

**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**MUNICIPAL YEAR 2015-2016**

**DEVELOPMENT CONTROL  
COMMITTEE**

**17 DECEMBER 2015**

**JOINT REPORT OF THE  
DIRECTOR LEGAL AND  
DEMOCRATIC SERVICES  
AND THE SERVICE DIRECTOR,  
PLANNING**

**Agenda Item No.5**

**APPLICATION NO.15/1322/10  
PROPOSED DEVELOPMENT OF THREE  
PLOTS OF LAND ALONG WELLINGTON  
STREET TO COMPRISE A NEW FOUR  
STOREY COLLEGE CAMPUS BUILDING,  
REFURBISHMENT AND EXTENSION OF  
EXISTING DISUSED RAILWAY STATION  
BUILDING AS A FUNCTION SUITE,  
ASSOCIATED CAR PARKING SERVICE  
YARD AND LANDSCAPING – FORMER  
RAILWAY GOODS YARD, WELLINGTON  
STREET, ROBERTSTOWN, ABERDARE**

**Authors: Mrs.Z.Maisey, Principal Officer, Committee Services  
Mr.P.Bristow, Development Control Team Leader**

**1. PURPOSE OF THE REPORT**

To consider the outcome of the site inspection in respect of the above-mentioned proposal and to determine the application, as outlined in the report of the Service Director, Planning, attached at Appendix 1.

**2. RECOMMENDATION**

To approve the application in accordance with the recommendation of the Service Director, Planning

**3. BACKGROUND**

- 3.1 At its meeting on 2 July 2015, the Development Control Committee resolved to approve Application No.13/1100 - Outline permission for a new college building at the former Railway Goods Yard site, Robertstown, Aberdare including the refurbishment and extension of an existing disused station building, new car park and associated servicing and landscape spaces subject to conditions. At the meeting, the Committee also resolved to undertake a site inspection to consider highways issues in

advance of any 'detailed' application being submitted for consideration and determination (Minute No.16(1) refers).

- 3.2 In accordance with its decision, members of the Development Control Committee undertook a site inspection at the former Railway Goods Yard site on Monday, 30 November 2015. The meeting was attended by the Chair and Vice-Chair of the Development Control Committee (County Borough Councillors G.Stacey and M.Griffiths respectively) and Committee Members – County Borough Councillors P.Jarman, R.Lewis, S.Rees, G.Smith, G.P.Thomas, (Mrs) J.S.Ward, P.Wasley and E.Webster. Non-Committee/Local Members – County Borough Councillors S.Bradwick and M.Forey were also in attendance.
- 3.3 Apologies for absence were received from County Borough Councillors L.M.Adams, (Mrs) L. De Vet, (Mrs) S.J.Jones, (Mrs) A.Roberts and M.J.Watts.
- 3.4 During the site inspection, Members were informed of the detailed application that would be submitted to the Committee at its meeting on 17 December 2015 for determination. Members were shown a site plan and noted that additional land for car parking provision had been included in the detailed proposal.
- 3.5 The Highways Officer reported that the outline application included Transport Assessment which identified the impact of the proposed development on local highway network and A4059, which was reviewed and considered acceptable. The full application submitted includes the same mitigation measures such as traffic calming, controlled and uncontrolled pedestrian crossings, satisfactory provision of access, circulation and parking within the site curtilage and a financial contribution in the sum of £73,432.00 towards the improvements to A4059.
- 3.6 Much concern was raised by local Members about the existing traffic problems in the vicinity of the site especially at the Ynys roundabout on the A4059 and the inadequate "yellow box" junction arrangement currently in place. Concern was also expressed about the impact additional traffic would have on 'Robertstown' which was already used as a "rat run". In response the Service Director, Highways & Streetcare stated that the traffic associated with the college was already on the wider network as the proposals represented the relocation of an existing facility. The local impact was recognised and strategically it was considered that rat-running could be mitigated by the inclusion of traffic calming to restrain traffic demand to/from the north, together with the potential for increasing the length of the left turn lane on the southbound approach to the "Ynys" roundabout.

- 3.7 The introduction of the current box-junction markings were subject of special authorisation by the Welsh Government and represent the maximum size that they would allow at this location at the time. There is potential to request that Welsh Government review their position in light of operational experience and examine the case to extend the markings to ensure that they are more effective in keeping the circulatory carriageway clear and allowing traffic to join the roundabout more efficiently from Abernant Road and the community school/leisure access.
- 3.8 Finally the Service Director highlighted the sustainable and central location of the proposal in close proximity to the bus and rail stations and the town centre and the potential for the promotion of public transport as the preferred mode of travel in conjunction with the required travel plan. The central location would also facilitate shorter local journeys which would be far more beneficial than the potential relocation to an alternative less accessible site should these proposals be rejected.

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## APPENDIX 1

**APPLICATION NO:** 15/1322/10 (PB)  
**APPLICANT:** Coleg Y Cymoedd  
**DEVELOPMENT:** Proposed development of three plots of land along Wellington Street to comprise a new four storey college campus building, refurbishment and extension of existing disused railway station building as a function suite, associated car parking service yard and landscaping.  
**LOCATION:** FORMER RAILWAY GOODS YARD, WELLINGTON STREET, ROBERTSTOWN, ABERDARE  
**DATE REGISTERED:** 30/09/2015  
**ELECTORAL DIVISION:** Aberdare East

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**RECOMMENDATION:** Approve

**REASONS:** The application site is part of the Robertstown / Abernant strategic site which allocates the land for large-scale residential, employment, retail and recreational development. Although not an employment use in the strict sense, an educational college is considered appropriate as it provides training for employment and will itself provide considerable employment opportunities. The development will deliver a landmark building to Aberdare as well as providing for reasonable access, circulation and parking, together with financial contributions to mitigate its impact on the strategic highway network. The development, however, does present challenges in relation to flood risk, though these are considered capable of being adequately managed through the implementation of a robust Flood Risk Management Plan.

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### APPLICATION DETAILS

This application seeks full planning permission for the construction of a new college building, refurbishment of an existing disused station building, new car park and associated servicing and landscaping spaces on land at the former railway goods yard, Robertstown, Aberdare. An outline planning application for more or less the same development (app ref: 13/1100) is the subject of a resolution to grant planning permission though is currently pending conclusion of legal matters to secure a transportation contribution to mitigate the development's impact upon the local highway network.

The proposal is for the construction of the college buildings on land (labelled Site A) east of Wellington Street and the car parking facilities for 133 vehicles to be

split between another two parcels of land (labelled site B and Site C) either side of the River Cynon on the west side of Wellington Street. Site B includes the disused railway station building and platform, which is proposed to be redeveloped and modestly extended as part of the project to provide a function suite.

The college accommodation will comprise two blocks: a four-storey and three-storey building joined by an atrium between the blocks and with a floor space area totalling 5875 square metres. The whole building will be 57m in length along the longest (western elevation), 50 metres in width along the widest (northern elevation) and 18.2m in height above ground level at its maximum point on the western four-storey element of the main building where it fronts Wellington Street.

Delivery/service access will be to the rear of the college buildings via an existing lane. A single storey covered cycle shelter is indicated to the south of the main college buildings.

The main building on site A is located so as to maintain a close relationship with the car parking and station building on site B and the additional car park plus bus dropping-off and picking-up facility on site C, with clearly defined pedestrian links between the two. Also it is sited so as to provide frontage to Wellington Street and create a public plaza through the positioning of the entrance between the two blocks, and opportunities for landscaped buffer space between the college building and residential / commercial accommodation to the east and Wellington Street to the west.

