speeds are significantly lower. The access is located on a straight section of the lane with bends at each end. Vision to the left is 2.4 by 160m and vision to the right is 2.4 by 140m which in accordance with TAN 18 would be acceptable for the likely speeds of vehicles between 40 and 50mph and extends sufficient to allow approaching vehicles to stop within a passing bay should a vehicle pull out.

Parking

The submitted TS sought to address concerns with regard to the parking of vehicles associated with the proposed annexe site by the implementation of a Parking Management Strategy, (paragraph 3.23), to address concerns that overspill parking would occur in the vicinity of Tŷ Maelwg, however, the proposed Parking Management Strategy is reliant on sufficient parking at Lanelay Hall within an overflow carpark which has previously been used to serve overflow parking associated with Lanelay Hall and which has been included within the current application.

Paragraph 2.4 of the TS indicates that the overflow carpark at Lanelay Hall would have a capacity of 60 vehicles, however, measurements did not accord with dimensions measured on site giving rise to concerns that lack of parking for Lanelay Hall and the proposed Spa development would result in on street parking within the adjacent residential development to the detriment of highway safety and free flow of traffic. In

response the applicant has provided amended plans based on actual dimensions available on site (Drawing WAL 5006-2PD-001) which indicates that up to 52 parking spaces could be accommodated. This is likely to be a maximum figure as the proposed gravel carpark surface would not be able to be marked with individual parking bays.

On the basis that the ground floor of the Spa could be considered as a restaurant bar, as set out in the RCT SPG Access Circulation and Parking (March 2011) it would require 1 commercial vehicle space and 1 space per 3 staff and 1 space per 5-7m² of public area including servery. The TS at paragraph 3.5 indicates 10no. staff on site at a given time requiring 1 space per 3 staff i.e. 3 spaces. This would result in a parking requirement of 30-41 spaces for the ground floor alone with no information provided with regard the 1st floor usage although use of the treatment rooms would be cross linked with the first floor facilities. The TS indicates that the site would also host late night events, however, no details of the nature of these events and numbers of attendees has been provided. The revised car parking layout WAL 5006-2PD-001 shows a layout that would provide a total of 52 car parking spaces within the overflow carpark which would potentially accommodate existing overflow parking from Lanelay Hall in addition to the proposed Spa development. Given that the parking for Lanelay Hall and the Spa can be managed as a whole and trips would be potentially cross-linked the parking provision is considered to be acceptable, on balance.

Vision at Carpark Access

Vision from the existing unconsented carpark area is substandard and constrained by the adjacent stone walls and are significantly below the distances set out within TAN 18: Transport. (2.4m by 3.5m to the left and 2.4m by 4.2m to the right).

An Automatic Traffic Count and speed survey has been undertaken by the applicant which indicates 85% speeds of 33.4 mph northbound towards the unrestricted section and 33.5 mph southbound towards the 30mph speed restriction.

The submitted carpark layout shown on drawing WAL 5006-2PD-001 shows that the access relocated approximately 5m to the north and the stone boundary walls reduced in height would provide vision splays of 2.4 by 48m to the north (right) and 2.4m by 22m to the south (left) with 48m vision available to the centreline.

Since the survey was undertaken the default 20mph speed limit reduction has taken effect reducing the speed limit on approach from the south to 20mph. Whilst there is no evidence to indicate reduced approach speeds from the south (left of the junction), as a result of the change of speed limit to 20mph, adequate vision would be available to the right which would allow vehicles to ease out to gain adequate vision and on this basis vision at the amended access is considered acceptable, on balance. As a consequence of the relocation of the access the speed limit signage will need to be relocated and the applicant will need to agree the location of the signage and any associated signage or changes through a Traffic Regulation Order with the Councils Traffic Services section, which can be conditioned accordingly.

A condition is also suggested to ensure that at least a 10m section of the carpark access tie in is surfaced in permanent materials to prevent gravel from the carpark being tracked onto the lane creating a hazard to road users.

Sustainability

The proposed development lacks accessibility to public transport services, segregated pedestrian/cycle connectivity and the general substandard nature of the local highway network would discourage trips by foot and bicycle in favour of private motor vehicles contrary to Local and National policy. However, the proposed means of access to and from the spa site by means of the proposed electric shuttle bus running between Lanelay Hall, overflow carpark and the spa site would to a degree mitigate concerns with regard lack of access by sustainable modes of travel.

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

Public Health and Protection

The Public Health and Protection Division have no objection to the scheme but suggest several conditions be attached to any consent in relation construction noise, waste, dust and lighting. Whilst these comments are appreciated, it is considered that construction noise, waste, dust and lighting matters can be more efficiently controlled by other legislation. It is therefore considered the conditions suggested in this respect are not necessary and an appropriate note highlighting them would be sufficient instead.

In addition, the Public Health and Protection Division have raised concerns associated with the provision of a private water supply and the potential impact upon existing private water supplies within the locality and have therefore requested relevant conditions are attached to any consent. However, as above, these matters are controlled by separate legislation and an informative note has been included instead.

