



PLANNING & DEVELOPMENT COMMITTEE

3 OCTOBER 2019

REPORT OF THE DIRECTOR OF PROSPERITY & DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 19/0380/15 (DJB)
APPLICANT: KeolisAmey
DEVELOPMENT: Section 73 application seeking amendments to Condition 10 as imposed on 'hybrid' planning permission 18/0314 (which granted (A) full planning permission for the demolition of existing buildings on the Garth Works Industrial Estate part of the site; and (B) outline planning permissions for 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 maximum of 214 car parking spaces, demolition and relocation of existing railway footbridge and platforms, and associated landscaping, highways and access infrastructure works.
As the proposed amendments to Condition 10 will also have an impact on Conditions 13, 14, 18, 19, 22, 24, 25, 26, 28, 31, 33 and 39 (as imposed on 18/0314) this application also seeks approval for their modification. (Amended plans, incorporating revised highway/access arrangements received 22 July. Transport Assessment Addendum (dated August 2019 - Version 1.2) received 19 August 2019)

LOCATION: LAND AT THE GARTH WORKS INDUSTRIAL ESTATE,
TAFFS WELL,
DATE REGISTERED: 08/04/2019
ELECTORAL DIVISION: Ffynon Taf

RECOMMENDATION: APPROVE

REASONS:

The principle of this significant railway infrastructure development was accepted in the grant of hybrid planning permission 18/0314, in August 2018. The current

s.73 application submission seeks to make modifications to the scheme as previously proposed. These modifications have largely arisen as a consequence of the now appointed Operational Development Partner, KeolisAmey having had the opportunity to review the plans having regard to their precise operational requirements (which were not known in detail at the time of the previous 18/0314 submission). The design modifications deliver a more efficient operation of the site and to reduce some of the potential environmental effects of the facility.

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

REASON APPLICATION REPORTED TO COMMITTEE

The application proposal is for a size and nature of development for which the Director of Prosperity and Development 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 application site at Taffs Well was 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).

Members will no doubt recall that in July 2018 they were asked to consider hybrid application 18/0314, (part full and part outline) submitted by Transport for Wales (TfW) for the demolition of the existing building at the Garth Works site and the creation of a rolling stock depot facility together with ancillary works, car parking and improvement works to Taffs Well railway station. That application was approved, with the decision notice dated 1 August 2018.

The 18/0314 application was submitted and determined prior to Welsh Government announcing that it would be KeolisAmey (KA) who would become the Operator and Development Partner (ODP) of the Wales and Borders rail service and South Wales Metro, working in partnership with TfW.

Part A of the previous application (18/0314) comprised an application for full planning permission to demolish the existing buildings on the Garth Works Industrial Estate site. These works have commenced and are currently well underway. This submission does not seek to modify Part A of the 18/0314 planning permission.

Part B of the previous application was the element which sought outline planning permission for the creation of the rolling stock depot, together with ancillary works and works to Taffs Well railway station.

Following their appointment as the ODP KA reviewed the plans approved under 18/0314 and as a result are now under this current submission proposing a number of changes to the approved indicative masterplan, which would also result in modifications to approved section and elevation drawings.

This application is made under Section 73 of the Planning Act and in effect seeks not to comply with condition 10 – list of approved plans (as imposed on 18/0314) by replacing it by a condition which lists the plans of the modified rolling stock depot and Taffs Well railway station, thereby allowing reserved matters application/s to come forward in line with the parameters set within the modified plans.

A successful Section 73 application results in the grant of a new permission and the LPA may impose new/additional conditions, although any such conditions should only be ones which could have been imposed on the original grant. Case law has established that amendments permitted should not amount to a fundamental alteration of the proposal put forward in the original application.

If Members support the officer recommendation and approve this application it will still be necessary for KA/TfW to submit detailed submissions for the matters reserved by the outline planning permission – i.e. layout, scale and appearance of the buildings, the means of access thereto and the landscaping.

The proposed modifications to the design and layout of the depot and railway station would have some consequential changes to the wording of some of the conditions which need to be made if Members support the recommendation and approve the application. In addition this application seeks to modify the wording of a number of the existing conditions to enable them to be discharged on a phased basis.

The proposed modifications will result in a number of changes to the design and layout of the development. Accordingly, the application submission includes a number of updated technical assessment documents. These include a revised Design and Access Statement (DAS), although Members are advised that there is no statutory requirement to provide a DAS with a Section 73 application.

Together with the submitted application form and plans (location plan, ground level masterplan, red line boundary plan, parameters plan, ground level illustrative masterplan, site sections 1 & 2, site section 3, site section 4, site section 5 & 6, site sections A-A & B-B and proposed construction phasing) the following documents comprise the application submission:

- Planning Statement

- Design and Access Statement
- Ecological Assessment
- Flood Consequences Assessment
- Transport Assessment
- Air Quality Impact Assessment
- Heritage Statement
- External Lighting Strategy

Further to an EIA Screening Opinion Request submitted prior to the submission of 18/0314 the LPA confirmed in a Screening Opinion that the scheme did not constitute EIA development. Having regard to the Town & Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and their application to Section 73 applications the LPA have considered this current submission and remain of the opinion that the scheme, as it not substantially different in terms of environmental effects from the previous, is not EIA development.

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 former Garth Works Industrial Estate which is now under the ownership of the Welsh Government. Works to demolish the buildings standing on the site are now well underway, although the large former Forgemasters building is still standing to a significant extent. 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.

In addition to the cases referred to below there has also a recent been a Discharge of Condition application ref: 19/0319 (which sought a discharge of conditions imposed on the 'full' permission element 'Part A' of 18/0314) received and approved, together with an

application (19/0338) to amend the wording of condition 3, as imposed on 18/0314, to allow for a phased discharge.

18/0314	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.	Cond. Perm. 01/08/18
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 Grant Certificate for an Existing Use (for uses B1/B2/B8)	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 **17 letters/emails of concern/objection** have been received. The nature of the objections raised are summarised as follows (although Members may wish to note that 13 of these letters/emails (including one from RCT Elected Member, Cllr Fidler-Jones and one from Cardiff Cycle City – who are an organisation of cyclists in Cardiff and the surroundings), focus predominantly, if not solely, on issues surrounding active travel routes and the degree to which the proposed development integrates (or not) with existing provision for cyclist and pedestrian routes and makes new or improves the existing provision arrangements) :

- The application contains no mention of the new bridge or signalling control centre;
- The proposal to totally close Ffrord Bleddyn and Cardiff Road and not build the temporary road (as the original application proposed) will generate major traffic problems;
- The closure of Cardiff Road will virtually isolate the village from the south and would require difficult access from the north, via Nantgarw;
- The proposed highway solution will lead to an even greater use of the A470 Nantgarw junction, which is already grossly overloaded at peak times of the day;
- The closure of Cardiff Road is also likely to impact the residents of Ty Rhiw, Gwaelod y Garth, Morganstown, Radyr and Tongwmlais;
- No proposals are given in respect of bus services or access for emergency vehicles;

