

Application Number: 22/0961/COU

Date Received: 11.11.2022

Applicant: Mr A Kharzi

Description and Location of Development: Change the use to a B1 use class - car wash and valeting - Land At South Wales Motors St Cenydd Road East Trecenydd Caerphilly

APPLICATION TYPE: Change of Use

SITE AND DEVELOPMENT

Location: Land At South Wales Motors, St Cenydd Road East, Trecenydd, Caerphilly. The application site is located on the eastern side of St Cenydd Road.

Site description: The application site is an irregular shaped parcel of land situated adjacent to the juncture between Station Terrace and the vehicular access to the former Zonner Industries otherwise known as 'The Sidings Building' (St Cenydd Road). The site is relatively level and has been cleared with the surface completed in loose gravel and some soft landscaping remaining along the rear site boundaries. A single shipping container and portable cabin have been left on the site. The site is enclosed in-part at the front with an existing weldmesh and concrete post fence but is open along the remainder.

To the rear (north), the site shares a boundary with properties situated along the southern end of Thomasville (No's 31 and 32) and No. 1 Station Terrace. The boundary with Thomasville is delineated with a combination of residential 'timber fencing' and weldmesh with a larger mature tree to the east. To the west of the site, adjacent to the side of No. 1 Station Terrace is a smaller enclosed parcel of land, accommodating a collection of storage containers and larger shipping units (presumed for storage).

Development: Planning permission is sought for the change of use from B1 Use Class to Sui Generis (Car Valeting and Hand Washing).

Access will be achieved via an existing pavement crossing to the front of the site (southern site boundary) derived from the access track which serves the Sidings Building (former Zonner Industries) set to the east of the application site. The access is set approx. 38.0m from the juncture with Station Terrace and will be gated with a 180-degree opening security gate. The remaining site enclosure comprises 2.4m high paladin strip mesh security fencing.

The site will feature a covered polishing bay, jet wash bay sited on a resilient pad with both encased via proprietary specialist canopies and screens to contain spray. An existing portacabin relocated to the east of the site to provide an office/staff welfare

facility, with a site for a permanent WC connected to existing sewer networks. A large storage container will be sited along the northern perimeter for storage of cleaning materials.

Parking for 9 No. vehicles will be sited around 5.50m from the northern site boundary with an intervening vegetation buffer zone. In this case, the proposed site layout plan (Drawing No. 2208. PL03 - Revision B) features limited details with respect to the construction, scale and design of the proposed canopies, bay screening and storage containers.

Dimensions: Site area is approx. 1150 sqm (0.11Ha). Covered polishing bay and Jet wash bays measure 5.70m square. Parking bays: 4.80m (l) x 2.50m (w). Portacabin: 6.10m (l) x 2.50m (w). Staff WC: 2.50m x 3.00m, storage container: 6.10m x 2.50m and refuse storage area of 7.60sqm.

Materials: Not specified with respect to the above, additional details are required.

Ancillary development, e.g., parking: Parking area accommodating 9 No. vehicle bays is proposed within the site curtilage. The site will be enclosed via 2.40m high paladin stripe mesh security fencing at the front (west, east, and south site boundaries) and 2.40m high closed lap timber fencing to the rear (north). To the north of the site, within proximity to the rear boundary are residential properties set around two cul-de-sacs comprising the southern end of Thomasville. No's 31 and 32 Thomasville adjoin the site on this side, with the dwellings in Thomasville featuring Mansard roofs with habitable room windows in the pine ends facing directly onto the application site. A vegetation buffer is proposed within the site, to further 'screen' the rear boundary.

PLANNING HISTORY 2010 TO PRESENT 17/0914/COU - Provide car wash and valeting service - Refused 14.12.2017.

18/0146/COU - Provide car wash and valeting service - Refused 05.04.2018.

22/0463/COU - Change the use to a B1 use class for car valeting and hand washing - Refused 21.10.2022.

22/0251/RET - Retain the change of use from manufacturing to vehicle recovery and storage - Pending Consideration.

18/0146/COU - Provide car wash and valeting service - Refused 05.04.2018.

17/0914/COU - Provide car wash and valeting service - Refused 14.12.2017.

POLICY

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

Site Allocation: The application site is located within the settlement limits of Caerphilly and local ward of Penyrheol.

