

## **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:** 23/1198/10 (JE)  
**APPLICANT:** Bluefield Land Ltd  
**DEVELOPMENT:** Residential development of 10 no. affordable dwellings and associated works  
**LOCATION:** D K S TRIMMINGS LTD, CATHERINE CRESCENT, CYMMER, PORTH, CF39 9AF  
**DATE REGISTERED:** 25/10/2023  
**ELECTORAL DIVISION:** Cymer

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**RECOMMENDATION: GRANT SUBJECT TO S106 AGREEMENT.**

**REASONS:** The principle of development is considered acceptable and the proposed scheme would not result in a significant impact upon the character and appearance of the surrounding area or the amenities of the surrounding properties. Furthermore, there would be no undue impact upon pedestrian or highway safety in the vicinity of the site, subject to works detailed in the conditions below being carried out. As such, the application is considered to comply with the relevant policies of the Local Development Plan and is recommended for approval.

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#### **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 10 no affordable dwellings and associated works at D K S Trimmings Ltd, Catherine Crescent, Cymmer, Porth.

The proposal seeks to develop 10 no. affordable units comprising of 4 no. 2 person 1-bedroom flats and 6 no. 4 person 2-bedroom houses. The proposed units would comprise 3 no. pairs of semi detached dwellings and a block of flats located towards the western boundary of the site with the internal highway running along the eastern boundary of the site.

The proposed dwellings would measure a width of 6.2 metres by a depth of 9.2 metres. The dwellings would have a dual pitched roof design with a gable end on the side elevation measuring a maximum height of 8.9 metres sloping to 5.2 metres at the eaves.

The block of flats would measure a width of 17.2 metres by a depth of 10.3 metres which includes the porch on the ground floor. The proposed building would have a dual pitched roof design with gable ends on its side elevations measuring a maximum height of 8.5 metres sloping to 5.3 metres at the eaves.

The application is supported by:

- Porth Community Engagement Event Report
- Swept Path Analysis
- Ecological Impact Assessment
- Desk Study Report
- Planning Statement

## **SITE APPRAISAL**

The application site comprises a vacant manufacturing facility that it extends to approximately 0.2468ha. The site consists of a number of structures and buildings towards its southern boundary and an open area to the north. The site has accommodated various uses historically and appears to have fallen into disrepair over time and is now currently rundown and unkempt in appearance with the open area overgrown. The site is bounded by properties and an open area of land along High Street (A4233) to the east, a car park which previously served Ty Bronwydd to the north, a recently constructed affordable housing development to the south, and a vegetated embankment to the west that separates the site from an recreational field and open storage yard which forms part of a housing allocation within the Local Development Plan.

The wider area is residential in character and is dominated by a mixture of traditional stone built terraced houses, more recent mid 20<sup>th</sup> century social housing and a recently constructed housing development. However, the site also lies within comfortable walking distance of neighbourhood shops, local schools, sports pitches and Bronwydd Park.

## **PLANNING HISTORY**

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

**08/0596/13:** DKS TRIMMINGS LTD, CATHERINE CRESCENT, CYMMER, PORTH, CF39 9AF

Residential development including demolition of existing buildings.

Decision: 30/10/2008, Grant

**10/1237/23:** 1- 3 GARTH HALL, CATHERINE TERRACE, CYMMER, PORTH, CF39 9HB

Demolition of former mine managers residence of 3 storeys, converted into three 2 bedroom flats (all now vacant), in the ownership of RCT Homes.

Decision: 06/01/2011, Raise No Objection

**15/0213/10:** FORMER GARTH HALL, CATHERINE CRESCENT, CYMMER, PORTH  
Residential development (8 no. units), new access and associated works.

Decision: 24/08/2015, Grant

**16/0398/38:** RESIDENTIAL DEVELOPMENT AT GARTH HALL, CATHERINE CRESCENT, CYMMER, PORTH

Discharge of Conditions: 2 Site Investigation Report, 4, Landscaping, 6 Proposed Levels, 7 Knotweed, 12 Drainage, 14 Engineering Details, 18 Grit Bin, 20 Construction Method Statement, 22 Slab Levels of planning permission 15/0213/10.

