

**PLANNING & DEVELOPMENT COMMITTEE**

**07 NOVEMBER 2024**

**REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

**PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 24/0489/FUL (KL)  
**APPLICANT:** Mr M Coleman  
**DEVELOPMENT:** Demolition of 2no. commercial buildings and replacement with 2no. purpose built commercial buildings, associated car parking and ancillary works (Amended Block Plan/Foul Drainage Arrangements).  
**LOCATION:** Leeway Carpets and Flooring, 550-555 Llantrisant Road, Penycoedcae, Pontypridd, CF37 1PL  
**DATE REGISTERED:** 22 July 2024  
**ELECTORAL DIVISION:** Graig And Pontypridd West

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**RECOMMENDATION:** Approve, subject to conditions

**REASONS:** Whilst the application site is located outside settlement limits, the site has been in commercial (retail) use for a number of years. The proposed development would allow for an established local business (Broadway Van Centre Ltd) to relocate and expand, thereby increasing local economic activity in the area and although the overall use of the site would change from Use Class A1 to Sui Generis, the proposed use for the display and sale of campervans/vans is considered to be similar to that of an A1 use and, on balance, the principle of the proposed development is considered acceptable.

Furthermore, the proposed development would bring a vacant site back into beneficial use and would, in the main, improve the visual impact of the site and the surrounding area. The impact of the development upon the amenity and privacy of nearby residential properties is also considered acceptable, as is its impact on highway safety in the vicinity of the site.

Therefore, whilst the proposals are not entirely compliant with the Rhondda Cynon Taf Local Development Plan, given the balance of other material planning considerations and the planning history of the site, the proposals are considered acceptable.

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**REASON APPLICATION REPORTED TO COMMITTEE**

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

## APPLICATION DETAILS

Full planning permission is sought for the construction of 2no. purpose-built commercial buildings, associated car parking and ancillary works at Llantrisant Road, Penycoedcae, Pontypridd. The proposed new buildings would accommodate Broadway Van Centre, which is a local business (currently operating from 2no. sites on The Broadway in Treforest), specialising in the sale and supply of nearly new and used Volkswagen Transporters.

The proposed buildings would be constructed at the most eastern and south-western ends of the site with a series of car parking spaces being arranged on the remaining area to the front. A 2.4m metal mesh fence has already been erected around the front of the site with an electric gate providing vehicular access off Llantrisant Road (this element of the proposal is retrospective).

Building 1 (at the eastern end of the site) would measure 36m in width by 16m in depth (floor area of 576m<sup>2</sup>) with a shallow pitched roof design that would measure 5.7 metres in height to the ridge and 4.1m in height to the eaves. It would incorporate 4 no. roller shutter doors within the front elevation, 1 roller shutter (sectional) door within the south-western side elevation and a pedestrian access door within the rear elevation.

Building 2 would measure 27m in width by 18m in depth (floor area of 486m<sup>2</sup>) with a shallow pitched roof design that would measure 7.1m in height to the ridge and 5.2m in height to the eaves. It would incorporate 4no. roller shutter (sectional) doors and a separate pedestrian access door within the front elevation, along with a pedestrian access door to the south-eastern side elevation.

Externally, both buildings would be clad using PIR-D microgroove boards (mounted horizontally) in black and light grey, with PIR-D roof panelling in anthracite grey. The sectional and uPVC pedestrian access doors, and the windows in building 2, would also be anthracite grey.

The new buildings would provide for the display and sale of finished VW Transporters along with a workshop for the preparation of vehicles prior to their display and sale. Kitchen and toilet facilities would also be provided for members of staff as well as an administrative office. Details submitted with the application indicate that workshop activities will be limited to general maintenance works (vehicle preparation). No campervan conversions will be undertaken at the site.

The proposal would enable the business to expand and increase the number of employees from 5 to 7 full-time members of staff. No hours of opening have been provided.

In addition to the standard application forms and plans, the application is also supported by the following:

- Pre-application Consultation Report
- Design and Access Statement
- Construction Method Statement
- Highway Design Guide Standard Details – Drawing 110 (Footway and Carriageway Construction – Residential Streets)
- Highway Design Guide Standard Details - Drawing 111 (Vehicle Cross-over)
- Swept Path Analysis
- Permeability Test and Calculations
- Survey for Bats and Nesting Birds (November 2023)
- Green Infrastructure Statement

## **SITE APPRAISAL**

The site relates to an irregular shaped parcel of land which is situated adjacent to Llantrisant Road in Penycoedcae. It measures approximately 0.3 hectares in area and is relatively flat in ground profile.