Policies: SP3 (Development in the Southern Connections Corridor), SP5 (Settlement Boundaries), SP6 (Place Making), CW2 (Amenity), CW3 (Design Considerations - Highways) and CW15 (General Locational Constraints).

SUPPLEMENTARY PLANNING GUIDANCE: Supplementary Planning Guidance (SPG) is produced to provide further detail on certain policies and proposals contained within the Caerphilly County Borough Local Development Plan (LDP). The guidance ensures that certain policies and proposals are better understood and applied effectively to all relevant development. The following adopted SPG's are relevant to this application:

LDP 5: Car Parking Standards (Revision No. 2) adopted January 2017.

The application of parking standards enables a transparent and consistent approach to the provision of parking facilities associated with new development and change of use. This Supplementary Planning Guidance (SPG) identifies how the CSS Wales - Wales Parking Standards 2014 will be applied across Caerphilly county borough. This guidance supplemented LDP Policy SP21.

LDP 6: Building Better Places to Live (Revision No. 3) adopted January 2017.

The main purpose of this Supplementary Planning Guidance (SPG) is to improve the standard of design in residential development, regardless of its size and location. The guide focuses on assessing development against the key placemaking principles, as such, to ensure that development is designed to meet the requirements of Planning Policy Wales (PPW) and convey the design implications of Technical Advice Note - TAN 12: Design (March 2016).

NATIONAL POLICY Planning Policy Wales (Edition 11) and Future Wales - The National Plan 2040 (February 2021). The National Plan 2040 sets out the spatial strategy for Wales for the next 20 years and provides Policies that should be considered in the determination of applications at all levels.

Paragraph 3.9 of PPW: The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.

Paragraph 3.14 of PPW: Site and context analysis should be used to determine the appropriateness of a development proposal in responding to its surroundings. This process will ensure that a development is well integrated into the fabric of the existing built environment.

Paragraph 3.16 of PPW: Planning authorities should through a process of negotiation seek to improve poor or average developments which are not well designed, do not take account of their context and consider their place, or do not meet the objectives of good design. Where this cannot be achieved proposals should be rejected.

Paragraph 3.50 of PPW: A broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting.

Paragraph 5.4.15 of PPW: 5 whilst employment and residential uses can be compatible planning authorities should have regard to the proximity and compatibility of proposed dwellings to existing industrial and commercial uses to ensure that both residential amenity and economic development opportunities are not unduly compromised.

Technical advice notes (TANs) provide detailed planning advice. The following have been considered when assessing this proposal: Technical Advice Note (TAN) 4: Retail and Commercial Development (November 2016), TAN 12: Design (2016) and TAN 23: Economic Development (February 2014).

ENVIRONMENTAL IMPACT ASSESSMENT

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

Was an EIA required? Not applicable.

COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? The application site lies within a Coal Mining Development - Low Risk Area. Advisory notes will be attached to any consent granted, to raise awareness to the coal mining conditions in this area.

CONSULTATION

Transportation Engineering Manager - CCBC - No objection subject to the following conditions:

Beneficial use of the site shall not commence until the areas indicated for the parking of vehicles have been laid out in accordance with the submitted plans to the satisfaction of the LPA, and those area shall not thereafter be used for any purpose other than the parking of vehicles.

The proposed parking areas shall be completed in materials as agreed with the LPA, to ensure loose stones or mud etc. is not carried on to the public highway.

The proposed operational areas indicated for the washing, drying and polishing of vehicles, shall be completed in materials as agreed with the LPA, to ensure loose stones or mud is not carried onto the unadopted access road leading to the site.

Rainwater run-off shall not discharge into the surface-water drainage system on the unadopted access road leading to the site.

Reasons: In the interests of highway safety and to ensure that adequate parking facilities are provided within the curtilage of the site.

Notes: It should be noted that the intervening access road between Station Terrace/St Cenydd Road/B4263 is neither a highway adopted by the Highway Authority, nor within the applicant's red/blue line boundary. However, conditions have been imposed regarding surface water run off and surfacing materials to prevent water and mud/debris being dragged onto the B4263 vehicles leaving the site.

Environmental Health Manager have no adverse comments to make with regards to the above planning application, subject to the following conditions:

Waste from commercial premises: Unless otherwise agreed in writing with the local planning authority, 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 agreed in writing with the local planning authority.