Decision: 31/08/2016, Grant

**16/1081/39:** FORMER GARTH HALL, CATHERINE CRESCENT, CYMMER, PORTH  
Non Material Amendment to permission 15/0213/10 for residential development. Elevation treatment to the timber panelling on East and West Elevations to be have full height timber panels (taken up to roof level as supposed to termination at window head level).

Decision: 10/11/2016, 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 subject to conditions.

**Natural Resources Wales:** No objection.

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

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

**Dwr Cymru/Welsh Water:** No objection although condition recommended in relation to surface water drainage. Informative notes also recommend in relation to proximity to a water main and sewer.

**Housing Strategy:** No objection raised.

**Waste Services:** Standard consultation response setting out that the bin collection point must be at the front of the properties at the kerbside.

**National Grid:** Standard consultation response noting that a separate application to national grid would be required should a service alteration or new connection be needed.

## **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 4<sup>th</sup> 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 4<sup>th</sup> 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 24<sup>th</sup> 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 Porth and isn't allocated for a specific purpose.

**Policy CS1** – sets out the criteria for new development in the Northern Strategy Area.

**Policy CS4** – Identifies that there is a need to provide 14385 new dwellings in sustainable locations during the plan period.

**Policy CS5** - Identifies that there is a need to provide 1770 affordable housing units over the plan period.

**Policy AW1** - The policy identifies how land will be made available to meet the housing land requirement figure, and does not include the development of unallocated land outside the defined settlement boundary.

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

**Policy AW4** - Details the criteria for planning obligations, including the Community Infrastructure Levy (CIL).

**Policy AW5** – Sets out the criteria for new development in relation to amenity and accessibility.

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

**Policy AW8** – only permits new development where its shown that there will be no harm to locally designated sites or unacceptable impact upon features of importance to landscape or nature conservation.

**Policy AW10** – Does not permit proposals where they could cause or result in a risk of unacceptable harm to health and/or amenity.

**Policy NSA10** – requires residential development in the Northern Strategy Area to have a net residential density of a minimum of 30 dwellings per hectare.

**Policy NSA11** - Requires the provision of at least 10% affordable housing on sites of 10 units or more.

**Policy NSA12** – Identifies the criteria for assessment of development proposals within and adjacent to settlement boundaries.

**Policy NSA16** – sets out the criteria for the redevelopment of redundant and/or vacant industrial sites.

#### Supplementary Planning Guidance

- Design and Placemaking
- Access, Circulation and Parking
- Affordable Housing
- Development of Flats
- Planning Obligations

#### 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 24<sup>th</sup> 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), WGs current position on planning policy at regional and national level.

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

It is also considered the proposed development is compliant with the FW2040, with the following policies being relevant to the development proposed:

- Policy 1 – Where Wales will grow – Employment / Housing / Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability / Placemaking
- Policy 7 – Delivering Affordable Homes – SDP/LDP allocations and innovative approaches.
- Policy 33 - National Growth Area - Cardiff, Newport and the Valleys: Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region.

Other national policy guidance considered:

PPW Technical Advice Note 2 – Planning and Affordable Housing  
PPW Technical Advice Note 12 – Design  
PPW Technical Advice Note 18 – Transport

## **REASONS FOR REACHING THE RECOMMENDATION**

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

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

### **Main Issues:**

#### **Principle of the proposed development**

The current proposals involves the redevelopment of previously developed land within defined settlement limits for a use that conforms with the land uses that surround the site. The provision of modern, social housing facilities that specifically meet local needs on a brownfield site in a sustainable location is considered acceptable in planning policy terms. The proposal is therefore considered satisfactory in the context of Local Development Plan policy CS1 in terms of its relevance to providing high quality affordable housing that adds diversity to the market in the Northern Strategy Area, and in the removal of dereliction and promoting regeneration and in the context of policy AW2 supporting new development in sustainable locations.

