



**PLANNING & DEVELOPMENT COMMITTEE**

**5 JULY 2018**

**REPORT OF THE SERVICE DIRECTOR, PLANNING**

**PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 18/0314/34  
(DJB)

**APPLICANT:** Transport for Wales

**DEVELOPMENT:** Hybrid Planning Application to deliver a rolling stock depot on the existing Garth Works Industrial Estate site comprising of the following: Part A: Full planning application for the demolition of existing warehouses on the existing Garth Works Industrial Estate site. Part B: Outline planning application to provide a rolling stock depot comprising of a warehousing building, stabling area accommodating rolling stock, substation, wash down point, sanding facility and delivery tracks, ancillary workshop and offices, decked car parking providing a maximum of 214 car parking spaces, demolition and relocation of existing railway footbridge and platforms, and associated landscaping, highways and access infrastructure works.

**LOCATION:** **LAND AT THE GARTH WORKS INDUSTRIAL ESTATE, TAFFS WELL,**

**DATE REGISTERED:** 03/04/2018

**ELECTORAL DIVISION:** Ffynon Taf

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**RECOMMENDATION: APPROVE**

**REASONS:**

The proposed development forms an important element of the development of the South Wales Metro Phase 2, which focuses on the Core Valley Lines (CVL). This important commercial/industrial site, which is currently partially vacant and of a tired and run-down appearance, lies adjacent to the A470 on an important gateway into Rhondda Cynon Taf. The proposal to develop the site as a major Transport for Wales Rail Depot is a positive boost to the regeneration of Rhondda Cynon Taf which will also have a significant impact on growth in the Cardiff Capital Region.

It is considered that this investment will lead to new employment opportunities in the area and also improve access to employment for commuters in the region by its

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**contribution to the South Wales Metro as well as a significant improvement and modernisation of the Taffs Well Station and the associated Park and Ride facility.**

**The proposal constitutes a major development. However, it is considered that the development can be accommodated on the site without having significant adverse impacts within the locality. The application proposal is considered to comply with the relevant policies of the Council's LDP and national planning policy and guidance.**

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## **REASON APPLICATION REPORTED TO COMMITTEE**

The application proposal is for a size and nature of development for which the Service Director has not been granted delegated power to determine. In addition three or more letters of objection have been received in respect of the application.

## **APPLICATION DETAILS**

### Background and Context to the Application

The site at Taffs Well has been secured by the Welsh Government in connection with the procurement phase for the next 'Wales and Borders Rail Service', which will include the development of the South Wales Metro Phase 2, focusing specifically on the Core Valley Lines (CVL).

This programme of works, funded by the Welsh and UK Governments and the European Commission, will seek to transform the rail network in Wales and will involve extensive investment in new rolling stock, stations and associated infrastructure. The aim is to deliver a step change in the public transport offer bringing about improved connectivity between the CVL communities and Cardiff, and providing a much needed modern, reliable and efficient public transport system.

As part of the investment required to transform the rail network, additional depot and stabling facilities are required to accommodate the new fleet of rolling stock. As such, Welsh Government undertook a comprehensive site search process to find suitable and available land. This resulted in Welsh Government acquiring the former 'Forgemasters' building and associated land at Garth Works Industrial Estate in Taffs Well. The whole site area, including the associated works to Taffs Well Station, extends to some 5.4 hectares.

In January 2018 TfW (through their agent Mott MacDonald) undertook a comprehensive pre-application engagement process, as they need to do for an application of this scale, as set out in the Town and Country Planning (Development Management Procedure) (Wales) Order 2012. This process is documented in full in the submitted Pre-Application Consultation Report which accompanies the planning application.

## The Application

This 'hybrid' planning application seeks a combination of both outline and full planning permission for the redevelopment of the former Garth Works Industrial Estate and land to the west including a length of the public highway known as Ffordd Bleddyn; Taffs Well Station park and ride (P&R) car park; an element of the railway line and Taffs Well Station; together with a strip of land on the western side of the railway line (running from the end of Leon Avenue (at the northern extent) down to the rear of the Telephone Exchange building (at the southern extent)).

A 'hybrid' application approach although relatively uncommon, in terms of the applications that come before this Committee for determination, is not an unknown approach when dealing with more complex proposals on large sites. In this case the hybrid approach provides flexibility for Transport for Wales (TfW) in allowing demolition and site clearance works to commence in advance of works for the main rolling stock depot and then the detailed design of the depot and associated works being dealt with through a Reserved Matters planning submission, to be made by the successful Operator and Development Partner, which was announced in May 2018 as being KeolisAmey (a joint venture between French-owned transport firm Keolis and Spanish-owned infrastructure asset management firm Amey).

The element of the application seeking 'full' planning permission is for the demolition and site clearance works associated with the existing buildings and structures on the Garth Works Industrial Estate.

The elements of the application seeking outline planning permission (with all matters reserved) are for the rolling stock depot facility including: multiple stabling lines; a maintenance workshop with offices above; a rolling stock washing facility; a sand replenishment plant; delivery track; a substation; staff parking and increased park and ride spaces; highways and rail infrastructure improvements; modifications to Taffs Well Station and associated landscaping.

In summary the proposed development comprises the following four main elements:

- Demolition of existing buildings and redevelopment of the eastern part of the site into the Taffs Well Depot for the South Wales Metro, comprising; stabling and maintenance facilities for rolling stock, associated workshop and offices, car parking, and an electrical substation;
- Extension of one platform, a new railway station footbridge at the existing Taffs Well Station and reconfiguration of the station's access and parking areas;
- Construction of new rail links to connect the Taffs Well Depot with the Cardiff to Merthyr railway line; and
- Construction of elevated sections of access road, to bridge over the new rail links to the depot and maintain road access between the site and Cardiff Road (A4054).

Various technical and planning considerations relevant to the Scheme have been assessed as part of the application, including; design, noise, air quality, highways and transportation, flood risk, heritage, ecology and biodiversity, lighting, demolition, construction and ground conditions/contamination. All of these environmental and engineering considerations are dealt with in the application submission. However, it is acknowledged by TfW that further details will need to be

submitted to and approved by the Local Planning Authority as part of Reserved Matters package of information and details.

At this time, the applicant has indicated that it is anticipated that the whole construction phase is expected to last over 2 and a half years (9 months for demolition and under 2 years for construction).

The following documents (all prepared by Mott MacDonald and dated March 2018), in addition to the suite of plans, have also been received in support of the application:

- Planning Statement (*Rev 'F' Document Ref: 367590-WTD-CAR-28I-20*)
- Design and Access Statement (*Rev 'E' Document Ref 367590-WTD-CAR-28I-19*)
- Preliminary Ecological Appraisal & Bat Survey (*Rev 'C' Document Ref: 367590-WTD-CAR-28I-01*)
- Pre-application Consultation (PAC) Report (*Rev 'D' Document Ref: 367590-WTD-CAR-28I-17*)
- Flood Consequences Assessment (*Rev 'D' Document Ref: 367590-WTD-CAR-28I-05*)
- Transport Assessment (*Rev 'C' Document Ref: 367590-WTD-CAR-28I-10*)
- Noise Impact Assessment (*Rev 'D' Document Ref: 367590-WTD-CAR-28I-08*)
- Air Quality Impact Assessment (*rev 'D' Document Ref: 367590-WTD-CAR-28I-07*)
- Heritage Statement (*Rev 'D' Document Ref: 367590-WTD-CAR-28I-09*)
- Demolition Management Plan (*Rev 'C' Document Ref: 367590-WTD-CAR-28I-12*)
- Construction Strategy (*Rev 'C' Document Ref: 367590-WTD-CAR-28I-13*)
- Geo-environmental Desk Study (*Rev 'D' Document Ref: 367590-WTD-CAR-28I-02*)
- External Lighting Strategy (*Rev 'C' Document Ref: 367590-WTD-CAR-28I-04*)

## **SITE APPRAISAL**

The application site has an area of 5.4 hectares and is located wholly within the administrative boundary of Rhondda Cynon Taf Borough Council. It sits immediately to the west of the A470, a short distance to the north of the A470 Radyr/Morganstown/Taffs Well/Tongwynlais junction.

A large part of the application site includes the Garth Works Industrial Estate which is now under the ownership of the Welsh Government. The site includes a number of now vacated commercial and industrial units, together with some that are still occupied and in operational use (including the large former Forgemasters building) and ancillary storage and parking/circulation areas. The site is bound to the north by National Cycle Route 8, to the east by the A470 and to the south by the elevated sections of Cardiff Road and Ffordd Bleddyn. To the west, beyond the Garth Works Industrial Estate the application site includes a length of the public highway known as Ffordd Bleddyn; Taffs Well Station park and ride (P&R) car park; an element of the railway line and operational land associated with Taffs Well Station; together with a strip of land on the western side of the railway line (running from the end of Leon Avenue (at the northern extent) down to the rear of the Telephone Exchange building (at the southern extent)).

## **PLANNING HISTORY**

The Garth Works Industrial Estate has a long planning history, with a high number of relatively minor and advertisement applications, relating to individual buildings/units within the Estate. The applications referred to below only represent the more recent larger and/or more significant

historical applications to have been submitted at the Garth Works site and on the land (within the current application red line boundary) adjoining the railway line, on the opposite side of Ffordd Bleddyn.

17/5102	EIA Screening Opinion Request.	Scheme does not constitute EIA development 15/02/18
16/0657	Proposed new 'Access for All' footbridge, incorporating lift provision and removal of existing footbridge across the railway line.	Approved 05/10/16
16/0233	Demolition of industrial/office/retail buildings on the Garth Works site.	Planning permission required 24/03/16
14/1055	Demolition of industrial/office/retail buildings on Garth Works site.	Planning permission required 04/09/14
14/0200	Demolition of existing buildings and site clearance to allow for the erection of 140no. residential dwellings, 50 space extension to existing P&R to serve Taffs Well Station, with associated works of access and landscaping.	Withdrawn 14/07/15
13/0967	Redevelopment of the site for residential, additional P&R facilities to serve Taffs Well Railway Station, site access and associated works (outline).	Withdrawn 14/07/15
12/1220	Application for a Lawful Development Certificate for an Existing Use (for uses B1/B2/B8)	Grant 26/02/13
12/0380	Prior Approval of design and external appearance of works to Taffs Well Railway Station, including modular station building and replacement footbridge.	Approved 28/05/12
11/0043	Proposed redevelopment of the site to provide Class B1 offices, residential dwellings, residential care home, Class A3 public house/restaurant and extension to Taffs Well Station P&R facilities together with all associated access, parking and landscaping works (outline).	Withdrawn 23/11/11

## **PUBLICITY**

The application has been advertised by means of a notice in the local press, the posting of site notices in the vicinity of the site and by direct neighbour notification letter.

At the time of preparing this report **9 letters of objection** have been received. The nature of the objections raised are summarised as follows:

- The pre-application consultation undertaken by the applicant was poor, in that the information was available for the public was sparse in content;
- The development will lead to noise disturbance for the occupiers of nearby residential properties, especially in the late evenings/night/early mornings;
- Currently the last passenger service trains run through Taffs Well at around 11.45pm and the first train of the day at about 5.25am. The creation of a depot at the site is likely to mean that there will be trains moving between these times, leading to greater disturbance. As a minimum if planning permission is granted should be a restriction imposed on the movement of trains (both along the tracks and within the depot itself) between 12 midnight and 5am;
- Whilst acknowledging the benefits a better rail service on the valley lines will bring, it is considered that the necessary facilities could be incorporated at the existing Canton, Cardiff Depot without the need to impact upon Taffs Well. The application does not demonstrate why this development is necessary in Taffs Well;
- Having endured noise from the Forgemasters plant for many years residents do not now want their amenity disturbed by noise from this development;
- The Council should consider the impact on people's lives, not just the creation of jobs;
- Works to Ffordd Bleddyn will result in additional traffic cars and lorries coming through the centre of the village, adding to the already high volumes of traffic;
- Increase in air pollution;
- The degree of additional public parking space for the Park and Ride facility seems inadequate;
- Loss of property value (*Note for Members: this concern is not a material planning consideration*);
- Adverse implications on ecological interests and the need to have regard to Cardiff Beech Wood Special Area of Conservation (SAC) and the nearby SSSI designations;
- Within the application site stands an old Rhymney Railway Line engine shed and this should be retained and subject to preservation. In addition to the north of the Garth Works lie the final surviving remains of the Garth Brass & Iron Foundry and these should be protected.

*(Note for Members: Prior to submitting their application TfW (as noted earlier in this report) undertook statutory pre-application consultation and engagement within the village of Taffs Well. This involved holding a public exhibition (held on 24 January 2018 at Taffs Well Ex-Service Social Club); the posting of site notices, writing to individual households and commercial premises; and, seeking the views of the Community Council. The responses received are set out within the submitted Pre-Application Consultation (PAC) Report).*

## **CONSULTATION**

**RCT Transportation Section** – raise **no objections** subject to the imposition of conditions.

Confirm that the submitted Transport Assessment, dated March 2018 (TA) and submitted plans and drawings have been fully reviewed and considered.

