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For all enquiries relating to this agenda please contact Sharon Hughes
(Tel: 01443 864281 Email: hughesj@caerphilly.gov.uk)

Date: 30th January 2024

To Whom It May Concern,

A multi-locational meeting of the **Planning Committee** will be held in the Council Chamber, Penallta House, and via Microsoft Teams on **Wednesday, 7th February, 2024** at **5.00 pm** to consider the matters contained in the following agenda. You are welcome to use Welsh at the meeting, a minimum notice period of 3 working days is required should you wish to do so. A simultaneous translation will be provided on request.

Members of the public or Press may attend in person at Penallta House or may view the meeting live via the following link: <https://civico.net/caerphilly>

This meeting will be live-streamed and a recording made available to view via the Council's website, except for discussions involving confidential or exempt items. Therefore the images/audio of those individuals present and/or speaking at Planning Committee will be publicly available to all via the recording on the [Council website](#).

Interested parties may make a request to speak in regard to any item on this agenda. To obtain further details on this process please contact the Committee Clerk hughesj@caerphilly.gov.uk.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'CHARRY'.

Christina HARRY
CHIEF EXECUTIVE

A G E N D A

A greener place Man gwyrddach

Correspondence may be in any language or format | Gallwch ohebu mewn unrhyw iaith neu fformat



1 To receive apologies for absence.

2 Declarations of Interest.

Councillors and Officers are reminded of their personal responsibility to declare any personal and/or prejudicial interest(s) in respect of any item of business on this agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers.

To approve and sign the following minutes: -

3 Planning Committee held on 10th January 2024.

1 - 6

To receive and consider the following report(s): -

4 Application No: 23/0771/FULL - Caerphilly Train Station, Station Terrace, Caerphilly.

7 - 28

5 Application No: 23/0364/FULL - Robinson Manufacturing Ltd, The Old Quarry, Cemetery Road, Abercarn, Newport, NP11 5AQ.

29 - 44

Circulation:

Councillors M.A. Adams, Mrs E.M. Aldworth (Vice Chair), A. Angel, R. Chapman, N. Dix, G. Ead, J.E. Fussell, A. Hussey, B. Miles, M. Powell, R. Saralis (Chair), J. Simmonds, J. Taylor, S. Williams, A. Whitcombe and K. Woodland

And Appropriate Officers

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PLANNING COMMITTEE

MINUTES OF THE MULTI-LOCATIONAL MEETING HELD AT PENALLTA HOUSE AND VIA MICROSOFT TEAMS ON WEDNESDAY, 10TH JANUARY 2024 AT 5:00 PM

PRESENT:

Councillor R. Saralis – Chair
Councillor Mrs E. M. Aldworth – Vice Chair

Councillors:

M. A. Adams, A. Angel, R. Chapman, N. Dix, A. Hussey, B. Miles, M. Powell, J. Simmonds, J. Taylor, A. Whitcombe and K. Woodland.

Cabinet Member: Councillor P. Leonard (Planning and Public Protection).

Together with:

V. Julian (Senior Lawyer), R. Kyte (Head of Regeneration and Planning), R. Thomas (Planning Services Manager), C. Powell (Team Leader Development Management), A. Pyne (Principal Planner), L. Cooper (Assistant Engineer), C. Campbell (Transport Engineering Manager) and E. Sullivan (Senior Committee Services Officer).

RECORDING, FILMING AND VOTING ARRANGEMENTS

The Chair reminded those present that the meeting was being live-streamed and recorded and would be made available following the meeting via the Council's website – [Click Here to View](#). Members were advised that voting on decisions would be taken via Microsoft Forms.

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors G. Ead, J. Fussell and S. Williams.

2. DECLARATIONS OF INTEREST

Councillor A. Whitcombe declared a personal interest only in relation to Agenda Item No. 4 – Application 23/0555/FULL – Stately-Albion Ltd, Unit 14, Darren Drive, Prince of Wales Industrial Estate, Abercarn, as Local Ward Member he lives close the proposed development and knows several people who work for the organisation. However he felt that the connection was not strong enough to be prejudicial and retained an open mind in relation to the application, as such he took part in the debate and vote.

Councillor K. Woodland declared a personal interest in relation to Agenda Item No. 4 - Application 23/0555/FULL – Stately-Albion Ltd, Unit 14, Darren Drive, Prince of Wales Industrial Estate, Abercarn, in that his fellow Crumlin Ward Councillor works at the application site. As this was a personal interest only, he took part in the debate and vote.

Details are also minuted with the respective item.

3. PLANNING COMMITTEE HELD ON 13TH DECEMBER 2023

It was moved and seconded that the minutes of the Planning Committee meeting held on the 13th December 2023 be agreed as a correct record. By way of Microsoft Forms (and in noting there were 9 for, 0 against and 2 abstentions) this was agreed by the majority present.

RESOLVED that the minutes of the Planning Committee meeting held on 13th December 2023 (minute nos. 1-4) be approved as a correct record.

4. APPLICATION NO. 23/0555/FULL - STATELY-ALBION LTD, UNIT 14, DARREN DRIVE, PRINCE OF WALES INDUSTRIAL ESTATE, ABERCARN, NEWPORT, NP11 5AR

Councillor A. Whitcombe declared a personal interest only, as Local Ward Member he lives close the proposed development and knows several people who work for the organisation. However he felt that the connection was not strong enough to be prejudicial and retained an open mind in relation to the application, as such he took part in the debate and vote.

Councillor K. Woodland declared a personal interest in that his fellow Crumlin Ward Councillor works at the application site. As this was a personal interest only, he took part in the debate and vote.

The Planning Case Officer presented the application, with it confirmed in the accompanying report that the recommendation in respect of the proposal had taken full account of, and was in conformity with, both Future Wales and Planning Policy Wales Edition 11.

Following consideration of the application it was moved and seconded that subject to amended conditions 3, 10, 12, 13 and 16 and the conditions contained in the Officer's report, the recommendation be approved. By way of Microsoft Forms and verbal confirmation (and in noting there were 13 for, 0 against and 0 abstentions) this was unanimously agreed.

RESOLVED that: -

- (i) RESOLVED that subject to the amended conditions and conditions contained in the Officer's report, the application be GRANTED.

Amended Condition 3

Within 3 months of the date of this decision a surface water removal strategy delivering sufficient compensation for the foul flows from the proposed development site shall be submitted for the written approval of the Local Planning Authority. Thereafter no unit hereby approved shall be brought into beneficial use until the approved surface water removal strategy has been implemented in accordance with the approved details

and written confirmation of this must be received by the Local Planning Authority.

REASON: To prevent hydraulic overloading of the public sewerage system and pollution of the water environment in accordance with policy CW5 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

Amended Condition 10

Within 3 months of the date of this decision, details of all external and roof mounted plant/machinery associated with the application shall be submitted for the written approval of the Local Planning Authority. These details shall include the location of the plant and predicted noise levels (measured as a LAeq 1 hour) as measured on the boundary of the application site. Thereafter these agreed details shall be fully installed prior to the use of each of the units commencing.

REASON: In the interests of the amenity of the area in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

Amended Condition 12

Within 1 month of the date of this decision a Working Method Statement to control the environmental effects of the construction work shall be submitted for the written approval of the Local Planning Authority. The scheme shall include:

- (i) control of noise,
 - (ii) control of dust, smell and other effluvia,
 - (iii) control of surface water run off,
 - (iv) site security arrangements including hoardings,
 - (v) proposed method of piling for foundations,
 - (vi) construction working hours,
 - (vii) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site.
- The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON: In the interests of the amenity of the area in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

Amended Condition 13

Within 3 months of the date of this decision or prior to commencement of construction of the building (whichever is the earlier) the following components of a scheme to deal with the risks associated with contamination at the site, shall be submitted for the written approval of the Local Planning Authority.

1. A preliminary risk assessment which has identified:
 - all previous uses,
 - potential contaminants associated with those uses,
 - a conceptual model of the site indicating sources, pathways and receptors,
 - 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 the 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.

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

REASON: To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination in the interests of public health and in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.

Amended Condition 16

Within 1 month of the date of this decision a site wide Construction Environmental Management Plan (CEMP) shall be submitted for the written approval of the Local Planning Authority. The CEMP should include:

General Site Management: details of the construction programme including timetable, details of any further site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.

Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use.

Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.

Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.

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

REASON: A CEMP should be submitted to ensure necessary management measures are agreed and implemented for the protection of the environment during construction in the interests of public health and in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.

- (ii) The applicant be advised that the proposed development lies within an area that has been defined by the Coal Authority as containing coal mining features at surface or shallow depth. These features may include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design which takes into account all the relevant safety and

environmental risk factors, including mine gas and mine-water. Your attention is drawn to the [Coal Authority Policy](#) in relation to new development and mine entries.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the [Coal Authority Website](#).

- (iii) The applicant be advised of the comments of the Environmental Health Manager, Senior Engineer (Drainage), Placemaking Officer, Chief Fire Officer, Dwr Cymru/Welsh Water and Natural Resources Wales that are brought to the applicant's attention.
- (iv) The applicant be advised:
WARNING:
SUSTAINABLE DRAINAGE APPROVAL IS REQUIRED PRIOR TO
COMMENCEMENT OF THIS DEVELOPMENT.