The application is accompanied by the following:

- Design and Access Statement
- Preliminary Ecological Appraisal
- Biodiversity Survey and Reports (Otter and Bat Surveys)
- Transport Assessment and Addendum Report
- Aberdare Travel Plan Framework
- Statement of Community Involvement
- Geo-environmental (Land Contamination Assessment) Desk Study
- Flood Consequences Assessment, with an Addendum comprising a Modelling Technical Note and Flood Risk Management Plan.

## **SITE APPRAISAL**

The proposed site comprises of three parcels of land (named as Site A, Site B and Site C in this report), situated either side of a spine road (Wellington Street) east of Aberdare town centre. The site was formerly used as a railway goods yard.

Site A (0.58 hectares) lies to the east of Wellington Street. It is vacant with some hard standing and areas of scrub planting. Site B (0.52 hectares) lies adjacent to the mineral railway, and includes a disused railway station building and adjacent platform. There is a car park (park and ride) to the south of the site, which serves Aberdare Railway Station, and the Cynon River to the north. Site C (0.56 hectares) comprises vacant land alongside Wellington street to the north-west of Site B.

The combined total area of the sites is 1.66 hectares, with part of this incorporating the single storey railway building and platform.

The sites are well accessed by vehicles due their adjacency to Wellington Street. The site is also well served by railway and bus given the location of Aberdare railway and bus stations. Pedestrian access is possible along a footpath either side of Wellington Street which connects to the town centre. Pedestrian access between the two sites is currently achieved by crossing at the roundabout, at the southern tip of Site A. Despite the site being adjacent to the railway station, the platform is accessed from the southern side by passing underneath the Iron Bridge and along a ramp to the south.

The sites are surrounded by a variety of areas of different uses. Site A is surrounded by a nursery to the north, a care home to the north east, and a residential property and vehicle workshop to the east. A triangular plot, Site A is bounded by Wellington Street and a minor access road on all sides, offering good potential for access arrangements. Site B has no direct neighbouring properties, being bordered by Wellington Street to the east, the River Cynon to the north, the railway line and disused station to the west, and the park and ride facility to the south. Site C is vacant and covered in scrub vegetation. It is bounded by Wellington Street to the east, the River Cynon to the south and the railway line to the west. Other vacant land continues to the north beyond the site C development boundary.

Currently passenger trains terminate at Aberdare Station. At present only goods trains pass by the site on the way to Tower Colliery, Hirwaun.

The sites along Wellington Street both benefit from good levels of street frontage. Approach to the sites will principally be from the south, and this will be a key visual aspect. The site's location is further strengthened by its proximity to Aberdare railway station, the bus station, and the town centre, thus providing for a highly sustainable location

The town centre is located across the A4059 with an upgraded pedestrian crossing at the main roundabout currently under construction. This will further improve the sites links with the town centre by foot when complete. The Park and Ride car park to the south of Site B was recently developed and provides car

parking for approximately 150 vehicles. The small road around Site A provides access to the neighbouring community and commercial facilities. Residential properties are accessed via Abernant Road to the east.

In terms of the topography of site A the north end of the site is relatively level at around 126.4m AOD (Above Ordnance Datum). There are slight variations on this level across the site towards the southern end. Around the middle of the site from east to west the site rises approx. 600mm. This is further pronounced at the southern end of the site with the eastern edge dropping to 125.9m AOD and the western edge rising to 127.2m AOD, a difference of approx 1.3m.

Similarly to Site A the north of Site B is generally around 126.4m AOD. This rises to 126.8m AOD at the eastern edge adjacent to Wellington Street. The eastern edge continues to rise further towards the southern part of the site to a height of 127.2m AOD, a difference of 0.4m. The disused railway building is set on a plinth around 1m higher than the majority of the site at 127.5m. The plinth level is accessed via ramps and steps up to the level. The railway line is elevated in relation to the site. A retaining wall to the Afon Cynon forms the northern boundary edge.

Site C is similar to the topography of Site B, it is vacant with scrub vegetation.. The ground is relatively flat with minor undulations.

## PLANNING HISTORY

13/1100	Land off Wellington Street, Robertstown, Aberdare	Outline application for new college building, refurbishment and extension of disused station building, new car park and associated servicing and landscape spaces.	Resolution to approved pending legal agreement	
11/0424	Former Yard, Abernant Aberdare	Goods Off Road, Construction of an extension to the existing park and ride facility at Aberdare Railway Station.	GTD	05/08/11
04/1809	Former Yard, Abernant Aberdare	Goods Off Road, Mixed use redevelopment to provide residential, commercial and leisure facilities.	Called in – Dismissed	15/11/06



94/0540	Former British Rail Goods Yard, Off Abernant Road, Aberdare	Park and Ride car park	GTD (C)	14/03/95
89/0259	Aberdare Railway Station, Aberdare	Erection of ticket office	NO Obj	30/08/89
88/0182	Land adjacent to Aberdare High Level Station, Commercial Street, Aberdare	Railway Station	No Obj	06/08/88

## PUBLICITY

Neighbouring properties have been notified of the application which has been the subject of site notices and a press notice also.

One objection has been received from a resident of Abernant Road on the following grounds:

- Proposal includes traffic calming measures on Abernant Road which considered unnecessary as no evidence that traffic speeds are high there have been no accidents in the last 5 years at this location.
- Traffic calming measures, such as speed cushions, will increase traffic noise outside adjacent residential property and inhibit highway maintenance, such as by snow ploughs during heavy snow.

## CONSULTATION

Transportation Section: The proposed development provides for satisfactory access, circulation and parking and together with improvements to Abernant Road and Wellington Street and a financial contribution to mitigate the impact on the strategic and local highway network, the proposal is considered acceptable subject to conditions..

Natural Resources Wales: reply waited.

Public Health & Protection: reply waited.

Land Drainage & Tip Safety: Development shall not commence until full drainage details have been submitted to and approved by the Planning Authority.

Network Rail: no objection.

Welsh Water: no reply.

Coal Authority – No objection subject to suggested condition requiring the site investigation works to establish the coal mining legacy issues and, if necessary, remedial works prior to the commencement of development.

## **POLICY CONTEXT**

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

The application site lies within settlement limits and is part of the Robertstown / Abernant, Aberdare Strategic Site as identified in the LDP (policies CS 3 and NSA 7), and lies within the Cynon Valley River Park (policy NSA 26)

**Policy CS1** promotes the development of strong, sustainable communities in the Northern Strategy Area. This includes re-use of previously developed land; regenerations schemes in the Principal Town of Aberdare; encouraging a strong, diverse economy; protecting historic built heritage; and promoting sustainable forms of travel.

**Policy CS3** promote sustainable through the allocation of sites for a mixture of large scale residential, employment, retail and recreational development. Under this policy land at Robertstown / Abernant, Aberdare is identified as a Strategic Site. Proposals must have regard to the Indicative Concept Plan (see policy NSA 7).

**Policy AW2** promotes development in sustainable locations, which are those within settlement boundaries; compatible with surrounding uses; with good accessibility; not within C2 flood risk zones unless justified; that support principal towns; and that are well-related to utility services.

**Policy AW4** provides for the securing of planning obligations.

**Policy AW5 & AW6** give general criteria to be met by new development.

**Policy AW8** safeguards the natural environment from inappropriate development.

**Policy AW10** does not permit development that cause or result in unacceptable harm to health and / or local amenity because of hazards, such as flooding and contamination, unless it can be demonstrated that such risks can be mitigated.