REASON: In the interest of public health

Site control - dust suppression: Prior to the development commencing on the construction of any roads, drainage, or buildings hereby approved a scheme for dust mitigation shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter the agreed scheme shall be employed as necessary to deal with dust arising from construction works.

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

Site control - noise suppression: Prior to the development commencing on the construction of any roads, drainage, or buildings hereby approved a scheme for noise mitigation shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter the agreed scheme shall be employed as necessary to deal with noise arising from construction works.

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

Our Health and Safety team also have the following comments to make: "This type of business falls to the HSE for Health and Safety enforcement."

Senior Engineer (Drainage) - No Objections - SAB Approval is required for this Development. Standing advice is made available to the applicant.

Estates Manager - No further comments from Property. Council land appears to be no longer included.

Dwr Cymru - We note that the developer has indicated that the surface water flows are to be disposed of via the public sewerage system however, there is no justification within the application submitted investigating sustainable methods of surface water drainage. In the absence of this information and to ensure there is no detriment to the public sewerage system we request that should you be minded to grant planning permission the following Condition and Advisory Notes are included.

CADW - No comments submitted.

Penyrheol Trecenydd & Energlyn Community Council - Councillors wish to object to this planning application due to the following reasons:

1. Difficulty with access from the highway.
2. Close proximity to houses.
3. Traffic/congestion due to possible queues.
4. Water issues: how will it be disposed of?

ADVERTISEMENT

Extent of advertisement: The application was advertised via means of a site notice displayed on 21.11.2022 and neighbour notification letters issued to No.'s 31 and 32 Thomasville and No. 1 Station View (St Cenydd Road).

Response: In total 1 No. OBJECTION comment has been received from immediate neighbours to the site, with 1 No. representation OBJECTING to the proposal from the Penyrheol Trecenydd & Energlyn Community Council at the time of finalising the officer report.

Summary of observations: The key points contained within the submitted representations are summarised below:

1. No hazardous substances are listed, please comment on the storage of chemicals used in the cleaning process.
2. The proposed jet wash bays are within a meter of the boundary with the neighbouring residential property and will be facing a window, previous applications considered the impact of a gable end window and the noise disruption to residential.

3. Where will the surface water containing cleaning chemicals run off into as main sewer connection looks unlikely and are SuDS appropriate for such chemical run off. There could be potential for a water pipework to have been run into the residential property behind Greensleaves bungalow as fairly recently, a new trench was dug across the road from the proposed site to the property behind Greensleaves, and then covered back up.
4. There was no water supply to the site originally as it is all landfill having formerly been the roofline of a bridge over the Senghenydd railway line. Where is the water supply coming from for the site and where is the chemical run off going?
5. The application states there are no trees on the boundary of the site. There are trees on the boundary line, within 2 meters approx.

The following comments are from Penyrheol Treceenydd & Energlyn Community Council:

Councillors wish to object to this planning application due to the following reasons:

- Difficulty with access from the highway.
- Close proximity to houses.
- Traffic/congestion due to possible queues.
- Water issues: how will it be disposed of?

SECTION 17 CRIME AND DISORDER ACT

Section 17 of the Crime and Disorder Act 1998 (Duty to consider crime and disorder implications): Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); and (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area; and (d) serious violence in its area.

Planning Policy Wales (PPW) Edition 11 (Feb 2021) - section 3.11 (community safety): Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take. Crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions. The aim should be to produce safe environments that do not compromise on design quality in accordance with the cohesive community's well-being goal.

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?
Crime and disorder are not considered to be an issue for this application. It is noted that the opening hours for this facility would need to be controlled to prevent operation in the early hours of the morning when issues with anti-social behaviour or other crimes may arise. In addition it would be the responsibility of the landowner to ensure that no valuables were left on site overnight and that the site was secured to deter crime.

EU HABITATS DIRECTIVE

Does the development affect any protected wildlife species? No. Based on current evidence, this is unlikely to be a significant issue in this case, if appropriate, advisory notes will be attached to the consent and sent to the applicant as a precautionary measure. In this case it is not necessary to secure any biodiversity enhancements via planning condition.

The Environment (Wales) Act 2016 introduced an enhanced biodiversity and resilience of ecosystems duty (Section 6 Duty). This duty applies to public authorities in the exercise of their functions in relation to Wales and will help maximise contributions to achieving the well-being goals. Policy 9 of Future Wales - The National Plan 2040 states that action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment. In that regard biodiversity enhancements can be sought as part of this development through any additional landscaping proposals required if the development is considered acceptable in all other areas.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Is this development Community Infrastructure Levy liable? The development is not CIL Liable.