Ecology

The application is supported by the Ethos Environmental Planning, Assessment of Impacts on Bat Roosts at Ty Maelwg report, dated 2021. The Report concludes that the proposal would not have any undue impacts upon the bat house required as part of the European Protected Species Licence required for the previous application. This is not disputed following consultation with the Council's Ecologist who raised no objection in this regard. In addition, no objection was raised following consultation with Natural Resources Wales when considering the impact upon the bat house. However, a condition is recommended to require the details of the fencing to reduce noise and delineate the bat house from the parking and turning area should the scheme gain consent.

Notwithstanding the above, in line with Section 6.4.5 of Planning Policy Wales a condition is set out below to require details of ecological mitigation and enhancement measures to provide a net benefit to biodiversity.

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

Drainage and Flood Risk

No objections have been raised or conditions suggested by the Council's FRM section. In their assessment of the scheme they commented that the site is not within an area of surface water flood risk and that the proposed development works would have to gain separate Sustainable Drainage Systems (SuDS) approval from the Council as the Sustainable Drainage Approval Body (SAB) prior to any development works taking place which would ensure no drainage/flood risk issues would arise. Further, the drainage information submitted with the application highlights that the requirements of TAN15 can be met on site.

Dwr Cymru Welsh Water commented that they have no objection to the scheme and do not suggest any conditions as the applicant proposes to utilise an alternative to mains drainage which would be regulated by NRW and the Local Authority Building Control Department / Approved Inspector.

Other Issues

The application site is located in a Sandstone Resources Region. Policy AW14 seeks to safeguard sandstone resources from any development that would unnecessarily sterilise them or hinder their extraction. In this instance mineral extraction has already been sterilised at the site by the previous development and the established residential use. As such there is no objection in this respect.

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

Whilst the application site is located outside of the defined settlement boundary, the site would form part of the existing Lanelay Hall Hotel and Spa which is a well-established hospitality and tourism facility offering a range of leisure uses. The development would provide a dedicated space for the business to operate and grow and would therefore allow for the expansion of an existing hospitality business which would enhance the tourism offer of the local area and wider County Borough.

Furthermore, the scale and design of the proposal would have no adverse impact upon the character and appearance of the site or the surrounding area, the amenity of residential properties, highway safety surrounding the site, or biodiversity. As such, the application is considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:

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

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

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

- JW1052-103 (Proposed Plans)
- JW1052-104 (Proposed Elevations)
- JW1052-105 (Proposed Elevations)
- JW1052-106 (Proposed Site)
- JW1052-107 (Proposed external lighting plan)
- JW1052-110 Rev A (Site Location and Block Plan)
- WAL5006-2PD-001 (Overspill Car Park Layout)

and documents received by the Local Planning Authority, 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 development shall not be brought into beneficial use until space has been laid out within the spa site for vehicles to be parked in accordance with the submitted plan JW1052-106 and details of the surfacing in permanent materials and tie in of the access to the carriageway have been approved by the Local Planning Authority. The spaces shall be retained for the parking and turning of vehicles thereafter.

Reason: To ensure construction does not have an adverse impact on the highway and 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.

4. Prior to beneficial use a Travel and Parking Management Strategy in line with the measures outlined within the Transport Statement shall be submitted to

and approved in writing by the Local Planning Authority. The approved Parking Management Strategy shall be implemented and maintained for the lifetime of the development.

Reason: To mitigate lack of access by means of sustainable travel for guests and staff and potential for the proposed development to generate indiscriminate on street parking to the detriment of highway safety and free flow of traffic in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. Before the development is brought into beneficial use the means of access to the proposed carpark, access tie into the carriageway, surfacing of a 10m section of the access in permanent material, together with the vision splays and turning facilities and relocation of highway speed limit signage, shall be laid out and constructed in accordance with details to first be submitted to and approved in writing by the Local Planning Authority prior to any development commencing on site. The parking and turning areas shall not thereafter be used for any purpose other than the parking and turning of vehicles.

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

6. Surface water run-off from the proposed development shall not discharge onto the public highway or be connected to any highway drainage system.

Reason: To prevent overloading the existing highway drainage system and potential flooding and in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. Prior to commencement of any works on site details of a fence to reduce noise and delineate the bat house from the parking and turning area serving the development shall be submitted to and agreed in writing by the Local Planning Authority. The fence shall be installed and retained in perpetuity during the construction period and operation of the property.

Reason: To ensure that the proposal does not impact upon protected species in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

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

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

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

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

- 10. No development shall commence on site until a scheme for biodiversity mitigation / enhancement has been submitted to and agreed in writing by the Local Planning Authority. The Development shall be carried out in accordance with the approved details.

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

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

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

- 12. The health complex and car park hereby approved shall at all times be operated ancillary to the main Lanelay Hall Hotel and Spa, and at no time shall they be operated as a separate, independent place of business or for independent residential use.

Reason: To define the scope of this consent, and in the interests of residential amenity and highway safety in accordance with Policies AW2 and AW5 of the Rhondda Cynon Taf Local Development Plan.

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