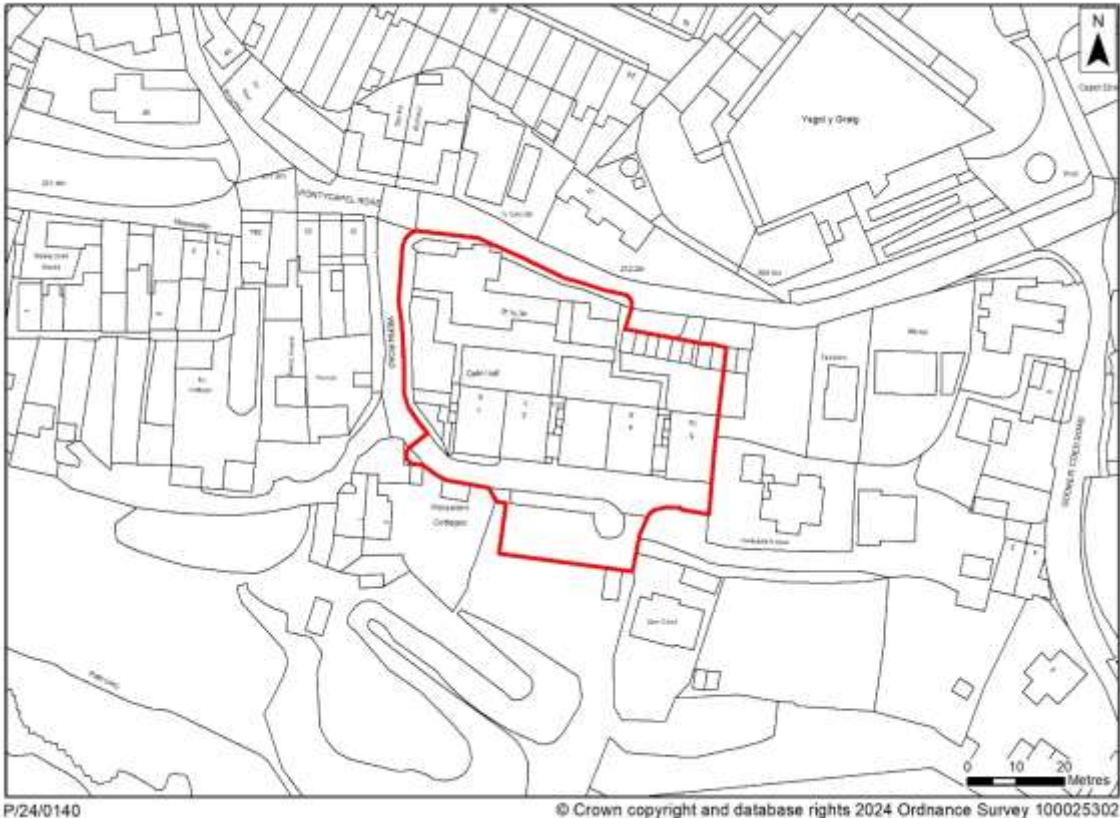


DATE WRITTEN	4th November 2024
REPORT AUTHOR	Judith Jones
CASE OFFICER	David Cross
COMMITTEE	Planning and Regulatory
COMMITTEE DATE	13th November 2024

Application No. P/24/0140	Date 10th June 2024	Determining Authority MTCBC
Proposed Development	Location	Name & Address of Applicant/Agent
Redevelopment of site involving the demolition of existing buildings and construction of new buildings to accommodate 40 No. residential flats, parking, landscaping, sub-station, bin store, air source heat pump, engineering works, drainage, roof top solar provision and associated works	Cefn Isaf Flats Pontycapel Road Cefn Coed Merthyr Tydfil CF48 2RA	Mr Leon Williams c/o Geraint Jones Asbri Planning Ltd. Unit 9 Oak Tree Court Cardiff Gate Business Park



APPLICATION SITE

This application relates to a site that currently accommodates two blocks of flats, known as Cefn Isaf, which are unoccupied and appear to be in a state of disrepair. It is also noted in the Planning Statement that the buildings are considered to have structural problems, hence they are no longer occupied. The site is located in a predominantly residential area in the southern part of Cefn Coed and is bound to the north by Pontycapel Road with Wern Road to the west, which continues around to the south of the site. To the east are adjoining residential properties (being Canberra House and a new dwelling that is under construction). The application site is largely surrounded by residential properties and along part of the northern boundary is a row of private domestic garages and to the north-east is Ysgol Y Graig Primary School. To the south of the site is the open countryside which includes the River Taff and Taff Trail.