Observations consider and comment upon issues of:

- base traffic data and growth factors;
- trip generation, trip distribution,
- junction capacity analysis and sensitivity test;
- off-site highway improvements;
- road safety assessment and collision analysis;
- access and circulation;
- parking provision;
- construction phase;
- replacement of footbridge and platform works at Taffs Well Station;
- sustainable travel options – walking/cycling/bus/rail; and,
- travel plan

**Welsh Government: Transport (Network Management Division)** - do **not object** to the proposals as they would not have a material impact on traffic flows from the A470 and the works are planned for a brownfield site of not dissimilar use. Accordingly, there are no concerns regarding traffic generation.

It is noted that given the proximity of the site to the A470 that any works within the site that are close to the eastern development/highway boundary that may include excavation should be HD22 compliant so as not to compromise the stability of the A470 trunk road or any embankment. Further, in terms of external lighting provision care should also be taken to ensure that any security lighting scheme does not adversely affect drivers by dint of glare and overspill to the A470.

**RCT Public Health & Protection** – Subject to conditions **no objections** are raised. In respect of previous land use and potential issues of contamination it is noted that the imposition of appropriate conditions is recommended in order to address the identified requirements for further investigations (potentially intrusive investigation and sampling) across the site. Further comments have been made in respect of issues of air quality, noise, disposal of waste, lighting and demolition of existing buildings

**Public Health Wales** – in considering the proposal PHW confirm that they consulted with colleagues at the Environmental Public Health Service and that their assessment considers actual or potential health risks from environmental hazards.

The applicant has assessed air quality (construction phase), noise, highways and transportation (including travel plan), flood risk and land contamination. Where predicted impacts have been identified, appropriate mitigation measures have been developed.

We have **no grounds for objection** based upon the public health considerations contained within the application. Furthermore, in terms of the wider public health we agree that the

development proposal is sustainable in terms of the environment and will be of positive benefit to the population falling in line with the sustainable development principals of the Well-being of Future Generations (Wales) Act (2015).

**RCT Flood Risk Management** – raise **no objections**, subject to the imposition of a condition.

**RCT Countryside Section (Ecologist)** – **no objections** are raised.

**RCT Economic Development Officer** - The redevelopment of the former Forgemasters site in Taffs Well as a major Transport for Wales Rail Depot is a positive boost to the regeneration of Rhondda Cynon Taf which will also have a significant impact on growth in the Cardiff Capital Region. This investment will provide a new facility which will enable the successful delivery and operation of the South Wales Metro. It will lead to new employment opportunities in the area and also improve access to employment for commuters in the region by its contribution to the South Wales Metro as well as a significant improvement and modernisation of the Taffs Well station and Park and ride. The successful delivery of this redevelopment will further increase investor confidence in Rhondda Cynon Taf leading to further development opportunities resulting in a more vibrant and viable local economy.

The Metro Depot development will reinforce the position of Rhondda Cynon Taf as an area of opportunity for growth and employment within the Cardiff Capital Region and enable it to fully contribute to initiatives such as the City Deal, South Wales Metro and Valleys Task Force.

**Natural Resources Wales** – raise **no objections** to the application and confirm that their comments (set out to the applicant's agent in a letter dated 19 March 2018) made in respect of the formal pre-application consultation remain relevant:

- Land Contamination – We have reviewed the Geo-environmental Desk Study, produced by Mott MacDonald (dated December 2017). This report has identified historical land uses that have the potential to contaminate the soil and groundwater. The extent of the contamination should be delineated and suitable sustainable remediation undertaken to eliminate the risk to controlled waters. We advise that the site investigation works are completed after the demolition phase and before the construction to ensure the whole site is investigated and assessed. We therefore, would recommend to the local authority that they should only grant planning permission for this scheme if appropriate conditions (4 conditions are suggested) and informative notes are attached to the planning permission;
- Ecology in respect of European Protected Species (EPS) – We have reviewed the Preliminary Ecological Appraisal and Bat Survey report, produced by Mott Macdonald, (dated December 2017). We note from this report that bats are known to be using this site. We have no objection to the application in relation to European Protected Species, provided that the development is undertaken in accordance with the measures set out in Section 5.2.3, 'Bats', of the above report. These should be secured through a condition on any permission granted by the LPA. We would advocate that, for longevity, appropriate crevice roosting opportunities are built into the design of the new buildings on the site. Bat boxes are best considered as a short term/interim measure;
- Water quality and pollution to the water environment – suggest the imposition of a condition requiring the submission and approval of a Construction Environmental

Management Plan, in order to ensure that any works of demolition and/or construction does not impact on water quality;

- Special Area of Conservation (SAC) - an Assessment of Implications on European Sites, (dated 16 November 2017) has been submitted as an Appendix of the above Preliminary Ecological Appraisal and Bat Survey report. We note that this report concludes 'No Likely Significant effect', as a result of this application, on two SAC's identified within the search area.

The development site is located approximately 130 metres from Cardiff Beech Woods SAC and separated by the A470 dual carriageway limiting the likelihood of direct effects on the SAC as a result of the proposals. We provide this advice to assist in reaching a view on the possible significant effect of this proposal on the Cardiff Beech Woods SAC and in the context of the Conservation of Habitats and Species Regulations 2017.

With regards to air quality, there is the possibility of indirect impacts being brought about by reductions in air quality, though the air quality assessment produced for the project concludes that this will not be the case because of the nature of the proposals, their potential to give rise to specific pollutants and the distance from sensitive receptors. Best practice dust mitigation measures should be adhered to as referenced in the Air Quality Assessment (March 2018), to reduce the likelihood of potential impacts occurring during demolition and construction activities.

In order to comply with Regulation 61 of the Conservation of Habitats and Species Regulations 2017, the Local Authority will be required, as the competent Authority in this case, to satisfy themselves that there are no likely significant effects, either alone or in combination with other plans and projects. If likely significant effects cannot be ruled out, then an Appropriate Assessment of the implications of the proposed scheme for the SAC, in view of its conservation objectives, should be undertaken before granting planning permission.

**Dwr Cymru/Welsh Water** – raise **no objection** and request that if the LPA is minded to grant the approval that it attach two conditions (1. requiring that a drainage scheme be submitted for the approval of the LPA; and, 2. that no works be undertaken in the vicinity of an existing 225mm public combined sewer and a 1200mm strategic public combined sewer which cross the site) and appropriate advisory/informative notes.

**Cadw** – have reviewed the information provided with the application have **no objections** to the impact of the proposed development on the historic environment.

**Glamorgan Gwent Archaeological Trust (GGAT)** – raise **no objection** to the application, but conclude that archaeological mitigation will be required.

**Wales & West Utilities (Gas)** – have provided a plan which confirms that WWU have pipes in the area of the application site. **No objections** are raised but WWU do make it clear that their apparatus may be affected and at risk during construction works and that should planning permission be granted the promoter of the works should contact WWU directly to discuss requirements in detail before any works commence on site. Any required works will be fully chargeable.

**Western Power Distribution (Electricity)** – **no objections** raised but advise that they would require the applicant to apply to Western Power Distribution if they require a new connection or a service diversion.

**Network Rail** - notes that this planning application submission relates to the procurement phase for the next Wales and Borders Rail Service and Transport for Wales' future proposals to transform the rail network involving investment in new rolling stock, stations and associated infrastructure specifically on the Core Valley Lines. Whilst the additional depot and stabling facilities are on land acquired by Welsh Government, the improvements proposed to Taffs Well Rail Station relates to land currently in Network Rail's land ownership. Network Rail has **no objection** in principle to this development proposal.

**Sustrans** – make the following comments **in support** of the planning application.

Pleased the design continues the Taff Trail in one continuous length that's segregated from traffic and gradients are 1:20 or less. Will need to consider the following at a detailed planning stage - Taff Trail priority over the access road to works; provision of cycle parking; need for the Taff Trail to remain open at all times during the construction period and /or suitable alternative route provided; the disused railway to the north-west of the site that carries the Taff Trail could be managed with RCT/Sustrans to improve biodiversity and bridge to other land.

**South Wales Fire & Rescue Service** - advise that the applicant should consider the need for the provision of adequate water supplies on the site for firefighting purposes; and, access for emergency firefighting purposes at an early stage of the proposed development.

**South Wales Police (Designing Out Crime Officer)** – raises **no** objections, but makes comments/recommendations in respect of a number of aspects of the development (inc. perimeter demarcation between public and private space; the provision of adequate lighting within the scheme; provision of a CCTV system; provision and management of car parking facilities; provision of secure cycle storage; incorporation of security rated aspects within the build – doors, windows, roller shutters, intruder and smoke/fire alarms etc..; and measures for the railway station itself.

**City of Cardiff Council** (adj. LPA) – **no objections** raised

**Caerphilly County Borough Council** (adj. LPA) – **no objections** raised

## **POLICY CONTEXT**

### **Rhondda Cynon Taf Local Development Plan (LDP)**

The application site lies entirely within defined settlement limits.

#### Core policies

**Policy CS2** – confirms that in respect of development in the Southern Strategy Area the emphasis will be on sustainable growth that benefits the County Borough as a whole. 8 key criteria that will be considered in seeking to achieve this aim are identified.

Criteria specifically relevant to this proposal are noted below:

Criteria 2 – states that “Protecting the culture and identity of communities by focusing development within defined settlement boundaries and promoting the reuse of under used and previously developed land and buildings”

Criteria 5 – states that “Providing opportunities for significant inward investment, in suitable locations, that will benefit the economy of Rhondda Cynon Taf and the Capital Region”

Criteria 6 – states that “Reducing daily out commuting by private car and promoting sustainable forms of transport”

Criteria 8 – states that “Promoting and enhancing transport infrastructure services to support growth and investment”

**Policy CS8** (Transportation) identifies the need for the provision of public transport improvements, as part of wider strategic transportation network improvements, within the County Borough.

### Area Wide policies

**Policy AW2** – promotes development in sustainable locations. Sustainable locations are defined by a number of criteria.

Criteria specifically relevant to this proposal are noted below:

Criteria 1 – are within defined settlement boundaries

Criteria 2 – sites where the proposed use would not conflict with adjoining uses

Criteria 3 – sites that have a good accessibility by a range of transport modes

Criteria 4 – sites with good access to key services and facilities

Criteria 6 – support the roles and functions of the Principal Towns, Key Settlements and Small Settlements

Criteria 8 – sites that are well related to utility services

**Policy AW4** – provides for the negotiation of planning obligations

**Policy AW5** - identifies design criteria (under the headings of Amenity and Accessibility) for new development.

**Policy AW6** - supports development that promotes high quality design which makes a positive contribution to place making.

**Policy AW7** - seeks to protect and enhance the built environment.

**Policy AW8** - seeks to protect and enhance the natural environment.

**Policy AW10** – confirms that development will not be permitted where it would cause or result in an unacceptable risk of harm to health and/or local amenity (identified issues include air pollution, light pollution, noise pollution, water pollution, contamination, landfill gas, land instability and flooding or any other identified risk to the environment, local amenity and public health or safety).

**Policy AW11** – seeks to only allow the appropriate re-use of existing employment and/or Retail Uses

### Southern Strategy Area policies

Policy SSA20 – confirms that provision for Park and Ride (P&R) facilities will be provided within the identified developments, no.6 in the list of 6 sites being Taffs Well Station

### **Supplementary Planning Guidance**

Rhondda Cynon Taf LDP SPG – Design and Placemaking (March 2011)

Rhondda Cynon Taf LDP SPG – Delivering Design and Placemaking: Access, Circulation & Parking Requirements (March 2011)

Rhondda Cynon Taf LDP SPG – The Historic Built Environment (March 2011)

Rhondda Cynon Taf LDP SPG – Nature Conservation (March 2011)

Rhondda Cynon Taf LDP SPG – Planning Obligations (December 2014)

Rhondda Cynon Taf LDP SPG – Employment and Skills (June 2015)

### **National Guidance**

#### **Planning Policy Wales (9th Edition, November 2016)**

Chapter 4 of PPW sets out Welsh Government policy in respect of Planning for Sustainability.

Section 4.11 sets out the policies relating to planning for sustainability through good design. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales, from the construction or alteration of individual buildings to larger development proposals.

Section 4.12 requires that planning consideration be given to the need to construct sustainable buildings and promote climate responsive developments.

Chapter 5 of PPW sets out Welsh Government objectives for Conserving and Improving Natural Heritage and the Coast

Chapter 5 acknowledges and embraces the significance of the natural heritage for both ecology purposes, economic and social purposes. The Welsh Government have set out the following objectives for the conservation and improvement of the natural heritage. These are listed as follows:

- To promote and conserve the landscape and biodiversity, particularly focusing on native wildlife and habitats;
- Ensure action in Wales contributes to meeting the responsibilities and obligations for the natural environment internationally;
- Protect and manage statutorily designated sites;
- Safeguard protected species;
- Promote the functions and benefits of soil, particularly their functions as a carbon store.