- If the new proposed signalling control centre is so critical and important why did it not appear in the first application? It is clearly a separate , bolt on entity with its own dedicated access and parking area;
- Access and egress arrangements for the proposed decked car park are unclear;
- These proposals would impact heavily on the day to day life of residents of Taffs Well. The 2.5yrs of building work and approximately 12 months of road closures and traffic diversions will generate inconveniences, increased costs and extra journey time elements to the residents;
- Given the late changes one wonders how many more 'modified proposals' are in the pipeline;
- There is a lack of knowledge in the village of this application and it should be deferred until steps can be taken to fully inform residents;
- A new pedestrian footbridge close to our flats, with a loss of established trees will lead to overlooking and a loss of privacy for residents;
- There should a control on the removal of existing trees;
- The development will lead to noise disturbance for the occupiers of nearby residential properties, especially in the late evenings/night/early mornings and I would request that our flats be fitted with triple-glazed windows;
- During works to create the new car park facility it is likely that users of the station will try and park in the roads through Taffs Well, thereby exacerbating to an even greater extent the parking problems in the village;
- Any building works should be subject to restrictive hours of working;
- Transport for Wales should be reminded that they should be leading by example, which they fail to do with this application;
- I am not convinced that Taffs Well is the right location for such a facility;
- The Taff Trail cycle route passes through the site and would fail the cycle route audit specified within the Active Travel Act. The proposal should consider the number of road crossings for cyclist and pedestrians as it promotes a very poor approach to road safety. The arrangements proposed for cyclist will not promote more people to cycle and achieve targets for an active healthy lifestyle;
- More is required to safely segregate cyclists/pedestrians and road traffic, including a high number of HGV's which use Ffordd Bleddyn;
- The proposed development does not make adequate provision for cyclists and make proper provision to address the presence of the Taff Trail cycle route;
- Whilst the application focuses on car parking there is no seeming provision for secure, sheltered cycle parking;
- The application is being made on behalf of TfW (in effect Welsh Government) and yet the application is very clearly breaching WG policies and guidance in PPW10 and the Active Travel (Wales) Act;
- The submission lacks a cycle traffic flow assessment;
- The application should provide details of the shared path for pedestrians and cyclists;
- The park and ride facility capacity is removed, this is already oversubscribed and should be substantially increased;

- Further technical details are required in respect of the roundabout in regard to realignment, crossing protection, protection of the shared path, a potential missing link;
- 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;
- Potential increase in air pollution, noise, dust, light pollution, and traffic;
- 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*)

CONSULTATION

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

Confirm that the submitted Transport Assessment (TA) Addendum (Version 1.1 – April 2019 and Version 1.2 -August 2019) and submitted plans and drawings have been fully reviewed and considered.

Observations consider and comment upon issues of:

- base traffic data and growth factors;
- red line boundary;
- access/off-site highway improvements (inc. works at Ffordd Bleddyn, the signalised junction at A4054 Cardiff Road/Ffordd Bleddyn, ramp adjacent to A470 Slip Road, non-motorised user provision);
- trip generation, trip distribution;
- temporary traffic management (for pedestrian and cyclists, temporary car parking);
- junction capacity analysis and sensitivity test;
- road safety assessment and collision analysis;
- access and circulation;
- parking provision;
- construction phase;

Welsh Government: Transport (Network Management Division) - advise that the Welsh Government as highway authority for the A470 trunk road **does not raise an objection** with regard to the above application. The plans however seek connection and likely amendments to a Welsh Government A470 slip road bridge structure. Detailed design should therefore be submitted of these works, for full agreement and implementation/delivery by Section 278 of the Highways Act. The proposals are

considered likely to have potential significant impacts to the travelling public and the works Method Statement and Traffic Management will be important factors to be agreed in order to minimise impacts. These aspects are integral to the S.278 process.

The following informatives should therefore be applied to any consent your Authority may grant and be brought to the attention of the applicant.

1. The applicant should be advised that they will be required to enter into an Agreement with the Welsh Ministers under Section 278 of the Highways Act 1980 / Section 23 of the New Roads and Street Works Act 1991 to enable the Applicant to undertake agreed improvement works on the trunk road. This Agreement will contain details of the improvement works, construction conditions and financial arrangements under which agreed measures can be put in place, including indemnifying the Welsh Ministers against third party claims. Without such an agreement in place, any consent that may be granted by the Planning Authority cannot be implemented.
2. The proposals shall be subject to the full Technical Approval Process in line with BD2 of the Design Manual for Roads and Bridges.

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 – on behalf of the Environmental Public Health Service Wales, we have reviewed the revised documentation, including the Air Quality Technical Note and Design and Access Statement. We note in particular the conclusions drawn that the proposed revisions will not have a significant impact on local air quality. Further to our previous comments made (via the Health Board) in May 2018, we have no grounds for objection.

*(For Members information: PHW's comments in respect of the previous application 18/0314 were summarised as follows - 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 – have **no objection** to the variation of conditions 10, 14 and 18.

We note that permission 18/0314/34 is a hybrid permission that comprises of two parts. Part A which is for full planning for the demolition of existing buildings and Part B which is for outline planning for a rolling stock depot and associated development. We understand that this application seeks to make modifications to the design and layout of the rolling stock depot and associated development and is therefore seeking to amend the plans approved under condition 10 (Part B). We have considered the information submitted and do not have any adverse comments to make on the variation of condition 10.

We also understand that the application seeks to modify the wording of a number of existing conditions to enable them to be discharged on a phased basis.

Of the conditions listed above, conditions 14 and 18 were requested by us. We provide advice relating to the proposed modifications to the wording of these conditions, below;

Condition 14

We have no objection to phasing of the development, however we advise that when discharge of condition applications are submitted that it is very clear which condition or part of condition is to be discharged and for which phase of the site. With regards to the conceptual site model (part 1 c of condition 14), this will need to consider the construction phasing and how pollutant linkages (source – pathway – receptors) are managed during remediation and subsequent construction. It may be beneficial to consider the site as a whole prior to phasing the site.

Condition 18

We have no objection to the amendment of condition 14 to allow phasing of the Construction Environmental Management Plan (CEMP).

We did not request conditions 13,19, 22, 24, 25, 26, 28, 31, 33 and 39 and therefore we do not provide any comment.

(Note for Members: In respect of the previous application NRW did comment (and these comments remain relevant to the current s.73 application) 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. 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, 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 – We have **no comments** to make on the variation of condition 10, however we respectfully request that any drainage related conditions including our sewer and water main crossing comments are maintained on any new consent granted for the development.