**Policy AW11** provides criteria for alternative use of employment sites, but excludes allocated employment sites.

**Policy NSA1** gives criteria for development within the principal town of Aberdare.

**Policy NSA7** allocates the Robertstown / Abernant strategic site for residential, employment / leisure, a new primary school, medical centre and informal amenity space.

The supporting text to the policy for Robertstown draws attention to access and flooding issues, and envisages the following development on the application site:

- Commercial: hotel, cinema or similar leisure use on the vacant land opposite the park and ride station;
- Community: medical centre adjoining the park and ride car park.

**Policy NSA21** proposes expansion of the park and ride facilities at Aberdare station.

**Policy NSA22** safeguards land for rail network improvements, including the rail freight line from Aberdare to Hirwaun.

**Policy NSA23** makes proposal for cycle network improvements, including the Cynon Valley Cycle Route.

**Policy NSA26** supports development that contributes to the achievement of the Cynon Valley River Park Strategy.

The following relevant Supplementary Planning Guidance has been consulted:

- Design and Placemaking
- Access, Circulation and Parking
- Planning Obligations
- Nature Conservation

### **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:

Chapter 2 (Development Plans),  
Chapter 3 (Making and Enforcing Planning Decisions),  
Chapter 4 (Planning for Sustainability),  
Chapter 5 (Conserving and Improving Natural Heritage and the Coast),  
Chapter 7 (Economic Development),  
Chapter 8 (Transport),  
Chapter 13 (Minimising and Managing Environmental Risks and Pollution),

set out the Welsh Government's policy on planning issues relevant to the determination of the application.

Other relevant policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;  
PPW Technical Advice Note 12: Design;  
PPW Technical Advice Note 15: Development and Flood Risk;  
PPW Technical Advice Note 18: Transport;  
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:**

#### **Planning history of the site**

An outline planning application for a near identical proposal (application reference number 13/1100) to that the subject of the current submission is the subject of a resolution to grant planning permission awaiting pending completion of legal matters concerning the land transfer and a financial contribution towards local highway mitigation measures. The resolution to grant outline planning permission is a weighty consideration in favour of the present proposal, which now seeks full planning permission for what is essentially the same development and therefore fixes details of the scale, layout, appearance, access and landscaping of the proposals. The current submission differs from the outline proposal to the extent that it incorporates additional land (Plot C) which facilitates provision of revised parking, bus drop-off and flood mitigation arrangements. Also, the application refines the proposals for the disused railway station building and platform, which is intended to be redeveloped and modestly extended as part of the project to provide a function suite.

#### **Relationship of proposed development to Local Development Plan allocation**

The application site forms part of the Robertstown / Abernant strategic site identified under policies CS 3 and NSA 7 of the LDP. Policy CS 3 allocates the strategic sites for *large-scale residential, employment, retail and recreation* development, and requires proposals to have regard to the indicative concept plan. The relevant indicative concept plan for this strategic site indicates employment and leisure development for the area including the application site. Policy NSA 7 specifies “residential, employment / leisure, a new primary school, medical centre and informal amenity space” for this strategic site. The supporting text indicates that commercial leisure and a medical centre were envisaged for the application site.

The proposals are contrary to the indicative concept plan and the supporting text, however these have lower status than policies CS 3 and NSA 7. These policies do not include provision for community or education development other than a primary school; therefore the proposals are a departure from policies CS 3 and

NSA 7. Also, there is conflict with Policy AW 11 since this policy excludes strategic sites from the provision for alternatives to employment development.

Although not an employment use, an education college is considered appropriate in an employment area, since:

- a) It is training people for employment and should therefore benefit local businesses who need certain skills; and
- b) The college itself provides considerable employment, so it is an employment use in the wider sense.

Although most if not all employment would be transferred from the existing campus, at least the employment is being retained within the principal town and northern strategy area. Employment estimates are not presented in the application form, but this information is set out in the accompanying Transport Assessment which confirms that staff and student numbers would be 44 and 793 respectively and is a weighty consideration in favour of the proposal.

### **Design, character and appearance**

Having regard for the scale of this building project, the intensity of its use and its proximity to the centre of Aberdare and neighbouring residential areas, the design of the development and its consequences for the character and appearance of the area are critical considerations. This is particularly important in view of the fact that the main college building will be a large building, up to four storeys in height, and situated in a prominent location. Although the college building will be significantly larger than neighbouring buildings, it is not located in an area of sensitive built form, and the surrounding land is either largely undeveloped or with sporadic development of individual buildings lacking any coherent form and pattern.

The approach taken to developing the design and layout of the development is well-explained in the Design and Access Statement which demonstrates consideration of a range of different options with massing and appearance of the building explored through the use of three-dimensional modelling. The layout places the main bulk of the building along Wellington Street, creating a prominent landmark building addressing the approach from Aberdare town centre, whilst allowing a somewhat reduced and more sympathetic massing along the eastern edge of the site facing neighbouring smaller buildings and associated lane (which is also the Cynon cycle trail).

The provision of a glazed atrium addressing a new public space at the southern point of the site makes the site and internal function of the building easily legible, and creates a bold visual feature on the approach to the site creating a new landmark building close to the centre of Aberdare. The inclusion and renovation of the disused station building, along with its modest and sensitively designed

extension, as part of the project is welcomed and will be an asset to the overall development.

In conclusion, the design of the development and its consequences for the character and appearance of the area are considered acceptable in compliance with Policies AW5 and AW6 of the Local Development Plan.

### **Highway safety and accessibility issues**

The application site is located in a principal town, close to its town centre and retail centre. It is highly accessible by a range of sustainable modes of transport, including train, bus, cycling and walking. Moreover, a travel plan has been prepared by the applicant to encourage use of alternatives to car travel. Local Development Plan proposals for rail service improvements and cycle path provision (Policies NSA 22 and 23 respectively) would enhance the accessibility of the location reinforcing the acceptability of the development at this general level.

However, taken at a face value there can be little doubt that an educational development of the scale proposed has considerable potential to impact significantly upon highway safety in terms of the traffic generation and distribution and on the capacity of the highway network to cope with the extra traffic. The application is accompanied by a Transport Assessment (TA) and Transport Assessment Addendum (TAA), which seeks to address previous highway concerns. The Transportation Section's conclusion is that having regard for likely travel scenarios, the proposed development will impact on the local highway network, including the A4059 strategic highway which is of concern. However, further to discussions with the developer, and in lieu of mitigation measures for nil detriment, the developer has agreed to make a financial contribution towards comprehensive improvements of the Abernant roundabout, Ynys roundabout, A4059/Wellington Street/Merion Street roundabout, and A4059/Cwmbach Road/Canal Road roundabout which is considered will make the development acceptable in this regard. Members will note, however, that representations have been received from a resident of Abernant Road questioning the need for and expressing concerns over the siting and impact of traffic calming measures on that stretch of highway.

Turning to the internal access, circulation, parking and bus dropping-off / picking-up area, the Transportation Section has commented and expressed some concerns over the specific aspects of the proposals, though none is fundamental and they are capable of being designed-out and/or dealt by a suggested highway condition (**see condition 8**). The proposals in respect of these matters are therefore broadly acceptable.

A key element of the applicant's proposal is the submitted Travel Plan intended for the new college. The principal aim of the travel plan is to help reduce car

usage by encouraging use of alternative sustainable modes of travel. This is welcome; however at this stage it is not possible to set targets as the end users are not yet known. Therefore, in the event of planning permission being granted the Transportation Section suggest that within 6 month of beneficial occupation of the development, a focussed travel plan should be produced that comprises measures to promote and encourage alternatives to single car occupancy, such as car sharing, public transport, cycling and walking, for the consideration of the Local Planning Authority (**see condition 12**).