Para 5.1.3 highlights the role of the planning system and its responsibility to not impose any unnecessary constraints on development but also ensure that the environment is safeguarded/enhanced reasonably.

Para 5.1.4 states that development management should consider the importance of biodiversity and landscape in the early planning process.

In relation to statutorily designated sites, local planning authorities should be considerate of their local, national, and international significance and take care to consider the weight attached to their significance and to avoid any significant constraints on development. Para. 5.3.1 notes that statutorily designated sites can play a vital role in the landscape and biodiversity of the area but also can open up opportunities to sustainable social and economic development. Proposals can minimise conflict and also create new opportunities for sustainable development.

Para's 5.3.8-5.3.10 note guidance in regard to Statutory Nature Conservation Designations. This includes Sites of Special Scientific Interest (SSSIs) and Special Areas of Conservation (SACs). The Welsh Government are obliged to ensure that conservation of these are met in accordance with international responsibilities. Sites should be appropriately managed to protect them from damage and deterioration, with important features conserved

Para's 5.5.13-5.5.14 note the local authorities' duty to the preservation of trees. When granting planning permission, Tree Preservation Orders (TPOs) can be imposed in the interests of amenity.

#### Chapter 6 of PPW sets out Welsh Government policy in respect of the Historic Environment

Chapter 6 notes the importance of the historic environment and the way this should be protected, managed and conserved. The Welsh Governments sets out the following objectives.

- To conserve and enhance the historic environment which is acknowledged as a finite and a non-renewable resource and plays a vital part in the historical and cultural identity of Wales;
- Recognise its value and contribution to the economic vitality, culture, civic pride, local distinctiveness and quality of Welsh life, and its importance in the future;
- Base decisions on the significance of Wales' historical assets;
- Contribute to knowledge of the past by appropriately recording historical assets which are affected by proposed change and ensuring that all records are archived securely and made available to the public;
- Protect the Outstanding Universal Value of the World Heritage Sites, conserve archaeological remains, safeguard the character of historical buildings and manage the preservation of these in relation to their special architectural and historic interest, preserve SIS and registered historical landscapes.

Section 6.5 sets out policy in respect of development management and the historic environment.

At para 6.5.7 it is confirmed that local planning authorities may impose condition/s requiring that an archaeological watching brief is carried out

Chapter 7 of PPW sets out Welsh Government objectives in respect of economic development.

Para 7.1.3 states that the planning system should support economic and employment growth alongside social and environmental considerations within the context of sustainable development. To this end, the planning system, including planning policies, should aim to ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses. Local planning authorities should aim to facilitate the provision of sufficient land required by the market, except where there are good reasons to the contrary. In addition, wherever possible local planning authorities should seek to guide and control economic development to facilitate regeneration and promote social and environmental sustainability. In so doing, they should aim to:

- co-ordinate development with infrastructure provision;
- support national, regional, and local economic policies and strategies;
- align jobs and services with housing, wherever possible, so as to reduce the need for travel, especially by car;
- promote the re-use of previously developed, vacant and underused land; and
- deliver physical regeneration and employment opportunities to disadvantaged communities.

Para 7.1.5 effective planning for the economy requires local planning authorities to work strategically and co-operatively steering development and investment to the most efficient and most sustainable locations, regardless of which local authority area they are in. In addition, travel-to-work patterns do not necessarily respect local authority boundaries and it is essential that local planning authorities identify and make adequate provision for their role in the regional and sub-regional economies of Wales.

Para. 7.6.1 confirms that local planning authorities should adopt a positive and constructive approach to applications for economic development. (for planning purposes the Welsh Government defines economic development as development of land and buildings for activities that generate wealth, jobs and incomes. Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services).

Chapter 8 of PPW sets out Welsh Government objectives in respect to transport.

Section 8.3 sets the measures proposed to supporting public transport

Para. 8.3.1 states that local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion. Appropriate public transport measures include improved facilities for railway and bus passengers, park and ride schemes, and measures to encourage better services. Local authorities may wish to explore the potential for new rail lines (including light rail), the re-opening of rail lines, the provision of new stations and enhanced passenger services on existing lines. Rail services, with

their fixed infrastructure, can provide a focus for regeneration and new development, as can bus services, especially in urban areas where supporting facilities and priority schemes, such as bus lanes, are provided.

Para. 8.3.3 states that Park and Ride should normally be considered as one element of a comprehensive planning and transport strategy designed to improve the relative attractiveness of public transport and reduce the overall dependence on cars. Where the Local Transport Plan (LTP) has identified a requirement for park-and-ride facilities, planning authorities should identify suitable sites in the development plan.

Para. 8.3.4 confirms that local authority support for bus services, passenger rail services or proposals for associated facilities should be consistent with locational policies. Where additional public transport would be required to allow development to proceed, an appropriate policy should be included in the development plan and LTP. Where development can only take place with improvements to public transport services, local authorities should consider the use of planning conditions and/or planning obligations.

Para 8.5.4 confirms that local authorities should **consider the potential for promoting the use of railways for additional passenger and freight traffic**. They should identify new infrastructure (including park and ride sites), multi-modal transfer facilities and, where appropriate, major employment sites with access to railways. Disused railways and disused or unused rail sidings should be safeguarded from development where there is a realistic prospect for their use for transport purposes in the future. As an interim measure it may be appropriate to use disused rail alignments as open space corridors (greenways) for example for walking and cycling.

Section 8.7 sets out the approach to be taken in respect of development management and transport.

Para. 8.7.1 indicates that when determining a planning application for development that has transport implications, local planning authorities should take into account:

- the impacts of the proposed development on travel demand;
- the level and nature of public transport provision;
- accessibility by a range of different transport modes;
- the opportunities to promote active travel journeys, and secure new and improved active travel routes and related facilities, in accordance with the provisions of the Active Travel (Wales) Act 2013;
- the willingness of a developer to promote travel by public transport, walking or cycling, or to provide infrastructure or measures to manage traffic, to overcome transport objections to the proposed development (payment for such measures will not, however, justify granting planning permission to a development for which it would not otherwise be granted);
- the environmental impact of both transport infrastructure and the traffic generated (with a particular emphasis on minimising the causes of climate change associated with transport); and

- the effects on the safety and convenience of other users of the transport network.

Para. 8.7.2 indicates that Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for.

#### Chapter 12 sets out Welsh Government policy in respect of infrastructure and services.

Section 12.4 (Development Management and Water) makes it clear that the adequacy of water supply and the sewage infrastructure are material in considering planning applications. Development proposals in sewered areas must connect to the main sewer and it will be necessary for developers to demonstrate to local planning authorities that their proposal site can connect to the nearest main sewer.

#### Chapter 13 sets out Welsh Government policy in respect of Minimising and Managing Environmental Risks and Pollution.

Sections 13.7 and 13.9 deal with development management and the approach to geo-technical issues of contaminated land and unstable land.

Section 13.12 deal with development management and improving the quality of water and air

Para 13.12.1 The potential for pollution affecting the use of land will be a material consideration in deciding whether to grant planning permission. Material considerations in determining applications for potentially polluting development can include (amongst others) the risk and impact of potential pollution from the development, insofar as this might have an effect on the use of other land and the surrounding environment (the environmental regulatory regime may well have an interest in these issues, particularly if the development would impact on an Air Quality Management Area 'AQMA').

Para 13.12.2 Local planning authorities should work closely with pollution control authorities when determining planning applications.

Para 13.12.3 Planning authorities may use planning conditions or obligations to meet planning aims to protect the environment where these are pertinent to the development proposed. It is important for planning authorities to understand the scope and purpose of conditions that can be imposed by pollution authorities so as to ensure that planning conditions neither duplicate nor conflict with such conditions. Proposed development should be designed wherever possible to prevent adverse effect to the environment but as a minimum to limit or constrain any effects that do occur.

Section 13.15 (Development Management and Noise and Lighting) confirms that noise can be a material consideration. Local authorities can attach conditions to planning permissions for new developments that include the design and operation of lighting systems and prevent light pollution.

## **Planning Policy Wales Technical Advice Notes (TANs)**

- TAN 5: Nature Conservation and Planning (2009)
- TAN 11: Noise (1997)
- TAN 12: Design (2016)
- TAN 15: Development & Flood Risk (2004)
- TAN 18: Transportation (2007)
- TAN23: Economic Development (2014)
- TAN24: The Historic Environment (2017)

## **Government Circulars Other Relevant Documents**

- Welsh Government Circular 016/2014: The use of Planning Conditions for Development Management

## **Other Relevant Documents/Reports**

- People, Place, Futures: The Wales Spatial Plan (2008)
- One Wales: Connecting the Nation – The Wales Transport Strategy (2008)
- South East Wales Transport Alliance (SEWTA) Regional Transport Alliance (March 2010)
- Economic Renewal: A New Direction (July 2010)
- Turning Heads – A Strategy for the Heads of the Valleys (2006)

## **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.

## **PLANNING CONSIDERATIONS**

### **Main Issues**

This application proposes a significant major development and accordingly it raises a wide range of planning considerations which require careful assessment prior to determination of the application. However, it is considered that the main issues in this case relate to the physical design, scope, size and the nature of the proposed use of the development and the likely impacts for the site itself and the wider locality of the village of Taffs Well; implications for sustainable rail travel (specifically the South Wales Metro scheme and the CVL electrification proposals), together with issues of highways/traffic/parking; potential implications for nearest residential properties; potential issues of noise and air quality; interests of ecology/biodiversity; drainage and

the potential for flooding; geotechnical matters and potential contamination; and, the potential for the development to act as a catalyst for wider economic and regeneration benefits for the surrounding area as an integral element of the development of the South Wales Metro Phase 2, focusing specifically on the Core Valley Lines (CVL), which it is intended will deliver a step change in the public transport offer bringing about improved connectivity between the CVL communities and Cardiff, and providing a much needed modern, reliable and efficient public transport system.

### The 'Full' elements of the application

The elements of the application seeking 'full' planning permission are for the demolition and site clearance works associated with the existing buildings and structures on the Garth Works Industrial Estate.

It is proposed that demolition works will be undertaken prior to any construction works commencing in connection with the rolling stock depot and fall within Phase 1 of the overall development programme.

The Garth Works site area comprises approximately 3.6 hectares with the ground level ranging from approximately 34mAOD at the southern end to 33mAOD at the northern end. The site is almost exclusively (98%) covered in asphalt/ concrete hardstanding consisting of roads, car parking areas and buildings. There are a small number of small grassed areas and/ or rough ground with some vegetation.

Currently some buildings on the site have already been vacated and stand empty, whilst others are still in occupation and active use. It is understood that the necessary notice to vacate those buildings still in occupation will be served once planning permission has been secured.

There are a wide variety of different buildings (brick built, sheeted steel frame structure built and a mix of both) on the site ranging from those that were/are occupied by small single occupiers to the largest building on the site (building B8/B8a), which stands 15m high to the eastern boundary of the site. This building (a large corrugated metal and asbestos sheeted steel framed structure) includes the South Wales Forgemasters facility which is still operational within the central and northern portion of B8a. The remainder of the building is sectioned into smaller units for industrial/ commercial use. The southern extent of the site is occupied by Travis Perkins and their storage yard (the area covering the space between B18 and B19) contains several small brick and metal structures.

The works of demolition on the site will be phased, with those buildings that are already vacated and empty (largely in the north and north western part of the site) likely to be identified for demolition in the first phase of the works.

As part of the application submission package a Demolition Management Plan has been provided. At this stage however, a contractor has yet to be appointed for the demolition works and therefore the detail around such issues as the need for a possible temporary access during

demolition, the nature and location of the required site compound, site security are not known in detail. In order that the Council retains the ability to agree such issues it is suggested that an appropriate condition be imposed requiring the submission of a Demolition Method Statement.

The site access is off Ffordd Bleddyn. The Contractor is to arrange safe site access, a traffic management plan and parking for the demolition phase. The Council's Transportation Section have raised no objection to the proposals. However, in noting that limited information is currently available in order to be able to fully address issues relating to the management of demolition traffic, parking for contractors and measures to prevent the deposition of dust and debris on the public highway the imposition of a suitable condition is requested.

Given the nature and age of buildings on the Garth Works site it is known that asbestos is present within the constructional fabric of some (HSE guidance makes it clear that any building constructed prior to 1999 has the potential to contain asbestos). An initial asbestos survey of buildings on the site was conducted in 2012 and a further asbestos survey is being conducted by TfW which will supersede the aforementioned survey. It is recommended that a suitable condition be imposed requiring the submission and approval of an asbestos survey, which shall detail proposed measures for its removal from the site and subsequent disposal.