The topography of the site slopes down significantly from north to south, which is reflected in the particularly steep nature of Wern Road and in the current design of the existing blocks of flats. The flats are generally split across two levels with the building in the northern part of the site comprising a series of irregular blocks being three storey high and directly adjoining the highway. In the southern part of the site, the building is more uniform and is four storey high with large glazed features on the southern elevation. A plateau is formed at the centre between the buildings with a series of raised walkways and stepped access to the differing levels of the site.

PROPOSED DEVELOPMENT

Full planning permission is sought for the redevelopment of the Cefn Isaf site involving the demolition of the existing flats and the construction of two new buildings to accommodate a total 40 No. residential flats, which would comprise 25 No. one bedroom flats and 15 No. two bedroom flats.

It is proposed that Block A would be located in the western part of the site, with Block B in the eastern part. The buildings would generally be set back from the adjacent highways and at the centre of the site would be a hard and soft landscaped area comprising a communal area with stepped and ramped access points leading to Pontycapel Road and Wern Road.

Both of the blocks of flats would appear as 3 to 5 floors, due to sloping nature of the site, with elements of the buildings being constructed at lower ground levels. For example, from Pontycapel Road (being the highest point of the site) the northern elevation of Block A would appear to be 3 storey high. However, from the south (being the lowest part of the site) the building may appear to be 5 storey high, although the top level of the building is recessed from the sides and may not be visible at the street level. There would be a similar arrangement in the case of Block B, however it is noted that this building would be positioned at a lower ground level to Pontycapel Road due to its position within the site.

The buildings would be of the same general design incorporating the same design features, which would include a rough rendered finish on the elevations at the lower levels and a smooth rendered finish on the upper levels of the building. The

fenestration would comprise a simple arrangement of windows separated by a number of balconies, which would offer small areas of private amenity space. The buildings would have a flat roof construction with an array of solar panels, which would be screened by a parapet wall along the building edges.

The proposal includes the provision of a sub-station and refuse collection point in the north-west corner of the site adjacent to the highway and the provision of an air source heat pump and refuse point in the southern car parking area.

The development would utilise the existing highway network as the principle means of access to the site with the provision of 10 off-street parking spaces along the northern boundary of the site, which would be accessed from Pontycapel Road. A total of 20 parking spaces would also be provided at the southern part of the site, which would form a small carpark and would be served off Wern Road. The proposal also includes a total of 4 disabled parking spaces. The pedestrian access through the site would consist of ramped and stepped accesses linking to the parking areas in the northern and southern parts of the site. These would converge at a central communal area between the two buildings, where the main entrances into the flats are located.

The landscaping scheme principally at the centre of the site and along the site boundaries would comprise a series of grassed areas including wild flower species, rain gardens, some areas would include dense barrier planting and a number of trees would be planted. The landscaping at the centre of the site has been designed to form part of the main social/communal area, with the landscaping along the boundaries of the site to provide a buffer between the development and the adjacent properties.

PLANNING HISTORY

P/17/0188 - External refurbishment works

Permission GRANTED on 04.08.2017

P/19/0032 - Refurbishment of existing buildings and alterations to existing car park and bin stores

Permission GRANTED on 09.07.2019

CONSULTATION

Head of Engineering and Highways	-	No objection subject to a condition relating to the provision of a travel plan
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Planning Policy Officer	-	No objection
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Planning Ecologist	-	No objection subject to conditions relating to ecological mitigation and management
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Strategic Housing Team	-	The residential scheme is supported and would provide much needed housing.
Environmental Health Manager	-	No objection subject to conditions relating to construction hours, site management and unexpected land contamination
Natural Resources Wales	-	No objection subject to conditions to secure bat roost compensation and lighting scheme.
Welsh Water	-	No objection subject to a condition relating to surface water and land drainage

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to neighbouring properties on 19.06.2024, site notices were displayed around the site on 27.06.2024 and a notice was placed in the local press on 27.06.2024.

No representations were received as a result of the publicity exercise.

POLICY CONTEXT

National Policy

The Future Wales – the National Plan 2040 sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

Policy 2: Supports the growth and regeneration of towns and cities, which should contribute towards sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed use centres and public transport, integrated with green infrastructure.

Policy 7: seeks to increase the delivery of affordable homes in response to local and regional needs and to explore all opportunities to increase the supply of affordable housing.