Please note from the 7th January 2019, Schedule 3 of the Flood and Water Management Act 2010 commenced in Wales requiring all new developments of more than one house or where the construction area is of 100m² or more to implement sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers.

The Sustainable Drainage Approval process is a technical approval independent of the need to obtain planning permission, and as such you are advised to contact the Sustainable Drainage Approval Body. Their details are provided below:

Phone: 01443 866511
Email: drainage@caerphilly.gov.uk
Website: www.caerphilly.gov.uk/sab

The meeting closed at 5.20 pm.

Approved as a correct record and subject to any amendments or corrections agreed and recorded in the minutes of the meeting held on 7th February 2024, they were signed by the Chair.

CHAIR

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Application Number: 23/0771/FULL

Date Received: 06.11.2023

Applicant: CCBC

Description and Location of Development: Demolish and redevelop Caerphilly Station to create a new integrated and accessible interchange building which seamlessly connects rail, bus, taxi and active travel transport modes, including the increase of bus stands from 11 to 12 and layover bays from 3 to 4, alongside new public conveniences, active travel and retail facilities - Caerphilly Train Station Station Terrace Caerphilly

APPLICATION TYPE: Full Application

SITE AND DEVELOPMENT

Location: The site is located in the centre of Caerphilly and is accessed from Station Terrace.

Site description: The site is the existing Caerphilly Railway Station, Bus Station and Old Station Buildings. The site has a total area of 1.3 hectares.

Development: The existing structures associated with the railway station and bus station, as well as the public toilets and Old Station Buildings, are proposed to be demolished. The site is proposed to be redeveloped as an integrated transport interchange for rail bus, taxi and active travel.

In order to achieve this a building is proposed which spans the station and bus waiting area. This rises up to two storeys in height to allow for an upper floor spanning the railway line. Within this building a small retail unit, rail ticket office, bridge (with lift and stairs), toilets, cycle storage and separate train and bus waiting rooms are proposed. The building is accessible from Station Terrace and King Edward Avenue (via platform 3) at ground floor level and from the bridge on Cardiff Road at first floor level.

A larger retail space is also proposed over two floors that will be accessible from outside of the building, with a roof terrace available at the upper level. A separate, smaller building is proposed to provide a bus drivers welfare area.

Dimensions: The proposed interchange building is approximately 13.9 metres from ground level at its highest point and is approximately 102.4 metres long. At its widest point the building is approximately 53.5 metres.

Materials: The walls are proposed to be finished in a mix of pennant stone, curtain wall glazing and metal cladding, but there will be a substantial level of glazing and this will

be the dominant feature of the building. The roof areas are proposed to be a mix of standing seam cladding and green roofs.

Ancillary development, e.g. parking: The external areas are also proposed to be reconfigured, including alterations to provide a pedestrian area in front of the station entrance from Station Road, moving the existing short stay parking area to the site of the existing pay and display car park and area at the entrance to the boxing club building (with an altered access to this area), providing further bus laybys, providing a cycle lane along part of Station Terrace, providing an additional space in the taxi rank and moving two parking spaces on Station Terrace to the opposite side of the road.

PLANNING HISTORY 2010 TO PRESENT 22/0642/NOTR - Request prior approval for accessible toilet building - Granted 14.09.2022.

16/0923/COU - Change use from A1 to D1 and carry out internal alterations to accommodate a chiropractic centre - Granted 13.12.2016.

POLICY

LOCAL DEVELOPMENT PLAN Caerphilly County Borough Local Development Plan up to 2021 adopted November 2010.

Site Allocation: The site is within the defined settlement boundary (Policy SP5) and partly within the Principal Town Centre Boundary (Policy CM1.5) of the adopted Caerphilly County Borough Local Development Plan.

Policies: CM1.5 (Principal Town Centre Boundary), CW1 (Sustainable Transport, Accessibility and Social Inclusion), CW2 (Amenity), CW3 (Design Considerations- Highways), CW4 (Natural Heritage Protection), Policy CW6 (Trees - Woodland and Hedgerow Protection), CW8 (Protection of Community and Leisure Facilities), CW14 (Use Class Restrictions- Retail) CW15 (General Locational Constraints), SP3 (Development Strategy - Development in the Southern Connections Corridor), SP4 (Settlement Strategy), SP5 (Settlement Boundaries), SP6 (Place Making), SP10 (Conservation of Natural Heritage), SP17 (Promoting Commercial Development), SP19 (Transport Infrastructure Improvement, SP21 (Parking Standards).

Supplementary Planning Guidance: LDP4 Trees and Development (2017), LDP5 Car Parking Standards (2017), Caerphilly Basin Masterplan (2018).

NATIONAL POLICY Future Wales - The National Plan 2040: Policy 2 (Shaping Urban Growth and Regeneration), Policy 3 (Supporting Urban Growth and Regeneration- Public Sector Leadership), Policy 6 (Town Centre First), Policy 9 (Resilient Ecological Networks and Green Infrastructure), Policy 11 (National Connectivity), Policy 12 (Regional Connectivity, Policy 36 (South East Metro).

Planning Policy Wales (Edition 11, 2021).

Technical Advice Notes 4 (Retail and Commercial Development 2016), 5(Nature Conservation and Planning 2009), 11 (Noise 1997), 12 (Design 2016), 18 (Transport 2007), 24 (The Historic Environment 2017).

ENVIRONMENTAL IMPACT ASSESSMENT

Did the application have to be screened for an EIA? Yes.

Was an EIA required? No.

COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? Yes, part of the site is within an area of high risk due to past coal mining activity. A Coal Mining Risk Assessment has been submitted as part of the planning application. The Coal Authority have not objected, subject to conditions to secure intrusive site investigations and any required remediation works and/or mitigation measures required due to past coal mining activity. These conditions have been recommended.

CONSULTATION

Police Counter Terrorism Security Advisor: Raises queries regarding the provision of vehicle mitigation and laminated glass in an appropriate framework.

Landscape Architect - CCBC - The proposals have not been amended to retain the two category B hornbeam trees, therefore these trees need to be compensated for. Consequently, a comprehensive and detailed landscape condition will be required, in addition to the standard hard and soft landscape condition, that clearly addresses the replacement of these tree assets.

Senior Arboricultural Officer (Trees) - No comments received.

Police Architectural Liaison Officer - Gwent Police Designing Out Crime Officer (DOCO): has been fully involved in the plans for this re-development and all attributes of "crime prevention through environmental design" have been included. British Transport Police Designing Out Crime Officer: no further considerations regarding Counter Terrorism Security Advice input. Security in Design of Stations (SIDOS) documentation should be referred to in conjunction with any safety and security within the new proposed development. Provides advice regarding the standard of CCTV images.

CADW - No comments received.

Dwr Cymru - The site is crossed by a public sewer and multiple public watermains which should be given appropriate consideration. Foul flows can be accommodated in the public sewer system. As there is no agreement in place, the proposal to communicate surface water flows into the public sewerage network are not acceptable,

and request a condition in this respect. Capacity is available in the water supply to accommodate the development.

The Coal Authority - No objection subject to conditions to secure intrusive site investigations and remediation works/mitigation measures in respect of past coal mining activity.

Estates Manager - Advised there is a tenant occupying the former Day Centre building.

National Grid - If the applicant requires a new connection or service alteration, they will need to make a separate application to National Grid.

Caerphilly Town Council - Welcome the proposed new transport interchange, but have some concerns about the design and its use of mono-pitch roofs, glass and steel. The building is quite alien to the generally domestic environment of the adjacent buildings. Consideration could have been given to incorporating the existing ticket office. There should be appropriate arrangements for the management and maintenance of public conveniences. It is understood that the eastern footbridge is in poor condition and may be removed and its replacement should consider providing access for residents as well as the users of the transport interchange.

Natural Resources Wales - Have concerns regarding the application, but are satisfied these can be overcome by attaching requested conditions.

Transportation Engineering Manager - CCBC - No objection to the scheme. The submitted documentation demonstrates that the schemes trip generation will not have a detrimental effect on the local highway network and parking provision is acceptable. The submitted Swept Path Analysis is acceptable as is the cycle parking provision. Conditions in respect of off site highway works and a Construction Traffic Management Plan are requested.

Environmental Health Manager - No objection subject to conditions.

Senior Engineer (Drainage) - Sustainable Drainage Approval is required prior to the commencement of this development. Additional information should be provided in the form of a "Drainage Statement" prior to determination for the provision of more substantive comments. The site is situated within an area susceptible to groundwater flooding.

Ecologist - Welcome the environmentally beneficial features that have been incorporated into the design, including the landscaping and the green roofs. Agree with the conclusions of the ecology report and recommend that the development is carried out as proposed and congruent with the recommendations made in the ecology report. However, to protect the general environment during demolition and construction, recommend a condition for a Construction Environment Management Plan (CEMP).