In anticipation of demolition works a Preliminary Ecological Appraisal (PEA), informed by a Phase 1 habitat survey was completed in the summer of 2017, to assess the ecological value of the habitats present and to identify any protected and notable species within the zone of influence of the proposed works. This survey work identified suitable habitat for roosting bats and nesting birds within the site. Further surveys completed in the summer of 2017 were undertaken to ascertain the presence/ likely absence of roosting bats in the form of external building inspections and emergence/ re-entry surveys. This survey work identified the presence of a transitional roost used by common pipistrelle bats (*Pipistrellus pipistrellus*) within building B14 (located centrally in the site). Demolition of this building would result in the destruction of this bat roost and therefore a bat licence is required from Natural Resources Wales (NRW) to enable the building demolition works to proceed.

The PEA recommends however that a licence for the whole site is to be obtained. This licence will set out appropriate mitigation, approved by NRW, to include soft-strip features used by bats (i.e. bargeboards), ecological supervision and a toolbox talk to contractors, as well as provision of replacement roosts in the form of bat boxes or similar. In addition it is also noted that it is proposed to take precautionary measures with regards to works near trees or structures with bat roosting suitability.

The wooded belts along the Garth Works site boundaries are considered to be of elevated ecological value in the context of the site and also provide suitable habitat for a range of protected species. These habitats should be retained and protected during demolition works. The imposition of suitable conditions are recommended in this regard.

Japanese Knotweed, Himalayan Balsam and Hollyberry Cotoneaster are present within or adjacent to the Garth Works site. All construction works should be undertaken under an invasive

species method statement to include specific measures to control and/or eradicate these species as required. The imposition of a suitable condition is recommended in this regard.

It is proposed that the clearance of woody vegetation around the Garth Works site is to be avoided from March to August (inclusive) to avoid disruption to breeding birds, if possible. Where any works of clearance cannot be avoided during this period, it is proposed that works should only proceed following a nesting bird check by a suitably qualified ecologist confirming no active nests are present. In respect of the clearance of any small areas of grassland, ruderal vegetation and scrub it is proposed that this be undertaken between April and the end of October, when reptiles are active, under an ecological method statement with safeguards for reptiles. It is recommended that a suitable condition be imposed which enables the Council to consider proposed matters of control and mitigation in respect of these issues.

Issues of noise and impacts on air quality during the demolition phase are material planning considerations relevant to the proposed development and it is acknowledged that the works of demolition will be undertaken on a site which has a potential to impact on the nearest residential properties and other receptors (the SAC). These issues of noise and air quality are dealt with later in this report.

#### The 'outline' elements of the application

The elements of the application seeking outline planning permission (with all matters reserved) are shown on an indicative masterplan (Drawings 367590-28I-XX-DR-C-0002 and 0003) for the proposed development, which comprises a rolling stock depot facility including: multiple stabling lines; a maintenance workshop with offices above; a rolling stock washing facility; a sand replenishment plant; delivery track; a substation; staff parking and increased park and ride spaces; highways and rail infrastructure improvements; modifications to Taffs Well Station and associated landscaping.

*(Members should note that the submitted masterplan is indicative only, with all matters being reserved. Whilst it sets out the parameters of the scheme the final detail of the development will be the subject of a future submission for approval of reserved matters or detailed consent).*

Following the initial works of demolition and site clearance (Phase 1) on the Garth Works part of the overall application site it is intended that the construction of the proposed development will be undertaken in 3 separate phases, as identified below:

#### Phase 2

- the provision and opening of a temporary road and temporary car park on the former Garth Works site;
- the closure of Ffordd Bleddyn to allow for the construction of bridges and level alterations and the closure of the Station Car Park (the road and car park will only be closed after the alternative temporary road and car park have been opened);
- a new entrance to Taffs Well Station to be constructed; and,
- the northbound platform at Taffs Well Station to be extended at the northern end

### Phase 3

- the eastern extent of Taffs Well Railway Station to be demolished
- new bridges to be constructed over Ffordd Bleddyn and Ffordd Bleddyn level to be ramped up to the south to allow new tracks to pass underneath;
- layout of railway station car amended, including additional car parking (8 bays) for disabled users, additional cycle parking stands, a drop-off turning circle and associated landscaping; and,
- the provision of a new footbridge and stairs at Taffs Well Railway Station

### Phase 4

- the completion of the new bridges and works to Ffordd Bleddyn and traffic diverted;
- the removal of the temporary road and access;
- workshop, sidings, decked car park and storage buildings constructed; and,
- the closure of the temporary car park and opening of new decked car park.

### Rolling Stock Depot

The submitted Parameters Plan (Drawing No. MMD-367590-281-XX-DR-C-0005) indicates that the overall size of the depot building and the smaller subsidiary buildings will have a volume of between 55,000 and 75,000 cubic metres and be of heights between 7m to 15m.

The size of the rolling stock maintenance workshop building is indicated as being between 85m-118m x 20-32m in size; with the ancillary offices being between 85m-118m x 7m-10.05m.

Two detached storage buildings are proposed at the northern end of the site. The larger of these will be between 10m-20m x 10m-20m; whilst the smaller will be between 5m-10m x 5m-10m in size.

The indicative masterplan indicates a total approximate floor space of 6,700sq.m., comprising

- 3,800sq.m. of workshop floor space;
- 2,400sq.m. of ancillary office floor space over two floors; and,
- 500sq.m. storage buildings floor space (indicated as being within two separate buildings).

The Depot will be designed to provide stabling for 25x50m Core Valley Line (CVL) rolling stock vehicles. It is noted that the design for the depot, at this stage, allows for different types and sizes of rolling stock and power options including electric and diesel. The indicative masterplan illustrates 20 individually identified (nos 1-15, but including 1a, 9a, 15a, 15b, 15c and 15d) lengths of track within the depot site. Four of these (15a-15d) run within the depot workshop building. Track 2 loops around the delivery and short term parking area at the northern end of the site.

The proposed stabling sidings as well as being used for the storage of rail vehicles and will also include a rolling stock washing facility, sand replenishment plant, substation and a delivery track where rolling stock will be delivered on HGVs and lifted onto the depot tracks. These will occupy approximately 0.37 hectares.

*(For Members information: within a number of the planning submission documents reference is made to “sanding”. For clarification the term ‘sanding’ refers to a use of sand to enhance traction/adhesion of train/tram vehicles in the braking process. The sanding equipment on the train/tram dispenses sand onto the tracks when required. Sanding is an important part of ensuring that trains/tram stop in the correct distance. It is not to do with sanding the steel work of rolling stock).*

### Works to Taffs Well Railway Station

The proposed scheme also indicates works to deliver improvements to the existing Taffs Well Railway Station. These works will include the demolition of the existing footbridge and platform edges at the southern extent, along the side (western) of the northbound track, of the station.

In order to offset the loss of part of the platform length serving the northbound track it is proposed that this be extended by approximately 100m at the northern end. The platform on the western side of the northbound track currently terminates at a point, adjacent to the rear boundary of Garth House, Leon Avenue (which is an office building occupied by the charity Care for the Family). By extending the platform it would take it up to a point which where it terminates at a point adjacent to a block of three garages that stand at the end of Leon Avenue, to the eastern side of the residential property 5 Leon Avenue. By extending the platform on the western side of the tracks, as proposed it would then match the configuration of the platform on the eastern side of the tracks. It is considered that in extending the platform it is important that the belt of existing trees be retained, or if any trees are required to be removed that replacements be provided, in order that the amenity of properties in Leon Avenue be maintained.

A new footbridge over Taffs Well Station will be provided alongside new stairs and lifts at the southern extent of the new platform. The existing footbridge crosses over the railway tracks at a point at the southern end of the station, at a point approximately level with the length of highway and pedestrian route which runs between 1 Cardiff Road (occupied on the ground floor by the business Ladybirds Cleaning) and the Telephone Exchange site). The new footbridge is indicated as being re-positioned by approximately 15m further (north) up the station platforms, with the consequence that it would cross the tracks at a point adjacent to the rear boundaries of nos. 1 and 3 Cardiff Road. Whilst part of 1 Cardiff Road is in commercial use it would appear that it is also in residential use, as is 3 Cardiff Road. Accordingly, it is important that that position of the new footbridge and the associated stairs do not have any significant impacts on the amenity of those occupiers, or on the occupiers of properties in Llys Hafan, with the rear elevations of these properties lying only some 13m to the north of the side (northern) boundary of 3 Cardiff Road.

A covered cycle shelter, with 15 stands and taxi drop off area (within the adjoining P&R car park) are also proposed as part of the overall station improvements.

### Highways/Traffic/Access/Parking Issues

#### Associated Highways and Infrastructure Works

Road access into the depot site is proposed on the western edge of the site from the existing mini- roundabout on Ffordd Bleddyn. Access at this point is approximately 50m further

northwards than the current main access point into the Garth Works site. In order to facilitate Depot operation, it is proposed to upgrade the existing mini-roundabout and add an additional arm to provide direct access into the site. However, it is noted that the Council's Transportation Section have queried the geometric design of this element of the works, on the basis of the level of information available at the current time. Accordingly, further detail will need to be provided in respect of these works at the detailed stage.

A secondary vehicular access to/from the re-aligned Ffordd Bleddyn will be constructed to provide access to the proposed decked car park facility. This access will cater for both Depot staff parking and the relocated and enlarged rail station 'overspill' P&R facility

To gain rail track access into the Depot site it is proposed to modify Ffordd Bleddyn. The road will be vertically re-aligned, to pass over three rail tracks (one at the southern end of Ffordd Bleddyn, adjacent to the junction with Cardiff Road and the other two adjacent to the new access into the decked car park) connecting the proposed Depot and main railway line. It will follow the level of Cardiff Road junction, starting to fall to ground level after passing the last of the three depot tracks, with a maximum gradient of 1:20. It will reach the ground level close to the existing roundabout junction. It is proposed that the elevated road section will be placed either on a viaduct structure, or an embankment with underpasses for the new tracks. In effect this will result in the carriageway level of Ffordd Bleddyn being raised by up to approximately 6m at its greatest point of increase, which would be at a point approximately where the Travis Perkins builders merchants site is accessed at the southern end of the Garth Works site. On the opposite (western) side of the railway line at this point is the heavily treed rear boundary of the Taffs Well Telephone Exchange site.

It is considered that the increase in height of the Ffordd Bleddyn carriageway, as a result of the changes to its vertical re-alignment, above a supporting embankment or viaduct structure will constitute an obvious new feature into the surrounding local environment. However, to an extent it is considered that this impact will be reduced, when seen from the west (the station and the houses on the western side of the railway line) due to the fact that this 'new' feature will be viewed against the backdrop of a re-developed Garth Works site, which in itself will introduce large new visual elements into the local environment/streetscene.

Pedestrian and cycle access will be through the main site access, designed with a segregated footway/cycleway into the site. A new pedestrian route and crossing will be created between the site entrance and new rail station Park and Ride site.

In order to ensure that both vehicular and pedestrian access remain available whilst construction of the development is underway it is proposed that a temporary road (and car park) are provided on the Garth Works site (works falling within Phase 2 – as set out earlier in this report) following works of demolition and site clearance. This temporary road will divert traffic from Ffordd Bleddyn and the existing P&R 'overspill' car park. The temporary road will run from the existing mini-roundabout, through the Garth Works site and join Cardiff Road adjacent to the point of the Ffordd Bleddyn/Cardiff Road junction. Subject to the imposition of a condition requiring the approval of full details of the temporary road arrangement the Transportation Section have raised no objection to this proposed arrangement.

It is considered that the provision of this temporary road will allay fears concerns expressed by local residents that the works will result in HGV commercial traffic from the wider industrial estate being diverted and using Cardiff Road travelling through the village centre of Taffs Well because of the inability to use Ffordd Bleddyn.

A Transport Assessment (TA) has been submitted as part of the application submission and consultation undertaken with the Council's Transportation Section and Welsh Government Transport (Network Management Division).

Welsh Government Transport (NMD) have confirmed that they have no objection to the development as they do not consider that the scheme would result in any material impact on traffic flows from the A470. However, they do request that works should not compromise the stability of the A470 trunk road or any associated embankment and that care should also be taken to ensure that any external lighting on the site does not adversely affect drivers by dint of glare and overspill to the A470.

The Council's Transportation Section have identified the fact that the junction of Ffordd Bleddyn and Cardiff Road is congested at peak times, with a knock-on adverse impact on the junction of Cemetery Road with Cardiff Road, which is located approximately 20m to the east and is impacted by the operation of the adjacent signalised junction. The submitted TA does not consider the impact of peak hour staff trips and the additional P&R trips (as a result of the additional 30 spaces) and no mitigation is proposed, which gives cause for concern. Accordingly, it is proposed that a condition be imposed to require improvements to the existing traffic signals at the junction of Ffordd Bleddyn and Cardiff Road, to convert the pedestrian crossings to Toucan crossings and integrating the Cemetery Road junction by providing additional vehicle detection at Cemetery Road to allow additional periods within the signal phasing to allow vehicles to enter Cardiff Road.