Cadw – In our response to planning application 18/0314/34, we did not envisage that the proposed development would have any direct or indirect impact on any scheduled monument. The proposed change to the condition 10 attached to that consent will therefore not alter our previous advice of **no objection**.

Glamorgan Gwent Archaeological Trust (GGAT) – we have studied the detailed information contained on your website. The amendments to Condition 10, as noted affect other Conditions (13, 14, 18, 19, 22, 24, 25, 26, 28, 31, 33, and 39) attached to 18/0314. You will recall from our response of April 2018 that we have recommended historic

environment and archaeological mitigation, which has been attached to 18/0314 as Condition 8. As this condition is unaffected, we have **no comment** to make.

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.

(For Members information: Network Rail have also made a number of comments in relation to issues of land currently in Network Rail ownership; opportunities to improve the public realm environment of Taffs Well railway station; the need to consider and protect the amenity of adjacent residential occupiers to the west of the railway station in terms of issues of overlooking and potential loss of privacy in respect of the proximity of the proposed footbridge and platform extension northwards (particularly if existing established trees are to be removed); access and accessibility between the car parking and the station; how the depot facility will integrate into Network Rail's existing rail network. A copy of Network Rail's land has be forwarded onto the applicant's planning agent).

Sustrans – initially raised objection to the application. However, following revisions made to the scheme by the applicant confirm that they are happy with the scheme, although would like to see two additional potential areas for improvement – firstly, an improvement to the Taff Trail to the south for the proposed improvement and upgrading works to NCN 8, in the vicinity of the depot, to be extended approximately 350m southwards to the boundary with Cardiff CC, which would tie in with the improvement work that Cardiff CC are planning to carry out to NCN 8 at the junction of the A470/A4054/B4262 (this was also an opportunity identified by RCT's Strategic Transport Planner); and secondly, the opportunity for links to the existing Nant Garw and Treforest Estate Community routes. It would be a missed opportunity if they were not linked or given the same prioritisation as the NCN. The Nant Garw & Treforest Estate Paths routes essentially provide an access route to the Church Village Community Path and further down the new Llantrisant

Community Path or even a less hilly/off-road option to the current NCN 4 route from Pontypridd to Tonyrefail.

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) – no response has been received to the current application. However, in respect of the previous 18/0314 submission SWP raised **no objections**, but made 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.

Taffs Well Community Council – (initially commented that) whilst the Council welcomes the increase in proposed parking, it remains concerned about the disruption that the construction works will cause in the village, in particular it is noted that the proposed road closure is scheduled for forty weeks. The Council is also concerned about the possible light contamination in the vicinity and working arrangements during the construction period and the operation of the wash shed operations in future. Are you able to confirm that such matters will be addressed by conditions.

Following the reconsultation commented that - whilst the Council appreciates that this is a s73 consultation and thus the Council cannot question the principle of development on the site, the Council is very concerned about the proposed changes to the access arrangements.

You will appreciate that the original plans included a new temporary access road, members considered this original proposal in effect “protected” the village from additional heavy vehicles travelling through Nantgarw, other than in the vicinity of the station. Members are concerned that the new proposals will cause extreme difficulties for local residents, businesses and the usual vehicular traffic. The area is particularly busy when local rugby and football matches are being held. It would appear that the new proposals will result in traffic existing at the Glan y Llyn junction which is a very poor junction and vehicles will be heading towards Glan y Llyn and Nantgarw areas which already suffer significantly with parking issues.

In the circumstances the Council would like to be assured that their concerns will be formally considered.

City of Cardiff Council (adj. LPA) – supports the development and welcomes the benefits it will provide in helping to intercept inbound traffic on the A470 outside Cardiff's

boundary and extending the opportunity for travellers to park and ride, utilising rail and bus services.

However, we have concerns about the impact of the proposals as shown on the layout, upon the section of Taff Trail which passes through the site.

The Taff Trail is a strategic route which provides an important facility for active travel journeys between Rhondda Cynon Taff (and Caerphilly beyond) and Cardiff. It also provides an important local connection to Taffs Well Station from Tongwynlais within Cardiff and is an important local and regional leisure and tourism asset.

It is acknowledged that the existing facilities to accommodate the Trail through the site are substandard. However, in accordance with requirements of the Active Travel Act, it is imperative that the opportunity is taken through this scheme to improve the existing facilities and provide a solution which embraces the principles of the Act and reflects the design requirements of the Active Travel Design Guidance.

The alignment of the Taff Trail, as shown, crosses and then re-crosses the access road. This is inconvenient to both cyclist and pedestrians. The width of the pathway is not clear from the layout drawings, but if it were to have the same dimensions as the existing footways/shared footways, this would likely be substandard in terms of the Active Travel Design Guidance.

It would be far preferable to create a through cycle route facility fully segregated from the carriageway and pedestrian facilities. As a matter of principle, such a facility should give priority to pedestrians and cyclists where it crosses the junctions within the site. The existing shared path at the main access to the site, is particularly narrow and needs to be made much wider.

The Council's officers would be happy to engage with Transport for Wales on these matters as part of the detailed design process. In this regard, we are copying this response to the Active Travel lead in Transport for Wales.

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 (10th Edition, December 2018)

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. The document highlights the fact that a well functioning planning system is fundamental for sustainable development and achieving sustainable places.

It is considered that the current proposals meet the seven WBoFG Act goals inasmuch as they relate to the proposed development and the site is being brought forward in a manner consistent with the five ways of working (as set out in the introductory chapter 1 of PPW).

It is considered that the proposed development is consistent with the key principles and requirements for Placemaking as defined by chapter 2 of PPW, People and Places: Achieving Well-being Through Placemaking.

In the main the proposed development is considered to meet and satisfy the aims and objectives of PPW10, with particular reference to:

Chapter 3: Strategic and Spatial Choices;

Chapter 4: Active and Social Places(the over-arching theme under which transport issues are predominantly covered and in particular under section 4.1 Transport);

Chapter 5: Productive and Enterprising Places;

Chapter 6: Distinctive and Natural Places

(At the time the initial application 18/0314 was considered (at the Committee meeting on 5 July 2018) PPW, Edition 9 was in force and so there have been a further five editions

published since that time. As part of their application submission the applicant has acknowledged the updated PPW position as part of their current s.73 submission)

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

The modified scheme, the subject of this s.73 application, does not fundamentally alter the scheme approved under 18/0314 and continues to provide the four main elements identified below:

- 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).

However, it is considered that the changes do fall outside the scope of the drawings approved pursuant to condition 10 of 18/0314. In particular it is noted that the current submission does include a Core Valley Line Infrastructure Control Centre (CVLICC) building/facility at the northern end of the site, which was not indicated under 18/0314. In addition, the introduction of a decked car park on the existing Taffs Well railway station P&R car park is considered to depart from the parameters set out in the approved drawings.