ANALYSIS

Policies: The proposal has been assessed against all relevant Local Development Plan Policies, associated supplementary planning guidance and other material planning considerations, in conjunction with overarching national planning guidance contained with Planning Policy Wales (PPW), Future Wales: The National Plan 2040 and Technical Advice Notes (TANs).

This application attempts to overcome the reasons for refusal of planning application reference 22/0463/COU, validated on 20.05.2022 and subsequently refused on 21.10.2022. By way of background, previous planning refusals are also of note, given the rejected proposals are of the same nature. Planning permission 17/0914/COU (Provide car wash and valeting service) was refused on 14.12.2017 and subsequently 18/0146/COU (Provide car wash and valeting service) was also refused on 05.04.2018. The primary reasons for refusal of the latest planning permission 22/0463/COU are listed below, and are of the same nature as those outlined on the 2 No. prior applications:

1. The proposed use, by virtue of the potential for noise and vibration from power washers, vacuum cleaners and other equipment, would have an unacceptable impact on the amenity of neighbouring dwellings. Therefore it is considered that the use is not

compatible with surrounding land uses and as such the proposal is contrary to criteria A and C of Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

2. The proposed use, by virtue of the potential for spray from power washers crossing the boundaries of the site, would have an unacceptable impact on the amenity of neighbouring dwellings. Therefore it is considered that the use is not compatible with surrounding land uses and as such the proposal is contrary to criteria A and C of Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

This proposal would need to demonstrate that the above reasons for refusal have been significantly overcome. In this case the site has previously featured limited 'permanent' development, with the siting of temporary buildings for use for storage and an office provision ancillary to the neighbouring land use (1990's). From 2001 to 2016, the site has mostly been left open, as an area of 'green' space at the curved juncture between the entrance to Zonner Industries and Station Terrace. A small area of hardstanding has always been present to the east of the site, with the land predominantly laid with grass and some unkempt vegetation. However, the boundary with Thomasville has been greatly screened with mature shrubs/trees across this period, until the site has been cleared and coated in gravel circa 2020/2021.

This former use, together with its location adjacent to other industrial uses on a main arterial route between the B4263 and A469 are material considerations that weigh in its favour. However, in this case the site shares a boundary with a wider residential area, with 3 No. properties in close proximity to the development with no geographical separation or any significant densities of boundary landscaping. In that regard, it is accepted that this type of car wash facility can lead to noise and air-borne water spray issues.

The proposal presents a separation distance of less than 10.0m to the nearest rear elevation of the dwelling at No. 32 Thomasville from the site boundary. However, given the reconfigured site layout, the applicant proposes a landscape buffer zone of 5.00m at this side (formerly absent from the scheme), with the 9 No. parking bays now positioned to the south of the shared boundary with properties along Thomasville. This provides a suitable exclusion zone, such to alleviate noise disturbance from the jet washing bay but also to provide a natural area for ground drainage, in addition to a hard surface with suitable porosity. The density and nature of this landscaped region can be controlled by planning condition, notably a pre-commencement or pre-occupation condition, allowing the LPA to consider a landscaping scheme in detail prior to discharging any conditions. A degree of screening and natural 'noise insulation' can be expected with the growth of denser native or evergreen species, which in combination with the 2.40m high lap fencing serves to create an adequate divider/shield along this perimeter. To mitigate noise impacts, the proposed fencing may also be conditioned as such to be constructed with acoustic grade timber.

In addition the applicant has increased the distance of 20.0m from the jet washing bay to the dwelling by a degree of 6.0m. The jet wash bay is also now positioned, as such the closest corner (southeast) of the abutting parcel of land (east of the site) partly intervenes the jet wash unit. Both operational servicing bays are now set proximate to the boundary shared with the highway, with a grassy verge of around 1.0m prior to the fencing. In any case the bays are concealed with proprietary screening and canopies to control outputs, with the bays backed up against an open border shared with a neighbouring land parcel, that is also an undeveloped brownfield site or amenity area currently used for storage (scrap vehicles and storage containers). This area has little visually amenity and due to it being uninhabited there would be no overriding adverse impacts upon any occupants of this land. The Council's Transportation Engineering Manager (TEM) has raised no objections with respect to the siting of the bays adjacent to the highway and is satisfied that the level of any sprays etc. would not pose any risks to users of the highway.