Placemaking Officer - Douglas McGlyn - Although the Edwardian Ticket Office is a building that resonates with the local community, it has no protection under current planning legislation and its demolition although unfortunate will help the new interchange become a node for Caerphilly, providing accessible and sustainable public transport for the future. The interchange meets the requirements of the Placemaking Charter and Placemaking Guidelines and forms the anchor for the Caerphilly Masterplan 2035.

Strategic & Development Plans - Provided details of town centre vacancy rates.

Transport For Wales - No comments received.

Network Rail - No comments to make.

Chief Fire Officer - No comment to make on access for fire appliances or water supplies. No objection to the proposed development.

ADVERTISEMENT

Extent of advertisement: The application has been advertised by a press notice, site notices and letters to neighbouring properties.

Response: 38 responses have been received from the public objecting to the application. 3 responses have been received from the public supporting the application. 1 neutral response has been received from a member of the public.

5 Councillors have commented on the application, 2 objecting to the application, 1 supporting and 2 not stating whether they support or object.

Summary of observations: The objections raised by the public are summarised as follows:

Concerns regarding noise, parking, dust, waste and traffic disruption during the construction process;

The old ticket office (Old Station Buildings) should not be demolished as it is part of Caerphilly's history, heritage and cultural identity, has character and looks to be in good condition;

The old ticket office should be incorporated into the proposed design;

The old ticket office is unique in its design and construction;

The old ticket office should be listed or added to the local list;

The structural issues are not insurmountable;

The station should not be demolished at all as it has character and is fit for purposes;

Concerned about the overall design, building materials and street architecture and the intrusion of a large glass and steel atrium into the overall urban landscape;

The proposed design is large and modern, is not in keeping with the surrounding area and does not take the traditional architectural style of Caerphilly, the Castle or the older buildings it is replacing into account;

The scheme is too industrial looking and lacks local distinctiveness;

Concerns that lack of robustness and maintenance will detract from the appearance of the building over time;

Impact on the setting of the listed St Martin's Church;

Buses and trains can already be accessed from the interchange, so the need for this is queried;

The scheme proposed in the planning application does not meet the needs of the town;

The project will not lead to increased public transport provision or meet the needs of passengers;

Concerns it will not help to attract tourists to the town;

The proposal does not do enough to address traffic congestion, pedestrianisation or active travel within the town;

Impact of bridge works on visibility;

The Transport Assessment is misleading in what it says regarding cycling access;

Queries regarding cycle and active travel provision;

The money would be better spent improving the frequency and reliability public transport services;

Concerns regarding errors in the Pre-application Consultation Report;

Consultation on the scheme has been inadequate;

Concern regarding the potential loss of the park and ride.

A petition calling for "a review of the proposed designs to conserve and retain the old ticket office as an integral part of any redevelopment of the station area. And to better reflect the town's rich railway heritage as part of the new Metro proposals" has been started on Change.org and had 1,372 signatures at the time of writing this report.

The supporting representations from the public are summarised as follows:

This will boost Caerphilly's economy;

The proposal has substantial positive implications for sustainability and modernisation within the town of Caerphilly.

The neutral representation is summarised as follows:

Redevelopment is needed, but the old ticket office should be kept and incorporated into the design.

The objections made by Councillors are summarised as follows:

The existing building should be protected due to the signature nature of building to the town's development and role of the railway;

Planning Policy Wales advises re-use, refurbishment and re-purposing of existing buildings to assist with placemaking and reduction in environmental impacts;

More public consultation was required;

The road bridge requires replacement and key infrastructure should have a life span of 100-120 years. This development cannot satisfy this control requirement;
There is large public disquiet due to the demolition and modern designs proposed;
The decision on the application should be made by the Committee.

The comments made by a Councillor in support of the application are summarised as follows:

There is a clear need for an Integrated Transport Interchange, but suggests the following:

That the broad thrust of the Integrated Transport Interchange should be approved to allow this development to improve the economy of Caerphilly Town Centre;

That deeper consideration should be given to respond to residents calls for the character of Caerphilly to be incorporated more into the design;

That further engineering avenues should be explored regarding the ticket office. If not retaining the ticket office in its location, discuss with the landlord about incorporating it into the design somewhere else in the new building;

That if the current Transport Interchange does not come to fruition, Transport For Wales should consider a proposal for bridge strengthening to safeguard the immediate future of the ticket office.

Other comments made by Councillors are summarised as follows:

The Integrated Transport Interchange is needed and would provide better accessibility for users;

A number of Caerphilly residents would like the ticket office to remain and be incorporated into the design;

All possible avenues should be investigated as to securing these buildings.

SECTION 17 CRIME AND DISORDER ACT

What is the likely effect of the determination of this application on the need for the Local Planning Authority to do all it reasonably can to prevent crime and disorder in its area?

The Designing Out Crime Officers from both Gwent and British Transport Police and the Police Counter Terrorism Security Advisor for Wales have been consulted. No objections have been raised, and queries from the Counter Terrorism Security Advisor have been shared with the applicant to allow them to be addressed.

EU HABITATS DIRECTIVE

Does the development affect any protected wildlife species? A bat survey was undertaken and no bats were recorded emerging from the existing buildings or bridge structure. Structures may support nesting birds and the submitted report recommends a nesting bird check prior to works commencing.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Is this development Community Infrastructure Levy liable? Yes. Additional retail floor space is being proposed. The applicant has requested that the use of the space is treated flexibly (i.e. could be an A1, A2 or A3 uses). Additional floor space in an A1 use would be liable for a CIL charge of £100 per square metre and additional floor space within an A3 use would be liable for a CIL charged of £25 per square metre.

ANALYSIS

Policies: The site is within the settlement boundary and principal town centre boundary for Caerphilly, but not within the primary retail area.

In respect of the principle of the provision of the upgraded transport interchange, the proposal accords with Policy 11 (National Connectivity), Policy 12 (Regional Connectivity and Policy 36 (South East Metro) of Future Wales through improving the current interchange in doing so and the integration of different modes of sustainable travel, including rail travel, bus travel and active travel.

The principle of the provision of the upgraded transport interchange accords with Policy SP3 (Development Strategy- Development in the Southern Connections Corridor) of the Local Development Plan, which promotes sustainable development which, inter alia, reduces car borne trips by promoting more sustainable modes of travel and Policy SP19 (Transport Infrastructure Improvement) that seeks to implement improvements to the existing transport infrastructure.

In addition, the redevelopment of the station as a "well-designed, fit for purpose, modern, multi-modal and energy efficient station" is also set out within the Caerphilly Basin Masterplan, which is adopted as Supplementary Planning Guidance (SPG). Its delivery falls within objective E (Create the conditions for the area to become a thriving Metro Hub) of the masterplan.

The proposal also involves demolishing the existing retail unit in the station and the three units that form the Old Station Buildings. The units are proposed to be replaced with a small retail unit on the interchange concourse and a two-storey retail space adjacent to the interchange building.

The units on Station Road appear to be used as an A1 food store and as a D1 chiropractic centre, with one building that was last used as a D1 chiropractic centre currently being vacant. The retail unit at the station is no longer in use.

The application seeks flexibility in the use of the proposed retail spaces, so they could be used for either A1, A2 or A3 uses.

Given a proportion of the existing floorspace is A1 retail, policy CW14 (Use Class Restrictions- Retail) of the Local Development Plan applies. This only allows changes of use from class A1 retail premises to another use in Principal Town Centres (outside Primary Retail Areas) where the commercial vacancy rate of the centre has been over

10% for over a year. The Council's Strategic Planning Team has confirmed that the vacancy rate for Caerphilly Town Centre was under 10% in 2022 and 2023. As such, it is considered that a proportion of the floor space should be provided as A1 floor space, set at a minimum of 65 square metres of the approximately 230 square metres of retail space being provided to replace the existing A1 unit in the Old Station Buildings. A condition is recommended in this respect and to confirm the uses of the proposed retail floor space when known to clarify the lawful first uses of that floor space.

Design: The proposed design is contemporary in style and its predominant materials are metal and glass. The proposed roof is a distinctive "gull wing" shape and its use seeks to provide a covered connection between all the spaces within the interchange, giving the sense that all the activities within it are happening in "one place".

Following comments from the Council's Placemaking Officer, it is considered that the west entrance to the interchange (bridge level entrance) could have been given more emphasis and a greater level of design detail could have been provided for the drivers' welfare facility. Notwithstanding these minor details, it is considered that the building presents as a modern transport hub and in itself the design is considered acceptable. A condition is recommended for the provision of the details of materials to be used.

The design and access statement suggests that photovoltaic panels will be provided on the roof of the building, but no details are provided of this. As such, a condition is recommended for these details to be provided.

Heritage and loss of Historic Buildings: Notwithstanding the above discussion regarding the loss and replacement of floorspace, significant concern has been raised regarding the loss of the Old Station Buildings, formerly the ticket office building for the railway station, due to their heritage and townscape value. These are within a red brick building that was built in 1913 as a railway station building and contained the station ticket office. The building has not been used in association with the station for a significant period of time.

The building is not listed. It was assessed by Cadw in 2020-2021 but was not considered to meet the criteria for listing. It is however acknowledged that the building does have local historic importance as part of the historic fabric that survives from the growth of Caerphilly and the provision of railway infrastructure in the town at this point in history.