The modifications proposed to the design and layout of the scheme approved by virtue of permission 18/0314, in total are summarised as follows:

- the removal of the parking deck above the rolling stock stabling area;
- the provision of a second level/storey to the existing Taffs Well railway station P&R car park, with reconfigured access/egress points;
- modification to the design of the Depot building, including relocation of the rolling stock wash and sanding plant;
- provision of a new staff car park and operational vehicle parking within the depot;
- provision of the CVLICC building and associated car parking;
- provision of a gate-house building adjacent to the vehicle and pedestrian access into the depot;
- re-arrangement of the rolling stock stabling areas and relocation of the entry/exit tracks into the depot site;
- changes to the vertical realignment of Ffordd Bleddyn and the introduction of a new structure on Cardiff Road to bridge over the new rail links into the depot;
- the replacement of two large substations in the southern part of the site;
- modification of the vehicular access point into the site; and,
- a change in the location of the proposed footbridge at the railway station (the proposed bridge would now remain in the same location as the existing bridge)

The Rolling Stock Depot (inc. the CVLICC building)

The modifications to the previously approved masterplan arise as a consequence of a detailed assessment of the precise operational requirements of the ODP. The design has

been modified to deliver a more efficient operation of the site and to reduce some of the potential environmental effects of the facility.

The revised masterplan now indicates two main buildings – the main large vehicle and maintenance (with office accommodation) building (VMOAB) and the CVLICC building. It is noted that the combined volume of these buildings, together with the small gatehouse building, will be approximately 72,500 cubic metres and none of the buildings will exceed 15m in height. Whilst it is noted that the main building is slightly larger than previously indicated the overall massing on the site has reduced. It is recognised that all the buildings associated with the rolling stock depot would fall within the previously identified parameters, approved by virtue of the 18/0314 permission.

It is noted that the scheme now proposes the train washing and sanding* facility on the eastern (A470) side of the VMOAB, whereas previously it was indicated on the western side. Other facilities now provided include a wheel lathe, under frame cleaning and a delivery track. It is considered that the location of these features on the eastern side of the main depot building will have the benefit of reducing potential impacts (in particular noise) from residential receptors located to the west of Taffs Well railway station.

*(*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).*

It is noted that the scale of the proposed substations previously indicated as being required can be reduced in size/scale, as the main source for the depot site electricity power needs will feed in directly from the main railway line power system.

The previously approved masterplan did not incorporate the provision of the now shown CVLICC building/facility. This is shown to be sited at the northern end of the site and is provided with its own dedicated access to/from the mini-roundabout on Ffordd Bleddyn and parking provision (29 spaces). It is confirmed by the applicant that the CVLICC building (a max. of 9m high and of an office type building appearance) will become the control nerve centre for the control of all train movements and the co-ordination of maintenance activities and emergency response across the Cardiff CVL rail network. The train movements within the depot will also be directly controlled within the CVLICC building.

It is anticipated that the CVLICC building will be the first element of the overall scheme to be built.

The layout of the train stabling area and rail circulation loops have been modified. The main train stabling area (for 34no. 40m Core Valley Metro Vehicles) remains as previously to the west of the VMOAB. The ODP has indicated that this provides a more efficient solution layout arrangement for the rolling stock cleaning and charging operations. In

addition this revised layout has freed up space in the southern part of the site, which is now to be utilised for a ground level staff car park.

Modification is sought in respect of the rail access into the depot. The approved masterplan illustrates two access points into the depot via two new underbridges beneath Ffordd Bleddyn. It is now proposed under this current submission to modify that to a single rail entry point into the depot beneath Ffordd Bleddyn and an alternative rail access point on the southern boundary of the site via a new underbridge beneath Cardiff Road. The consequence of this new arrangement is that the length of Ffordd Bleddyn that needs to be elevated has been reduced, which is considered to be positive from a visual impact perspective. However, this 'new' arrangement does have consequences on the highway network which are referred to later in this report.

Parking provision

As was recognised in the consideration of 18/0314, 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.

Under 18/0314 the illustrative development indicated the re-configuration of the main P&R car park, resulting in a slightly lower provision of 84 spaces (inc. 8 disabled parking spaces). It was also proposed to incorporate a new decked car park to serve the Depot facility itself and also the station P&R. It was proposed to dedicate a minimum of 94 spaces to P&R use. As a result the overall P&R parking provision under the 18/0314 scheme would have been 178 spaces, an increase of 30 over the existing level.

In seeking to provide the whole P&R parking provision on the station side of Ffordd Bleddyn the applicant was advised to give very careful consideration to the design and bulk/mass of the proposed car park. At an early stage it was recognised that the height of the car park should be kept to a minimum to thereby reduce as far as possible any adverse impacts on the occupiers of properties in Cardiff Road, Leon Avenue etc. The applicant proposes that the existing ground level of the surface car park will be reduced in order that a solution can be achieved whereby the overall height of the two deck car park will not be any higher than a train when it is standing adjacent to the station platform. In addition there will be an appropriate use of brick materials in the elevational construction in order to provide a more sympathetic appearance.

Entrance into the P&R car park will be at the lower level with an 'in only' junction from Ffordd Bleddyn. The exit from the car park will be at its northern end onto Ffordd Bleddyn where it bends to the west of the mini-roundabout. The Transportation Section have

commented that such arrangements are acceptable in principle, subject to the approval of detailed design and Road Safety Audits.

Disabled user parking spaces will be provided within the new P&R car park with limited facility for cycle storage within the lower level.

The taxi drop-off is to be relocated from the car park (the current arrangement) and will be accommodated along Ffordd Bleddyn

Parking for the Depot facility itself was to be provided using the proposed decked car park above the stabling of the rolling stock. The decked car park was to 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 were to be provided at ground level to provide parking for plant, delivery and other operational related vehicles.

The current submission does not alter the number of P&R car parking spaces to be provided as part of the scheme. This will remain at 178 spaces, as under 18/0314. However, how and where these spaces are to be provided is modified.

The parking deck above the train stabling areas is no longer a proposed feature of the scheme.

The P&R car parking provision is to be accommodated within a two level decked car park on the site of the existing Taffs Well railway station P&R car park.

Parking within the depot facility is provided within a ground level staff and visitor car park at the southern end of the site (120 spaces); a dedicated parking area for the CVLICC (29 spaces); with a further 20 spaces provided ad n hoc around the site for the parking of operational vehicles. Overall this represents a provision of 169 spaces, an increase of 65 spaces for the depot over the 18/0314 scheme. However, it should be noted that this current scheme does incorporate a CVLICC facility, which the previous 18/0314 scheme did not.