It has also been set out by the Council's Housing Strategy Team that this affordable housing scheme has been designed by Trivallis in dialogue with them to help address the need for additional affordable housing within Porth. The unit mix and tenure proposed are in accordance with the Local Housing Market Assessment 2022/37, and, as such, this proposal satisfies Policy NSA11 of the adopted Local Development Plan.

### **Impact on the character and appearance of the area**

The Rhondda Cynon Taf Local Development Plan supports proposals where the scale, form and design of the development would have no unacceptable effect on the character and appearance of the site and the surrounding area (AW 5); where they are of a high standard of design which reinforces attractive qualities and local distinctiveness (AW 6); where they are appropriate to the local context in terms of siting, scale, appearance, height, massing, elevational treatment, materials and detailing (AW 6); and where they include the efficient use of land (AW 6).

The wider area around the application site is not characterized by any one design style and this is largely a product of the way in which the community of Cymmer has developed over a considerable period of time. Though traditional valley terraces, some of very early origin dominate the locality, there are also the more recent houses located along Heol Horeb, whilst the converted chapel and factory lend further diversity to the area. There is consequently no requirement for any particular design type or material finish to be applied in this case and the area is clearly capable of absorbing those currently proposed by the applicant.

However, the siting of the buildings and their scale do need to respond to the surrounding area. In this instance, the proposal largely achieves through its design and layout with the creation of development of a similar design and layout to the recently constructed development at Catherines Crescent immediately to the south. As such, when viewed within the context of the wider area the proposal would appear as a continuation of the existing development and rounding off of the street scene.

The proposed development would prove successful in the creation of an appropriate scheme at a relatively prominent location in the area that at the same time is not overly dominant in relation to surrounding development and as such its effect on the

character and appearance of the area would be positive, particularly as it involves the redevelopment of a currently derelict site. As such the proposal is considered compliant with those elements of local development plan policies AW5 and AW6 that are relevant to character and appearance of the area.

### **Impact on residential amenity and privacy**

With no neighbouring properties to the north or west any impact in this regard would be associated with properties along High Street to the east and Catherine Crescent to the south. The impact of the development upon these properties is discussed below.

Properties to the east of the application site along High Street are located at a lower level with the rear elevation separated from the site boundary by approximately 20 metres. As such, whilst some views of the development would be possible from these dwellings given the separate distance and elevated position of the site, when considering the built development as proposed is located towards the western boundary of the site away from this boundary which would screen the majority of the development from view, it is not considered that the proposal would result in a significant impact upon the amenity of these properties.

When considering the impact upon properties along Catherine Street to the south, the proposed development would be located alongside this development and would extend to the north away from existing properties. As such, it is not considered that any impact would be greater than the existing relationship between neighbouring properties within the area surrounding the site and is considered acceptable.

In addition to the above the previous commercial use would have resulted in a level of noise and disturbance above what is expected in a predominately residential area. Whilst bringing the site back into beneficial use would increase the number of comings and goings in comparison to the existing situation, the proposed residential development is not considered to result in any detriment with regard to noise and disturbance and would be typical of surrounding area.

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

### **Highway Safety and Parking Provision**

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

Catherine Crescent

The application site is served off Catherine Crescent, which has a carriageway width of 7.2m at the site access with double yellow lines on the development side. Opposite the site is Graigwen Road which is a one-way street with access out onto Catherine Crescent. Catherine Crescent provides vehicular and pedestrian access to the nearby infant's school which generates considerable traffic at pick up and drop off times and therefore a condition restricting HGV movements during this period has been suggested.

#### Existing Access

The site is served off an existing access point off Catherine Crescent and via an un-named adopted rear access leading to the existing factory and a number of domestic garages. The access has a carriageway width of 6.1m and a 1.8m footway leading to a sub-standard turning facility. The proposed is an adopted highway, however, due to the proposed being a secondary access and not primary access to residential development there is no street lighting provided which raises cause for concern. This concern can however be overcome by a suitably worded planning condition.