A number of representations considered that the Old Station Buildings should have remained in situ and been incorporated into the proposed design of the interchange. The applicant has considered design concepts which involve keeping the building, but ultimately has put forward the current proposal that results in its demolition.

The submitted Design and Access Statement advises that the demolition of the road bridge would result in one of the piers supporting the building having to be removed,

that the plate girders supporting the building are in very poor condition, and the building suffers from damp, leaks and is not insulated to an appropriate standard.

It also advises that the removal of the building would create new visual and interpretive links with the castle, the reuse of the buildings as a ticket office would result in it being not on the path taken by people on most journeys, keeping the building would result in the space for circulation on the concourse being reduced and that the building sits on the optimal location for an accessible railway crossing.

It is acknowledged that incorporating the building into the design would place a significant constraint on the redesign of the site in terms of the provision of access to the interchange, circulation around it and the facilities provided.

It is also acknowledged that this would cause significant difficulties in replacing the road bridge. The applicant has advised that the bridge is deteriorating, with the concrete slab degrading and elements of the steel corroding. If the bridge was to remain, urgent repairs and ongoing costly maintenance would be required. In addition, the replacement road bridge would allow for a higher weight limit for vehicles and more opportunities for active travel than the existing arrangement.

Due to its local historic importance, the loss of the building is regrettable. However, given it is not listed and not within a conservation area, it is not considered that its loss outweighs the provision of the improved interchange facility. A condition is however recommended for the recording of the building prior to development commencing.

In respect of the impact of the proposal on the setting of the grade II listed St Martins Church to the south west of the site, the church draws the eye upwards towards its tower in both close range and longer views rather than downwards towards the boundary treatments. As a result, even in views in which the proposed development will be discernible, it is not a significant factor in the appreciation of the Church in its setting.

Trees, Landscape and Ecology: A green infrastructure statement has been submitted as part of this planning application.

Five existing street trees are proposed to be lost, with three proposed to replace them. One tree is proposed to be relocated (or replaced if relocation is unsuccessful). In addition, one of the trees to remain (wild cherry tree) is likely to have to be replaced due to its poor condition.

Two of the trees proposed to be lost are Category B hornbeam trees, which have amenity value to the existing interchange, but it is accepted that retaining them would place a constraint on increasing the level of provision for buses within the site and it is not considered that their loss outweighs the benefit of this, subject to appropriate compensation being provided elsewhere on the site.

Rain gardens for SUDS purposes and green roofs are proposed on parts of the development, as well as a tiered planting feature between Cardiff Road and Station Road, which will enhance biodiversity on the site.

The submitted ecology study advises enhancements for bats, swifts, starlings or house sparrows, as well as other breeding birds, hedgehogs and pollinators. While the green roofs and other planting features go some way to providing this, a condition is also recommended for bat and bird boxes.

A condition is recommended for landscaping to seek further details of landscaping features. It is also considered this condition can be used to secure appropriate compensation planting for the trees to be felled.

Highways and Transport: The proposed development is considered acceptable in respect of its impact on the highway and transport network. As well as the benefits to public transport use from the improved facilities at the interchange, the replacement bridge will provide an improvement to existing highway infrastructure. In respect of active travel, the provision of secure cycle parking in an active travel hub and additional cycle lanes will provide an improvement for accommodating active travel to and from the interchange.

The conditions requested by the Council's Transportation Engineering Manager have been recommended.

The submitted Transport Assessment recommends a Travel Plan is provided to ensure the development encourages a modal shift towards more sustainable forms of travel, and this is therefore also recommended as a condition.

In order to comply with Policy 12 of Future Wales 10% of the parking spaces should provide for electric vehicle charging. It is however accepted in this case that the parking spaces provided on site are for short term parking and as such there would be limited benefit from these facilities. It is therefore suggested that instead electric vehicle charging points should be provided within the nearby Park and Ride facility and a condition is recommended in this respect.

Comments from Consultees: In respect of the comments from Caerphilly Town Council, where not addressed above, any replacement of the eastern footbridge is not part of the proposed scheme. The management of the public conveniences is not considered to be a planning matter relevant to the determination of this application.

In respect of the comments from National Grid, an informative is proposed to be attached to the decision notice advising of the need to contact them separately in respect of a new electricity connection or service alteration.

Conditions have been requested by Natural Resources Wales and the Council's Environmental Health Manager in respect of contaminated land. Conditions have been recommended accordingly.

In order to minimise impacts on surrounding residents due to the operation of the development, following the advice of the Environmental Health Manager, conditions are recommended in respect of hours of operation/deliveries for the retail uses, the control of noise from air source heat pumps, the collection of commercial waste and the provision of an external lighting scheme. The Council's Environmental Health Manager has recommended a condition in respect of the hours the public toilets are open, but it is considered these hours are most appropriately set by the building management team.

In respect of the Senior Engineer (Drainage) and Dwr Cymru/Welsh Water comments, it is considered that all outstanding drainage matters are most appropriately addressed through the SAB process. An informative is proposed to be attached to the decision notice advising of the need for SAB approval.

Comments from public: In respect of comments from the public that have not been addressed above, concerns regarding noise, waste and traffic during construction can be addressed through the recommended conditions for managing the construction process.

The consultation carried out in respect of this planning application and Pre-application Consultation Report are considered to comply with the requirements of the Town and Country Planning (Development Management Procedure)(Wales) Order 2012 (as amended). The issue of whether the development is value for money is not a relevant consideration in determining this planning application.

Other material considerations: The duty to improve the economic, social, environmental and cultural well-being of Wales, has been considered in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015. In reaching the recommendation below, the ways of working set out at section 5 of that Act have been taken into account, and it is considered that the recommendation is consistent with the sustainable development principle as required by section 8 of that Act.

Future Wales - The National Plan 2040 was published on 24 February 2021 and forms part of the statutory development plan for the county borough. In addition to this Planning Policy Wales (PPW) has been amended to take account of Future Wales and PPW Edition 11 has also been published on 24th February 2021. In reaching the conclusion below full account has been taken of both Future Wales and PPW Edition 11 and where they are particularly pertinent to the consideration of the proposals they have been considered as part of the officer's report. It is considered that the recommendation(s) in respect of the proposals is (are) in conformity with both Future Wales and PPW Edition 11.

The Welsh Ministers have received a request to call the application in for their own determination. However, the Welsh Government has not issued a Direction under Article 18(1) Of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 requiring the Local Planning Authority to notify them prior to issuing any decision. Clarification on this matter has been sought from Welsh Government and Members will be updated at Committee.

RECOMMENDATION that Permission be GRANTED

This permission is subject to the following condition(s)

- 01) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

- 02) The development shall be carried out in accordance with the following approved plans and documents:
21272-GRM-ZZZ-00-DR-A-02001 Rev P02 Demolition Ground Floor Plan- West;
21272-GRM-ZZZ-00-DR-A-02002 Rev P02 Demolition Ground Floor Plan- East;
21272-GRM-ZZZ-01-DR-A-02003 Rev P02 Demolition First Floor Plan- West;
21272-GRM-ZZZ-01-DR-A-02004 Rev P02 Demolition First Floor Plan- East;
21272-GRM-ZZZ-RF-DR-A-02005 Rev P02 Demolition Roof Plan;
21272-GRM-ZZZ-RF-DR-A-03001 Rev P02 Proposed Site Roof Plan;
21272-GRM-ZZZ-ZZ-DR-A-03002 Rev P02 Proposed Ground Floor Site Plan;
21272-GRM-ZZZ-ZZ-DR-A-03003 Rev P02 Proposed Landscape Plan;
21272-GRM-ZZZ-00-DR-A-03004 Rev P02 Proposed Ground Floor Plan- West;
21272-GRM-ZZZ-00-DR-A-03005 Rev P02 Proposed Ground Floor Plan- East;
21272-GRM-ZZZ-01-DR-A-03006 Rev P02 Proposed First Floor Plan- West;
21272-GRM-ZZZ-01-DR-A-03007 Rev P02 Proposed First Floor Plan- East;
21272-GRM-ZZZ-RF-DR-A-03008 Rev P02 Proposed Interchange Roof Plan;
21272-GRM-ZZZ-ZZ-DR-A-05001 Rev P02 Proposed Site Elevations North & South;
21272-GRM-ZZZ-ZZ-DR-A-05002 Rev P02 Proposed Site Elevations East & West;
21272-GRM-ZZZ-ZZ-DR-A-06001 Rev P02 Proposed GA Sections- Sheet 1;
21272-GRM-ZZZ-ZZ-DR-A-60002 Rev P02 Proposed GA Sections- Sheet 2;
21272-GRM-ZZZ-ZZ-DR-A-60003 Rev P01 Proposed Site Sections- Sheet 1;
21272-GRM-ZZZ-ZZ-DR-A-60004 Rev P01 Proposed Site Sections- Sheet 2;
21272-GRM-ZZZ-ZZ-DR-A-60005 Rev P01 Proposed Site Sections- Sheet 3;
21044-OPS-CI-ZZ-DR-C-2001 Rev P02 Below Ground Drainage General Arrangement.
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

- 03) No development shall commence (excluding demolition) until:

a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;
b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to and agreed by the Local Planning Authority in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

REASON: To ensure risk from past coal mining activity are appropriately addressed, in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 04) Prior to the commencement of the development a scheme shall be submitted to and agreed in writing by the Local Planning Authority to deal with the contamination of the site. That scheme shall include a ground investigation and a risk assessment to identify the extent of the contamination and the measures to be taken to avoid risk to the occupants of the development when the site is developed. The development shall be carried out in accordance with the approved scheme.