In respect of the car parking it is noted that para 4.1.39 of PPW10 specifically states "where car parking is provided for new non-residential development planning authorities should seek a minimum of 10% of car parking spaces to have ULEV charging points". Accordingly it is recommended that a condition be imposed requiring the submission of a parking strategy which sets out the applicant's approach for achieving such a requirement.

The Council's Transportation Section remain of the view that ideally they 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.

It was noted when Members considered 18/0314, in July 2018, that in order to help mitigate any impacts in this respect the applicant (at that time TfW) had 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. It is confirmed that payment of that sum was received by the Council and accordingly there is no requirement to seek a further contribution in respect of this current s.73 application.

Works to Taffs Well railway station

As previously, the modified 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.

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). Previously, under 18/0314 it was indicated that the new footbridge was to be 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. However, it is now proposed that the new footbridge will be constructed in the same position (or very close to this position) as the existing. The new footbridge however, will be ramp and stair access in order to be compliant with the requirements of the Equality Act 2010.

As has been noted by an objector to the application and in the consultation comments received from Network Rail it is considered that the applicant is going to have to give careful thought to the incorporation of this new/replacement footbridge in order that the amenity of residents of properties in Llys Hafn (in particular), Cardiff Road and Alfred's Terrace are not adversely impacted to any significant extent. This will require an assessment of which (as is considered likely) trees will need to be removed and the opportunity for replacement native species planting and possible use of screening.

As with the previous 18/0314 scheme it is proposed that 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.

Associated Highways and Infrastructure Works

The previous 18/0314 scheme illustrated a single road access into the depot site is proposed on the western edge of the site from the existing roundabout (albeit this will be upgraded) on Ffordd Bleddyn. Access at that point is approximately 50m further northwards than the position of the main access point into the former Garth Works site. However, this modified scheme indicates the provision of two access points to/from Ffordd Bleddyn. The first, which is the dedicated access to serve the CVLICC building, is to be provided through the creation of a new arm off the existing roundabout on Ffordd Bleddyn. This is in the location as the single access point under 18/0314.

The works and geometric design to upgrade the existing mini-roundabout and the creation of the new arm will require further detail will need to be provided to the Transportation Section at the detailed stage.

The second access proposed would be towards the southern end of the site via a new roundabout on Ffordd Bleddyn. The Transportation Section have confirmed that both these new access points are acceptable in principle, subject to approval of detailed design and satisfactory stage 1 and 2 Road Safety Audits, which can be secured by means of a suitably worded condition.

To gain rail track access into the Depot site it is proposed to modify Ffordd Bleddyn. The stretch of road between the CVLICC access and the main depot access will remain at the current level. However, to the south of the main depot access the road would increase in height (most likely on a raised embankment) to meet Cardiff Road. This arrangement reduces the length of Ffordd Bleddyn which would be raised on an embankment when compared with the approved 18/0314 scheme. The Ffordd Bleddyn realignment would feature a maximum gradient of 7.5%.

Previously, under 18/0314 it was anticipated that the effect of the vertical re-alignment of Ffordd Bleddyn would result in the carriageway level being raised by up to approximately 6m at it's greatest point of increase, which would be at a point approximately where the Travis Perkins builders merchants was located at the southern end of the Garth Works site. On the opposite (western) side of the railway line at his point is the heavily treed rear boundary of the Taffs Well Telephone Exchange site. Whilst the length of vertical re-

alignment is lessened by the currently proposed modifications it is considered that the maximum increase in height remains approximately the same.

It is also noted that as a consequence of creating the new roundabout on Ffordd Bleddyn an extent of the tree cover on the narrow strip of land between Ffordd Bleddyn and the railway line will be lost.

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 (likely embankment) structure, albeit for a reduced length compared with the previous 18/0314 approved scheme 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.

The Transportation Section have commented that the provision for taxi drop-off bays on Ffordd Bleddyn, together with the alignment of shared use pedestrian/cyclist path routed around the western side of Ffordd Bleddyn provides an acceptable link between the Taff Trail and minimises the number of road crossings for pedestrians and cyclists. However, whilst it is noted that revised plans were submitted (as a result of third party concerns/objections raised in respect of provision for cyclist and pedestrians, as well as the concerns highlighted by Sustrans and TfW's Active Travel Team) there remain some points of detail within the TAA that will require further work prior to the submission of reserved matter details.

Having reviewed the submitted information the Transportation Section have concluded the scheme as now modified presents no significant change in terms of trip generation (albeit it is noted there is an increase as a consequence of the CVLICC building which did not form part of the 18/0314 scheme) and parking for the proposed depot and park and ride facility, however, in order to accommodate suitable gradients at the amended site access to the depot via a new mini-roundabout and access to the lower level of the proposed decked park and ride car park the proposed works to Ffordd Bleddyn have changed significantly.

The design of these changes assumes a design speed of 30kph (19mph), which is considered inappropriate for Ffordd Bleddyn, which serves an established industrial estate including a number of haulage and delivery operators. The use of an artificially low design speed results in reduced stopping site distance and vertical geometry which gives serious cause for concern. The longitudinal gradient of Ffordd Bleddyn would be increased from 1 in 17-20 to 1 in 13 which would have detrimental impact on pedestrians utilising NCN Route 8 (Taff Trail) and mobility impaired pedestrians. Furthermore, the proposed vertical alignment of Ffordd Bleddyn does not incorporate vertical curves at each change of gradient. Therefore, the proposed changes to Ffordd Bleddyn are not acceptable as currently shown.

Amended drawing no. TRAN01-KAW-R0-TAF-DDR-A-AR-000012 Rev P03 shows shared use cycle facilities continuing from cycle route 8 at the northern end of the site and running

along the eastern side of Ffordd Bleddyn to the junction with A4054 (Cardiff Road). The proposed taxi drop-off bay has also been relocated to the western side of Ffordd Bleddyn, adjacent to the proposed car park which is considered acceptable in principle and overcome concerns arising from the proposals described within the TAA and original drawing and is considered acceptable subject to approval of detailed design.

No audits in accordance with Active Travel (Wales) Act Guidance 2014 have been submitted to assess and if necessary mitigate the impact of the proposals on pedestrians, the mobility impaired and cyclists and accordingly further information is required at a detailed stage to address these deficiencies.

A Stage 1 Road Safety Audit has not been provided to consider the impact of the proposed design changes on road users which gives cause for concern; however, this can be secured by a suitably worded condition

The information contained within the TAA regarding temporary traffic management gives cause for concern due to inconsistencies and missing information to allow a thorough assessment to be undertaken to assess the impact on the travelling public and identify appropriate mitigation measures. Whilst omissions and inconsistencies within the submitted information give cause for concern the requirement for approval of a traffic management strategy including traffic management, diversionary routes for vehicles, cyclists and pedestrians for the various phases of construction to form part of a Construction Management Environmental Plan can be conditioned to ensure traffic management proposals are audited for acceptance to minimise disruption prior to any construction work commencing on site and to ensure that appropriate mitigation measures are implemented to reduce disruption as far as reasonably possible..