Policy 9: To ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure. This can include safeguarding areas of ecological importance, as well as identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking.

Policy 12: Improving regional connectivity should be supported and in urban areas, priority should be given to improving and integrating active travel and public transport.

Active travel must be an essential and integral component of all new development, large and small.

Planning Policy Wales (PPW), Edition 12, February 2024:

Para 3.5 – 3.15 set out the importance of high quality design to ensure inclusive design, to promote environmental sustainability and ensure high environmental quality. Regard should also be given to the special characteristics of an area, community safety and to encourage sustainable forms of transport.

Para 3.55 notes that previously developed land wherever possible should be used in preference to greenfield sites where it is suitable for development.

Para 4.0.3 seeks to ensure new development is designed in a way that minimises the need to travel, reduced dependency on the private car and enable sustainable access to employment, local services and community facilities. This is achieved through integrating development with sustainable transport and maximise the provision and use of sustainable forms of travel.

Para 4.1.43 – 4.1.56 set out the need to reduce the level and speed of traffic in new development, the provision of car parking and how this may be integrated into new development to minimise the reliance on cars. Transport assessments are also an important mechanism to determine anticipated impacts a development proposal may have.

Para 4.2.17 states that maximising the use of suitable previously developed and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites.

Para 4.2.25 – 4.2.34 set out the need to secure affordable housing for those who cannot afford market housing, both on first occupation and for subsequent occupiers and there should be an appreciation of the demand for different types of housing.

Para 6.4.11 – 6.4.14 note that the step-wise approach should be followed to maintain and enhance biodiversity and build resilient ecological networks to deliver net benefits and to ensure that any adverse environmental effects can first be avoided, mitigated or compensated. Regard should also be given to any potential impacts on protected species which may result in disturbance or harm to the species or its habitat.

Para 6.4.15 – 6.4.17 sets out the stepwise approach that should be followed to avoid harm, set out measures to minimise impact and the provision of effective mitigation or restoration measures.

Para 6.4.35 acknowledges that the presence of species protected under European and UK Legislation or under Section 7 of the Environment (Wales) Act 2016 is a material consideration. It also notes the need for derogation licenses to be sought from NRW.

The policies in PPW are supported by Technical Advice Notes (TANs), the most relevant TANs to this application are as follows:

- TAN 2: Planning and Affordable Housing (June 2006)
- TAN 5: Nature Conservation and Planning (September 2009)
- TAN 12: Design (March 2016)
- TAN 18: Transport (March 2007)

Local planning policy

Merthyr Tydfil Replacement Local Development Plan (LDP) 2016-2031:

- Policy SW1 - Provision of New Homes
- Policy SW2 - Provision of Affordable Housing
- Policy SW4 - Settlement Boundaries
- Policy SW9 - Planning Obligations
- Policy SW11 - Sustainable Design and Placemaking
- Policy SW12 - Improving the Transport Network
- Policy CW1 - Historic Environment
- Policy EnW1 - Nature Conservation and Ecosystem Resilience
- Policy EnW2 - Internationally and Nationally Protected Sites and Species
- Policy EnW3 - Regionally Important Geological Sites, Sites of Importance for Nature Conservation, Local Nature Reserves and Priority Habitats and Species.
- Policy EnW4 - Environmental Protection

Supplementary Planning Guidance (SPG):

- SPG 1 Affordable Housing, March 2012
- SPG 2 Planning Obligations, March 2012
- SPG 4 Sustainable Design, July 2013
- SPG 5 Nature and Development, May 2015

PLANNING CONSIDERATION

Land use

The application site is located within the Primary Growth Area and settlement limits where new development is generally encouraged and supported in principle by Policy SW4 of the LDP. The existing buildings within the site currently provide a total of 34 residential units with a mixture of 1, 2 and 3 bedroom flats. The proposed development would be of a similar scale with a total of 40 residential units comprising 1 and 2 bedroom flats. Therefore, the principle of the development to accommodate flats within the site has already been established.

Due to the poor condition of the buildings and the need to provide new houses across the County Borough, the proposed development would assist in meeting the objectives of Policy SW1, which seeks to deliver 2,821 additional homes by 2031. Additionally, the development would contribute towards the provision of affordable houses, as the

site would continue to be managed by a Registered Social Landlord (Merthyr Valleys Homes). The development would also enable an otherwise redundant site to be brought back into beneficial use.