In summary, the proposed development provides for reasonable access, circulation and parking, and together with a financial contribution (£73.432) to mitigate its impact on the strategic and local highway network, the proposal is considered acceptable in respect of highway and accessibility issues subject to conditions in compliance with Policies AW2, AW5 and AW6 of the Local Development Plan.

### **Risk of flooding**

The application site lies entirely within Zone C2, as defined by the Development Advice map (DAM) referred to under TAN 15: Development and Flood Risk (July 2004). Natural Resources Wales' Flood Map information, which is updated quarterly basis, confirms the site to within the 1% (1 in 100 year) and 0.1% (1 in 1000 year) annual fluvial flood probability outlines of the River Cynon. NRW records also show that the application site has previously flooded from the River Cynon.

This application proposes an educational facility and public building and is categorized as highly vulnerable development as defined in TAN 15, though the car park may be considered less vulnerable. Reference to Section 6 of TAN 15 makes clear that development in the highly vulnerable category should not be permitted in Zone C2. The overwhelmingly positive socio-economic benefits of the development weigh heavily in favour of granting planning permission. Nevertheless, if the Council is minded to approve the application contrary to TAN 15 the applicant needs to demonstrate, through the submission of a Flood Consequences Assessment (FCA), that the consequences of flooding can be managed over the lifetime of the development.

Accordingly, the application is accompanied by an up-to-date FCA and a fluvial, modelling exercise has been undertaken by the applicant to assess the flood risk to the site pre- and post-development and the potential impact of the proposed development on third party flood risk.

The modelling includes proposals to raise the main college building above the 0.1% event floodplain whilst maintaining a flow route underneath the college building to ensure that the development does not result in an increase in flood risk to third parties. The modelling has predicted that:

- The flood risk to the overall proposed development is tolerable, in accordance with TAN 15;
- The development will have a positive benefit with respect to depths of flooding experienced in the Station Car park;
- There is a minor increase in flood depths to third parties for the 1% with climate change and the 0.1% Annual Exceedance Probability (AEP) events only. There is no increase for any other modelled event.

There are some residual flood risks which require management and in this regard the FCA recommends that a suitable flood risk management plan must be put in place and managed by the college. A Flood Risk Management Plan has been prepared and submitted relating to the flood risk posed to users of the overspill car park for the proposed college. The overspill car park is identified as having a high risk of fluvial flooding. The Flood Risk Management Plan identifies the dangers and risk associated with a car park in this location and specifies the appropriate arrangements to be put in place to warn site users and co-ordinate the college's response (a copy of the Flood Risk Management Plan is attached at **Appendix A**). The FCA also recommends that a sustainable drainage scheme should be developed as part of the proposals to ensure that peak surface water discharge rates do not exceed that of the existing site. Surface water will be managed within the site boundary in events up to and including the 1% AEP rainfall event including an allowance for climate change.

At the time of compiling this report the FCA and Flood Risk Management Plan remain under consideration by Natural Resources Wales. It is anticipated that NRW will express concern about the dangers and risks of flooding at the site, therefore robust Flood Risk Management Plan measures will be essential to manage those hazards in order to justify the development in compliance with Planning Policy Wales, TAN 15 and Local Development Plan Policy AW10.

### **Contamination**

A geo-environmental desk study accompanies the planning application, which concludes that sites A, B and C are classified as having a moderate risk in relation to contamination. The sites have had potentially contaminative historic industrial land uses, including quarrying, mining, railway land, cattle processing and a coal yard. In addition potentially contaminative historic off-site land uses identified include gasworks, iron works, laundry house, power station, brickworks, depots, steam sawmill timber yard and railway engineering. There is therefore the potential for highly elevated concentrations of contaminants to be present.

The geo-environmental desk study discusses this risk in relation to its potential impacts on human health, controlled waters (surface and ground waters), flora and fauna, construction materials, and ground gas. The study makes recommendations in respect of the need for ground investigations, chemical



testing, monitoring, waste classification, Japanese Knotweed, asbestos, and protection of site staff. In accordance with the recommendations in the study a condition is suggested that requires the ground investigation work is undertaken on all three parts of the application site and the results and any remedial measures submitted to and approved by the Local Planning Authority before the commencement of development (**see condition 17**). The principal purpose of this would be to quantify the risks to human health and the environment from the development proposals, classification of excavated materials for onward re-use or disposal and to establish a contamination baseline for the site against which any future changes can be measured. This will ensure the proposal complies with LDP Policy AW10.

### **Risk from past mining activities**

The Coal Authority has advised that the site application site falls within a defined Development High Risk Area and its records also indicate that there are records of previous mining activities within the zone of influence of the application site. Moreover, the Coal Mining Risk Assessment submitted with the application concludes there is a potential risk from past coal mining activity and therefore recommends that intrusive site investigations are carried out in order to establish the exact situation in respect of coal mining legacy issues on the site. The Coal Authority considers that these works should also assess potential impacts from untreated off site recorded mine entries and their zone of influence on the development project and consideration should in addition be afforded to the risk posed by mine gas. A condition is therefore recommended that requires these matters to be investigated and reported upon together with remedial measures and their implementation prior to the commencement of development to ensure the proposals complies with Policy AW10 of the LDP (**see condition 18**).

### **Ecology**

The application is accompanied by Preliminary Ecological Appraisal, which concludes the application site has moderate ecological in relation to nesting birds hibernating reptiles, foraging Bats. The Appraisal recommends further survey work and assessment in relation to Bats and such studies and assessments have since been undertaken and submitted in respect of Bats and Otter, which are European Protected Species. These surveys and assessments conclude that no Bats were found using the former railway building, though evidence of Otters on the River Cynon was discovered but that the development is unlikely impact of the river habitat. Riverside boundary vegetation is recommended to be retained to reduce light spillage and disturbance to the river from the adjacent development.

At the time of compiling this report the consequences of the development for the ecology of the locality is the subject of consultation with NRW. However, in that the ecology issues were satisfied at the outline planning stage it is expected that,

subject to the development proceeding in accordance with the submitted ecological mitigation strategies, the current proposal will satisfy Policy AW8 of the LDP.

## **OTHER ISSUES**

### **Impact on the operation of the railway**

The application site is located adjacent to operational railway land. Network Rail has offered no objection subject to practices being followed that ensure the development does not interfere with the safe operation of the railway.

### **Cynon Valley River Park**

The application site is located within the Cynon River Valley Park. This is not necessarily a restriction on development, but a requirement for positive use and management of the land in the interests of natural processes, wildlife and people. The applicant's Design and Access Statement does not address the issue, though by the same token the indicative proposals do not conflict with the River Park objective.

### **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.

### **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:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and,
- 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.

It is considered that the financial contribution of £73,432 in lieu of highway mitigation measures meets all the aforementioned tests and is compliant with legislation.

### **The Section 106 requirements in this case**

Discussion with the applicant has indicated that in this instance they are prepared to make a financial contribution of £73,432 in lieu of mitigation measures for nil detriment of the development on the strategic and local highway network. This contribution is required specifically towards comprehensive improvements of the Abernant roundabout, Ynys roundabout, A4059/Wellington Street/Merion Street roundabout, and A4059/Cwmbach Road/Canal Road roundabout.

However, the Council is currently the land owner of the application site and as such it cannot enter into a legal agreement with itself. It is understood that the applicant may purchase the site from the Council prior to the grant of planning permission. If this transfer occurs a section 106 agreement could be provided to secure the financial contribution of £73,432.