During the course of the highway works the previous 18/0314 submission proposal was to create a temporary diversion access road through the former Garth Works site. However, the TAA submitted with the current application states that the proposed temporary diversion road through the site is no longer considered a suitable option for the revised scheme and therefore more conventional traffic management measures are proposed.

Two options are presented for the works to construct the new bridge structures; the first under Cardiff Road and the second under Ffordd Bleddyn. Option 1 identifies a piled solution and Option 2 a Box Jacking solution (simply explained the 'Box Jacking' operation is a method of construction that would see a large concrete rectangular structure built, either wholly or in sections, and then pushed into place under the road).

In respect of the works to create the new bridge structure under Cardiff Road it is indicated that in total the works would comprise a 12 month construction period in the highway, with one lane fully closed for 9 months and with 6 months of overnight lane/road closures. Option 2 identifies a 'Jack Box' construction solution which would require a total construction period of 7 months, but only 2 months of construction in the highway and 4 weeks of overnight lane/road closures. There would however, under this Option be a Cardiff Road full road closure for 4 days (the applicant is targeting October 2020 half term school holiday week). During the limited period of road closure it would prevent access into and egress out of Taffs

Well from the south of the village. Traffic travelling north and wanting to enter Taffs Well would need to carry on up the A470 and leave at the Nantgarw junction and travel back down into the village from the north. Also vehicles wishing to leave Taffs Well would need to head north out of the village.

The works to create the bridge under Ffordd Bleddyn would see, under Option 1 (a piled solution) a total construction period of 14 months, with one lane fully closed for 9 months, overnight lane/road closures for 6 months. Under the Box Jacked, Option 2 solution the total construction period would be 7 months, with 4 of those months requiring works in the highway, together with 8 weeks of overnight lane/road closures. In addition a full Ffordd Bleddyn road closure for up to 8-12 weeks. During the period of full road closure traffic (which would clearly include a significant proportion of commercial HGV traffic) would need to exit Ffordd Bleddyn at the northern end.

The applicant's preferred option for the the Ffordd Bleddyn bridge works is for the Option 2 (Box Jacked)solution as it enables a shorter overall construction duration. However, at this stage, the final choice of structural form is dependent on the outcome of ongoing ground investigations close to the bridge site, the relative closure durations and construction cost estimates. Whichever option is selected, full closures of Ffordd Bleddyn will be required for up to 8-12 weeks. During the period of full road closure traffic (which would clearly include a significant proportion of commercial HGV traffic) it is proposed to divert traffic as per the Cardiff Road closure diversion, with the addition of a temporary 7.5T weight limit (except for access) on Cardiff Road, from the start of the A470 northbound on slip to Moy Road. This is because it is anticipated that many drivers may ignore signed diversions and continue north along Cardiff Road, through the built-up part of Taff's Well village, then turn right into Moy Road to reach Ffordd Bleddyn by an alternative route. A temporary 7.5T weight limit would deter HGV traffic bound for the industrial estate from using this potential short cut.

The applicant in proposing the use of full road closures at Cardiff Road and Ffordd Bleddyn has put forward the following measures to help as far as possible mitigate the inevitable inconvenience and delays:

- road closures to be programmed over weekends and during school holidays;
- extensive advance publicity to allow drivers to avoid the area if possible;
- temporary weight restriction through Taffs Well village to deter short cutting by HGV's.

It is noted that the TAA does not consider mitigation measures to address the impact of the works on public transport, home to school transport, community care and emergency services which would all clearly be affected by any road closure. The impact of the proposed closures on the diversion routes also requires consideration, with the A470 being under the control of the South East Wales Trunk Roads Agency (SEWTRA).

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.

Proposed phasing of the works

As part of the application submission a 'Proposed Construction Phasing' plan has been submitted. This indicates that following the initial works of demolition, site clearance and site remediation (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 first stage of enabling works for the construction of the CVLICC building, associated civil engineering and highways works and the new sub-stations;
- the creation of site compounds;
- creation of a new temporary P&R car park, with existing car parks cleared following its completion;
- commencement of bridge construction works and modifications to Cardiff Road and Ffordd Bleddyn.

Phase 3

- CVLICC building operational
- construction of new depot building to commence on completion of remediation works;
- decked P&R car park construction ongoing;
- bridge construction works and modifications to Cardiff Road and Ffordd Bleddyn;
- demolition of southern end of northbound platform and existing footbridge.

Phase 4

- depot building and stabling yard completed;
- depot staff and visitor car park completed;
- bridge construction completed;
- rail track access into depot under the new bridges completed;
- new ramped footbridge completed;
- northbound platform extension completed;
- new decked P&R car park open.

It is considered that the construction programme put forward represents a logical progression of the scheme and raises no points that warrant a planning objection.

Heritage Assets and Historic Designations

The application submission package includes an updated Heritage Statement.

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.

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.

Following the already consented demolition works, the 11 Grade II listed buildings which form Alfred's Terrace will be the most sensitive heritage asset to the proposed construction works. The applicant's heritage advisor has indicated that in their opinion the modifications to the design proposed through the Section 73 application, including the changes to the carpark, would have negligible impact on Alfred's Terrace.

Both Cadw and Glamorgan Gwent Archaeological Trust (GGAT) have been consulted for their views on the current application, as they were for the previous 18/0314 submission. Neither have raised any objection to the granting of permission.

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

As previously proposed, under 18/0314 the modified scheme 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 decked P&R car park and 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.

The VMOAB building will constitute the biggest and most visually prominent element of the scheme. It is indicated that the maximum height of the building will be no higher than

15m, which is the same height as the South Wales Forgemasters building (which is the biggest building on the Garth Works site).

Whilst the VMOAB is a large building and it will be largely surrounded by railway infrastructure elements, 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.

It is acknowledged that the proposed decking of the current surface only level P&R car park will result in a new structure nearer residential properties. However, given that it is proposed to excavate the existing ground level to lower the level of the ground surface, with the result that the top level will be no higher than the top of a train when in the station it is not considered that the impact of this feature will have any significant impact on the amenity of the nearest residential properties.

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. It is also noted that the current modified submission proposes a lesser length of vertical realignment for Ffordd Bleddyn. Accordingly it is not considered that any impacts on visual or residential amenity will be significantly adverse.

As with the previous 18/0314 scheme it is considered that within this modified proposal, whilst not the most significant elements of the overall application, 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 was submitted with the previous 18/0314 application and an Ecological Technical Note accompanies this current submission.