Design and landscaping

It has been highlighted in the Design and Access Statement that the existing buildings within the site are deemed to be in a poor condition and are of a generally poor design and layout that does not integrate well with its surroundings. Accordingly, the proposal involves the demolition of the existing buildings, to provide a modern development with improved amenities for the future occupiers and provide a more integrated landscaping scheme that helps to improve biodiversity interests and better link the development to its surroundings.

The layout of the development has been carefully considered through an iterative design process, to ensure the general mass and scale of the buildings do not present any greater impact on the existing neighbouring properties.

The footprint of the proposed buildings would generally be smaller than that of the existing blocks of flats, which enables a greater area of the site to be utilised as amenity space and provide a central communal area with a series of pedestrian links to better connect the development with Pontycapel Road and Wern Road. The proposed buildings would be setback from the adjoining highways to accommodate parking and landscape features, which would create a greater sense of openness, especially along Pontycapel Road, which is currently dominated by the existing flats that abut the highway. The central landscaped area to be constructed between the proposed buildings would provide a more usable area of open space that is accessible, well overlooked and attracts natural light. The central area would provide a visual break to the otherwise enclosed highway and contribute to the overall sense of place, which in combination with the recent new school building (Ysgol Y Graig) would further enhance the quality of the area.

The Design and Access Statement sets out the various configurations that were reviewed to ensure the general scale and mass of the buildings sit well within the surrounding context. In this regard the proposed buildings would be of a similar height to the existing flats, with Block B being slightly higher. To reduce some of the mass of the buildings, the top floor of each block would also be stepped back. Additionally, the separation distance between the buildings and their siting within the site would present a less bulky form of development with suitable open spaces provided to offer some relief to the built form. Therefore, the scale and mass of the buildings is deemed to be acceptable.

The proposed material finishes would comprise of rendered elevations to generally reflect the character of the area. The lower section of the buildings would be finished with a textured render, which would contrast with the smooth render on the upper levels. This would assist in visually breaking up the mass of the building. Glazed tiles would be utilised around the main entrances to make these elements of the building stand out more. It is proposed that the rendered finishes would have earthy green tones to give the building a natural-looking palette that softens the appearance of the building within the wider landscape, whilst adding vibrancy to the site.

A detailed landscaping plan has been submitted that sets out the key areas to be planted, which would include areas of wildflower grassland, shrubs, rainwater gardens and trees planted around the central area. Wildflower grassland would be provided around the boundaries of the site, together with dense barrier planting and shrubs in raised planters located around amenity areas serving the ground floor flats. Additionally, both of the blocks of flats would incorporate green roofs, where planting is introduced to contribute to biodiversity interest and assist with the attenuating of surface water. The proposed landscaping scheme is deemed to be acceptable, it would be an integral feature of the development that softens the character of the area, it would improve the quality of the area and it would contribute to the sense of place. Accordingly, the overall design and landscaping is acceptable and complies with Policy SW11 of the LDP.

Residential amenity

The proposed blocks of flats would be situated in an area where it is generally surrounded by residential properties on all side, which would not differ to the current arrangement for the existing flats.

To the south of the site are three residential properties that would be affected by the development, namely 1 & 2 Penywern Cottages and Erw Coed. These dwellings would be situated approximately 20m and 27.5m away from the development respectively. The southern aspect of the development would be where the height of the buildings would be seen at its greatest due to the sloping nature of the site. The southern elevation of the flats would also include a series of windows and balconies that have views towards these properties. Whilst the flats would give rise to a degree of overlooking, this would not differ greatly from the present situation. Given the provision of a central landscaped area that breaks up of the extent of the southern frontage, the sense of overlooking may be reduced slightly. The blocks of flats would be sited a sufficient distance away from these properties and would not result in an overbearing impact. Indeed it should be noted that Block A would be set back further away from Penywern Cottages than the existing building, which would further reduce any potential impact.

To the north of the site, the development would have the greatest impact on Teg-Fan, Brynolaf, Ty Gwyrdd and 47 Pontycapel Road. These properties would be separated away from the development by approximately 22m to 30m. Both of the blocks of flats would be setback approximately 8m to 13m from the main highway and due to the topography of the site would be positioned at a lower ground level. This has the effect of reducing any overbearing impact when compared to the present situation where the existing flats abut the highway. Whilst there would be some inter-visibility between the development and the properties to the north, they are deemed to be a sufficient distance apart to not cause any significant overlooking concern, which again would not likely be any worse than the present situation.