The Transportation Section have noted the absence of detailed design proposals showing extent of embankments, retaining structures, detailed design of accesses, car parking design and management details and realignment of Ffordd Bleddyn including shared cycle/footways, vehicular containments, street lighting, highway drainage and a Road Safety Audit. In addition it is noted that the proposed development would result in closure of a number of accesses along Ffordd Bleddyn as well as the realignment of Ffordd Bleddyn. However, it is recognised that this level of information is not confirmed in detail and accordingly these matters can be controlled by means of suitably drafted conditions.

The Transportation Section have noted that section 5 of the TA confirms that a full Travel Plan will be to be prepared by KeolisAmey (the ODP) which will includes the measures it is proposed to implement in order to reduce the environmental impact of the development and reliance of staff on private motor vehicles for both work related trips and commute to and from work. It is noted at this outline stage however, that the suggested measures do not appear to reflect the nature of the proposed development which provides a public transport service and where driver, maintenance and cleaning staff will need to start or finish work at times where public transport services are not available and in cases where early start and finish times would make walking or cycling unattractive as modes of travel to and from work. It is recommended that a suitable condition be imposed to secure the provision of a Travel Plan.

In overall conclusion the Council's Transportation Section have raised no objection to the application, subject to a number of conditions to ensure that control is retained over matters of detail given the outline nature and limited amount of information available at this initial stage.

### Car Parking Provision

As with many locations within the County Borough demand for car parking is high within Taffs Well. Accordingly, it is important that the scheme makes appropriate provision of not only staff/employee car parking for the Depot facility itself but also for the Taffs Well Station P&R facility.

Currently the main Taffs Well Station P&R car park provides 93 spaces, with an additional 55 spaces available within the 'overflow' P&R car park, which lies on the opposite side of Ffordd Bleddyn, adjacent to the Garth Works site, giving a total current provision of 148 P&R spaces.

The proposed development includes the re-configuration of the main P&R car park (which involves a new, relocated point of access at the northern end of the car park and provision of a taxi drop-off area) resulting in a slightly lower provision of 84 spaces (inc. 8 disabled parking spaces). However, within the new decked car park (which will serve the Depot facility itself and also the station P&R) it is proposed to dedicate a minimum of 94 spaces. As a result the overall P&R parking provision will therefore be 178 spaces, an increase of 30 over the existing level.

Parking for the Depot facility itself will be provided using the proposed decked car park above the stabling of the rolling stock. The decked car park will provide a maximum of 120 staff and visitor car parking spaces (as well as the 94 P&R spaces referred to above). A further 20 spaces for operational vehicles will be provided at ground level to provide parking for plant, delivery and other operational related vehicles.

Ideally, the Council's Transportation Section would have liked to have seen a greater increase in the provision of P&R facilities at the site. However, has considered the proposed P&R parking arrangements to be acceptable subject to detailed design and implementation of the works.

In respect of the number of parking spaces proposed for the depot staff and visitors it is considered that the proposed provision is below the anticipated trips by car and as such it gives cause for concern, particularly in light of the current problems associated with over-spillage commuter parking on the nearby residential streets as well as A4054.

In conclusion it is considered that as the proposal does not significantly increase P&R provision, which coupled with the shortfall in staff and visitor parking and the current over-spillage parking on residential streets in Taffs Well there is a degree of concern.

In order to help mitigate any impacts in this respect the applicant has agreed to the provision of a financial contribution (delivered by means of a Unilateral Undertaking) of the sum of £3,500

towards traffic management and Traffic Regulation Orders (TRO), in connection with works/study which the Council is currently undertaking in respect of parking issues within the residential streets at the southern end of Taffs Well.

### Heritage Assets and Historic Designations

The application submission package includes a Heritage Statement.

This Heritage Statement is based on the guidance contained in Conservation Principles for the sustainable management of the historic environment in Wales, 2011. (This guidance was published by Cadw to develop the conservation principles published by Historic England in 2008 for use in Wales). The guidance aims to inform '*Cadw's approach to the protection and management of the historic environment as a whole*' and states that it should be used by other organisations and individuals including local authorities, property owners, developers and their advisers.

The application site is intersected by the existing Cardiff – Merthyr railway line (constructed in 1840-41), as well as being bordered by the dismantled Cardiff rail line to the east and Rhymney rail line to the west (the former route of the Rhymney line is now used by the Taff Trail). The proposed development area is also bordered by the infilled Glamorganshire Canal (now beneath the A470) to the east and a row of grade II listed workmen's cottages (Alfred's Terrace) are situated approximately 30m west of the application site boundary, at its western extent.

This document identifies that the application site area is situated principally at the site of the Garth Iron Works, which dates back to the late 19th century. The large complex comprised of a number of buildings and warehouses, with only a mid 19<sup>th</sup> century locomotive shed railway building at the southern end of the Garth Works site and last occupied by 'EM J's Valeting Services') and row of mid 19<sup>th</sup> century terraced buildings (that stand to the eastern boundary of P&R overspill car park and are currently occupied by a range of commercial businesses) surviving today.

The Heritage Statement concludes that the locomotive shed railway building and the row of terraced buildings within the proposed development area have lost their historical connection from the Garth Iron Works which has diminished the historical and communal value they provide. The Heritage Statement regards these heritage assets to be of a low value and accordingly considers that the weight given to their preservation in terms of planning policy requirements should be considered to be low.

Numbers 1-11 Alfred's Terrace are a row of mid-19th century workmen's cottages situated to the west of Taffs Vale rail line. The road on which they were situated was originally named Garth's Terrace, and it is likely that the cottages were built to home some of the work force of the nearby Garth Iron Works. The cottages are all grade II listed, due to being an '*unusually well preserved example of a terrace of workers cottages*'. Number 12 Alfred's Terrace, situated closest to the Taffs Vale rail line, is of a later date and is not a heritage asset.

Cadw lists the cottages on Alfred's Terrace as an '*unusually well preserved example of a terrace of workers cottages*' and goes on to emphasise that '*such examples are becoming increasingly rare in South Wales*'. As the cottages are well preserved, the cottages may provide evidence on the architecture of workmen's cottages of South Wales in the mid-19th century and to the social historical understanding of the area during this period. As such these assets provide evidential value significant to the local town and region as a whole.

The grade II listed cottages of Alfred's Terrace are currently screened from the proposed development area by vegetation. Mitigation will be achieved through the design of the new builds within the proposed development area, which extend to a lower height of the current building and will ensure these assets remain screened and no adverse impacts are made on their settings.

Mitigation will be achieved through the design of the new builds within the proposed development area, which will not exceed the height of the existing buildings. The proposed new buildings extend to a lower height of the existing Forgemasters warehouses by approximately 2m. As such, this has ensured that the new builds will not be visible from Alfred's Terrace, which will remain screened by vegetation in the garden of number 12 Alfred's Terrace and along the line on Taffs Well station platforms. It is also proposed that further vegetation will be added south of the northbound platform at Taffs Well station, adding to the screening. With these measures it is concluded that the proposed development will have no adverse impact on the settings of the 11 grade II listed cottages on Alfred's Terrace.

Both Cadw and Glamorgan Gwent Archaeological Trust (GGAT) have been consulted for their views on the application.

Cadw in their response have confirmed that their statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on the outstanding universal value of a World Heritage Site. *(For Members information – Cadw We do not provide an assessment of the likely impact of the development on listed buildings or conservation areas, as these are matters for assessment by the local planning authority).*

Cadw have noted that the proposed development is situated 1.9km to the west south west of scheduled monument GM107 Five Round Barrows on Garth Hill and may be visible from the monument. However, as the development area is located within an area of dense residential and industrial land use on the valley floor of the River Taf, that any changes are unlikely to have a significant impact on the setting of scheduled monument GM107. There are no other scheduled monuments, historic parks and gardens or registered historic landscapes located inside 5km of the proposed development from which the proposal might be visible. They conclude that having carefully considered the information provided with this planning application, they have no objections to the impact of the proposed development on the historic environment.

GGAT in their comments on the application have suggested that the submitted Heritage Statement contains a number of factual errors and inaccuracies. In GGAT's view the application area has a rich history of post-medieval and modern settlement and development.

Primarily the activity has been related to the development and use of the Glamorganshire Canal, rail systems, and Garth Iron Works, from the late 18th century through the 19th and 20th centuries. Although some subsequent change has altered parts of the application area, parts remain relatively undisturbed and features have been identified that will require recording. These include the locomotive shed and buildings associated with the Garth Foundry, and structures associated with the Glamorganshire Canal and railway systems, all of which are elements of importance with regard to the area's place in the industrial heritage of South Wales.

GGAT further identify the potential for archaeological remains to be located during any ground disturbing works, including geotechnical works as well as stripping and foundations, and the installation of services. It is advised that the recording of these and the fieldwork should bear reference to the Research Framework for the Archaeology of Wales with specific focus on the south east Wales section, Industrial and Modern.

GGAT recommend that a condition be attached to any consent granted that requires the applicant to submit a detailed programme of investigation to mitigate the negative impacts to the archaeological resource resulting from the proposed project. GGAT envisage that this programme of work would record the existing structures prior to Part A (Demolition and Clearance) works commencing, and also include an archaeological watching brief during the geotechnical trial works for Part B (Construction), and following from that if ground disturbance reaches a level where remains are likely to be encountered, during these further works; and to identify any elements of the proposals which may also need more detailed mitigation, which will also ensure that a targeted programme of work can be facilitated, with detailed contingency arrangements including the provision of sufficient time and resources to ensure that archaeological features that are located are properly excavated and analysed, and it should include provision for any sampling that may prove necessary, post-excavation recording and assessment and reporting and possible publication of the results. Members are advised that officers acknowledge the concerns raised by GGAT and accordingly recommend the imposition of suitable conditions in this regard.

In conclusion and having regard to LDP policy AW7 and supporting para 5.49, national policy and guidance and the comments of Cadw and GGAT it is not considered that the proposed scheme would cause direct harm or harm to the settings of the identified heritage assets to any substantive degree.

### Visual Impact and Residential Amenity

The proposed development does include the provision of a large building on the current Garth Works site together with some significant associated highway infrastructure works. In addition the proposed elements linked to the improvement of Taffs Well Railway Station (new footbridge across the tracks and associated stairs/lifts and extension of the track platform on the western side) bring the works included within the overall scheme in close proximity to existing residential properties.

In terms of new building the Depot workshop and office building, together with the attached decked car park constitute the biggest and most visually prominent element of the scheme. It is

indicated that the maximum height of the workshop building will be 13.5m, which compares to the 15m maximum height of the South Wales Forgemasters building (which is the biggest building on the Garth Works site).

Whilst large buildings and structures, given the context of the buildings that they will replace on the site, together with the distance to the nearest residential properties it is not considered that there will be any significantly adverse impacts on visual or residential amenity in the area. Using 12 Alfred's Terrace as a representative property standing on the western side of the railway line it is noted that the distance from the side elevation of 12 Alfred's Terrace to the facing elevation of the workshop/office building would be approximately 125m; whilst the distance to the edge of the decked car park would be approximately 90m.

It is not considered that any properties on the eastern (opposite) side of the A470 would suffer significantly adverse impacts as a consequence of the size of the proposed buildings.

The associated infrastructure works, in particular the vertical re-alignment of Ffordd Bleddyn will create a new visual element within the locality. However, as mentioned earlier in this report it is considered that the impact of the increase in height of the highway will be lessened by the fact that it will be seen from the west against the backdrop of the new buildings. Accordingly it is not considered that any impacts on visual or residential amenity will be significantly adverse.

Whilst not the most significant elements of the overall application, it is considered that those elements of the scheme which have the potential to impact upon the residential amenity of the development are those proposed within the scope of improvement works to Taffs Well Railway Station, given the close proximity of the station to existing houses. Whilst there is no objection in principle to these works, which will undoubtedly modernise and improve the station, care needs to be taken by the applicant/developer to ensure that careful regard is had at a detailed stage to the need to ensure appropriate levels of screening (by retaining existing trees and planting and potentially incorporate additional screening) in order that levels of amenity currently enjoyed by the residents of the nearest properties to the station are not adversely compromised to any significant degree.

### Ecology/Biodiversity

No part of the site itself lies within any local of statutory ecological/habitat designation. However, to the east of the site, on the opposite side of the A470, lies the Fforest Fawr SINC (Site of Interest for Nature Conservation), designated under policy AW8 of the LDP (site no. AW8.157). Slightly further away, to the west of the site lies the River Taff SINC (AW8.142). At a further distance of approximately 0.1km lie elements of the national level designated Cardiff Beech Woods Special Area of Conservation (SAC). The element to the south west lies on the other side of the River Taff and covers the wooded slopes around Taffs Well Quarry (operated by Cemex), on the left as one drives up the hill from Morganstown to Pentyrch. The element of the SAC to the south east of the application site comprises the wooded slopes around Castell Coch.