The purpose of these documents 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 bat survey undertaken prior to the submission of 18/0314 did observe one common pipistrelle re-entering underneath flashing on one of the buildings on the former Garth Works site. 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. The applicant/developer sought a bat licence, for the whole site, from Natural Resources Wales (NRW) prior to commencing the demolition works that are currently underway and NRW have issued the licence (which is valid from 18/08/19 to 31/10/19).

The PEA received under 18/0314 records 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 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 information and has not raised an objection subject to the imposition of conditions as set out within the previous 18/0314 permission.

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 accepted for the 18/0314 submission that the Report's conclusion of no likely effects was reasonable. However, he advised that the further views of NRW should be 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 (on 18/0314) NRW 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 modified scheme now proposed, occupies the same footprint and is similar in its type and scale to that approved under permission 18/0314. On this basis it is considered that the proposed modifications to the scheme would not result in any materially different ecological impacts to those previously identified in the Mott Macdonald PEA, with the exception of the removal of some additional trees. The additional trees to be removed are not considered to represent sensitive ecological receptors, notwithstanding this bat and bird inspections will be undertaken prior to felling. Compensatory planting will be provided and the landscaping scheme for the site will include sedum plants, trees and shrubs. It is not considered that the modified scheme will result in any additional adverse effects on off-site designated sites.

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.

Drainage and Flooding Issues

A Flood Consequences Assessment (FCA) document was submitted with application 18/0314 and the current submission is accompanied by a Flood Consequences

Addendum Note, which considers the implications of the proposed modifications on issues of flood risk .

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 and Addendum Note conclude 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 and Addendum Note recommend 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 was submitted with the 18/0314 application and it is considered that this report is still valid in the consideration of the current 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 is recommended that conditions as imposed on 18/0314 are again attached, should Members support the recommendation and grant permission for this application.

Air Quality

As part of the 18/0314 submission an Air Quality Assessment (AQA) Report (prepared by Mott MacDonald) was submitted. As part of this current s.73 submission an air quality Technical Note has been produced, which considers the nature of the modifications proposed and their implications for air quality.

The Technical Note also provides commentary on the information contained in the previous Mott MacDonald AQA, specifically related to the whether the information contained within remains relevant, whether an update will be required, and whether a more detailed assessment of emissions from rolling stock would be required. A brief overview of local air quality conditions is also included alongside a summary of the results from the three-month Mott MacDonald monitoring survey. Finally, the technical note provides an overview of local air quality based on information from the following:

- Mott MacDonald Air Quality Assessment, 2018 (367590-WTD-CAR-28I-07);
- Mott MacDonald Air Quality Monitoring Report, 2018 (ref.: 367590-WTD-CAR-027E-01);
- Rhondda Cynon Taf County Borough Council Air Quality Progress Report, 2018; and
- Defra Background Mapping data for local authorities (<https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2015>)

It is concluded that the proposed modifications are not expected to have any significant impact on emissions associated with the operational phase of the development. It is expected that traffic changes associated with the proposed development will remain below relevant screening thresholds set out in the relevant guidance.

The Council's PH&P section have not raised an objection to the application. However, would still require the imposition of a condition (condition 37 on the 18/0314 permission) that requires a further full Air Quality Assessment Report to accompany any submission for the approval of reserved matters made pursuant to the granting of this outline planning permission.

Noise

A Noise Assessment Report was submitted with the previous 18/0314 application. This issue has been further considered by the applicant, in light of the proposed modifications sought.

It is considered that the proposed modifications have the potential to reduce noise to sensitive receptors. However, it is noted that the proposed modifications will result in a larger P&R car park in nearer proximity to residential properties. Accordingly, it is considered that the proposed modifications present both potentially positive and negative aspects. The previous 18/0314 permission included a condition (as condition 36) which required the submission of a further full noise assessment with each submission of reserved matters details and it is recommended that such a condition is also imposed in this case.

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

A Taffs Well Depot External Lighting Strategy document accompanies the current 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.

The proposed Lighting strategy will aim to deliver the following objectives:

- create a safe, secure and accessible environment for all users of the proposed facility;
- minimise the impact on the existing surroundings using good design principles;
- adopt a holistically sustainable approach to selection and specification of the lighting;
- provide an overall lighting concept to achieve the aspirations of the client within the available Budget; and,
- Adopt a controls approach that will allow lighting levels to be modified to suit specific use and unused zones to be switched off if they are not being fully utilised.

The Lighting Strategy aims to ensure that the external lighting is as transparent as possible by adopting lighting designs which minimise the number of columns required to achieve necessary lighting levels. However, 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.

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 residential properties (especially given the proposed relocation of the decked parking element nearer the rear of properties at Cardiff Road, Leon Avenue and Alfred's Terrace) 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 in respect of 18/0314 the South Wales Police Designing Out Crime Officer raised no objections to the application. However, he did 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 given the overall minor nature of the proposed modifications when compared to the 18/0314 scheme that SWP's comments are applicable in the same regard and that the modified 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.

Changes to wording of other conditions resulting from proposed modifications

As a result of the proposed amendments to the indicative masterplan the wording of a number of the planning conditions attached to 18/0314 also require modification. In addition consent is sought to modify the wording of a number of previously imposed

conditions to allow them to be discharged on a phased basis. The phasing of conditions enables a more efficient delivery of the project and enables schemes to be focused on the parts of the development required to become operational first. The LPA has no objection to such an approach. However, as NRW and PH&P have highlighted such an approach is not considered appropriate for issues of ground/geotechnical investigation.

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

It is recognised that 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 in the modified form now proposed (which is not considered to deviate significantly from the initial 18/0314 permission granted), 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.

It is recognised however, that the applicant does need to bring forward further information and clarification at the detailed reserved matters stage, particularly in respect of highway issues and detail to ensure that issues regarding Active Travel requirements and aspirations are properly and appropriately catered for within the scheme.

The current modified application is considered to remain in broad accord 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.

RECOMMENDATIONS: That Committee resolve to APPROVE the application, subject to:

- The imposition of the conditions below;
- That the Director of Prosperity and Development be authorised to add, remove, amend or vary any condition before the issuing of the planning permission, providing that such changes do not affect the nature of the permission or development

(Note for Members: For clarity and ease of reference the same condition numbering is used below as for the conditions imposed on 18/0314 (albeit the wording of some conditions has changed). Condition 19 as imposed on 18/0314 dealt with the previously proposed temporary diversion access road through the depot site. As this element of the scheme is no longer proposed there is no need to repeat condition 19, so therefore there is no condition 19 below intentionally. It has not been missed in error)

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

1 The development hereby permitted shall be begun before 2 August 2023.

Reason: To comply with Sections 91 and 93 of the Town and Country Planning Act 1990.