#### TRICS 10 Affordable Units

The Trip Rate Information Computer System has been used to assess the number of vehicular trips anticipated from the proposed development. The proposed 10 units would generate in the region of 58 daily trips with 5 in the AM peak and 6 in the PM peak. The additional traffic generated would not warrant a highway objection with 1 trip per every 10 minutes in the peak hour.

#### Visibility

The visibility at the access of the un-named road and Catherine Crescent in accordance with Manual for Streets & TAN 18 for a 20Mph speed limit should be 2.4m x 22m. The visibility to the right has in excess of 2.4m x 22m with the visibility to the left obscured by the adjacent boundary wall giving a vision splay of 2.4m x 8m only.

Taking into account the limited traffic generated by 10 units the critical vision is to the right which is in excess of the requirement with vehicles having the ability to slightly edge out onto Catherine Crescent to gain full vision left off the minor arm, in accordance with Manual for Streets. Therefore, on-balance, the existing access is acceptable. It is also noted that the existing factory would have generated a number of trips off this access by staff and deliveries with no reported accidents.

#### Junction Radii

There is concern that the junction radii are sub-standard compared to current standards of 6.0m and would result in larger service and delivery vehicles entering the site having to take control of both carriageway lanes. This would be further compromised should on-street car parking take place on the un-named access road. Therefore, should planning permission be granted a condition requiring a Traffic Regulation Order for protection of the junction preventing on-street car parking to maintain a satisfactory access for residents would be suggested.

### Internal Layout

The proposed development is in excess of 5 dwellings and in accordance with Welsh Government advice and the RCTCBC Design Guide the proposed cul-de-sac shall be designed and built to an adoptable standard and conform to the standards in the above mentioned design guide.

The internal layout provides for a 1.8m footway on the development side, 5.5m carriageway and full-size turning facility which is acceptable. A condition has been suggested for full engineering design and detail to include street lighting and surface water drainage of the access leading to the proposed taking into account the access is now proposed as a primary means of access for residential use.

### Parking

In accordance with the SPG Access, Circulation & Parking 2011 the proposed 2 bed dwellings require up-to a maximum of 2 spaces per dwelling with 2 per dwelling provided.

In accordance with the SPG Access, Circulation & Parking 2015 Flats the proposed 1 bed flats require 1 space per unit with 1 space per unit provided. There are 2 visitor spaces required with 1 provided. Taking into account the short term nature of visitor parking the 1 space is acceptable with 1 being able to be accommodated on-street.

The proposed provides for 1 EV car parking space within the car parking court for the flats which is acceptable and equates to 10%. The 2 bed dwellings have driveways to which the dwellings could provide EV charging.

### Conclusion

The proposed is served off an existing access to a commercial premise. The existing use would have generated a number of trips by all types of vehicle including service and delivery vehicles. The proposed development of 10 affordable units would generate limited traffic (1 per 10 mins in peak hour) to and from the existing access with upgrades including a full size turning facility to ensure all vehicles can access/ egress in forward gear. Car parking complies with the SPG. On this basis no objection is raised subject to a number of highway related planning conditions.

### **Public Health**

The application is supported by a Desk Study Report which has been reviewed by the Council's Public Health and Protection Division during the consultation period. The report sets out that there are three historic landfills within 250m of the site and made ground is anticipated to be present. As such, the standard contaminated land conditions were requested.

The Public Health and Protection Division also suggested a number of conditions be attached to any consent in relation to construction noise, waste and dust. Whilst these comments are appreciated, it is considered that construction noise, waste and dust

matters can be more efficiently controlled by other legislation. It is therefore considered the conditions suggested in this respect are not necessary and an appropriate note highlighting them would be sufficient instead.

## **Ecology**

The application is supported by the October 2023 Wildwood Ecology Ecological Impact Assessment which identifies that the site consists of a series of former factory buildings and an area of scrub including the presence of Japanese Knotweed. Reptile surveys at the site found a small population of slow worm present and therefore the report recommends a Reptile Mitigation Strategy is produced.