REASON: In the interests of public health.

- 05) No building approved by this permission shall be occupied or approved uses commence until a report has been submitted to and approved in writing by the Local Planning Authority which verifies that the required works have been undertaken in accordance with the remediation strategy.

REASON: To protect public health and in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.

- 06) If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

REASON: To protect public health and in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.

- 07) Before any soils or hardcore that do not fall within the green category set out in Table 2 of the WLGA document 'Requirements for the Chemical Testing of Imported Materials for Various End Uses and Validation of Cover Systems 2013'

are brought on to site, a scheme for their importation and testing for contamination shall be submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved scheme.

REASON: In the interests of public health and in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.

- 08) Prior to the commencement of the development a Working Method Statement to control the environmental effects of the demolition and construction work shall be submitted to and agreed in writing by the Local Planning Authority.

The scheme shall include:

- (i) control of noise,
- (ii) control of dust, smell and other effluvia,
- (iii) control of surface water run off,
- (iv) site security arrangements including hoardings,
- (v) proposed method of piling for foundations,
- (vi) construction and demolition working hours,
- (vii) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON: In the interests of the amenity of the area in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 09) Prior to the commencement of the development a scheme shall be submitted to and agreed in writing by the Local Planning Authority, to accommodate:

- (a) Parking of vehicles of site personnel, operatives and visitors,
- (b) Loading and unloading of plant and vehicles,
- (c) Storage of plant and materials used in constructing the development,
- (d) Wheel cleaning facilities

and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (d) above without the prior written agreement of the Local Planning Authority.

REASON: In the interests of amenity and highway safety in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 10) Prior to the commencement of work on site, a method statement setting out the manner in which the existing building is going to be demolished shall be submitted to and agreed in writing with the Local Planning Authority. The demolition shall thereafter be carried out in accordance with the agreed statement unless it is varied with the written agreement of the Local Planning Authority.

REASON: To ensure that the demolition is carried out in an appropriate manner in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 11) No development shall take place until a programme of building recording and analysis, equivalent to an Historic England Level 3 building survey, has been secured and implemented in respect of the Old Station Buildings. The developer must ensure that a professionally qualified archaeological contractor is employed. The programme of building recording and analysis shall include the following steps:
- a) Prior to the commencement of development a written scheme of investigation (WSI) must be submitted to and agreed in writing by the local planning authority. The WSI must meet the standards laid down by the Chartered Institute for Archaeologists in their 'Standard and Guidance for the archaeological investigation and recording of standing buildings or structures'.
 - b) The recording and analysis shall be carried out in accordance with the approved WSI. Following the building recording and analysis and in accordance with a time frame set out in the approved WSI, a copy of the building recording and analysis report which meets the standards laid down by the Chartered Institute for Archaeologists in their Standard and Guidance for the archaeological investigation and recording of standing buildings or structures, shall be submitted to the Local Planning Authority and development shall not commence until the recording and analysis report has been agreed in writing by the local planning authority.

REASON: To allow an adequate descriptive record of the building to be made, before it is demolished to ensure that the building's origins, use and development are understood and the main features, character and state of preservation are recorded, to comply with Chapter 6 of Planning Policy Wales (2021) and Technical Advice Note 24 (The Historic Environment, 2017).

- 12) No development shall commence until details of piling or any other foundation designs using penetrative methods, sufficient to demonstrate that there is no unacceptable risk to groundwater, have been submitted to and agreed in writing by the Local Planning Authority. The piling/foundation designs shall be implemented in accordance with the agreed details.

REASON: To protect public health and groundwaters and in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.

- 13) Prior to the development commencing, a lighting scheme shall be submitted to and agreed, in writing, with the Local Planning Authority. That scheme shall indicate the type and positioning of luminaires, and a plan indicating expected illuminance levels both on and off site. The lighting shall thereafter be installed and maintained in accordance with the agreed scheme and no additional lighting shall be installed without the approval of the Local Planning Authority.

REASON: In the interests of nature conservation in accordance with policies CW4 and SP10 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 14) Notwithstanding the submitted details, prior to the commencement of the development a scheme depicting hard and soft landscaping shall be submitted to and agreed in writing by the Local Planning Authority. Those details shall include:
- (a) Proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor structures including furniture, play equipment, refuse or other storage units; and
 - (b) Proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc. indicating lines, manholes etc.); and
 - (c) Planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate. This shall include appropriate compensatory planting for the two category B hornbeam trees to be removed.

The development shall be carried out in accordance with the agreed scheme and all planting, seeding, turving/hard landscaping works comprised in the approved details of landscaping shall be carried out in the first planting season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of the visual amenity of the area in accordance with policies CW2 and SP6 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 15) Prior to the commencement of development, full details of the required on and off site highway works shall be submitted to and agreed in writing by the Local Planning Authority, indicating full engineering details of the road layout with sections, street-lighting and surface water drainage and a detailed programme for the provision of the proposed highway works. The development shall be carried out in accordance with the agreed details.

REASON: In the interests of highway safety in accordance with Policy CW3 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

- 16) Prior to the construction of the external surfaces of the development hereby approved details of the materials to be used, in electronic or printed format shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the visual amenity of the area.

- 17) The uses of the retail floor space hereby approved shall be restricted to those within Class A1, Class A2 and Class A3 of the Town and Country Planning (Use Classes) Order 1987 (as amended), and a minimum floor space of 65 square metres shall be provided as Class A1 floor space. Prior to any part of the retail floor space being brought into first beneficial use, its first use shall be submitted to and approved in writing by the Local Planning Authority. The first uses shall be implemented in accordance with the approved details.

REASON: To clarify the use classes of the space provided and in accordance with Policy CW14 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 18) Prior to the first beneficial use of the development hereby approved a scheme of bat roosting and bird nesting features shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

REASON; To enhance biodiversity in accordance with Policies CW4 and SP10 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 19) Before any of the development hereby approved is occupied, a travel plan shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any timescales contained therein.

REASON: To encourage the use of a variety of transport options in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 20) Two electric vehicle charging points shall be provided within the Park and Ride Car Park to the north east of the site and shall be fully operational prior to the commencement of the beneficial use of the building.

REASON: To provide appropriate electric vehicle infrastructure to comply with Policy 12 of Future Wales: The National Plan 2040.

- 21) Prior to the commencement of the use hereby approved, arrangements for the storage, collection and disposal of commercial waste shall be implemented in accordance with a scheme to be first submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interest of public health in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 22) Prior to their installation, details of the photovoltaic panels shall be submitted to and agreed in writing by the Local Planning Authority. The panels shall be installed in accordance with the agreed details.

REASON: To clarify these details and in the interests of visual amenity, in accordance with Policy SP6 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

23) The hours of opening of the retail units and deliveries to these premises shall be restricted to between 07:00 and 19:00 only

REASON: In the interests of residential amenity in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

Advisory Note(s)

WARNING:

SUSTAINABLE DRAINAGE APPROVAL IS REQUIRED PRIOR TO COMMENCEMENT OF THIS DEVELOPMENT.

Please note from the 7th January 2019, Schedule 3 of the Flood and Water Management Act 2010 commenced in Wales requiring all new developments of more than one house or where the construction area is of 100m² or more to implement sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers.

The Sustainable Drainage Approval process is a technical approval independent of the need to obtain planning permission, and as such you are advised to contact the Sustainable Drainage Approval Body. Their details are provided below:

Phone: 01443 866511

Email: drainage@caerphilly.gov.uk

Website: www.caerphilly.gov.uk/sab

Ground Investigations:

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission to enter or disturb Coal Authority property will result in the potential for court action. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at: www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property

Shallow Coal Seams:

In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities. To check the site for coal mining features on or near to the surface the Coal Authority interactive map viewer allows the viewing of selected coal mining information graphically. To check a particular location either enter a post code or use the mouse to zoom in to view the surrounding area.

If the applicant requires a new electricity connection or service alteration, they will need to make a separate application to National Grid.



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Application Number: 23/0364/FULL

Date Received: 08.06.2023

Applicant: Veolia ES (UK) Ltd

Description and Location of Development: Redevelop the former Robinsons Manufacturing Ltd site to accommodate a pre fabrication operation - Robinson Manufacturing Ltd The Old Quarry Cemetery Road Abercarn Newport

APPLICATION TYPE: Full Application

SITE AND DEVELOPMENT

Location: Robinson Manufacturing Ltd, The Old Quarry, Cemetery Road, Abercarn, Newport, NP11 5AQ.