An existing (vacant) commercial unit lies towards the north-eastern end of the site, with this being set back from Llantrisant Road by a car parking area. A further unit previously stood at the south-western corner; however, that appears to have been recently demolished.

The front of the site has recently been enclosed by metal mesh fencing and an electric gate, which both measure 2.4m in height.

The surrounding area is rural in character; however, this section of Penycoedcae Road is characterised by a number of residential dwellings and commercial buildings. A commercial garage, workshop and Heatherwood Court (a hospital/secure hospital facility) lie to the north-eastern boundary of the site whilst a 2no. detached bungalows and a row of terraced dwellings (including a detached dwelling) lie to the south-west. A disused scrap yard lies to the rear (south-east) of the site.

The main village of Penycoedcae is located approximately 300m to the west and comprises a number of residential dwellings and a Public House. The main town of Pontypridd is located approximately 2km to the north-east.

## **PLANNING HISTORY**

22/0326	Leeway Carpets and Flooring 550-555 Llantrisant Road, Penycoedcae	Variation of Condition 1 (Time Period) of Planning Permission ref. 17/0874	Decision Pending (S106 Agreement)
20/0158	Leeway Carpets and Flooring 550-555	Demolition of 2 No. existing commercial	Granted 01/11/21

	Llantrisant Road, Penycoedcae	buildings and replacement with a new purpose-built premises with a store/cutting room and retail showroom along with associated car parking and landscaping and ancillary works.	
17/0874	Leeway Carpets and Flooring 550-555 Llantrisant Road, Penycoedcae	Variation of condition 1 (Time Limit) and removal of condition 15 (Code for Sustainable Homes) of planning application 10/1084	Granted 27/04/18
10/1084	Leeway Carpets and Flooring 550-555 Llantrisant Road, Penycoedcae	Residential development	Granted 23/07/13
94/0437	Leeway Pine Centre, Llantrisant Road, Pen-Y- Coedcae, Pontypridd, CF37 1P	Variation of condition attached to permission 56/89/0017 (Change use from shop to residential) requiring implementation within 5 years.	Granted 01/08/94
92/0133	550 – 555 Llantrisant Road, Penycoedcae	Extension to existing carpet show room	Refused 19/05/92
91/0045	Shop adjacent Greenacre and Brecon View, Llantrisant Road, Penycoedcae	Side extension	Granted 08/03/91
89/0017	Shop adjacent Greenacre and Brecon View, Llantrisant Road, Penycoedcae	Change of use to residential	Granted 20/06/89
75/1463	Penycoedcae	Storage of Building Material	Refused 25/02/22

## **PUBLICITY**

The application has been advertised by means of direct neighbour notification letters and through the erection of site notices at the entrance to and along Hazel Drive. A further notice has been published in a local newspaper.

No letters of representation have been received.

## **CONSULTATION**

The following consultation responses have been received:

Dwr Cymru Welsh Water:

No objection, condition and advisory notes recommended.

Ecology:

No objection, condition recommended.

Fire Safety:

No objection, standard advice provided.

Flood Risk Management:

No objection, condition recommended.

Highways and Transportation:

No objection, conditions recommended.

Natural Resources Wales:

No objection.

Public Health and Protection:

No objection, conditions recommended (noise, dust, waste during construction).

South Wales Police:

No objection.

No other responses were received within the consultation period.

## **POLICY CONTEXT**

### **Rhondda Cynon Taf Local Development Plan**

*Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 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.*

**Policy CS2 (Development in the South):** sets out criteria for achieving sustainable growth which will be achieved by focusing development within defined settlement boundaries and by reducing daily out commuting by private car and promoting sustainable forms of transport.

**Policy AW2 (Sustainable Locations):** advises that development proposals on non-allocated sites will only be supported in sustainable locations.

**Policy AW4 – Community Infrastructure and Planning Obligations:** indicates when planning obligations may be sought in order to make the proposal acceptable in planning terms.

**Policy AW5 (New Development):** sets out criteria for new development in relation to amenity and accessibility.

**Policy AW6 (Design and Placemaking):** requires development to involve a high quality design and to make a positive contribution to placemaking, including landscaping.