Therefore it is recommended that the highway mitigation contribution required be secured either via a Section 106 Agreement or via a contractual obligation attached to the sale / transfer of the land by the Council.

### **CONCLUSION**

This development will deliver a much needed, quality educational facility in Aberdare with its attendant economic benefits, and broadly will not conflict with LDP proposals for development at this key location. Also, the development promises to deliver a landmark building in Aberdare and is therefore to be welcomed. It is evident, however, that the proposals are not without their difficulties which essentially revolve around mitigation of their effects on the local highway networks and the management of the risk and consequences of flooding, though these matters are capable of being adequately resolved to permit the granting of planning permission.

**RECOMMENDATION: APPROVE subject to:**

- **the highway mitigation contribution of £73,432 being secured either via a Section 106 Agreement or a contractual obligation attached to the sale / transfer of the land by the Council**
- **The recommended conditions set out below in this report;**
- **The Service Director Planning being authorised to add, amend or vary any condition before the issuing of the planning permission, providing such changes do not affect the nature of the development or permission.**

**RECOMMENDATION: Grant**

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:

- Coleg Y Cymoedd – New Aberdare Campus, Site Location Plan (Drawing No. L(90)001 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, General Arrangements – South Area (Drawing No. L(90)310 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, External Works – Whole Site (Drawing No. L(90)311 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, General Arrangements – North Area (Drawing No. L(90)312 Rev -)
- Proposed Site Sections (Drawing No. L(00)311 Rev -)
- Old Railway Building, Existing Plans & Elevations (Drawing No. L(00) 210 Rev -)
- Old Railway Building, Proposed Plans & Elevations (Drawing No. L(00)250 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, Proposed GA Plan – Ground Floor (Drawing No. L(00)300 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, Proposed GA Plan – First Floor (Drawing No. L(00)301 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, Proposed GA Plan – Second Floor (Drawing No. L(00)302 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, Proposed GA Plan – Third Floor (Drawing No. L(00)303 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, Proposed GA Plan – Roof (Drawing No. L(00)304 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, Proposed GA Elevations – North & East (Drawing No. L(00)306 Rev -)

- Coleg Y Cymoedd – New Aberdare Campus, Proposed GA Elevations – South & West (Drawing No. L(00)307 Rev -)
- Coleg Y Cymoedd – New Aberdare Campus, Proposed GA Sections AA & BB (Drawing No. L(00)308 Rev -)
- Coleg y Cymoedd – Flood Consequences Assessment – July 2015
- Coleg y Cymoedd – Flood Risk Management Plan - November 2015
- Coleg y Cymoedd – Pre-development BS5837 Tree Survey – October 2015
- Coleg y Cymoedd – Tree Constraints Plan – October 2015
- Coleg y Cymoedd – Tree Location Plan – October 2015
- Coleg y Cymoedd – Preliminary Ecological Appraisal – August 2015
- Coleg y Cymoedd – Area C, Ecological Assessment – September 2015
- Coleg y Cymoedd – Presence / Likely Absence Bat Survey – October 2014
- Coleg y Cymoedd – Otter Habitat Assessment – August 2015

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

3. Notwithstanding the submitted plans, full engineering design and construction details of the proposed access and its tie in with the unnamed road off Wellington Street shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be implemented prior to beneficial occupation.

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

4. Notwithstanding the submitted plans, full engineering design and construction details of the proposed access and its tie in with Wellington Street shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be implemented prior to beneficial occupation of the development.

Reason: In the interests of highway safety and in accordance with policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

5. Notwithstanding the submitted plans, full engineering design and details of the off-site highway improvements required that shall incorporate uncontrolled pedestrian crossing facilities at the following locations prior to works commencing on site:

a) At the junction of the Service Yard with the unnamed road;

- b) At the junction of the unnamed road with Wellington Street;
- c) At the junction of Wellington Street with the proposed car park and Station building to be converted to a function suite;
- d) Tabled pedestrian crossing on the Abernant Road (northern arm) of the Abernant Road / Cwmbach Road / Wellington Street Roundabout;
- e) Tabled pedestrian crossing on the Wellington Street arm of the Abernant Road / Cwmbach Road / Wellington Street Roundabout; and
- f) Tabled pedestrian crossing on the Abernant Road (northern arm) of the Ynys Roundabout.

The approved details shall be implemented prior to beneficial occupation of the development.

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

6. Notwithstanding the submitted plans, full engineering design and construction details of the proposed Toucan crossing on Wellington Street shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be implemented prior to beneficial occupation of the development.

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

7. Notwithstanding the submitted plans, details of traffic calming measures along Wellington Street shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be implemented prior to beneficial occupation of the development.

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

8. The bus dropping off / picking up facility provided within the curtilage of the site shall be retained for such purposes unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the site can be suitably accessed by using sustainable modes of transport in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

9. Surface water run-off from the proposed development shall not discharge onto the public highway or be connected to any highway drainage system unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding in accordance with Policies AW6 and AW10 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall take place, including any works of site clearance, until a Construction Method Statement has been submitted and approved in writing by the Local Planning Authority to provide for:

1. the means of access into the site for all construction traffic;
2. the parking of vehicles of site operatives and visitors;
3. the management of vehicular and pedestrian traffic;
4. loading and unloading of plant and materials;
5. storage of plant and materials used in constructing the development;
6. wheel cleansing facilities; and
- 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.

11. All HGV deliveries during the construction period shall only take place between the hours of 08.00 - 09:00 am and 16:30 – 17.00 pm on weekdays to and from the site.

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.

12. Within 6 months of beneficial occupation of the development, a Travel Plan use shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- a) Travel Plan Co-ordinator;
- b) Targets for the reduction of road traffic and single occupancy car use, the promotion and delivery of more sustainable travel such as walking, cycling, and use of public transport;
- c) Management strategy for monitoring and delivering the objectives;
- d) Review Process; and
- e) Financial penalties and fallback position if the targets set have not been achieved.

The Travel Plan shall be implemented within one month following its approval and maintained and monitored thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure reduction of road traffic and promotion of sustainable modes of travel in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

13. No development shall take place until samples of the external materials proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so approved.

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 in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

14. No development shall take place until there has been submitted to and approved 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.

15. 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(s) 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.

16. No development shall take place until a Wildlife Protection Plan for Construction has been submitted to and approved in writing by the local planning authority. The plan shall include:



- An appropriate scale plan showing 'Wildlife Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented;
- Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction;
- A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed (such as nesting bird season).
- Persons responsible for:
  - i) Compliance with legal consents relating to nature conservation;
  - ii) Compliance with planning conditions relating to nature conservation;
  - iii) Installation of physical protection measures during construction;
  - iv) Implementation of sensitive working practices during construction;
  - v) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
  - vi) Provision of training and information about the importance of the 'Wildlife Protection Zones' to all construction personnel on site.

All construction activities shall be implemented with the approved details and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

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

17. No development shall take place until a report is prepared and submitted for the approval of the Local Planning Authority detailing intrusive site investigations to be undertaken in order to establish the exact situation regarding coal mining legacy issues, including the potential risk posed by mine gas, on the site. Site investigation works shall be undertaken and, in the event that they confirm the need for remedial works, a scheme remedial works shall be submitted for the approval of the Local Planning Authority and shall be carried out in accordance with the approved scheme prior to the commencement of development.

Reason: To ensure the safety and stability of the development, which falls within a Development High Risk Area defined by the Coal Authority, in accordance with Policy AW10 of the Rhondda Cynon Taf Local

Development Plan.