To the west of the site there is a row of terraces (31-33 Pontchapel Road), Gored House and Preswylfa, which would likely be most affected by the development. The siting of Block A would not be dissimilar to that of the existing buildings with a setback from Wern Road. The western elevation of Block A would incorporate a series of

windows and balconies that would give rise to some overlooking of garden areas. However, this would not differ greatly from the present situation, where there are already a number of windows and raised walks that give rise to a similar level of overlooking. Furthermore, it is noted that due to the topography of the area, the properties that adjoin the highway have limited privacy in their gardens and are particularly visible at pedestrian level.

To the east of the site, the development would have the greatest impact on Canberra House and a recent bungalow that has been constructed off Ponycapel Road (adjacent to Fairholm). It is noted that Canberra House would be relatively close to the development with Block B being approximately 12m away from their integral garage. However, it should be noted that Block B has been positioned approximately 5m further away from the adjoining boundary with Canberra House than the existing buildings. As such the development would have a slightly reduced overbearing affect. It is noted that there are windows and balconies that would overlook the front garden of Canberra House, but this would not differ greatly from the present situation where there are large glazed areas overlooking the property in a similar manner. The recently constructed bungalow next to Fairholm is located approximately 13m away from Block B and due to the change in levels, the majority of the building would be at a lower level to the bungalow. As such there would not be any significant overbearing impacts. It is noted that the eastern elevation of the building would incorporate windows and balconies, of which those positioned on the upper levels would overlook the garden areas to some degree. There would be no direct overlooking into the bungalow and the windows/balconies would be approximately 11m away from the garden boundaries. This separation distance is deemed to be reasonable and would not differ to what you might typically expect between residential properties.

As outlined above, the general siting and scale of the development in relation to the surrounding properties would not likely give rise to any significant overbearing impacts that would greatly differ to the present situation. In some cases, the potential impact would likely be reduced slightly. There are a number of instances where the development would likely result in a degree of overlooking towards the neighbouring properties. In most instances, this would not differ greatly to the present situation and generally sufficient separation distances have been maintained. As such, it is considered that the development would not have an unacceptable impact on the amenities of the neighbouring occupiers. In this regard it should be noted that no objections were received from the local residents following the publicity exercise undertaken. Accordingly, the development complies with Policy SW11 of the LDP.

Ecological impact

It has been identified by the Council's Ecologist that the disused blocks of flats are situated close to high quality well-connected woodland and wooded river corridor to the south, which is likely to be an important foraging and commuting habitat for a wide range of protected species including bats and birds. The site is also in close proximity to Cwm Taf Fawr SINC (Site of Importance for Nature Conservation) approximately 104m to the south of the site. Accordingly, a Preliminary Ecological Appraisal (PEA) and a Bat Survey Report have been submitted in support of the application, together with a Green Infrastructure Statement and Biodiversity Enhancement Plan.

It is noted that the existing grassland on site, in some areas, is dense enough to provide cover for reptiles and amphibians. However, given that these areas are discreet and isolated and given the poor connectivity to more suitable habitats, the PEA considers the site to be unlikely to support reptiles or amphibians, nor were any identified within the site during the surveys.

It has been highlighted in the Bat Survey Report that the existing building supports roosting bats, being a low number of soprano pipistrelles, common pipistrelles and as a night roost for lesser horseshoe bats. Given that the proposal involves the demolition of the existing buildings on site, the development would effectively result in the loss of the bat roosts. To mitigate this impact it is proposed that new roosting locations for pipistrelle bats and lesser horseshoe bats would be provided within the fabric of the building. However, during the construction phase of the development, temporary bat roosts would be provided, which would include two bat boxes mounted on poles. For lesser horseshoe bats a new structure would need to be provided within the site to compensate for the loss of an old store room that is currently being used as a night roost. The enhancement of the roosting provision within the site would result in a net gain for roosting bats post-development. Given the presence of bats, notably lesser horseshoe, the developer would be required to obtain a European Protected Species License from Natural Resources Wales (NRW) prior to any demolition works taking place.

Further information would be required in respect of the mitigation measures, which would also need to take into account any potential external lighting to ensure dark corridors are maintained. These are matters which can be appropriately addressed by condition.