**Policy AW8 – Protection and Enhancement of the Natural Environment:** seeks to preserve and enhance RCT's distinctive natural heritage by protecting it from inappropriate development.

**Policy AW10 (Environmental Protection and Public Health):** development proposals must overcome any harm to public health, the environment or local amenity as a result of pollution and flooding.

**Policy AW14 (Safeguarding of Materials):** identifies that sandstone is to be safeguarded across the County Borough.

## **Supplementary Planning Guidance**

Design and Placemaking  
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 12 (PPW) was issued on 7<sup>th</sup> February 2024 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 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
- Policy 4 – Supporting Rural Communities
- Policy 5 – Supporting the Rural Economy
- Policy 9 – Resilient Ecological Networks – green infrastructure/ecology
- Policy 33 – National Growth Area – Cardiff, Newport and the Valleys

Other relevant policy guidance consulted:

PPW Technical Advice Note 4: Retail and Commercial Development

PPW Technical Advice Note 11: Noise

PPW Technical Advice Note 12: Design

PPW Technical Advice Note 18: Transport

PPW Technical Advice Note 23: Economic Development

Manual for Streets

## **REASONS FOR REACHING THE RECOMMENDATION**

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

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

**Main Issues:**

## **Principle of the Proposed Development**

Policies CS2 and AW2 of the LDP both seek to direct development to areas that are situated in sustainable locations with Policy AW2 further defining sustainable locations as those which are situated within defined settlement boundaries, and which have good accessibility by a range of sustainable transport options and good access to key services and facilities.

In the case of this application, the site is located outside of and detached from the defined settlement boundary and the site is not well connected to the surrounding area. Whilst a bus service passes the site in both directions on Llantrisant Road, the nearest bus stops are located in the main settlement area of Penycoedcae, approximately 350m to the south-west of the site, and at the entrance to Burns Way, approximately 500m to the north-west. Neither of these bus stops are particularly accessible to the site as Llantrisant Road is not served by continuous footways which would result in anyone wishing to travel to the site by bus having to walk in the road for long distances. Furthermore, the town centre of Pontypridd is situated approximately 2km away to the north-east and the site does not have good access to key services and facilities. As such, the site cannot be considered to be located in a sustainable location and the proposal would therefore fail to comply with Policies CS2 and AW2.

Notwithstanding this, the commercial use of the site is long established with the former Leeway Carpets and W2 Construction (and ChemDry previously) having occupied the site for many years. Whilst the former W2 Construction unit has already been demolished, the use of the former Leeway Carpets unit could be re-instated and used by any use falling within the A1 Use Class without the need to apply for planning permission. This includes but is not limited to retail shops and warehouses, post offices, sandwich bars, hairdressers, showrooms (not including car sales/showrooms).

The proposed use of the site by Broadway Van Centre would result in the use of the site being changed from A1 to Sui Generis; however, it is considered that the general use of the site for the display and sale of finished Volkswagen Transporters would be similar to that of an A1 showroom, albeit with some degree of general maintenance and preparation of vehicles prior to their display and sale.

The site has been vacant since July 2022 (Leeway Carpets unit) and July 2023 (W2 Construction unit). As indicated above, the W2 Construction unit has already been demolished (fairly recently), however, the Leeway Carpets unit is still in situ and is currently not in the best condition, although it is not considered that it is completely beyond refurbishment and repair. The proposed development would inevitably see the demolition of the Leeway Carpets unit and the construction of 2no. purpose-built units which would ensure the re-use of the site, bringing it back into beneficial use and improving the overall visual appearance of the site and the surrounding area.



Planning Policy Wales Ed. 12 (PPW12) also indicates that previously developed land should, wherever possible, be used in preference to greenfield sites where it is suitable for development; however, it recognises that not all previously developed land is suitable for development (i.e. due to its unsustainable location). It further states that infilling or minor extensions to existing settlements may be acceptable where it can be demonstrated that the proposal will increase local economic activity.