In addition, there is one SAC designated for bats within 30.0km of the site, which is Usk Bat Sites SAC located approximately 29.8km north east of the site at its closest point. The Usk Valley area

contains one of the largest maternity roosts for lesser horseshoe bat (*Rhinolophus hipposideros*) as well as a number of important hibernation sites.

A Preliminary Ecological Appraisal (PEA) & Bat Survey Report has been submitted with the application. The purpose of this document is to undertake a review of the current habitats (and their potential to support protected species), in order to facilitate the development of the proposal. This report incorporates a review of the biological records for the site and surrounds; notes the presence of and assesses the potential impacts on the designated Cardiff Beech Woods Special Area of Conservation (SAC). Based on the works potential to impact on the SAC, a Habitat Regulations Assessment (HRA) screening has also been undertaken. The submitted PEA incorporates, as Appendix 'C' an Assessment of Implications on European Sites (AIES).

The application site consists of, in the main hardstanding surface with car parks, roads and building structures for industrial and commercial use. It is considered that the domination of these habitats means that the site itself is considered to be of a low ecological value, albeit there is the potential for the site to support breeding birds, reptiles and bats. Greater value is afforded to the grassland and shrub planting as well as bare ground and tree lines associated with the railway and to the boundaries (mostly the eastern and north-western) of the Garth Works part of the site.

The bat survey undertaken did observe one common pipistrelle re-entering underneath flashing on the eastern-facing elevation of B14. In total the survey concluded that 10 buildings on the site (including B14) had 'moderate' potential for use by bats. In addition one tree (within a Group G2) that stands on along the north western boundary of the site has been identified as having 'moderate' bat potential. Due to the extent of works required, as is noted earlier in this report, the applicant intends seek a bat licence, for the whole site, from Natural Resources Wales (NRW) prior to any building demolition works commencing. Any bat licence would include a requirement for mitigation, which would be agreed with NRW.

Advice recently (in his letter of 1 March 2018) issued by the Welsh Government's Chief Planner confirmed that local planning authorities should no longer seek to impose a condition requiring the applicant/developer to provide the LPA with a copy of their EPS Licence, as the condition effectively duplicates controls by other legislation. Therefore, as recommended an Informative Note is recommended which highlights the need for an EPS Licence in this case.

Invasive species have been identified several locations across the whole site. Those locations that are within the area of the Garth Works site are referred to earlier in this report. A recommended condition requires the submission of a Report confirming proposed measures for details of a Japanese Knotweed, Himalayan Balsam and Hollyberry Cotoneaster eradication, removal and control plan to be submitted and approved by the Council in respect of the Garth Works site, in as much as for the works of demolition that constitute the 'full' element of this hybrid application. The PEA does however, record the presence of Himalayan Balsam growing in ballast, on the eastern side of the southbound railway line and Hollyberry cotoneaster growing on the tree lined edge of the operational railway land on the western side of the northbound railway line. Accordingly, it is recommended that a further condition be imposed in order to ensure that these further invasive species outside of the Garth Works site are appropriately dealt with.

The Council's Ecologist has considered the submitted PEA and Bat Survey Report. He has concluded that an EPS Licence will be required for the proposed works and identified the need for works/measures of mitigation in respect of invasive plants; protecting adjacent woodland; method statements for site clearance in relation to reptiles and nesting birds; and, the general enhancement measures being offered. In this respect he has recommended that the LPA should condition that all details of the ecological mitigation and enhancement measures identified in the Conclusion /Recommendation section of the 'Task Order 0281 – Taffs Well depot Outline Planning : Preliminary Ecological Appraisal and Bat survey (March 2018 – Mott MacDonald)' be provided to the LPA for written approval before site demolition and clearance/preparation works commence.

With regard to the Habitat Regulations Assessment (HRA) of the likely impacts (including in-combination) of the proposal on the Cardiff Beech woods SAC and the USK Bat SAC the Council's Ecologist accepts that the Report's conclusion of no likely effects is reasonable. However, he advises that the further views of NRW are also sought in respect of potential SAC impacts. Accordingly, NRW were asked for their further comments in respect of potential impacts on the SAC in order to assist the LPA come to a view, in the context of the Conservation of Habitats and Species Regulations 2017, as amended.

In their further comments NRW have noted that the development site is located approximately 130 metres from Cardiff Beech Woods SAC and separated by the A470 dual carriageway limiting the likelihood of direct effects on the SAC as a result of the proposals. With regards to air quality, it is recognised there is the possibility of indirect impacts being brought about by reductions in air quality. However, it is noted that the air quality assessment produced for the project concludes that this will not be the case because of the nature of the proposals, their potential to give rise to specific pollutants and the distance from sensitive receptors. NRW recommend that best practice dust mitigation measures should be adhered to as referenced in the Air Quality Assessment (March 2018), to reduce the likelihood of potential impacts occurring during demolition and construction activities. As a result, NRW would agree with the conclusion in the Preliminary Ecological Appraisal (PEA) produced by Mott McDonald, dated March 2018, of no likely significant effect.

The LPA have taken into account the opinions of both NRW and the Council's own Ecologist and see no reason to arrive at a contrary view. Accordingly, it is accepted that the proposed development will have no significant effects on the SACs. With appropriate works/measures of mitigation it is considered that the proposal accords with policy AW8 of the LDP.

### Drainage and Flooding Issues

A Flood Consequences Assessment (FCA) document was submitted with the application.

The FCA confirms that the entire site falls within development advice zone A (an area considered to be at little or no risk of fluvial or tidal/coastal flooding). All categories of development use are appropriate at this location, and the TAN 15 justification test is not applicable. There are no constraints relating to river or coastal flooding. However, the site has been identified as being in an area that is at a high risk of surface water flooding.

The FCA concludes that the development will generate significant rates and volumes of surface water run-off, which could increase the flood risk to the site and surrounding areas of land if suitable mitigation measures are not implemented. Surface water run-off from the development may be safely managed by means of a carefully considered surface water drainage system designed, constructed and maintained in accordance with the principles and strategy set out in Section 5.1 of the FCA Report, such that the development is not at risk of flooding from surface water run-off from within the site and does not increase the risk of such flooding elsewhere. Further, the FCA recommends that a Flood Management Plan should be produced and implemented so that site occupiers are aware of the risks and potential consequences, and know what to do in the event of a flood or a forecast flood. Subject to implementation of the mitigation measures set out within the FCA the report concludes that the flood risk and consequences for the proposed development are acceptable and there is no reason from a flood risk standpoint for the development not to proceed. (It is noted that the risk of surface water flooding is linked to the risk of flooding from the Nant y Brynau ordinary watercourse (which runs along the highway verge between the A470 and the eastern boundary of the Garth Works, adjacent to the South Wales Forgemasters building). It is recommended that the developer considers undertaking further work (e.g. hydraulic modelling and mapping of the Nant y Brynau watercourse) to better understand and quantify the flood risk to the site from this source and be better able to manage it).

Appropriate consultation has been undertaken with NRW, Dwr Cymru/Welsh Water and the Council's Flood Risk Management Section and no objections have been received.

The Council's FRM Section have recommended that that the applicant be required to provide the proposed site strategy for surface water disposal. In this context it is advised that in managing the surface water discharge rate that the applicant takes into account the use of Sustainable Urban Drainage Systems as outlined within the Welsh Governments 'Recommended Non-statutory standards for Sustainable drainage (SuDs) in Wales'. In addition, it is requested that the applicant/developer be advised of that any alteration to the Nant y Brynau watercourse would require Ordinary Watercourse Consent (OWC) prior to the works taking place. (*Members are advised that an OWC would fall outside of the remit of planning approval and is not available retrospectively*).

Accordingly, subject to the imposition of suitable conditions to require the submission and approval of detailed drainage arrangements it is not considered that the development will result in any adverse flooding and/or drainage consequences and as such is considered to accord with the requirements of policy AW10 of the LDP.

### Geotechnical Issues

An Outline Planning Geo-environmental Desk Study Report has been submitted with the application. This document considers issues of geology, hydrogeology, hydrology, past coal mining and potential contamination in respect of the site. Attached as appendix 'D' within the report is a mining report obtained from The Coal Authority which confirms that based on available Coal Authority records that the property is not within the zone of likely physical influence on the

surface from past or present underground workings, i.e. a 'High Risk' area. Accordingly, in this case a Coal Mining Risk Assessment (CMRA) is not required as part of the application submission. Also included within the Report, as Appendix 'C', is a copy of a previous Site Investigation Report undertaken at the Garth Works site by Integral Geotechnique (in November 2012) on behalf of Barratt Homes.

The Garth Works part of the site has operated both as a metal forge and an industrial estate, with industrial and commercial units. Some of the buildings are split into multiple single occupancy units, and are occupied by car breakage / scrapyards, general commercial facilities, materials storage units, and vehicle maintenance and repair garages. Anecdotal information within the report mentions an historical producer gas plant being present towards the southern end of the Site, and suggests the gas plant produced coal gas for use by the works on-site. Additional anecdotal information within the report refers to the locations of an historic underground petroleum storage tank, an oil quench pit, and two large above ground oil storage tanks.

On the basis of previous and current site uses it is anticipated that there are issues of ground contamination which will need to be addressed as part of this development.

The Report concludes that based on the available information the risk to human health receptors of the development can be considered moderate to low. Moderate risk is attributed to construction workers, as they are more likely to be exposed to contaminants due to the nature of construction; working near and handling potentially contaminated material. However, it is considered that these risks can be mitigated through adoption of good working practices. In respect of controlled waters the Report considers the risk to be moderate. The review of historical contamination data has identified exceedances of contaminants within leachate extract and groundwater.

Based on the exceedances detected from historical contamination data, and the historical and current land use on-site, the submitted Report recommends that a full ground investigation is carried out. This further investigation would enable the collection of additional data and information which will further refine the conceptual site model for the Site, in the context of the proposed development. NRW have advised that the site investigation works are completed after the demolition phase and before the construction to ensure the whole site is investigated and assessed.

Neither the Council's PH&P Officer or NRW have raised objection to the application, but have requested the imposition of appropriate conditions. Therefore subject to the imposition of conditions to cover interests of human health, as requested by PH&P and controlled waters, as requested by NRW it is considered that the proposal accords with policy AW10 of the LDP.

### Air Quality

The application submission includes an Air Quality Assessment Report. The Report acknowledges that the proposed development has the potential to cause dust effects during the demolition/site clearance phase and the construction phase which could lead to nuisance and/or

loss of amenity and impacts on the SAC. Further, it also has the potential to influence traffic flows and as a result affect air quality within the surrounding area in the longer term.

The assessment considers concentrations of NO<sub>2</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) only as these are considered to be the key pollutants of concern associated with the study area. (The main sources of oxides of nitrogen in the UK are road traffic and power generation. Particulate matter is a complex mixture of organic and inorganic substances present in the atmosphere. In urban areas, road traffic is generally the greatest source of fine particulate matter, although localised effects are also associated with construction and demolition activity).

In conclusion the Report, through its qualitative assessment predicts a 'High Risk' to nearby sensitive receptors for dust soiling during demolition works but overall cause a 'Low to Medium Risk' for the earthworks, construction and trackout phases of construction. However, following the appropriate implementation of the mitigation measures listed in Section 6.1 of the Report, dust risk would be likely to reduce to 'Low – Negligible'. In respect of traffic changes associated with the proposed development the Report has assessed that these are below the screening thresholds set out in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) guidance, and as such, no assessment of the operational phase is therefore required. With regards to potential emissions from rolling stock, the Report suggests there is no relevant exposure and therefore this issue has not been assessed and considered.

The nearest residential properties to the site lie within Forest Road and Cemetery Road on the eastern, opposite side of the A470. On the eastern side of the A470 the properties known as Pinewood Lodge and Woodland, Cemetery Road and 1-3 Wood Cottages and Forest Fach lie within the 100m Dust Assessment Buffer shown at Figure 4 in the Report (although it is noted that the Report fails to acknowledge 1-3 Wood Cottages and Forest Fach). On the western side of the site, on the opposite side of the railway line properties within Cardiff Road, Llys Hafan, Alfred's Terrace, Leon Avenue, Anchor Street and Church Street lie within the 100m Dust Assessment Buffer.

Figure 4. of the Report also includes a 500m Assessment Buffer, which would also include residential receptors at a greater distance from the site – to the east (on the opposite side of the A470) properties within the wider Ty Rhiw estate; and, to the west (on the opposite side of the railway line) properties in Garth Street, Cardiff Road, Castle Street, Tabor Street and King Street, together with properties on the western side of the River Taff, within River Glade and Heol Berry in Morganstown (within the administrative area of Cardiff CC).

The Council's Public Health & Protection Officer has carefully considered the submitted Air Quality Assessment Report. He is in agreement with the Report conclusions that the construction (including demolition and site clearance) phase of the development has the potential to have an adverse impact as a result of dust generation and given that the construction (including demolition and site clearance) phase is likely to last over 2 ½ years the management of the impact of the dust will be paramount.