It should be noted that the adjacent site of Lanes Recovery Ltd (The Sidings Building) was granted planning permission 22/0251/RET (Retain the change of use from manufacturing to vehicle recovery and storage) on 15.12.2022. The jet wash bay, operating under controlled daytime hours in order to protect residential amenity would present a less intensive use and it would be expected that the noise disturbance from a handheld jetwash (largely contained) would be less than that generated from the use at the adjacent site. In any case, a planning condition will be applied to secure an appropriate design, materiality and scale of shelter to each servicing bay, such that noise impacts and spray drift could be further mitigated. Mitigation measures could also include containment of any vacuum bodies within 'acoustic boxes' and denser Perspex screening. With respect to vibrations from equipment, these would likely be hand-arm vibrations opposed to ground vibrations, notably if equipment was sited on rubber matting.

Previous applications have been refused on ground 1; non-compliance with the policy objectives of CW2 (criteria A and C). The question is, has this reason for refusal been successfully overcome in this application. LDP Policy CW2 presents a number of objectives to ensure that development proposals give due regard to the visual and residential amenities of adjacent occupants and land. Notably criteria (A) "There is no unacceptable impact on the amenity of adjacent properties or land" and (C) "The proposed use is compatible with surrounding land-uses and would not constrain the development of neighbouring sites for their identified land-use". Given the adjacent land-uses to the east and west of the site, there are no objections, such that impacts on neighbouring residential land uses is at the forefront of the debate. However, given the now increased separation distances from the boundary of concern, intervening sections of hard/soft landscaping 'buffers' and reasonable steps to be undertaken by the operator to significantly reduce noise emissions from the site it would be concluded, in union with the above points, that reason (1) and (2) for refusal can be satisfactorily overcome. Matters regarding the design of the screens and canopies, or instruction for a 'chamber' style containment to prevent spray drift during northerly winds, and more detailed noise mitigation measures (i.e. equipment housings, slab coverings, fencing) can be managed

via the submission of schemes considered at pre-commencement stage (discharge of imposed conditions) in order to ensure compliance with LDP policy SP6, TAN 11 and WHO guidelines.

Criterion D of SP6 states that development proposals must be in, "a location and layout that reflects sustainable transport and accessibility principles and provides full, easy and safe access for all". In this case the applicant intends to utilise an existing access (eastern side of the site) onto St Cenydd Road, which has been utilised for vehicular crossover since the 2000's when the area of hardstanding (storage yard) was well established. With regard to highway safety it should be noted that the access from the site onto St Cenydd Road is an existing access with acceptable vision splays. Likewise, the applicant intends to provide 9 No. allocated on-site parking spaces.

It has been queried by the Councils TEM as to whom would maintain/control the intervening section of highway, given the stretch of this access approximately 70m down from Station terrace is not maintainable highway. With respect to earlier applications, no objections were raised against application reference 18/0146/COU, provided planning conditions were imposed to safeguard on-site parking, materials, layout (in/out movements of vehicles) and a directional signage scheme. The officer noted "the proposed access into the site from the access road to Zonner Industries would need to be located at the furthest end of the site from St Cenydd Road in order to ensure that vehicles do not queue onto St Cenydd Road."

With respect to this application the council's TEM instructs the application of 4 No. planning conditions to ensure i) areas indicated for the parking of vehicles have been laid out in accordance with the submitted plans to the satisfaction of the LPA, ii) proposed parking areas shall be completed in materials as agreed with the LPA, to ensure loose stones or mud etc. is not carried on to the public highway, iii) The proposed operational areas indicated for the washing, drying and polishing of vehicles, shall be completed in materials as agreed with the LPA and lastly iv) Rainwater run-off shall not discharge into the surface-water drainage system on the unadopted access road leading to the site. In addition the TEM clarifies, "It should be noted that the intervening access road between Station Terrace/St Cenydd Road/B4263 is neither a highway adopted by the Highway Authority, nor within the applicant's red/blue line boundary. However, conditions have been imposed regarding surface water run off and surfacing materials to prevent water and mud/debris being dragged onto the B4263 by vehicles leaving the site." Given the above, it is considered that the use can be adequately controlled by condition and as such the proposal is considered to be acceptable in highway safety terms and complies with Policy CW3 and SP21 of the Local Development Plan and SPG LDP5: Parking Standards.