It is acknowledged that NRW have not raised any objection to the development subject to conditions being put in place to ensure the lesser horseshoe bat roost structure is provided and that the lighting scheme is agreed to maintain dark corridors and connectivity to the surrounding habitats. Similarly, the Council's Ecologist has not raised an objection to the development but advises that conditions be put in place to secure the appropriate mitigation measures, lighting scheme, construction environment management plan and a landscape, habitat and ecology management plan.

It has been highlighted in the PEA that a non-native invasive plant species (Cotoneaster) has been identified within various parts of the site that will need to be eradicated to ensure it is not more widely spread. This is a matter that can be addressed by condition to ensure an appropriate strategy is put in place to manage the invasive species prior to any demolition of site clearance works.

Whilst the development would have an impact on protected species and their habitats, appropriate mitigation and compensation measures would be put in place that would overall provide a net benefit to the site post development. Accordingly, the proposal complies with policies EnW1, EnW2 and EnW3 of the LDP.

Highway implications

A Transport Statement (TS) has been submitted in support of the application, which considers the potential level of traffic generated by the development, access, parking provision and its location in relation to local services and facilities.

An assessment of the trip generation has been undertaken taking into consideration the level of traffic that would have been generated by the existing blocks of flats and the potential traffic generated by the current proposal. The TS indicates during peak morning times (08:00 to 09:00) there would be an increase in 2 additional trips being generated, rising from 12 to 15 two-way traffic movements (i.e. persons arriving and departing). During peak evening times (17:00 to 18:00) there would be 3 additional trips generated, rising from 16 to 18 two-way traffic movements. This potential small increase in traffic movements would have a negligible impact along the local highway network. In this regard, the Head of Engineering and Highways has not raised any highway safety concerns.

Access to the site would be via the adopted highway along Pontycapel Road and Wern Road. It is noted that these highways, in some areas, are narrow with limited passing ability for vehicles. Notwithstanding this, the use of these roads to serve the development is deemed to be acceptable and would not significantly change from the present situation with the existing blocks of flats should they be occupied. The Head of Engineering and Highways has advised that the highway network can suitably accommodate the development and notes that the means of access to the site, access for refuse vehicles and access to the parking areas meets the appropriate standards.

The site currently accommodates 12 parking spaces to serve the existing blocks of flats, which is a considerable shortfall of what would normally be required. It is proposed that a total of 30 off-street parking spaces would be provided to serve the new development. It is acknowledged by the Head of Engineering and Highways that the provision of parking falls short of the CSS Wales Parking Standards, which would seek at least 1 parking space per flat. However, it has been accepted that the proposal would provide a considerable betterment to the current parking situation. Furthermore, given that the development would be providing affordable residential units, it would be likely that some residents may not own a car, which would further reduce any pressures for parking in the area.

It is considered that the development is situated in a sustainable location with public transport available within walking distance of the site and there are links to nearby cycle networks. It has been suggested by the Head of Engineering and Highways, that a Travel Plan could be submitted, which sets out the measures that could be put in place to further encourage and support sustainable travel. This is something that could be secured as a planning condition.

For the reasons noted above, the proposed development is not considered to give rise to any adverse highway safety concerns. Therefore the proposal complies with Policy SW11 of the LDP.

Heritage impact

The proposed development has the potential to be viewed within the context of Cyfarthfa Conservation Area (to the south and east of the site) and the Cefn Railway Viaduct (to the north-west) which is a Grade II* listed building. As such a Heritage Statement has been submitted in support of the application, which focuses on the setting of the above heritage assets.

It is concluded in the report 'that the existing buildings have a negative impact on the areas on account of being of significantly greater scale than the neighbouring traditional buildings. However, when seen in long views from the viaduct there are other equally large buildings that stand out, such as the Cefn Coed Club. The proposed development will result in change to site but the overall impact on the heritage will be neutral as the greater mass will be mitigated by improved materials and design. The special architectural and historic character of the neighbouring conservation area and heritage assets will be preserved'.

Accordingly, it is considered that the development can be accommodated within the historic landscape without adversely impacting on the character or setting of historic assets. Indeed the development would improve the overall character and appearance of the site in its surrounding context. Therefore, the proposal complies with Policy CW1 of the LDP.

Planning obligations

Policy SW2 of the LDP sets out the target for development proposals to deliver up to 253 affordable dwellings across the County Borough to meet an identified housing need. Policy SW9 of the LDP seeks contributions towards the provision of affordable housing. In this respect, residential developments, comprising 10 or more dwellings within the Primary Growth Area, shall be required to provide 10% on-site affordable housing.