It is noted that in order to mitigate this impact the applicant/developer has proposed a Construction and Environmental Management Plan. The implementation of this plan is predicted

to reduce the predicted risk to Low/negligible. In order to ensure that this is the case the PH&P officer recommends the imposition of a condition requiring the submission to and approval by the LPA of a Construction and Environmental Management Plan.

The PH&P officer has noted that the Report has considered the issue of traffic, although it concludes that the traffic changes are at a level which would not trigger an assessment under the thresholds set out in the EPUK or IAQM guidance. Likewise, the Report considers the potential emissions from rolling stock and concludes as there is no relevant exposure this has been screened out. The PH&P officer advises that these matters are relevant and there is potential for the position to change once the full details of the project are worked up to an advanced stage, ready for a detailed submission. Accordingly it is recommended that a condition be imposed requiring the submission of a further Air Quality Assessment Report at a detail reserved matters stage.

It is considered that with the implementation of the proposed suite of mitigation measures, to be fully set out and agreed within a Dust Management Plan (DMP), the proposed development will not adversely impact on health and local amenity or the ecological/habitat interest of the SAC and other designations due to its impact on air quality to any degree of significance which would justify an objection to the development on this point. On this basis, it is considered that the proposed development is in accordance with Chapter 13 of the PPW and Policy AW10 of the LDP.

## Noise

A Noise Assessment Report has been submitted with the application. However, as a consequence of a meeting with the applicant and their agent a revised/updated Noise Assessment Report was issued, in order to address additional information and/or clarification requested by the Council's PH&P officer.

The survey was undertaken between the 8<sup>th</sup> September 2017 and the 9<sup>th</sup> October 2017. The applicant monitored at two long term locations and 5 short term locations. The monitoring locations were situated in the community surrounding the application site. As part of their assessment the applicant has considered the two aspects of noise during construction and operational noise.

The developer has concluded that there is the potential for noise and disturbance to local residents during the demolition and construction process. They have further advised that in their opinion this can be controlled through mitigation, suggesting that an agreed Construction Noise Management Plan (CNMP) would identify required mitigation measures during the demolition and construction phases of the development. The Council's PH&P officer has advised that an appropriate condition be imposed securing the requirement for a CNMP. Further, it is recommended on the basis that the details of the development may change that prior to determination of reserved matters (or any other full application that is submitted in respect of this site) a further CNMP be submitted and approved.

The Council's PH&P officer has noted that the developer has identified that at the majority of the surrounding receptors there would be no significant impact from the development. However, it should be understood that the Report is applicable to the outline element of this application only. There is the potential for the situation to change once the full details of the project are known. The applicant acknowledges this fact in their own conclusions and indicates that it is the intention that a further Noise Assessment Report will be submitted at the Reserved Matters stage, once the detailed design of the site has been advanced and full details of the operation are known.

It is considered on the basis of the information submitted that appropriate works of mitigation can be undertaken to ensure that the development can be undertaken and operate without significant adverse noise impacts. Accordingly, it is considered that the proposal accords with policy AW10 of the LDP in this regard.

## Other Issues

### Lighting

An External Lighting Strategy document accompanies the application, in which the general sets out the purpose and performance objectives of the external lighting for the site, whilst acknowledging the environmental considerations of the site.

It is recognised that the site is currently used as a commercial/industrial estate, and is almost entirely encircled by illuminated highway. However, the site lies on the edges of residential areas and the potential impact on those nearest properties needs to be taken into account. Also it is considered important that the lighting does not have any adverse impacts on interests of ecology or users of the adjacent A470, through undue light-spill.

The exact details of the development are not known at this stage, although the details within the submission regarding lighting set out the general principles that will be incorporated into the lighting for the site, as opposed to an exact plan of what type of light will go where. These are details which can be assessed at the detailed stage.

The objectives for lighting at the site are to deliver high quality and efficient lighting which creates an attractive and safe environment for users and workers alike; create a lighting solution, which aspires to make use of modern luminaire and lamp technology to provide an energy efficient and flexible lighting scheme; to provide an environment where people feel safe and secure; be sensitive to the setting while creating an enhanced and vibrant environment; pay particular attention to the sites environment and identify areas of darkness in order to preserve the landscape, minimise environmental impact and minimise cost; provide a lighting installation which minimises sky glow, light spill and the luminous intensity which can be experienced from luminaires; and, provide safe, attractive and clear key routes during the evening for users and workers.

Lighting columns will be used within the new parking areas (both decked and surface). However, it is recognised that column positions and heights must be carefully considered to ensure that that car park lighting does not obtrusively impact upon users of the nearby railway line, A470 dual carriageway or nearby environmental receptors such as potential bat foraging routes and residential properties. Smaller columns will be used for internal depot roads and subsidiary roads and pedestrian/cycle paths. In addition new lighting will also be incorporated into the detailed design for the new depot building (and smaller subsidiary buildings) and re-configured railway station – footbridge and platforms, along with the re-engineered adoptable highway, Ffordd Bleddyn.

It is considered that the general principles set out in the External Lighting Strategy Report are acceptable and demonstrate that the site can be adequately illuminated, without having significant impacts on those nearest sensitive receptors. However, it is considered appropriate that a condition be imposed requiring that full details of the final lighting arrangement and specification are submitted to and approved by the LPA prior to beneficial occupation/use commencing.

### Community Safety and Crime Prevention

It is noted that the South Wales Police Designing Out Crime Officer raises no objections to the application. However, he does make comments/recommendations in respect of a number of aspects of the development (inc. perimeter demarcation between public and private space; the provision of adequate lighting within the scheme; provision of a CCTV system; provision and management of car parking facilities; provision of secure cycle storage; incorporation of security

rated aspects within the build – doors, windows, roller shutters, intruder and smoke/fire alarms etc.; and measures for the railway station itself. The applicant will need to take these comments into account in preparing their detailed scheme for reserved matters approval. Further, it is considered that the incorporation of the above measures will demonstrate that appropriate regard has been given to community safety, as is clearly expressed within TAN12: Design and in PPW. In January 2012 WG also issued revised guidance (originally issued in March 2010) on 'Crowded Places – The Planning System and Counter-Terrorism (2012)'. This document recognises that different locations and developments will be subject to different levels of risk.

It is considered that this demonstrates that the scheme does adequately consider and address issues of community safety and crime prevention. It is considered that the scheme is compliant with policy AW5 (criteria 1f) of the Council's LDP and national planning policy and guidance.

### **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

### **Conclusions**

The proposed development forms an important element of the development of the South Wales Metro Phase 2, which focuses on the Core Valley Lines (CVL). This important commercial/industrial site, which is currently partially vacant lies adjacent to the A470 on an important gateway into Rhondda Cynon Taf. The proposal to develop the site as a major Transport for Wales Rail Depot is welcomed and seen to be a positive boost to the regeneration of Rhondda Cynon Taf which will also have a significant impact on growth in the Cardiff Capital Region.

It is considered that this investment will lead to new employment opportunities in the area and also improve access to employment for commuters in the region by its contribution to the South Wales Metro as well as a significant improvement and modernisation of the Taffs Well Station and the associated Park and Ride facility.

As highlighted in PPW and TAN23: Economic Development it should not be assumed that economic objectives are necessarily in conflict with social and environmental objectives. Often these different dimensions point in the same direction. Planning should positively and imaginatively seek such 'win-win' outcomes, where development contributes to all dimensions of sustainability. It is considered that the proposed squarely falls within these stated WG aims.

The proposal constitutes a significant development. However, it is considered that the development can be accommodated on the site without having significant adverse impacts within

the locality. The application proposal is considered to comply with the relevant policies of the Council's LDP and national planning policy and guidance.

No objections have been raised by any statutory consultees and it is considered that with appropriate controls (achieved via suggested conditions) securing control over issues identified by the likes of NRW, Highways and PH&P to name but a few the development will incorporate itself well within its surrounding setting without significant detriment to existing interests.

The objections raised by a number of local residents have been noted and considered. However, it is not considered they raise any issue, the consideration of which would result in a substantive objection to the proposed scheme which would justify refusal.

The application is considered to comply with the relevant policies of the Council's LDP and national planning policy and is supported with a positive recommendation that planning permission be granted.

**RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:**

***Conditions 1 to 8 (inclusive) relate to the 'full' element of the application only***

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. No development shall take place, including any works of demolition and/or site clearance/preparation until a Demolition Method Statement (DMS) has been submitted to and approved in writing by the Local Planning Authority to provide for:
  - the means of access into the site for all demolition related traffic;
  - the parking of vehicles of site operatives and visitors;
  - the management of vehicular and pedestrian traffic;
  - the proposed phasing of demolition works across the site;
  - loading and unloading of plant and materials;
  - wheel washing facilities;
  - hours of working;
  - a Dust Management Plan (DMP) confirming the measures proposed to ensure the suppression of dust;
  - the sheeting of lorries leaving the site;
  - details of plant and equipment;
  - mitigation measures for the control of noise;
  - mitigation measures to limit disturbance to any animal species on or adjacent to the site;
  - location of site compounds;
  - use of artificial lighting;
  - the securing of the site

The approved Demolition Method Statement (and DMP required there within) shall be adhered to throughout the development process unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safe and free flow of traffic and in order to ensure that the amenities of residents in proximity to the site are not unduly impacted upon in accordance with policies AW5, AW6 and AW10 of the Rhondda Cynon Taf Local Development Plan.

3. No demolition works shall commence on site until an asbestos survey of buildings to be demolished has been submitted to and approved in writing by the Local Planning Authority. Development shall not be carried out other than in accordance with the approved details.

Reason: To ensure that the site is safe and suitable for its proposed use, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. No works of demolition and/or site clearance/preparation shall take place on a phase until details of protective fencing in accordance with BS:5837 (2012), including implementation timetable, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The protective fencing shall be maintained for the duration of the works and no vehicle, plant, temporary building or materials, including raising and or lowering, of ground levels, shall be allowed within the protected area(s).

Reason: To prevent trees or hedgerows on site being damaged during demolition works, having regard to policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan

5. No works of demolition and/or site clearance shall take place until such time as details of a Japanese Knotweed, Himalayan Balsam and Hollyberry Cotoneaster eradication, removal and control plan relative to that phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme

Reason: To ensure compliance with the Wildlife and Countryside Act 1981.

6. No works of demolition and/or site clearance/preparation shall take place until a Wildlife Protection Plan (WPP) has been submitted and approved in writing by the Local Planning Authority. The plan shall include:

- a) An appropriate scale plan showing Protection Zones' where demolition activities are restricted and where protective measures will be installed or implemented;
- b) Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during demolition;
- c) A timetable to show phasing of demolition activities to avoid periods of the year when

- sensitive wildlife and species could be harmed;
- d) Details of specific species and habitat mitigation measures for key species including bats, and birds;
  - e) Details of any boundary vegetation clearance;
  - f) Details of wildlife sensitive lighting proposals for demolition and operation; and,
  - g) Details of water pollution control measures.

Persons responsible for:

- i) Compliance with legal consents relating to nature conservation;
- ii) Compliance with planning conditions relating to nature conservation (Ecological Clerk of Works);
- iii) Installation of physical protection measures and management during demolition;
- iv) Implementation of sensitive working practices during demolition;
- v) Regular inspection and maintenance of physical protection measures and monitoring of working practices during demolition;
- vi) Specific species and Habitat Mitigation measures; and,
- vii) Provision of training and information about the importance of the 'Protection Zones' to all demolition personnel on site.

Reason: In the interests of ecology and biodiversity and having regard to policy AW8 of the Rhondda Cynon Taf Local Development Plan

- 7.** No HGV movements shall take place to and from the site between the hours of 08:00 – 09:00 and 17:00 – 18:00 weekdays during the course of demolition and site clearance/preparation works.

Reason: In the interests of the safety and free flow of traffic, in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

- 8.** No works of demolition and/or site clearance/preparation shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource, having regard to policy AW7 of the Rhondda Cynon Taf Local Development Plan.