- 2 Works of demolition and site clearance shall proceed in accordance with the following documents approved pursuant to condition discharge application reference 19/0319/38:
- Demolition Phasing as shown on TRAN01-KAW-R0-TAF-DDR-A-AR-000019 P02;
 - Demolition Method Statement, Revision 1.2, Document Number TRAN01-GRF-R0-TAF-GSP-W-EN-000001;
 - Tree Survey and Arboricultural Impact Assessment, Revision 1.1, Document Number TRAN01-KAW-R0-TAFF-RPT-Z-EN-000003;
 - Root Protection Plan, Revision 1.1, Document Number TRAN01-KAW-R0-TAFF-RPT-Z-EN-000004;
 - Drawing CODWBDESCTAF P01.1 Parts A and B;
 - Invasive Species Management Plan, Revision 1.1, Document Number TRAN01-KAW-R0-TAFF-RPT-Z-EN-000005;
 - Wildlife Protection Plan, Revision 1.1, TRAN01-KAW-R0-TAFF-RPT-Z-EN-000006; and
 - Written Scheme of Historic Environment Mitigation for Planning Permission Part A, Revision 1.2, TRAN01-KAW-R0-TAFF-RPT-Z-EN-000002.

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 phase 2b (as defined on the submitted plan TRAN01-KAW-R0-TAF-A-AR-000019) until an asbestos survey of buildings to be demolished within phase 2b 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 Works shall only proceed in accordance with the tree protection details as approved by the Local Planning Authority under discharge of condition (no.4) application ref: 19/0319/38 on 17 May 2019.

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 Works shall only proceed in accordance with the invasive species management plan details as approved by the Local Planning Authority under discharge of condition (no.5) application ref: 19/0319/38 on 17 May 2019.

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

- 6 Works shall only proceed in accordance with the wildlife protection plan details as approved by the Local Planning Authority under discharge of condition (no.6) application ref: 19/0319/38 on 17 May 2019.

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 Works shall only proceed in accordance with the scheme for historic mitigation details as approved by the Local Planning Authority under discharge of condition (no.8) application ref: 19/0319/38 on 7 June 2019.

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 42 (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, or any specific phases of the site as may be agreed by virtue of Condition 41, (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 The extent of the works approved by reason of this permission are identified on the following plans/drawings, except where necessarily modified by terms of other conditions attached to this permission:

- Location Plan - TRAN01-KAW-R0-TAF-DDR-A-AR-000011 P01
- Ground Level Master Plan - TRAN01-KAW-R0-TAF-DDR-A-AR-000012 P03
- Red Line Boundary Plan - TRAN01-KAW-R0-TAF-DDR-A-AR-000014 P01
- Parameters Plan - TRAN01-KAW-R0-TAF-DDR-A-AR-000015 P01
- Ground Level Illustrative Master Plan - TRAN01-KAW-R0-TAF-DDR-A-AR-000022 P02
- Site Sections 1 & 2 - TRAN01-KAW-R0-TAF-DDR-A-AR-000026 P02
- Site Section 3 - TRAN01-KAW-R0-TAF-DDR-A-AR-000027 P02
- Site Section 4 - TRAN01-KAW-R0-TAF-DDR-A-AR-000028 P01
- Site Section 5 & 6 - TRAN01-KAW-R0-TAF-DDR-A-AR-000029 P01
- Site Sections A-A & B-B - TRAN01-KAW-R0-TAF-DDR-A-AR-000030 P02

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 on a phase 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 a phase of the 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 occupation of any part of any part of the development hereby permitted, 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 of any one phase (as defined by condition 41) of the development hereby permitted shall take place until a Construction Environmental Management Plan (CEMP) relating to that phase has been submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall include full details of traffic management, diversionary routes and mitigation measures relevant to that phase. Works shall be carried out 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 *(Is now deleted)*

- 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 to the highway (including any works to create temporary access points) shall commence 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 169 car parking spaces (including 20 operational parking spaces) shall be provided within the rolling stock depot site and a minimum of 178 car parking spaces shall be provided within the decked P&R car park. The temporary Park and Ride car park shall be retained until the proposed decked P&R car park with a minimum of 178 spaces 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 commencement of development of any one phase (as defined by condition 41) of the development permitted the applicant/developer shall submit to the Local Planning Authority an overall strategy to provide electric vehicle charging for all vehicles attracted to the site. The strategy should have regard to the type of vehicle and nature of charging required which will include consideration of appropriate charging speeds, standard, fast, rapid, ultra-rapid, and shall be capable of upgrading over time to keep with evolving technology. The strategy shall be implemented in accordance with a phasing strategy to be agreed with the Local Planning Authority and shall thereafter be maintained to provide electric vehicle charging facilities for all vehicles attracted to and associated with the development.

Reason: To ensure the adequacy of the proposed development and provision for electric charging facilities for all vehicles attracted to and associated with the development, having regard to policy AW6 of the Rhondda Cynon Taf Local Development Plan.

24 No construction works to the highway whatsoever shall commence on site until full engineering design and details of improvements to the signalised junction of Ffordd Bleddyn with Cardiff Road 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 any one phase (as defined by condition 41) of 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) for that phase has been submitted and approved in writing by the Local Planning Authority to provide for;

- the means of access into the site for all construction 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 within any one phase (as defined by condition 41) 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 depot 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 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 in any one phase (as defined by condition 41) 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 one phase (as defined by condition 41) 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 one phase (as defined by condition 41) of the development hereby permitted 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 Relation 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 on any one phase (defined by condition 41) 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 operational 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 operational 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 on any one phase 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 Construction works, including site clearance, shall only take place between 08.00 – 18.00 Monday to Friday and 08.00 – 13.00 on Saturdays and not at any time on Sundays, public or bank holidays, other than as prescribed for in this condition. Any construction related activities undertaken outside these hours shall be subject to a scheme to be approved in writing by the Local Planning Authority and shall be carried out in accordance with the approved scheme. The scheme shall detail how construction related activities will not give rise to detriment to amenity from noise at the nearest noise sensitive dwelling.

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.

- 41 Prior to any construction works (including any works of site clearance/preparation) commencing a phasing plan/scheme shall be submitted for the written approval of the Local Planning Authority. This plan/scheme shall clearly set out the phasing of the works required to construct the development hereby permitted and shall be adhered to (unless the prior written agreement of the Local Planning Authority has first been obtained) throughout the development period.

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

- 42 Prior to works commencing on site there shall be submitted for the written approval of the Local Planning Authority, an Employment and Skills Plan setting out how it is proposed to offer training and employment opportunities through the course of the development.

Reason: In order to ensure the proposal makes adequate provision in respect of Employment and Skills Training, having regard to the Council's adopted Employment and Skills SPG (dated June 2015).