It is acknowledged that the proposed development would provide 100% affordable housing (40 units). This would far exceed the requirements of Policy SW9, which would seek a minimum of 4 units to be provided on site. It has been highlighted by the Strategic Housing Team that the provision of much needed affordable housing is fully supported and that the development would deliver much needed housing in the area. The provision of affordable housing can be secured by condition to ensure it is delivered in accordance with Policy SW9 of the LDP.

CONCLUSION

The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act") has been taken into consideration when determining this application. In reaching the following recommendation, the ways of working set out at section 5 of the WBFG Act have been considered and thus the proposal is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by section 8 of the WBFG Act.

For the above reasons, the principle of the development is deemed to be acceptable. It would be of an appropriate design that integrates well with its surroundings and improves the overall quality of the area. The proposal would not give rise to a significant adverse impact on the neighbouring properties and would have an acceptable impact on the local highway network. The development would also deliver much needed affordable housing. Therefore, the development is acceptable and complies with the relevant policies. Accordingly, the following recommendation made:

RECOMMENDATION: BE APPROVED subject to the following **CONDITIONS:**

1. The development shall begin not later than five years from the date of this decision.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and documents:

Dwg (04)111 P07 - Proposed Landscaping Plan
Dwg (04)110 P06 - Proposed Site Plan
Dwg (20)205 P04 - Roof Plan
Dwg (20)105 P04 - Roof Plan
Dwg (20)204 P04 - Third Floor Plan
Dwg (20)104 P04 - Third Floor Plan
Dwg (20)203 P04 - Second Floor Plan
Dwg (20)103 P04 - Second Floor Plan
Dwg (20)202 P04 - First Floor Plan
Dwg (20)102 P04 - First Floor Plan
Dwg (20)201 P04 - Ground Floor Plan
Dwg (20)101 P04 - Ground Floor Plan
Dwg (20)200 P04 - Lower Ground Floor Plan
Dwg (20)100 P04 - Lower Ground Floor Plan
Dwg (20)251 P05 - Block B Elevations
Dwg (20)250 P05 - Block A Elevations
Dwg (20)220 P04 - Sections 01
Dwg (20)121 P04 - Proposed Site Sections 02
Dwg (20)120 P04 - Proposed Site Sections 01
Dwg (20)150 P04 - Proposed Street Scenes
Dwg(04)112 P04 - Proposed Access Plan
Dwg (04)113 P06 - Proposed Boundary Treatment Plan
Dwg (04)115 P05 - Proposed ASHP Enclosure
Dwg (04)116 P05 - Proposed Substation
Dwg (04)114 P04 - Proposed Bin Store
Dwg (20)405 P04 - Home Layout Plan 06
Dwg (20)404 P04 - Home Layout Plan 05
Dwg (20)403 P04 - Home Layout Plan 04
Dwg (20)402 P04 - Home Layout Plan 03
Dwg (20)401 P04 - Home Layout Plan 02
Dwg (20)400 P04 - Home Layout Plan 01

Reason -To ensure compliance with the approved plans and clearly define the scope of the permission.

3. **Prior to any construction works commencing on site** (other than demolition) details/samples of the materials to be used in the construction of the external surfaces of the blocks of flats, ASHP Enclosure and Bin Store shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason - To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

4. **Prior to any construction works commencing on site** (other than demolition) details, including structural calculations and facing materials, of any retaining wall which exceeds 1 metre in height shall be submitted to and approved in writing by the Local Planning Authority. The walls shall be completed in accordance with the approved details before the development hereby approved is brought into beneficial use.

Reason - In the interest of safety and visual amenity in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

5. **Prior to the occupation of the flats** hereby approved a plan indicating the positions, height, design, materials and type of boundary treatment to be erected, including any safety barriers, shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be completed as approved prior to the occupation of the dwellings.

Reason - To ensure that the new development will be visually attractive and boundaries protected in the interests of amenity in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

6. **Before any demolition or site clearance works commences on site**, a Non-native Invasive Species Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Non-native Invasive Species Strategy shall be fully implemented in accordance with the approved details prior to the commencement of any works.

Reason - To prevent the spread and ensure the eradication of a highly invasive species to accord with Policy EnW4 of the Merthyr Tydfil County Borough Replacement Local Development Plan.