A Preliminary Roost Assessment found the buildings on site to have low and moderate suitability for bats. Two emergence surveys were then undertaken, and a common pipistrelle was seen emerging from Buildings 2 and 3. This survey therefore confirmed the presence of a bat roost and the requirement for a European Protected Species License has been set out by NRW following consultation.

The reports have been reviewed and considered acceptable by the Council's Ecologist who requests that all mitigation and enhancement recommendations set out in section 5 of the submitted report are conditioned should the development be granted consent.

## **Drainage**

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

## **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.

Planning Policy Wales (Chapter 3) advises that contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable. 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 instance, the only requirement in respect of Section 106 is that the developer enter into an agreement to secure the development as affordable housing in perpetuity.

### **Community Infrastructure Levy (CIL) Liability**

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

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 as amended however, the application site lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a nil charge is applicable and therefore no CIL would be payable.

### **Conclusion**

The application is considered to comply with the relevant policies of the Local Development Plan in respect of all key requirements. The proposed development is acceptable in terms of its appearance and design and in its impact on established residential development around the site. The proposals are also acceptable in terms of general highway considerations, access and car parking and would occupy an entirely sustainable location. Accordingly, a supportive recommendation is made in this case.

### **RECOMMENDATION: GRANT SUBJECT TO S106 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 carried out in accordance with the approved plans:
  - 00(02)100 (Location Plan)

- 00(02)101 Rev D (Site Layout)
- 211(02)200 Rev B (HT 211 Floor Plans)
- 211(02)200 Rev B (HT 211 Elevations)
- 421(02)200 Rev B (HT 421 Floor Plans)
- 421(02)300 Rev B (HT 421 Elevations)
- 2710-SK650 Rev A (Swept Path Assessment)

and documents received by the Local Planning Authority on 25/10/2023, 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. Before the development is brought into beneficial use the means of access, together with the parking and turning facilities, shall be laid out in accordance with the submitted plan 2710-SK650 Rev A and approved by the Local Planning Authority. The car parking spaces shall remain for the parking of vehicles in association with the proposed thereafter.

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

5. Notwithstanding the approved plans, development shall not commence until full engineering design and details of the existing access road and proposed road layout including sections; street lighting details 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: To ensure the adequacy of the proposed development, in the interests of highway and pedestrian 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: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. No development shall commence, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority to provide for;
  - a) the means of access into the site for all construction traffic,
  - b) the parking of vehicles of site operatives and visitors,
  - c) the management of vehicular and pedestrian traffic,
  - d) loading and unloading of plant and materials,
  - e) storage of plant and materials used in constructing the development,
  - f) wheel cleansing facilities,
  - g) the sheeting of lorries leaving the site.

The approved Construction Method Statement shall be adhered to throughout the development process unless 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.

8. No lorries shall access or leave the site between the hours of 08:30-09:30am and 14:30-15:30 pm on weekdays.

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

9. No development shall commence until there has been submitted to and approved in writing by the Local Planning Authority a 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.

10. 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.

11. The development hereby approved shall be carried out in accordance with the methods and recommendations set out in Section 5 of the Wildwood Ecology, Ecological Impact Assessment, dated October 2023.

Reason: To afford protection to animal and plant species in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

12. The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

i. A desk-top study carried out by a competent person 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. A site investigation shall be carried out by a competent person to fully and effectively characterise the nature and extent of any contamination 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. A written method statement for the remediation of contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to commencement and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

Reason: In the interest of health and safety and environmental amenity and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

13. The development hereby permitted shall not be brought into beneficial use until the measures approved in the scheme referred to in Condition 13 have been implemented and a suitable validation report of the proposed scheme

is submitted and approved by the Local Planning Authority. Any validation report shall be carried out by a competent person.

Reason: In the interest of health and safety and environmental amenity and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

14. 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. Any revised contamination proposals shall be carried out by a competent person.

Reason: In the interest of health and safety and environmental amenity and so as to accord with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.