Site description: An existing industrial buildings and surrounding land which is comprised of a former quarry floor accessed from Cemetery Road to the west close to its junction with the B4591. To the east/south is Twyn Road which rises past the quarry and is significantly elevated above the quarry where it meets Penrhiw Terrace/Brett Road. The former quarry rock face forms its eastern boundaries with Coed Ffordd Fawr which is a Site of Importance for Nature Conservation (SINC).

Development: Redevelop the former Robinsons Manufacturing Ltd., site to accommodate a pre fabrication operation. The proposed development will include extending the existing building (current floorspace 1,442m²) with a new extension element (proposed floorspace 1372m²). A detached storage building will be erected on the eastern side of the site with turning and parking areas created along with gas storage and ancillary works to the access.

Dimensions: The existing building measures approximately 56m By 26m with a height of 8.3m.

The proposed extension measures approximately 36.5m by 30m with a ridge height of 10.5m. Including within the extension will be a mezzanine level (office/welfare area) measuring approximately 8.5m by 25m.

The proposed storage building measures approximately 31.4m by 14m with a height of 7.7m.

Materials: Walls and Roof: Steel cladding in green.

Ancillary development, e.g. parking: Proposed parking with 29 spaces (including two disabled and two electric car charging spaces) and HGV turning circle of 25m in diameter. Gas and liquid nitrogen storage areas.

PLANNING HISTORY 2010 TO PRESENT 11/0353/COU - Retain B8 use and B2 use in respect of the processing of timber waste - Refused 08.09.2011.

12/0473/COU - Change use of property from B8 warehousing and storage to a mixed B8 warehousing and storage and B2 general industrial use - Granted 16.08.2012.

18/0274/FULL- Demolish existing weigh bridge building and erect new building with B1 office at ground floor level and A3 canteen for site staff at first floor level - Granted 21.05.2018.

19/0803/NCC - Vary condition 07 (Hours) of planning consent 12/0473/COU (Change use of property from B8 warehousing and storage to a mixed B8 warehousing and storage and B2 general industrial use) to amend the operating hours - Granted 20.02.2020.

21/0225/NCC - Vary conditions 03, 04, 06 (Site Layout) and 07 (Hours) of planning consent 12/0473/COU (Change use of property from B8 warehousing and storage to a mixed B8 warehousing and storage and B2 general industrial use) to permit the change of site layout and to amend the operating hours - Granted 21.05.2021.

21/0830/NCC-Remove conditions 03 (Parking), 04 (HGV parking) and 05 (Turning facility) of planning consent 21/0225/NCC (Vary conditions 03, 04, 06 (Site Layout) and 07 (Hours) of planning consent 12/0473/COU (Change use of property from B8 warehousing and storage to a mixed B8 warehousing and storage and B2 general industrial use)) to permit the change of site layout and to amend the operating hours- Withdrawn 17.03.2022.

POLICY

LOCAL DEVELOPMENT PLAN Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

Site Allocation: The site lies within the defined settlement boundary.

Policies: CW2 (Amenity), CW3 (Highways), CW4 (Natural Heritage Protection), CW15 (General Locational Constraints), NH3 (Site of Importance of Nature Conservation), SP5 (Settlement Boundaries), SP6 (Place making) SP10 (Conservation of Natural Heritage).

NATIONAL POLICY Future Wales: the National Plan 2040, Planning Policy Wales (Edition 11), Technical Advice Note 11: Noise, Technical Advice Note 12: Design.

SUPPLEMENTARY PLANNING GUIDANCE

Supplementary Planning Guidance note LDP 6 (Better Places to Live).
Supplementary Planning Guidance note LDP 5 (Car parking standards).

ENVIRONMENTAL IMPACT ASSESSMENT

Did the application have to be screened for an EIA? No.

Was an EIA required? No.

COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? This is a Low risk area, and so it is intended to attach an informative note about mining conditions in the area.

CONSULTATION

Environmental Health Manager - No objection subject to planning conditions to address noise related matters.

Strategic & Development Plans - An existing unit is presently situated on the site in question, latterly in B8 use. This would be retained and extended for B2 purposes, along with the development of an additional storage facility. Permission had previously been granted for additional B1 use and change of use to B2 in recent years and, although the site is unallocated, it does lie within the settlement boundary as set by the adopted LDP. The principle of the proposed use is therefore acceptable.

The red-line boundary overlaps with an existing SINC (NH 3.127), although the applicant contends that the proposed development would not directly impact this designation. Nonetheless, policy CW4 (Natural Heritage Protection) is applicable and should be satisfactorily addressed.

Notwithstanding the need to comply with all other applicable planning considerations, especially highways and amenity, there is no objection to this proposal.

Ecologist - No objections, recommend planning condition for biodiversity enhancement.

Heritage Officer - Peter Thomas - No comments received.

Dwr Cymru - No objection, provides details of assets.

Chief Fire Officer - The Fire Authority has no objection to the proposed development and refers the Local Planning Authority to current standing advice.

Police Architectural Liaison Officer - No comments received.

Western Power Distribution - Requests that the applicant be made aware that if they require a new connection or a service alteration, they will need to make a separate application to National Grid.

Transportation Engineering Manager - CCBC - No objection subject to planning conditions to address detailed highway considerations.

CADW - No comments received.

Placemaking Officer - Douglas McGlyn - Provides placemaking comments and suggestions. Suggests a reduction in parking and advice on heating/insulation. Advice on building design. As the quarry has the potential to create its own heat island in summer, more trees and an increase in soft landscaping is required.

Senior Engineer (Drainage) - Confirm that separate SAB (Sustainable Drainage Approval) is required for the development.

ADVERTISEMENT

Extent of advertisement: The application was advertised via a site notice, press notice and neighbour notification letters were sent.

Response: Objections have been received from 30 residents (although some have made more than one representation). Representations have also been received from the local MP, a Senedd Member and the application has been requested to be brought before committee by a Local Ward Member.

Summary of observations: The objections received are summarised as:

Noise, smoke and smells rise up to affect the residents of Llanfach and other areas of Abercarn.

The noise survey has not taken into consideration residents of Brett Road.

Concerns about the noise assessments including methodology, modelling and applicable tonal noise penalties.

Site activities including Noise of scrap metal being thrown into waste bins, loading and unloading.

Impacts on existing soundscape which is tranquil due to the abundance of trees and birdsong.

Door open during production and condition on roller shutters.

Noise impacts of plant.

Impact on mental well being.

Air pollution from metal works.

Possible toxic fumes caused by production/welding, lack of filtration.

Light pollution.

Noise impacts of traffic, vibration from HGVs and pollution.

Parking impacts.

Mud/debris on road.

Traffic concerns and walking children to school.

Existing traffic congestion through the village in morning and evening.

No traffic assessment.

Concerns with junction and access/parking on road, traffic accidents.
Ongoing work on the railway line, cumulative impacts with potential construction of wind farms close by and associated disruption from large vehicles.
Applicant hasn't consulted with residents despite indicating they have.
Lack of consultation.
Impact on shift workers.
Concerns with night working.
No comment on sleep disturbance, particularly nearby open windows during night time.
Should be on an industrial estate.
Fencing on land.
Impact on mourners for Abercarn cemeteries due to delays from lorries.
Existing problems with extraction equipment noise.
Construction of the proposed building and impact on noise.
Position of the storage building away from the main building and impacts on noise.
Conduct of previous occupants of the site.
Property devaluation.
Existing hours should be maintained.
Cites adverse impacts of other industrial developments on Wattsville and Cwmfelin and requests 'don't ruin another part of Caerphilly for greed'.
Works undertaken by applicant.

In addition a representation from the Member of the Senedd for Islywn has been received stating:

"I have received representations from residents living near the site who are extremely concerned about the impact that this application will have on their lives. As you will be aware, there have previously been issues regarding noise nuisance at the site and that these issues were one of the reasons why the previous occupier relocated elsewhere. I would be grateful if serious consideration is given to the impact that this application will have on residents and that the noise element of their objections is given full weight when making your determination."

A representation has been received from the Local Member of Parliament who advises they have been contacted by a constituent whose concerns relate to noise from working and asks the committee to consider their concerns when making the decision.

SECTION 17 CRIME AND DISORDER ACT

What is the likely effect of the determination of this application on the need for the Local Planning Authority to do all it reasonably can to prevent crime and disorder in its area?
It is not considered that crime and disorder will be materially affected by the development.

EU HABITATS DIRECTIVE

Does the development affect any protected wildlife species? No.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Is this development Community Infrastructure Levy liable? Not liable.

ANALYSIS

Policies: The application has been considered in accordance with national planning policy and guidance, local plan policy and supplementary planning guidance. The main considerations for the application are the impact on neighbour amenity and the visual appearance of the development on the character of the area.

The application site has been in industrial use for a significant number of years with the last occupier prior to the current applicant operating a lawful general industrial (B2 use) with an element of storage (B8) specifically in relation to Timber Frame manufacturing. The current occupier and applicant for this application (Veolia) advise within the submitted information that their operation is for the welding and fabrication of steel components. The fabrication of tube assemblies are for industrial boilers, tanks and vessels for the wastewater industry and structural steelwork fabrication. The proposed use of the site would be for the same use classes (B2 and B8 uses) but the application includes an extension to the existing building to carry out B2 uses and a separate storage building towards the eastern end of the site. This aligns with the previous consent in terms of the areas of the site used for B2 and B8 purposes. The proposal is considered acceptable in principle as it maintains the previously consented land uses (B2 and B8) on a site long used for industrial purposes.