7. **No development shall commence**, including any demolition and site clearance works, until a Construction Environment Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the demolition and construction phases and shall provide for:

- i) the parking of vehicles of site operatives and visitors within the site;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities;
- vi) measures to control the emission of dust and dirt during demolition and construction; and
- vii) a scheme for recycling/disposing of waste resulting from the construction works.
- viii) details of any external lighting during construction

Reason - In the interests of the highway safety and free flow of traffic and to protect the environment and so as to accord with Policies SW11 and EnW4 of the Merthyr Tydfil Replacement Local Development Plan.

8. **Prior to any construction works commencing on site** (other than demolition), a Landscape Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the local planning authority. These details shall include:

- a plan illustrating areas of onsite landscaping, habitats and green infrastructure to be retained, protected and enhanced;
- details of the ecological mitigation and enhancements measures i.e. bat boxes, bird boxes, hibernacula and gaps in boundaries for hedgehogs;
- a management plan for the monitoring and maintenance of all onsite landscaping, habitat, green infrastructure and ecological measures;
- details of the funding mechanisms to meet the maintenance, management and monitoring objectives;
- an implementation programme including the phasing of works; and
- details of the qualified person who will provide ecological supervision.

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

Reason - To protect the natural environment and important habitats in accordance with Policies EnW1, EnW2 and EnW3 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

9. **No works shall commence on site**, including any demolition and site clearance works, until full details for the provision of a Lesser Horseshoe (LHS) Bat Roost and two pole mounted bat boxes have been submitted to and approved in writing by the local planning authority. The details shall include the following:

- a plan illustrating the location of the LHS Bat Roost and pole mounted bat boxes within the site;
- details of the LHS bat roost structure and pole mounted bat boxes
- provision of a robust fence around the bat roost structure; and
- a programme of works for its implementation.

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

Reason - To protect the natural environment in accordance with Policies EnW1 and EnW2 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

11. **Prior to the installation of any external lighting**, a detailed lighting scheme shall be submitted to and approved in writing by the local planning authority to protect bat foraging/commuting areas. The details shall include:

- horizontal and vertical illuminance plans demonstrating dark corridors/routes to be maintained, together with dark routes for access to the bat boxes and lesser horseshoe roosting structure;
- details of the siting and type of external lighting to be used together with the proposed colour temperatures;
- Isolux drawings setting out the light spillage in key sensitive areas;

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

Reason - To protect the natural environment and important habitats in accordance with Policies EnW1, EnW2 and EnW3 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

12. **Prior to the occupation of the flats hereby approved** details of the landscape scheme shall be submitted to and approved in writing by the local planning authority. These details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate; an implementation programme (including phasing of work where relevant).

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the dwellings or the 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.

Reason - To ensure that the new development will be visually attractive in the interests of amenity and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

13. **Prior to the occupation of the flats** hereby approved, a hard-landscaping scheme setting out the details/samples of the material finishes for any hard surfaced areas that form part of the access, parking and communal spaces, shall be 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 that the new development will be visually attractive in the interests of amenity and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

14. **Prior to the occupation of the flats** hereby approved, a Travel Plan setting out the measures to be put in place to reduce road traffic and encourage sustainable modes of travel, shall be submitted to and approved in writing by the local planning authority. The measures set out in the Travel Plan shall be implemented in full thereafter

Reason - In order to promote sustainable modes of transport in accordance with Policy SW12 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

15. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason - To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment in accordance with Policy EnW4 of the Merthyr Tydfil County Borough Replacement Local Development Plan.

16. Demolition and construction works shall not take place outside the hours of 08:00 to 18:00 Mondays to Fridays and 09:00 to 14:00 on Saturdays and at no time on Sundays or Public Holidays.

Reason - To ensure that the noise emitted/activities are not a source of nuisance to occupants of nearby properties in accordance with Policies SW11 and EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

17. **Prior to any construction works commencing on site** (other than demolition), a scheme for the provision of affordable housing as part of the development shall be submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN 2 or any future guidance that replaces it. The scheme shall include:

- i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 4 housing units;
- ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;

- iii) the arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing (if no RSL involved)];
- iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason - To ensure an appropriate level of affordable housing is delivered in accordance with Policies SW2, SW9 and SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

INFORMATIVES

1. Warning: An European protected species (EPS) Licence is required for this development.

This planning permission does not provide consent to undertake works that require an EPS licence.

It is an offence to deliberately capture, kill or disturb EPS or to recklessly damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/or receive an unlimited fine. To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000 or at <https://naturalresources.wales/conservation-biodiversity-and-wildlife/european-protected-species/?lang=en>