

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.