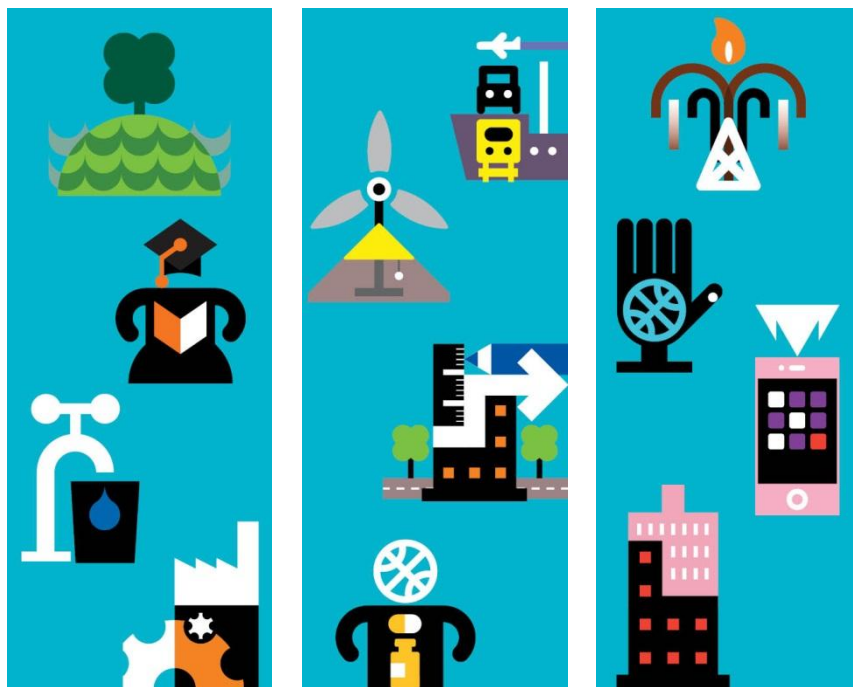
18. No development shall take place until a detailed site investigations report has been submitted to and approved in writing by the Local Planning Authority. The report shall be sufficiently detailed to establish if any ground precautions are necessary in relation to the proposed development and the precautions that should be adopted in the design and construction of the proposed development in order to mitigate any risk to human health and the environment that might arise as a result of ground conditions. The development, hereby permitted, shall be carried out in accordance with the approved site investigations report.

Reason: The site may be contaminated as a result of previous uses and as such a site investigations report is required in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

19. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the drainage works have been completed in accordance with the approved details.

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

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## Coleg y Cymoedd

### Flood Risk Management Plan

November 2015

Coleg y Cymoedd



# Coleg y Cymoedd

Flood Risk Management Plan

November 2015

Coleg y Cymoedd



# Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	27/11/2015	Sarah Perera	Adam Sinclair	Mark Taylor	Rev A

## Information class: Standard

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# 1 Introduction

This Flood Risk Management Plan (FRMP) relates to the flood risk posed to the user of the overspill car park for Coleg y Cymoedd. Details of the prevention and response measures that should be implemented in the event of a flood to reduce the potential consequences for site users, as well as the effective evacuation in an emergency will be outlined in this report.

The overspill car park is situated in Flood Zone 3 which identifies the site as having a high risk of fluvial flooding. This flood management plan ensures that the dangers and risks associated with a car park in Flood Zone 3 have been identified and that appropriate arrangements are in place to warn site users, and coordinate the Council's response.

Given the residual risk and variability associated with flooding, the consultant takes no liability for, and gives no warranty against, actual flooding of any property (client's or third party) or the consequences of flooding in relation to the outputs of this report. This report has been prepared for the purposes of supporting promotion of the Coleg y Cymoedd site for inclusion in the planning application only.

## 2 Location

The proposed overspill car park is situated north of Coleg y Cymoedd on a strip of land adjacent to Wellington Street, bound by the Afon Cynon on the south-east and railway tracks to the south-west of the site. The site is centred on the Ordnance Survey grid reference SO 00334 02938. The proposed site consists of hard standing with 61 car parking spaces. The car park is accessed via Wellington Street to the south of the site. A site plan can be found in Appendix A.

### 3 Risk and site specific conditions

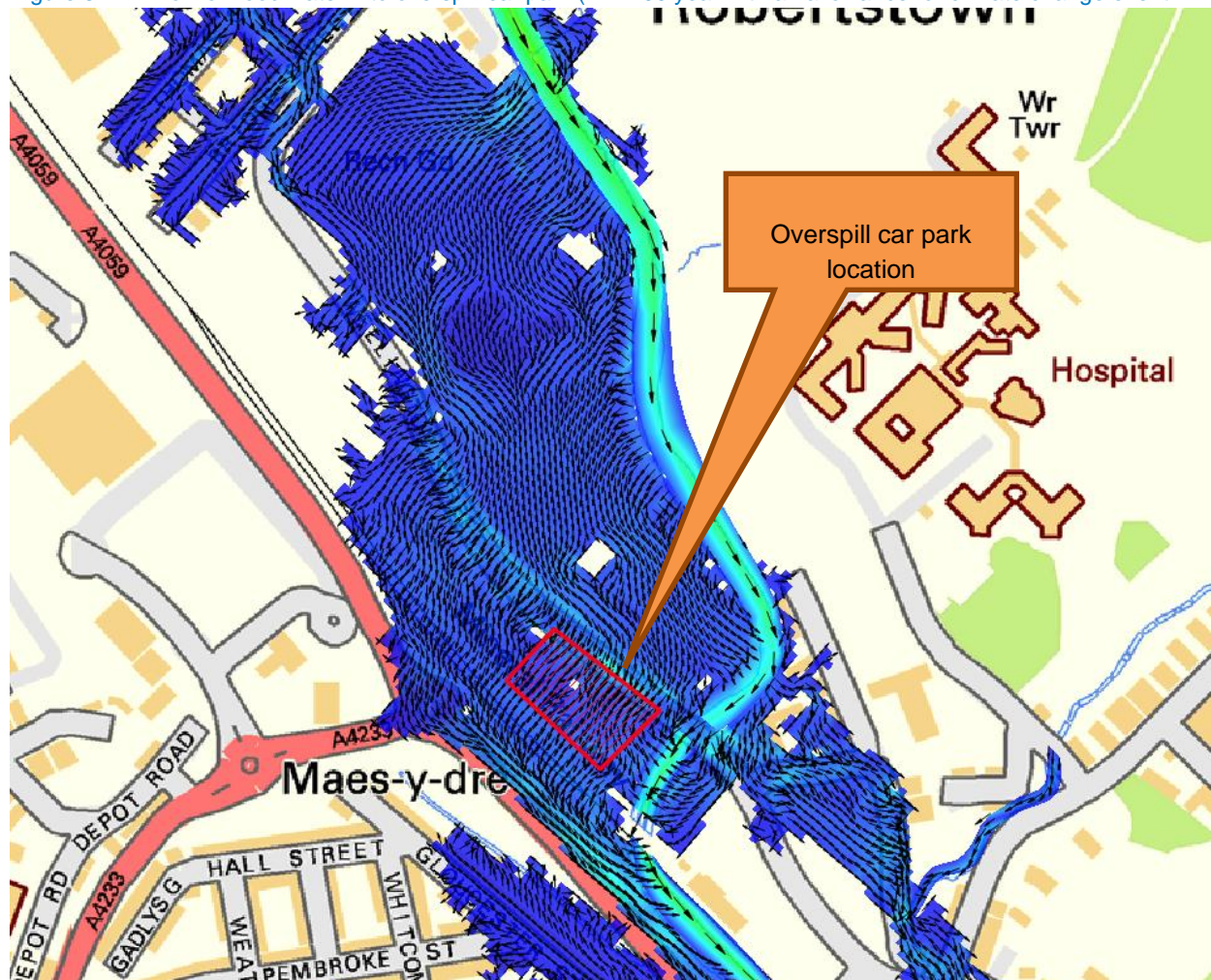
The site is at risk of fluvial flooding from the Afon Cynon. Natural Resources Wales (NRW) flood risk map shows that the site is within Flood Zone 3 and is therefore at risk of flooding from a 1 in 100 year flood extent or greater.