On the basis of the above discussions, the application is recommended for APPROVAL subject to the application of both standard planning conditions and those suggested by principle consultees. The applicant is advised to consider the suggestions made by the case officer and those as presented within the attached informative notes and standing advice.

Comments from consultees: No Objections from any parties, subject to the suggested planning conditions being imposed. The Councils Estates Manager has advised that a cross-section of the land parcel (western side) is land adopted by the Highways Authority and should the applicant wish to include this land in future they would need to address this land ownership. At present this area has been excluded and provides a grassy verge interjecting between the public footway and fencing along the western site perimeter.

Comments from public: Any objection comments which relate to matters that have not been discussed within the main body of the report are acknowledged below:

1. No hazardous substances are listed, please comment on the storage of chemicals used in the cleaning process - This is not a planning matter.

6. The proposed jet wash bays are within a meter of the boundary with the neighbouring residential property and will be facing a window, previous applications considered the impact of a gable end window and the noise disruption to residential - The Proposed Site Layout has now been significantly amended such that the jet wash bay is now sited some 25.0m from the rear elevation of No. 32 Thomasville and around 20.0m from the side elevation of No. 1 Station Terrace. The applicant has included a vegetation buffer approximately 5.0m closest to the northern boundaries as a means to provide for mitigation measures to reduced noise/spray disturbances.

7. Where will the surface water containing cleaning chemicals run off into as main sewer connection looks unlikely and are SuDS appropriate for such chemical run off. There could be potential for a water pipework to have been run into the residential property behind Greensleaves bungalow as fairly recently, a new trench was dug across the road from the proposed site to the property behind Greensleaves, and then covered back up - The applicant will be required to achieve separate SAB approval for this development. SAB is a statutory function delivered by the local authority to ensure that drainage proposals for all new developments of an area exceeding 100m² are designed and built in accordance with the national standards for sustainable drainage published by Welsh Ministers.

8. There was no water supply to the site originally as it is all landfill having formerly been the roofline of a bridge over the Senghenydd railway line. Where is the water supply coming from for the site and where is the chemical run off going - This is not a planning matter.

9. The application states there are no trees on the boundary of the site. There are trees on the boundary line, within 2 meters approx. - The scheme does not involve the removal of any existing trees (the site is predominantly scrub land) and the enhancement of existing soft landscaping residing along the northern site perimeter.

10. Difficulty with access from the highway and Traffic/congestion due to possible - The Councils TEM has raised no objections to the proposal and is satisfied that

queuing/congestion would not be an overriding concern as the applicant can safely accommodate parking for 9 No. vehicles within the site. Highway Safety has been discussed in greater detail within the officer report with respect to the aims of LDP Policy CW3 (Design Considerations - Highways).

Other material considerations: None.

Regard has been given to the duty to improve the economic, social, environmental, and cultural well-being of Wales, in accordance with the sustainable development principle, under Part 2, Section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act"). In reaching this recommendation, the Local Planning Authority has taken account of the ways of working set out at Part 2, Section 5 of the WBFG Act and consider that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the public bodies' well-being objectives set out as required by Part 2, Section 9 of the WBFG 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 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: Site Location Plan, No. 2208.PL01, received 06/02/23; Proposed Site Layout, No. 2208.PL03 Rev B, received 06/02/23; and Design and Access Statement, received 11/11/22.
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
- 03) The use hereby permitted shall not be open to customers outside the following times 08.00hrs to 18.00hrs Monday to Saturday; and 10.00hrs to 16.00hrs on Sundays and Bank Holidays.

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

- 04) Unless otherwise agreed in writing with the local planning authority, 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 agreed in writing with the Local Planning Authority.
REASON: In the interest of public health and protecting residential amenity in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 05) Prior to the development commencing on the construction of any roads, drainage, or buildings hereby approved a scheme for dust mitigation shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter the agreed scheme shall be employed as necessary to deal with dust arising from construction works.
REASON: To prevent pollution in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 06) Prior to the development commencing on the construction of any roads, drainage, or buildings hereby approved a scheme for noise mitigation shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter the agreed scheme shall be employed as necessary to deal with noise arising from construction works.
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.
- 07) A scheme presenting the full details for the scale, design and materiality of the proposed 2 No. servicing bays for polishing and jet washing vehicles, inclusive of the systems to be used for the designated proprietary screening enclosures on each bay and overlying roof canopies, any resilient mounts, equipment housings and any sound attenuating structures shall be submitted for consideration by the Local Planning Authority prior to any development commencing at the site.
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.
- 08) The approved land use shall not commence until space has been laid out within the site in accordance with the approved plan for 9 No. cars to be parked and for vehicles to turn so that they may enter and leave the site in a forward gear. The spaces shall not thereafter be used for any purpose other than parking.
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.