As indicated above, the site has been vacant for over a year; however, it is understood that the previous use employed 12no. members of staff. Details submitted with the application indicate that the proposed units would be occupied by Broadway Van Centre Ltd, which is an existing local business that currently operates from 2 sites on The Broadway in Treforest. The business has been in operation for 18 years and details submitted with the application indicate that business has outgrown its current site. Furthermore, it is suggested that operating over 2 separate sites affects the effective operation of the business. The proposal would therefore enable an existing local business to re-locate and expand, increasing the number of people employed by the business from 5 to 7 in the first instance with potential for further employment opportunities to be generated in the future. Whilst the number of people employed at the site are currently lower than that of the previous business, it would enable the growth of a long-standing local business and enable it to stay within RCT. It is therefore considered that the proposal would increase local economic activity in the area.

A review of the planning history of the site also reveals that an extant planning permission exists for the construction of 1no. purpose-built retail (A1) unit at the site (Planning Ref. 20/0158). That permission permitted a purpose-built building for the Leeway Carpets business. Prior to this, planning permission was granted for the construction of 6 no. residential dwellings at the site (Planning Ref. 17/874). That permission expired in April 2023 and whilst a further application was made to extend the time period for that development to be commenced (Planning Ref. 22/0326), which Members may recall that they resolved to approve that application subject to a S106 Agreement to secure 1no. affordable housing unit, the S106 Agreement has not been completed and, as such, planning permission has not yet been formally issued. It must be noted that the land has changed ownership since the determination of those applications and, as such, it is unlikely that the S106 Agreement will be completed.

Taking the above into consideration, whilst it is accepted that the site is located outside settlement limits, the commercial use of the site is long established with the use of the site historically being in A1 use. The proposed use of the site for a Sui Generis use which would have similar characteristics to an A1 use and given that the proposal would increase local economic activity in the area and the recent history of the site, on balance, the principle of the proposed development is considered acceptable.

### **Character and Appearance**

The proposal would result in the construction of 2no. large commercial units at the site and there is no doubt that the development would form a prominent addition to the site and would significantly alter its current appearance.

However, the site currently appears rundown and unkempt and is in need of significant investment. It is therefore considered that the proposed development, through the demolition of the existing units and construction of the 2 new units, would result in a development that would considerably improve the existing character and appearance of the site, which is highly visible from Llantrisant Road.

Whilst the immediate area is typically traditional in character, the scale and design of the proposed units are dictated somewhat by their intended use. The proposed units are therefore more modern in their design with large sectional doors to their front elevations. There is some concern that the development would not be in-keeping the surrounding area; however, the layout of the site would be similar to that of the existing with the units being positioned in the same locations as the existing and previous units. The units would be orientated to address the highway with the design and finish being typical of similar commercial developments.

The layout of the site would also allow for sufficient parking areas, refuse areas and for highway improvements to be made without resulting in overdevelopment of the plot. Whilst very little to no landscaping would be provided to the front of the site, primarily due to it forming a sales/car parking area, this is compensated by the provision of a 'green corridor' along the rear boundary. This would incorporate a wildflower meadow habitat and tree planting, which would aid integration with the open countryside to the south-east.

In terms of the overall scale and design of the proposed units, they would both be larger than the existing/previous units and there is some concern in this regard, particularly given that building 2 which is the tallest of the two buildings (7m in height to the ridge) would be sited closer to Llantrisant Road where it would have the greatest visual impact. However, both units would be set back into the site and would not breach the existing building line of 'Brecon View' to the south-west or the commercial garage to the north-east and, on balance, it is considered that the overall development would improve the overall visual appearance of the site.

As such, whilst there are some concerns in this regard, it is not considered that the proposed development would have such an adverse impact upon the character and appearance of the surrounding area that it would warrant the refusal of the application.

### **Residential Amenity and Privacy**

The proposed development would result in a more substantial structure at the south-western end of the site than what existed previously. However, taking into account that a separation distance of at least 15 and 20 metres would be maintained between building 2 and Brecon View to the south-west and Greenacres to the south respectively, and the

shallow pitch design of the proposed roof with an eaves height of 5.2m, it is not considered that the development would result in an adverse overbearing or overshadowing impact upon those properties. Furthermore, given the nature of the proposed development, it is not considered that the development would result in any adverse levels of overlooking.

The commercial garage to the north-east of the site is also unlikely to be affected by the proposed development.