A Flood Consequence Assessment, undertaken for the main Coleg y Cymoedd site in July 2015, undertook detailed 1D/2D hydraulic modelling to better understand the site specific flood risks at the main development site. The results from this modelling have been used in the preparation of this FRMP.

During an extreme event resulting in the Afon Cynon overtopping, flood waters would enter the site from the east and flow south where they would re-enter the river, and/or continue flowing towards the west and exiting the site onto the railway tracks and in the direction of the A4059. Due to the size and topography of the car park, it can be assumed to flood uniformly, and therefore identifying areas of greater hazard is not applicable. Appropriate signage and public information shall be displayed at the entrance and throughout the car park, to ensure that car park users are aware of the flood risk and actions required in such an event.

The most significant risk during an extreme flood event is with regard to the maximum flood depth computed by hydraulic modelling. The maximum flood depth for the 1 in 100 year with an allowance for climate change has been computed to be 0.70m which could result in a car floating into the river and causing an obstruction at a bridge, increasing the flooding to the surrounding area. Implementation of flood management measures is essential.

Figure 3.1: Flow of flood water into overspill car park (1 in 100 year with an allowance for climate change event)



Source: Contains Ordnance Survey data © Crown copyright and database right 2015

## 4 Closure/Reopening

The decision to close the site would be based on information obtained from the Met Office and NRW or, in the worst case scenario, a site specific flood level gauge. Once the decision to close the site has been made, appropriate signage informing site users that the car park is closed will be put in place at the entrance by designated college staff.

## 5 Flood management measures

## 5.1 Flood warning system

To ensure that there are no cars on the proposed overspill car park during a flood event, it is proposed to utilise a site specific flood warning system, which will ensure that the car park can be evacuated prior to flooding.

On receipt of either a Flood Warning (the College can sign up to receive these from <https://naturalresources.wales/flooding/alerts-and-warnings/floodline-warnings-direct/?lang=en>) from NRW, or a Severe Weather Warning from the Met Office a warning will be issued throughout the College and the car park will be evacuated and closed to all vehicles.

The flood warning system will also be connected to a level gauge which will sound an alarm when flooding is imminent, to evacuate and close the car park. Hydraulic modelling, undertaken as part of the FCA shows that out of bank flooding starts occurring at the location shown in the figure below. Therefore, if possible the gauge should be located at this location. The cross-section at this location shows that the right bank height is 127.99m AOD – this is the level at which flooding will begin – therefore the level at which the alarm will be triggered should be set to below this. The College should advise on the time needed to evacuate the car park before defining the level alarm based on a rate of rise in the order of 0.50m/hr.

Figure 5.1: Floodwater breakout point



Source: Contains Ordnance Survey data © Crown copyright and database right 2015



The site will also have barriers at the entrance and exit points. When a severe weather or flood warning has been issued the entrance barrier will be locked and will not allow any vehicles to enter the car park in order to reduce the risk of cars becoming inundated or floating away in extreme events.

## **5.2 Car barriers**

In addition to the flood warning system outlined above, due to the sites proximity to the river and the significant flood depths occurring in an extreme flood event a barrier system such (as an open berry flex-panel barrier with flexi-bollards) will be erected in order to constrain any cars left in the car park and stop them from floating off-site. This would eliminate the risk of cars floating into the river towards the south of the site, which would have the potential to cause blockages and worsen the extent of the flooding to the surrounding area.

The proposed barrier the site around may have the following approximate dimensions and should accommodate likely dynamic loading:

- Height = 1100mm;
- Spacing between bollards = 2400mm.



## 6 Public information

Signage will be on display around the site in order to inform the public and ensure the car park users are aware of the risks posed in the event of a flood, the actions that will be taken to close the car park, and the actions that the users should take to ensure their own safety. Specific warning signs will relate to vehicle owners who might not be on the College campus when the alarm is sounded. Vehicle owners should be also warned not to walk through flood waters to retrieve their vehicles

In addition, the signage will show the actions that the car park user should take, the evacuation route to a safe area, as well as whom to contact and what number to call in the event of the car park flooding without warning for any reason.

## 7 Maintenance and review

The flood risk management plan outlined in this report should be reviewed on an annual basis or following any flooding incidents or any significant changes to the site.

# Appendices

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## Appendix A. Flood hazard risk assessment

The risks posed to the general public as a result of flooding from fluvial sources at the Coleg y Cymoedd overspill car park have been identified in the table below. The information provided in the FRMP demonstrates that there is a potential for high water depths as well as high velocities on site. This could have significant impacts on the safety of car park users, staff and emergency services. Injury could result from people trying to move through flood waters and being knocked over or due to impact from debris. There is also a potential loss of life due to drowning or if site users attempt to access or drive their cars in extreme flood conditions. In addition, during extreme circumstances the potential for cars to float and be transported by flood waters also increases the risk.

The risk management measures applied to mitigate against the hazards that the general public might face in the event of a flood have been outlined in Table A.1. The residual risk has been reviewed in taking into account the probability of exposure, the consequence and the management controls. The residual risk has been designated as manageable because of the flood mitigation measures implemented to warn site users and control access, such as signage at the entrance and around the site, and closure in the event of a severe flood warning. Nonetheless it is important to note that these controls are a critical element in this risk assessment and should these measures not be implemented effectively then it could result in risk to the general public during a flood event which would be unacceptable.