- 09) The proposed operational areas indicated for the washing, drying and polishing of vehicles and hard surfacing across any parking areas shall be completed in materials as agreed with the Local Planning Authority, to ensure loose stones or mud is not carried onto the adopted access road leading to the site.
REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 10) No rainwater or surface water run-off shall discharge into the highway surface-water drainage system.
REASON: In the interests of highway safety.
- 11) Prior to the first beneficial use of the approved car washing / valeting centre hereby approved all other areas of hard surfacing within the curtilage(s) shall have been:
- 1) Constructed in porous or permeable materials, or
 - 2) provided with drainage to direct run-off water from the hard surface to a porous or permeable area or surface within the curtilage of the dwelling house, and
 - 3) Where any surface is to be used for an additional parking area, forecourt or access way it shall not be constructed in loose materials, and thereafter those areas shall be permanently maintained so as to comply with requirements 1), 2) and 3) of this condition.
- REASON: To provide a sustainable drainage system and avoid loose materials being taken out onto the highway in accordance with policies CW3 and SP6 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 12) Prior to the commencement of any development works on site a scheme outlining all soft landscaping within the curtilage, including the vegetation zone 'buffer' as detailed on the Proposed Site Layout, drawing No. 2208.PL03 Rev B shall be submitted to and agreed in writing by the Local Planning Authority. This specification will include details of the quantity, size, species, position and the proposed time of planting of all trees and/or shrubs to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance. In addition all shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape should be similarly specified.
REASON: In the interests of visual amenity in accordance with policies CW2 and CW6 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 13) Prior to the commencement of any development works on site a scheme for the construction of the timber lap fencing as a continuous noise barrier of minimum height of 2.4 metres as depicted along the northern site perimeter on Proposed Site Layout, drawing No. 2208.PL03 Rev B, shall be submitted to and agreed in writing by the Local Planning Authority. The approved fencing shall be retained and maintained to a good standard in perpetuity along this boundary to protect

the residential amenities of occupants of No.'s 31 and 32 Thomasville, unless previously agreed in writing by the Local Planning Authority.

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

- 14) Prior to the first beneficial use of the approved car washing facility, details for a signage scheme, outlining ingress and egress points to the facility, advising of on-site parking, publicising that queuing is not permitted on the highway and announcing the flow of traffic within the enclosed compound and in/out of servicing bays shall be submitted to and approved in writing by the Local Planning Authority, and shall be implemented on site in accordance with the approved details.

REASON: In the interests of highway safety.

- 15) Prior to the first beneficial use of the approved car washing facility, a scheme highlighting any means of external illumination of the site and/or lighting to be housed within servicing bays, inclusive of lighting design, positions, proposed luminosity/ lighting capacity and systems for lighting control shall be submitted to and approved in writing by the Local Planning Authority, and shall be implemented on site in accordance with the approved details.

REASON: In the interests of visual amenity and residential amenities in accordance with policy SP6 and CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021 and to ensure there are no adverse impacts upon highway safety.

- 16) At no time shall there be any form of car servicing or repairs or sales of vehicles carried out within the site.

REASON: In order for the Local Planning Authority to maintain reasonable control over the use of the site and to preserve the current levels of residential amenity afforded to occupants along Thomasville and Station Terrace.

Advisory Note(s)

Please find attached the comments of the Council's Senior Engineer (Drainage) that are brought to the applicant's attention.

Please find attached the comments of Dwr Cymru/Welsh Water; that are brought to the applicant's attention.

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.

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

PLANNING PERMISSION: ADVERTS AND SIGNS

In line with the guidance within Technical advice note (TAN) 7: outdoor advertisement control (1996) and legislation within the Town and Country Planning (Control of Advertisements) (Amendment) Regulations 1994 (accompanied by Welsh government circular 70/94) advertisement consent may be required for any signage displayed at this site.