The application as originally submitted sought overnight working as part of the application, however following discussions with the Environmental Health Manager and the Local Planning Authority the applicant has revised their proposal to now seek the following working hours:
07:00-19:00 Monday to Friday and 07:00-12:30 on Saturday's.

The proposed new buildings in visual terms are similar in form and appearance to the existing main building on site being metal clad industrial buildings. Whilst the new extension building will be several metres higher to the ridge than the existing building there will be no unacceptable visual impacts particularly considering that the surrounding former quarry face to the south-east is significantly elevated above the proposed ridge heights of the new buildings/structures. The development will have an acceptable visual impact according with adopted Local Development Plan Policy SP6 (Placemaking).

The impact on neighbour amenity has been considered. The application has been supported by a noise assessment and following discussions with the Environmental Health Manager a revised report was tendered. The Environmental Health Manager has reviewed the information submitted and raises no objections to the development, subject to planning conditions which are proposed to be imposed should members be minded to grant permission. The nearest neighbouring properties are elevated

significantly above the site level on the opposite side of Twyn Road, Bryn Road, Pen-Rhiw Terrace and other nearby residential streets and noting the level difference will not have any unacceptable impacts in terms of light or outlook directly from the proposed development. The main issue to consider in respect of neighbour amenity is in terms of noise impacts from the proposed development. It is noted that the lawful industrial use of the land is a material consideration in considering the soundscape of the area.

The submitted noise assessment concludes that the impact of activities at the site would be low at surrounding noise sensitive properties. The Local Planning Authority has received comments and images/video which appear to show outside working and roller shutter doors open at the site. It appears that the images/video supplied have been taken at or near the top of the quarry face rather than at residential properties and therefore these would not be representative of the actual noise levels experienced at residential properties.

It is noted that the Environmental Health Manager has requested a number of planning conditions be attached to any permission that might be granted and this would include external doors to be closed at all times when noise generating internal activities associated with the B2 (General Industrial) activities are being carried out. There is also a prohibition on external areas being used for the storage of materials, scrap or waste or being used for any external processing or manufacturing and this is proposed to be required via condition either when the storage building is brought into use or within 3 months of the date of permission whichever shall happen first. The applicant would therefore need to adhere to these planning conditions and any alleged breaches of planning control reported to the Local Planning Authority would be investigated and if needed enforcement action taken to ensure compliance. The application accords with Policy CW2 (Amenity).

The proposed development includes areas for the parking and turning of vehicles within the site (including HGVs). It is considered that the proposed arrangement provides an acceptable layout and access arrangements. The Transportation Engineering Manager has reviewed the proposal and access/parking arrangements and has raised no objection subject to conditions which are included in the resolution of this report. The development accords with Policy CW3 (Highways).

The application redline boundary includes part of the designation for the Coed Ffordd-Fawr Site of Importance for Nature Conservation (NH3.127). The applicant has stated within the submitted information that the proposed development will not impact the Site of Importance for Nature Conservation (SINC). It is considered appropriate to impose a planning condition which highlights that no work should be carried out within the Site of Importance for Nature Conservation without the express agreement of the Local Planning Authority. The Council's Ecologist has not raised any objections to the development and with the proposed condition it is considered that there will be adequate protection for the adjacent designation and that the development accords with Policy CW4 (Natural Heritage Protection).

Comments from Consultees: The Placemaking Officer's comments have been considered in respect of the development and it is considered relevant to provide the advice to the applicant, however the submitted design, parking and layout is considered acceptable in planning terms with the existing site being screened extensively by the quarry walls and surrounding woodland Site of Importance of Nature Conservation which provide a verdant surrounding to the site. The building design, whilst functional, relates well to the existing building in terms of finish and design, is located deep within the site rather than having a strong frontage to any street and is deemed acceptable for the site in its form as submitted.

Comments from public: - Noise, smoke and smells rise up to affect the residents of Llanfach and other areas of Abercarn.

The noise survey has not taken into consideration residents of Brett Road.

Concerns about the noise assessments including methodology, modelling and applicable tonal noise penalties.

Site activities including Noise of scrap metal being thrown into waste bins, loading and unloading.

The noise assessment has utilised appropriate monitoring locations and found appropriate noise impacts on surrounding residential properties including Brett Road. The noise assessment has been reviewed by the Environmental Health Manager and found to be acceptable. There is proposed to be planning conditions to limit outside activities within an appropriate time period. It is not considered that there will be any unacceptable impacts on surrounding residents in relation to noise, odour or air pollution.

Impacts on existing soundscape which is tranquil due to the abundance of trees and birdsong.

The existing soundscape includes the industrial use of the site and the proposed development is not considered to alter the soundscape to such a degree to warrant refusal of the application.

Door open during production and condition on roller shutters.

A condition is included to require doors to be closed when noisy activities are being carried out at the site.

Noise impacts of plant.

Details of plant are to be required under planning condition to ensure that no unacceptable impacts from plant will occur.

Impact on mental well being.

The development has been considered in respect of the impact on neighbour amenity and this includes mental well being. The impact on neighbour amenity from the development has been considered with supporting information on noise and is acceptable.

Air pollution from metal works.

Possible toxic fumes caused by production/welding, lack of filtration.
Sensitive receptors (residential properties) are elevated above the site and separated from the site by existing roads and vegetation and it is not considered that air pollution from the development would have any unacceptable impact on residents.

Light pollution.

A planning condition is included to require details of external lighting to be agreed prior to the extension being brought into beneficial use. This ensures a suitable mechanism to ensure suitable lighting details are agreed to avoid unnecessary light pollution.

Noise impacts of traffic, vibration from HGVs and pollution.

Parking impacts.

Mud/debris on road.

Traffic concerns and walking children to school.

Existing traffic congestion through the village in morning and evening.

No traffic assessment.

Concerns with junction and access/parking on road, traffic accidents.

The Transportation Engineering Manager has considered the application and raised no objections subject to planning conditions to address detailed highway considerations. The proposal includes parking within the site for employees and room for access and turning of Heavy Goods Vehicles. The scale of proposed vehicle movements onto the public highway from a site with a lawful industrial use is not of a magnitude to be unacceptable in respect of the highway impacts raised by the public.

Ongoing work on the railway line, cumulative impacts with potential construction of wind farms close by and associated disruption from large vehicles.

The work by statutory undertakers on railway lines is a different matter and other applications would be considered on their own merits.

Applicant hasn't consulted with residents despite indicating they have.

Lack of consultation.

The applicant has undertaken statutory pre-application consultation in respect of the application and has provided a report with the application. The planning application has been publicised in accordance with statutory requirements.

Impact on shift workers.

The proposal has been considered in respect of the hours of operation applied for and the impact on the amenity of surrounding residential properties has been found to be acceptable.

Concerns with night working.

No comment on sleep disturbance, particularly nearby open windows during night time. The applicant has revised the working hours to exclude night time working from the proposal. A planning condition restricting hours of operations has been included to ensure night working does not occur.

Should be on an industrial estate.

The application has been considered on its merits and is appropriate for the site which has been used for industrial purposes over an extended period.

Fencing on land.

The erection of fencing is a separate matter and permitted development rights for fencing to be erected without requiring planning permission exists in certain circumstances.

Impact on mourners for Abercarn cemetery due to delays from lorries.

The impact on the public highway including all road users has been considered by the Transportation Engineering Manager and found to be acceptable.

Existing problems with extraction equipment noise.

The applicant has advised that they are addressing existing noise from plant at the site.

Construction of the proposed building and impact on noise.

Position of the storage building away from the main building and impacts on noise.

The Environmental Health Officer has reviewed the noise report and raises no objections to the development.

Conduct of previous occupants of the site.

This is not relevant to the current development.

Property devaluation.

This is not a material planning consideration.

Existing hours should be maintained.

The application has been considered on its own merits and found to be acceptable.

Cites adverse impacts of other industrial developments on Wattsville and Cwmfelin and 'requests don't ruin another part of Caerphilly for greed'.

This is the opinion of the objector.

Works undertaken by applicant.

The application has been considered on its merits and found to be acceptable.

Other material considerations: The duty to improve the economic, social, environmental and cultural well-being of Wales, has been considered in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015. In reaching the recommendation below, the ways of working set out at section 5 of that Act have been taken into account, and it is considered that the recommendation is consistent with the sustainable development principle as required by section 8 of that Act.

Future Wales - The National Plan 2040 was published on 24 February 2021 and forms part of the statutory development plan for the county borough. In addition to this Planning Policy Wales (PPW) has been amended to take account of Future Wales and PPW Edition 11 has also been published on 24th February 2021. In reaching the conclusion below full account has been taken of both Future Wales and PPW Edition 11 and where they are particularly pertinent to the consideration of the proposals they have been considered as part of the officer's report. It is considered that the recommendation(s) in respect of the proposals is (are) in conformity with both Future Wales and PPW Edition 11.