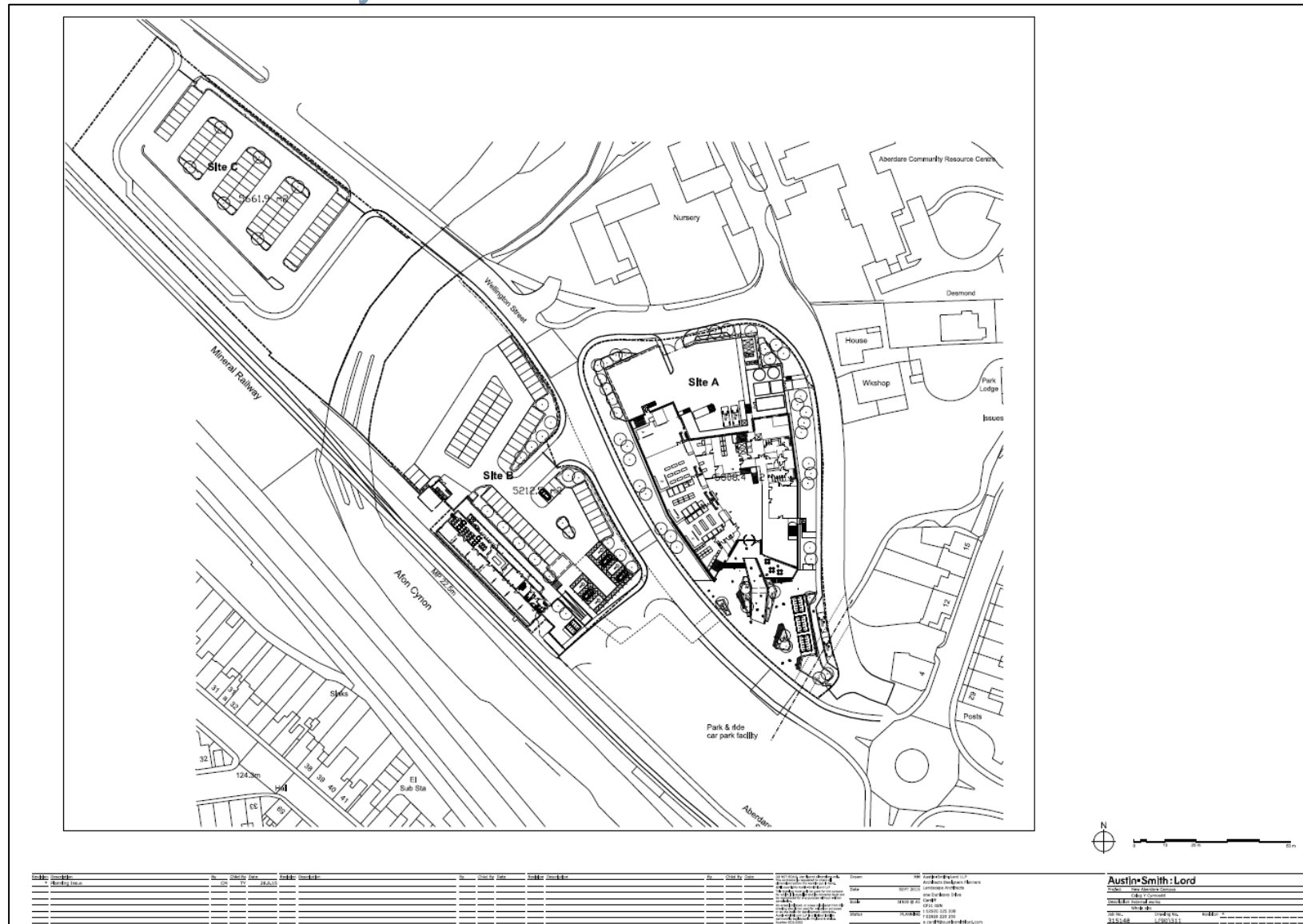
Table A.1: Flood hazard risk assessment

Receptor	Pathway	Risk Management	Probability of Exposure	Consequence	Residual Risk
Car park user, including: ▪ Vulnerable groups, such as children and the elderly	Flood water accumulation in the car park when people are getting from the car to the College, and vice versa.	Clear signage at the car park entrance with information stating that the car park is within the flood plain.  Clear signage within the car park displaying information on what to do in the event of a flood, an evacuation plan and emergency contacts.  Site closure (i.e. entrance barrier locked) in the event of a severe weather warning, flood warning and/or flood alarm triggered by the flood warning system.	Low: 1 in 50 year to 1 in 1000 year event.  Car park users entering the car park will be warned of the possible flood risk.  Car park users who have left their cars in the car park will be warned by the flood warning alarm triggered by the flood warning system against trying to enter the carpark.  Risk of users accessing their belongings from a car still remains.	There is potential for serious harm or risk to life to vulnerable parties under extreme flood conditions.	Considered manageable. Risk owners: • The College; and • Car park users
Car park user injured by debris or floating cars	Car park debris such as bins, temporary site storage and debris transported by flood water flowing onto the site.  Floating cars transported by flood waters.  Debris from the river being transported onto site.	Risk is reduced by site measures, i.e. signage, site closure and flood warning alarm during a severe weather warning or flood warning. Therefore the number of potential cars and car park users at risk should be reduced.  In the event of a severe flood event and cars left on site begin to float; they will float in a southerly direction towards the barriers which will constrain them on site.  Debris should not flow onto site due to the distance from the river.  Specific College staff should be designated to marshal the evacuation. These staff should be appropriately trained.	Probability is low.  Car park users should have been notified by Coleg y Cymoedd to remove their cars before the extent of the flooding has reached a critical level.  Car park users will be warned via signage and the site closure measures (locked barriers). There should be no reason for anyone to enter the site, as it is not a through-road or pathway frequented by pedestrians.	There is potential for serious harm or risk to life to vulnerable parties under extreme flood conditions.  Also a risk of cars accumulating at the southern section of the car park causing a barrier to water and increasing the severity of the flooding in the car park, with the potential to increase the off-site flooding (compared to the modelled flood extents) due to flow blockage.	Considered manageable. Risk owners: • The College; and • Car park users

Receptor	Pathway	Risk Management	Probability of Exposure	Consequence	Residual Risk
Risk of harm to staff from floodwaters and debris when closing the site in the event of a flood.	<p>Floodwater accumulation on site might require people to inspect the degree of flooding.</p> <p>Risk to staff accessing site en route to the site as the access road could potentially become flooded too.</p>	<p>No staff should be required to close the car park as when a severe weather warning and/or flood warning are issued the barrier to enter the site would be closed automatically, and in effect the car park would be closed.</p> <p>Specific College staff should be designated to marshal the evacuation. These staff should be appropriately trained.</p>	<p>Probability is low.</p> <p>Emergency services called if situation is considered dangerous.</p>	There is potential for serious harm or risk to life to vulnerable parties under extreme flood conditions.	<p>Considered manageable.</p> <p>Risk owners:</p> <ul style="list-style-type: none"> <li>• The College.</li> </ul>
Emergency services.	<p>Floodwater accumulation on site.</p> <p>Emergency services procedures for site work during emergency response.</p>	<p>Despite being in Flood Zone 3, hydraulic modelling showed that the flooding on the access roads should not be as significant as on site. Therefore emergency services should be able to assess the risk from the site boundary before entering.</p> <p>Emergency services procedures for site work during emergency response.</p>	<p>Probability is low.</p> <p>Likelihood that emergency services will need to access highly flooded areas is low. Only likely if a member of the general public is in danger and unable to exit the site.</p> <p>Potential risk for emergency services is greater than that of the site users as their probability of exposure when on site is higher.</p> <p>Emergency services preparation, procedures, training and equipment to ensure risks have been assessed in accordance with their own standard procedures.</p>	There is potential for serious harm or risk to life to vulnerable parties under extreme flood conditions	<p>Considered manageable.</p> <p>Risk owners:</p> <ul style="list-style-type: none"> <li>• The College; and</li> <li>• The Emergency services</li> </ul>

Source: Mott MacDonald, 2015

## Appendix B. Site Layout



**LOCAL GOVERNMENT ACT 1972**

**As amended by**

**LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**LIST OF BACKGROUND PAPERS**

**DEVELOPMENT CONTROL COMMITTEE**

**17 DECEMBER 2015**

**JOINT REPORT OF THE DIRECTOR, LEGAL AND DEMOCRATIC SERVICES  
AND THE SERVICE DIRECTOR, PLANNING**

**APPLICATION NO.15/1322/10**

**PROPOSED DEVELOPMENT OF THREE PLOTS OF LAND ALONG  
WELLINGTON STREET TO COMPRISE A NEW FOUR STOREY COLLEGE  
CAMPUS BUILDING, REFURBISHMENT AND EXTENSION OF EXISTING  
DISUSED RAILWAY STATION BUILDING AS A FUNCTION SUITE,  
ASSOCIATED CAR PARKING SERVICE YARD AND LANDSCAPING –  
FORMER RAILWAY GOODS YARD, WELLINGTON STREET,  
ROBERTSTOWN, ABERDARE**

Minute No.16(1) (Development Control Committee, 2 July 2015)