Notwithstanding this, it is considered that there is potential for the development to result in some degree of noise and disturbance as a result of its operation. Whilst nearby residential properties will have become accustomed to some noise and disturbance as a result of the previous retail use, there is further potential for the general maintenance works associated with the preparation of vehicles for display/sale to have an increased impact. Given that the buildings are intended for such purposes, it is considered that vast majority of noise generated as a result of these activities would be contained within the proposed units. Whilst there would still be some potential for noise and disturbance as a result of the coming and goings of customers/staff, it is considered unlikely that this would be greater than the previous A1 use; however, in order to ensure that the proposed use of the site would not result in adverse levels of noise, it is considered necessary to impose a condition to restrict the hours of operation to the following (as per the previous consent):

- Monday to Friday 07:30 – 18:00
- Saturday 08:00 – 17:30
- Sundays and Bank Holidays 10:00 – 16:30

Taking the above into account and the fact that no objections have been received from local residents, the application is considered acceptable in this regard.

### **Access and Highway Safety**

The application has been assessed by the Council's Highways and Transportation Officer and no objection is raised to the proposal (subject to conditions). The comments received are summarised as follows:

#### *Access*

The application site is served off Llantrisant Road which is a classified road linking A4058 and Pontypridd to the north with A4119 and Royal Glamorgan Hospital and Llantrisant Business Park to the south. It has an average two-way daily traffic flow of 5824 vehicles.

Llantrisant Road in the vicinity of the proposed development has a carriageway width of 5.9m and a speed limit of 30mph. There are no footways or cycleways for a considerable distance to link the site to the local footway and cycleway network, resulting in the site location being non-compliant with PPW12 and Active Travel, which gives cause for concern.

The applicant has proposed setting the site boundary back for the provision of a 2.0m wide footway along the frontage of the site, which is acceptable. Construction details of the proposed works to the footway have been provided which are also considered acceptable.

### *Vision Splays*

Llantrisant Road is subject to a 30mph speed limit in the vicinity of the site. In accordance with TAN18: Transport, the junctions between the access to the proposed development and Llantrisant Road have vision splay requirements of 2.4 x 40m.

The site plan indicates vision splays of 2.4m x 40m, which accord with TAN18 and are therefore acceptable.

### *Parking*

The proposal provides for the following off-street car parking provision:

- 5 car parking spaces allocated to staff.
- Up to 11no. car parking spaces available for customer parking.
- 1no. commercial vehicle parking space
- 3no. cycle parking spaces.

Details submitted with the application indicate that 10% of car parking spaces (2 spaces) would have EV charging facilities. Further, no car transporters are used at the existing facility, and none are proposed at this site with vans being individually sourced and delivered to customers with 50% of sales being made online.

Taking the above into consideration, the off-street car parking/commercial parking provided is considered acceptable.

### *Swept Path Analysis*

Swept path analysis has been undertaken for a 10.0m rigid vehicle to ensure that the proposed layout design allows for service and delivery vehicles to access and turn within the site to exist in forward gear, which is acceptable.

### *Construction Method Statement*

The Construction Method Statement submitted is acceptable for the proposed development.

### **Other Issues:**

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation:

## **Land Drainage**

### *Surface Water Drainage*

The Council's Flood Risk Management Officer notes that the development would have a floor area of over 100m<sup>2</sup>, and as such, it is advised that under Schedule 3 of the Flood and Water Management Act 2010, a separate application for Sustainable Drainage Approval will be required to be made to the Sustainable Drainage Systems (SuDs) Approval Body (SAB). It is further advised that the applicant will be required to comply with Part H of the Building Regulations.

Details submitted with the application indicate that surface water will be disposed of via a sustainable drainage system; the Flood Risk Management Officer considers that further information is required to demonstrate compliance with the requirements of Section 8.3 of Technical Advice Note 15: Development and Flood Risk (TAN15). As such, a condition is recommended in this regard.

Dwr Cymru Welsh Water further advise that surface water drainage should be drained via a sustainable drainage system as it will not be permitted into the public sewerage network. As such, a condition is recommended to prevent surface water and/or land drainage from connecting direct or indirectly to the public sewerage network; however, as the proposal would be subject to separate SuDs approval, the conditions recommended by the Flood Risk Management Officer and Dwr Cymru Welsh Water are not considered necessary.

### *Foul Drainage*

Dwr Cymru Welsh Water has not raised any objection to the principle of the foul flows discharging to the public sewerage system.