**Conditions 9 to 40 (inclusive) relate to the 'outline' element of the application only**

9. (a) Approval of the details of the layout, scale and appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter referred to as "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
- (b) Plans and particulars of the reserved matters referred to in (a) above relating to the layout, scale and appearance of any building to be erected, the means of access to the site and the landscaping of the site shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.
- (c) Applications for the approval of reserved matters shall be made before the expiration of three years from the date of this permission.
- (d) The development hereby permitted shall be begun before whichever is the latter of either (i) the expiration of 5 years from the date of this permission or (ii) the expiration of 2 years of the final approval of the reserved matters or in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: To comply with Sections 92 and 93 of the Town and Country Planning Act 1990

10. This permission relates solely to the scope of works contained within the outline element of the application. The extent of the works approved by reason of this permission are identified on the following plans/drawings, except where necessarily modified by the terms of other conditions attached to this permission:

- Location Plan – Drawing No. 367590-MMD-28I-XX-DR-C-0001
- Ground Level Masterplan (Sheet 1 of 2) – Drawing No. 367590-MMD-28I-XX-DR-C0002
- Upper Level Masterplan (Sheet 2 of 2) – Drawing No. 367590-MMD-28I-XX-DR-C-0003
- Red Line Boundary – Drawing No. 367590-MMD-28I-XX-DR-C-0004
- Parameters Plan – Drawing No. 367590-MMD-28I-XX-DR-C-0005
- Sections and Elevations (Sheet 1 of 2) – Drawing No. 367590-MMD-28I-XX-DR-C-0006
- Sections and Elevations (Sheet 2 of 2) – Drawing No. 367590-MMD-28I-XX-DR-C-0007
- Indicative Construction Phasing Plan – Drawing No. 367590-MMD-28I-XX-DR-C-0008
- Ground Level Illustrative Masterplan – Drawing No. MMD-367590-28I-XX-DR-L-0002
- Upper Level Illustrative Masterplan – Drawing No. MMD-367590-28I-XX-DR-L-0003

Reason: For the avoidance of doubt and to ensure that the development is carried out in

accordance with the approved plans and details.

- 11.** No development shall commence on site, unless otherwise agreed in writing by the Local Planning Authority, until a scheme to deal with contamination has been submitted and approved in writing by the Local Planning Authority. The scheme shall include all the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:
- a desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of contamination relevant to the site. The Desk-top Study should contain a Conceptual site model. A copy of the Desk-top Study shall be submitted to and approved by the Local Planning Authority without delay on completion.
  - Should the Desk-top study, as noted above, require a site investigation to be carried out it shall be carried out by a competent person to fully and effectively characterise the nature and extent of any contamination and its implications. The site investigation shall not be commenced until a Desk-top Study has been completed satisfying the requirements of paragraph a) above.
  - a written method statement for the remediation of contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to commencement and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

Reason: To ensure that the site is safe and suitable for its proposed use, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 12.** No building within development hereby permitted shall be occupied and/or operated until the measures approved in the scheme (*referred to in condition 11*) have been implemented. A suitable validation report of the proposed scheme is to be submitted and approved by the Local Planning Authority.

Reason: To ensure that the site is safe and suitable for its proposed use, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan

- 13.** If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted for the written approval of the Local Planning Authority.

Reason: To ensure that the site is safe and suitable for its proposed use, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 14.** Prior to the construction of the development approved by this planning permission (or such other date or stage in the development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with

contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. A preliminary risk assessment which has identified;
  - a. all previous uses;
  - b. potential contaminants associated with those uses;
  - c. a conceptual model of the site indicating sources, pathways and receptors;
  - d. potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: Natural Resources Wales considers that the controlled waters at this site are of high environmental sensitivity and contamination is known/strongly suspected at the site from the previous use of the site as a forge/foundry works and railway sidings, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 15.** Prior to [commencement of development]/ [occupation of any part of the permitted development], a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To demonstrate that the remediation criteria relating to controlled waters have been met and (if necessary) to secure longer-term monitoring of groundwater quality. This will ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 16.** Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that longer term remediation criteria relating to controlled waters have been met. This will ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 17.** If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: Given the size/complexity of the site it is considered possible that there may be unidentified areas of contamination at the site that could pose a risk to controlled waters if they are not remediated, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 18.** No development shall take place until the Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. Works shall be carried in accordance with the agreed CEMP.

Reason: To protect water quality, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 19.** No construction works whatsoever shall commence on site until full engineering design and details of the temporary road and P&R 'overspill' car park, diversion of Ffordd Bleddyn, including abandoning the existing accesses and creating new accesses, horizontal and vertical alignment, highway structures, vehicular containments, footways, shared cycleway/footway, street lighting, surface water drainage including longitudinal and cross sections, construction details, roads safety audits have been submitted to and approved in writing by the Local Planning Authority. The approved highway works shall be fully implemented in accordance with the approved details prior to Ffordd Bleddyn being diverted.

Reason: To retain access and in the interest of highway safety and free flow of traffic, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

- 20.** During the construction phase of development no HGV movements shall take place to and from the site between the hours of 08:00 – 09:00 and 17:00 – 18:00 weekdays.

Reason: In the interests of the safety and free flow of traffic, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

- 21.** No construction works whatsoever shall commence on site until full engineering design and details of the works to be undertaken to Ffordd Bleddyn including road layout, site and car park accesses, horizontal and vertical alignment, highway structures, vehicular

containments, footways, shared cycleway/footways, street lighting, surface water drainage, including longitudinal and cross sections, construction details, blocking off the abandoned accesses, roads safety audits have been submitted to and approved in writing by the Local Planning Authority. The approved highway works shall be fully implemented in accordance with the approved details prior to first occupation of the Depot site.

Reason: To ensure the adequacy of the proposed development, in the interest of highway safety and free flow of traffic, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

- 22.** A minimum of 214 car parking spaces shall be provided within the decked car park to serve the proposed rolling stock depot and Park & Ride facility. The temporary Park and Ride car park shall be retained until the proposed decked car park with a minimum of 94 spaces being allocated for Park & Ride use, including footbridge, linking decked car park to the Station platform has been completed and brought into beneficial use. All parking spaces shall be retained for the parking of vehicles thereafter unless first agreed in writing with the Local Planning Authority.

Reason: To ensure adequacy of the parking provision during and post construction period and in the interests of highway safety and free flow of traffic, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

- 23.** Prior to the first beneficial use of the decked car park, a Car Park Management Scheme (CPMS), detailing the means of controlling and monitoring the use of the decked car park shall be submitted to and approved in writing by the Local Planning Authority. The approved CPMS shall be adhered to thereafter unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the allocated parking spaces are retained for use by Park and Ride commuters only and encourage sustainable mode of travel, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

- 24.** No construction works whatsoever shall commence on site until full engineering design and details of improvements to the signalised junction of Ffordd Bleddyn with Cardiff Road, incorporating Toucan pedestrian crossing facilities, advanced stop lines for cyclists and loop detection at Cemetery Road and changes to signal timings to improve egress from the Cemetery Road junction have been submitted to and approved in writing by the Local Planning Authority. The approved works shall be fully implemented in accordance with the approved details prior to the first beneficial occupation of the proposed development.

Reason: To improve junction capacity, safety and operation in the interests of all highway users, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

**25.** No works shall commence on the development of the rolling stock depot and ancillary works including renewal of the station footbridge and platform works, until a Construction Method Statement (CMS) has been submitted and approved in writing by the Local Planning Authority to provide for;

- the means of access into the site for all demolition related traffic;
- the parking of vehicles of site operatives and visitors;
- the management of vehicular and pedestrian traffic;
- the proposed phasing of demolition works across the site;
- loading and unloading of plant and materials;
- wheel washing facilities;
- a Dust Management Plan (DMP) confirming the measures proposed to ensure the suppression of dust;
- the sheeting of lorries leaving the site;
- details of plant and equipment;
- mitigation measures for the control of noise;
- mitigation measures to limit disturbance to any animal species on or adjacent to the site;
- location of site compounds;
- use of artificial lighting;
- the securing of the site
- 

The approved CMS shall be adhered to throughout the development process unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safe and free flow of traffic and in order to ensure that the amenities of residents in proximity to the site are not unduly impacted upon in accordance with policies AW5, AW6 and AW10 of the Rhondda Cynon Taf Local Development Plan.

**26.** Notwithstanding the details submitted as part of the application, no part of the development hereby approved shall be occupied and/or operated until such time as a full site Lighting Strategy has been submitted to and agreed in writing by the Local Planning Authority. Any lighting installed shall be operated in accordance with the approved scheme unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that residents, users of the adjacent A470 trunk road and wildlife living and foraging in close proximity to the site are not unduly affected by the levels of light emanating from the proposed development, in accordance with policies AW5 AW6 and AW10 of the Rhondda Cynon Taf Local Development Plan.

**27.** A Green Travel Plan which sets out proposals and targets together with a timescale, to limit or reduce the number of single occupancy journeys to the site and to promote travel by sustainable modes of travel shall be submitted to and approved in writing by the Local Planning Authority within 6 months of first beneficial occupation of the Depot site. Annual reports demonstrating progress in promoting sustainable transport measures shall be

submitted on each anniversary of the date of the planning consent to the Highway Authority. The financial penalties to be applied for non-compliance with the targets set out in the Travel Plan should be first agreed with the Local Planning Authority.

Reason: To encourage adoption of alternative travel modes to and from the site and use of sustainable travel.

- 28.** Prior to the erection of any buildings or structures on the site, details of the types and colours of all external materials, including hard surfacing, should 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 the appearance of the development is satisfactory, having regard to policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

- 29.** No development shall take place on any phase of the development hereby permitted until such time as a scheme for the provision of bat and bird mitigation and enhancement measures for that phase through the incorporation of bat and bird roosting and nesting places within the structure of buildings and adjacent trees has been submitted to and approved in writing by the Local Planning Authority.

Reason: To enhance nature conservation interest in accordance with policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan

- 30.** No development shall take place on any constructional phase of the scheme hereby approved until such time as a plan indicating the positions, design, materials, type of boundary treatment and timescale for their erection/construction to be used on that phase has been submitted to, and approved in writing by, the Local Planning Authority. The boundary treatments shall be erected in accordance with the approved scheme.

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.

- 31.** No development shall take place until a Wildlife and Habitat Protection and Mitigation Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include all details of the ecological mitigation and enhancement measures as identified in the Conclusion /Recommendation section of the 'Task Order 0281 – Taffs Well Depot Outline Planning : Preliminary Ecological Appraisal and Bat survey (March 2018 – Mott MacDonald)' as well as:

- a) An appropriate scale plan showing 'Wildlife and Habitat Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented;
- b) Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction to include retained grassland and protected

trees, scrub and hedgerow;

c) 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, hibernating and breeding amphibians and reptiles, etc.)

d) Details of specific mitigation measures for habitat management, nesting birds, bats and reptiles

e) 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 and Habitat Protection Zones' to all construction personnel on site.

Reason: To ensure that the development has regard to interests of ecology and biodiversity in accordance with policies AW5, AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

- 32.** No works of construction shall take place on any phase of the development until such time as all drainage details relating to that phase have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

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

- 33.** No element of new Depot workshop/office building hereby approved shall be occupied until the drainage works (*as to be agreed under condition 32*) 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.

- 34.** No development shall take place until a pre-construction Tree Management Plan and Tree Protection Plan for Construction relating to that phase has been submitted to and agreed in writing by the Local Planning Authority. The plan shall include

a) implementation of the root protection zones;

b) details of protective measures (both physical measures based on BS 5837 Trees in Relating to Construction) and sensitive working practices to avoid impacts during construction to all retained trees;

c) details of a scheme of agreed pre-construction tree works (to accord with BS 3998 Tree Works);

d) persons responsible for:

- i) compliance with planning conditions relating to tree works;
- ii) installation of physical protection measures during construction;
- iii) implementation of sensitive working practices during construction;
- iv) regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
- v) provision of training (tool box talks) and information about the importance of the Tree and Hedgerow Protection zones to all construction personnel on site.

Reason: To protect trees during the course of construction in the interests of amenity in accordance with policies AW5, AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.

- 35.** No works of construction or site clearance shall take place until such time as details of a Japanese Knotweed, Himalayan Balsam and Hollyberry Cotoneaster eradication, removal and control plan relative to that phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme

Reason: To ensure compliance with the Wildlife and Countryside Act 1981.

- 36.** A further full Noise/Acoustic Assessment Report shall accompany any submission for the approval of reserved matters made pursuant to the granting of this outline planning permission. All mitigation measures identified within the Noise Assessment that shall be first agreed with the Local Planning Authority shall be completed in full prior to the development being brought into beneficial use and the shall be retained as such thereafter for the lifetime of the development.

Reason: Reason: In the interests of neighbouring amenity and in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 37.** A further full Air Quality Assessment Report shall accompany any submission for the approval of reserved matters made pursuant to the granting of this outline planning permission. All mitigation measures identified within the Air Quality Assessment that shall be first agreed with the Local Planning Authority shall be completed in full prior to the development being brought into beneficial use and the shall be retained as such thereafter for the lifetime of the development.

Reason: Reason: In the interests of neighbouring amenity and in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

- 38.** Prior to any works of site clearance and/or construction commencing a Construction Noise Management Plan (CNMP) to mitigate any impact of the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried in accordance with the approved scheme.

Reason: In the interests of neighbouring amenity and in accordance with policy AW10 of

the Rhondda Cynon Taf Local Development Plan.

**39.** No works of site clearance or construction shall take place outside the hours of:

Monday to Friday 08:00 to 18:00

Saturday 08:00 to 13:00

Sunday Not at all

Bank Holidays Not at all

Reason: In the interests of neighbouring amenity and in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

**40.** No works of site clearance/preparation or construction shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource, having regard to policy AW7 of the Rhondda Cynon Taf Local Development Plan.