RECOMMENDATION that Permission be GRANTED

This permission is subject to the following condition(s)

- 01) The development shall be carried out in accordance with the following approved plans and documents:
Proposed Site Layout, drawing reference VES_TD_ABERFA_1-_003;
Proposed Storage Building Elevations, drawing reference VES_TD_ABERFA_100_004 REV A;
Proposed Elevations, drawing reference VES_TD_ABERFA_100_005 REV A.
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
- 02) Prior to the extension being brought into beneficial use a triple-chamber woodcrete swift box shall be attached to either the new extension building or the existing building at the apex or the eaves on the northern or western elevations. The box shall be retained in situ for a minimum of 5 No. years.
REASON: To provide nesting for birds as a biodiversity enhancement, in accordance with Part 1 Section 6 of the Environment (Wales) Act 2016, and policy contained in Welsh Assembly Government's Planning Policy Wales (2016) and Tan 5 Nature Conservation and Planning (2009).
- 03) All processing and machinery operation associated with the B2 use on the site shall take place only within the current and proposed buildings and there shall be no external plant, operations, processing or machinery other than that hereby approved or otherwise agreed under condition 14.
REASON: In the interests of the residential amenity of the area and in order to ensure compliance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.
- 04) All external doors on proposed and existing buildings shall be kept closed at all times when noise generating internal activities of processing and manufacturing associated with the B2 use hereby approved are in progress.
REASON: In the interests of the residential amenity of the area and in order to ensure compliance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

- 05) Once the storage building hereby permitted has been brought into beneficial use or within 3 months of the date of this permission (whichever is the earlier) no external areas shall be used for the storage of materials, scrap, refuse or waste, nor shall it be used for any external processing or manufacturing.
REASON: For the avoidance of doubt as to the extent of this consent and to control disturbance in the interest of residential amenity and in order to ensure compliance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010
- 06) In association with both the B2 and B8 uses hereby approved, no machinery shall be operated and no processes shall be undertaken outside the following times 07.00 hrs - 19.00 hrs Mondays to Fridays, 07.00 hrs to 12.30 hrs Saturdays, and not at all on Sundays or Bank Holidays.
REASON: In the interests of the residential amenity of the area and in order to ensure compliance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.
- 07) The dispatch or receipt of deliveries and the loading and unloading of heavy goods vehicles shall only occur between 08.00 hrs to 18.00 hrs Monday to Fridays and 09.00 hrs to 12.30 hrs Saturdays and not at all on Sundays or Bank Holidays.
REASON: In the interests of the residential amenity of the area and in order to ensure compliance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.
- 08) Notwithstanding the submitted details a Noise Management Plan shall be submitted for approval to the Local Planning Authority to control noise emanating from the site within one calendar month of the date of this consent. Details of this scheme shall include but shall not be restricted to the following:
- I. Procedures in relation to control of noise from plant/working methods;
 - II. Control of external noise;
 - III. Delivery Protocol;
 - IV. Procedure of dealing with noise complainants;
 - V. Application of alarm systems on pedestrian doors;
 - VI. Staff training with regards to noise management;
 - VII. Control of site traffic noise;
 - VIII. Maintenance schedule of plant/equipment.
- The development shall thereafter be carried out and maintained in accordance with the details approved in writing by the Local Planning Authority.
REASON: In the interests of residential amenity in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.
- 09) Notwithstanding the submitted plans, no development or works shall be carried out within the designated Site of Importance for Nature Conservation (SINC) without the prior written agreement of the Local Planning Authority.

REASON: In the interests of the protection of Natural Heritage in accordance with Policy CW4 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 10) Prior to the occupation of the extension hereby permitted a scheme shall be submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON: In the interests of residential amenity in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 11) The extension to the existing building and storage buildings hereby approved shall not be brought into beneficial use until the areas have been laid out within the site in accordance with the approved plan for 29 cars to be parked and for vehicles (including HGVs) to turn so that they may enter and leave the site in a forward gear. The parking spaces and turning areas shall not thereafter be used for any purpose other than their intended uses for the parking and turning of vehicles.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 12) The proposed parking and turning areas shall be completed in materials as agreed with the Local Planning Authority, to ensure loose stones or mud etc. is not carried on to the public highway.

REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021

- 13) Rainwater run-off shall not discharge into the highway surface-water drainage system.

REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 14) Prior to their installation or within 1 month of the date of this decision (whichever is the later) details of ancillary structures (including [inter alia] gas storage, plant, machinery, containers and cycle shelters) shall be submitted for the written approval of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the amenity of the area in accordance with policies CW2 and SP6 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

Advisory Note(s)

WARNING:

SUSTAINABLE DRAINAGE APPROVAL IS REQUIRED PRIOR TO COMMENCEMENT OF THIS DEVELOPMENT.

Please note from the 7th January 2019, Schedule 3 of the Flood and Water Management Act 2010 commenced in Wales requiring all new developments of more than one house or where the construction area is of 100m² or more to implement sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers.

The Sustainable Drainage Approval process is a technical approval independent of the need to obtain planning permission, and as such you are advised to contact the Sustainable Drainage Approval Body. Their details are provided below:

Phone: 01443 866511

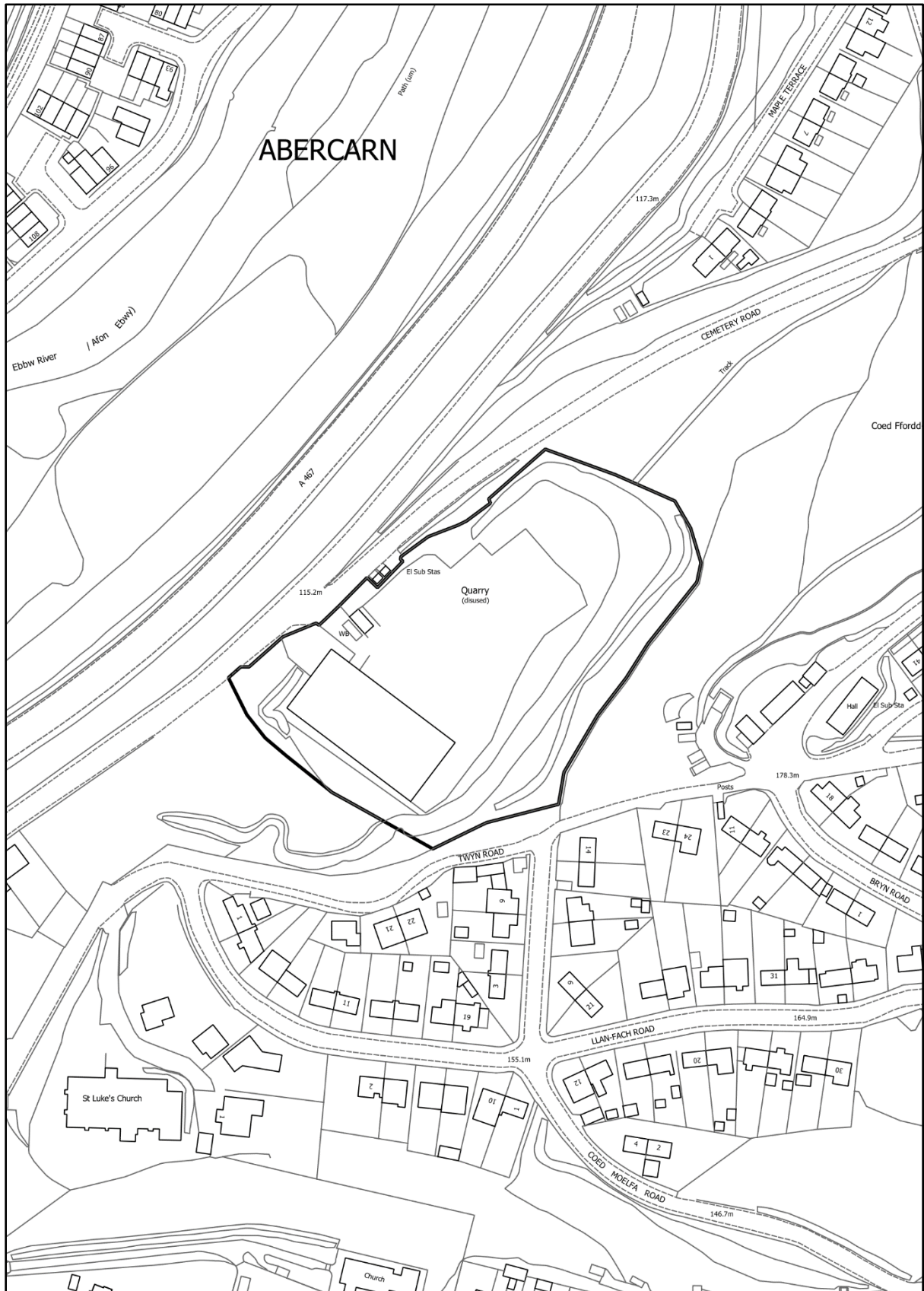
Email: drainage@caerphilly.gov.uk

Website: www.caerphilly.gov.uk/sab

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority.

Please find attached the comments of Western Power Distribution, Chief Fire Officer and The Council's Placemaking Officer that are brought to the applicant's attention.



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