## **Ecology**

The application is supported by an Ecology Report which includes a bat and nesting bird building inspection. The report concludes that for reasons of building condition, the bat roost potential is very low; however, there is some nesting bird use. The Council's Ecologist has reviewed the report and considers that it is reasonable to equate the conclusion of very low bat potential to that of negligible bat roost potential and, as such, the proposal does not trigger a requirement for bat emergence/return surveys. It is noted that this conclusion is supported by an earlier assessment of the buildings from 2020, which concluded negligible bat roost potential.

As such, the Council's Ecologist does not raise any objection to the proposal; however, a condition is recommended for details of precautionary bat mitigation, nesting bird

mitigation and enhancement and green infrastructure measures, outlined in Section 4 of the report.

## **Archaeology**

Whilst no consultation response has been received from Heneb (GGAT), it is noted that the previous application (20/0158) was subject to a condition for a written scheme of historic environment mitigation to be submitted. The comments received from GGAT during the course of that application indicated that the application area is approximately 90m to the west of Scheduled Monument, Pen-Y-Coedcae Roman Camp (Cadw Ref. GM267). Given that Roman remains have been encountered during previous archaeological work undertaken in the area, there is a high potential for archaeological remains and features, especially associated with the Roman marching camp, to be revealed during the proposed groundworks. As such, the condition is considered relevant and necessary for this application.

## **Public Health & Protection**

No objections have been received from the Council's Public Health and Protection Division in respect of the application. They did however suggest 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.

## **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 CIL rate for this type of development as set out in the Charging Schedule is £nil and therefore no CIL is payable.

## **Conclusion**

Whilst the application site is located outside settlement limits, the site has been in commercial (retail) use for a number of years. The proposed development would allow for an established local business (Broadway Van Centre Ltd) to relocate and expand, thereby increasing local economic activity in the area and although the overall use of the site would change from Use Class A1 to Sui Generis, the proposed use for the display and sale of campervans/vans is considered to be similar to that of an A1 use. In balance, the principle of the proposed development is considered acceptable.

Furthermore, the proposed development would bring a vacant site back into beneficial use and would, in the main, improve the visual impact of the site and the surrounding

area. The impact of the development upon the amenity and privacy of nearby residential properties is also considered acceptable, as is its impact on highway safety in the vicinity of the site.

Therefore, whilst the proposals are not entirely compliant with the Rhondda Cynon Taf Local Development Plan, given the balance of other material planning considerations and the planning history of the site, the proposals are considered acceptable.

**RECOMMENDATION: Approve, subject to 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 plans and documents received by the Local Planning Authority on 14 May and 9 September 2024 unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Site Location Plan
- Drawing No. BP1A: Block Plan
- Drawing No. 1: Proposed Floor Plan – Building 1
- Drawing No. 2: Proposed Floor Plan – Building 2
- Drawing No. 3: Proposed Elevations – Building 1
- Drawing No. 4: Proposed Elevations – Building 2
- Drawing No. 110: Highway Design Guide Standard Details: Footway and Carriageway Construction (Residential Streets)
- Drawing No. 111: Highway Design Guide Standard Details: Vehicular Crossover (Residential Streets).

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

- 3 Before the development is brought into use the means of access, together with the vision splays, parking and turning facilities, shall be laid out in accordance with the submitted plan BP1A and approved by the Local Planning Authority. The car parking spaces shall be surfaced in permanent material and remain for off-street car parking 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.

- 4 The approved Construction Method Statement shall be implemented on site and remain in operation throughout the construction phase unless agreed in writing by the Local Planning Authority.

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

- 5 Prior to the commencement of development, full details of all precautionary, mitigation and enhancement, and green infrastructure measures referred to in Section 4 of Ecology Report (by DCE, dated November 2023) shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

- 6 No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme of landscaping 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.

- 7 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 buildings or completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 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.

- 8 No development shall commence until a written scheme of historic environment mitigation has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the programme of work shall be carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological



resource in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

9 The public opening hours for the business hereby approved shall be as follows:

- Monday to Friday 07:30 to 18:00 hours
- Saturday 08:00 to 17:30 hours
- Sundays and Bank Holidays: 10:00 to 16:30 hours

Reason: To define the scope of the permitted use and in the interests of the amenity of neighbouring occupiers in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

10 Building operations shall not be commenced until a scheme to enable the provision of gigabit capable broadband infrastructure from the site boundary to the dwellings 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.