

PLANNING & DEVELOPMENT COMMITTEE

13 JANUARY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/0568/16 (DJB)
APPLICANT: Amey Infrastructure Wales
DEVELOPMENT: Reserved matters submission (pursuant to outline element of 19/0380/15) made in relation to Phase 3 of the development – the building of the new South Wales Metro Core Valley Lines Main Depot facility (comprising maintenance shed, office and accommodation building; sanding facility; vehicle wash building and plant room; underframe cleaning wash facility; associated electrical infrastructure (generator, low voltage and high voltage switch rooms); gatehouse; staff and visitor parking; internal tracks, train stabling area and associated overhead electricity line infrastructure, gantries and inspection platforms) together with ancillary works of fencing, lighting, security and landscaping.
(Additional and/or new information received: 08/07/21 (General highway arrangement plans, footway cross-section plan/s and shared/segregated footway/cycleway plan/s) ; 14/09/21 (Taffs Well Station Car Park Feasibility Study (05/08/21)).

LOCATION: LAND AT THE FORMER GARTH WORKS INDUSTRIAL ESTATE.

DATE REGISTERED: 19/07/2021
ELECTORAL DIVISION: Ffynon Taf

RECOMMENDATION: Approve

The proposal represents the third submission of reserved matters (pursuant to the outline element of 'hybrid' consent 19/0380/15) and comprises Phase 3 of the wider scheme.

19/0380/15 establishes in principle the establishment of a new rail depot at the site, to service the needs of the South Wales Metro Core Valley Lines network.

The proposed works constitute perhaps the main element of the whole Taffs Well rail scheme project, certainly in size and physical presence, and represent a major development and significant investment within the County Borough. It is considered that the development can be undertaken at the site without having significant adverse impacts within the locality. The application proposal is assessed to comply in the main with the relevant policies of the Council's LDP and national planning policy and guidance

APPLICATION DETAILS

Background and Context to the Application

In July 2018 Committee considered hybrid application 18/0314, (part full and part outline) submitted by Transport for Wales (TfW) for the demolition of the existing building at the Garth Works site and the creation of a rolling stock depot facility together with ancillary works, car parking and improvement works to Taffs Well Railway Station. That application was approved, with the decision notice dated 1 August 2018.

Subsequently a further s.73 application (19/0380) was submitted following the appointment of KeilosAmey (KA) as the Operator and Development Partner (ODP).

KA reviewed the plans approved under 18/0314 and as a result submitted 19/0380, which proposed a number of changes to the approved indicative masterplan, which would also result in modifications to approved section and elevation drawings.

Application 19/0380 was made under Section 73 of the Planning Act and in effect sought not to comply with condition 10 – list of approved plans (as imposed on 18/0314) by replacing it by a condition which lists the plans of the modified rolling stock depot and Taffs Well railway station, thereby allowing reserved matters application/s to come forward in line with the parameters set within the modified plans.

Members of Committee were advised when considering 19/0380 (at the 3 October 2019 meeting of Planning & Development Committee) that approval of the application (19/0380) will still mean it is necessary for KA/TfW to submit detailed submissions for the matters reserved by the outline planning permission – i.e. layout, scale and appearance of the buildings, the means of access thereto and the landscaping.

This current reserved matters submission application for the building of the new South Wales Metro Core Valley Lines Main Depot facility represents Phase 3 of the scheme and the third submission of reserved matters. The extent of this Phase 3 site, is shown within the context of the larger, wider site on the submitted Site Location Plan (TRAN01-ARC-R0-TAF-DDR-A-AR-000002 rev P02).

To give some context as to how this phase of works fits into the wider Taffs Well Rail Depot scheme the list of applications below confirm the other reserved matter submissions have also been lodged with the Local Planning Authority in respect of other phases of the scheme:

- Phase 1 (20/0161) CVLICC building – Approved 12/08/20
- Phase 2 (20/0806) Highway remodelling works to Ffordd Bleddyn (*also on this agenda for Committee's consideration and determination*)
- Phase 2A (20/1369) Engineering works comprising piling works associated with proposed Ffordd Bleddyn bridge – Approved 23/12/21
- Phase 3 (21/0568) New South Wales Metro Core Valley Lines main depot facility (*this application*)
- Phase 4 (21/1095) Demolition of existing Taffs Well Railway Station pedestrian railway bridge and replacement with new bridge, incorporating lifts – to be determined

In conjunction with each of these reserved matter submissions noted above there sits a separate application seeking a discharge of conditions (as imposed on the 19/0380 consent) as relevant to that individual phase of the development.

In the case of Phase 3 (this application) the relevant discharge of condition application is 21/0849, which seeks in respect of Phase 3 the discharge of conditions 18 (CEMP – Construction Environmental Management Plan), 23 (Vehicle Charging), 25 (CMS – Construction Method Statement), 28 (Materials), 30 (Boundary Treatment), 36 (Operational Noise), 38 (CNMP – Construction Noise Management Plan) and 41 (Phasing).

Other pre-commencement conditions as imposed on Part B (the outline element) of 19/0380 apply site wide and have been the subject of earlier discharge of condition applications which have been submitted to and granted by the LPA. Those considered relevant to Phase 3 are condition nos. 11, 14, 29, 31, 34, 35, 36, 37, 40 and 42.

The proposed depot will facilitate the storage, maintenance, and operation of the new fleet of metro trains that will serve the existing Core Valley Lines (CVL) railway network. The new fleet will consist of max 34 electrified CityLink Tram-Train metro vehicles supplied by Stadler.

The CVL transformation includes a number of upgrades that will modernise the network so that it can support more services of a higher quality. As part of the investment required to transform the rail network, additional depot and stabling facilities are required to accommodate the new fleet of rolling stock. One of the main elements of the whole CVL transformation project is the construction of this new rolling stock depot at Taff's Well.

In addition to the stabling and maintenance of the fleet, the depot facility will also comprise of an accommodation block consisting of offices, welfare facilities and training rooms for the depot maintenance staff, train drivers and train crew. A car park

and gatehouse building will be constructed to the South of the depot to provide staff parking as well as a means of access control to the depot site.

SITE APPRAISAL

The application site effectively incorporates the extent of the whole of the former Garth Works Industrial Estate, which included the large Forgemasters building, which stood to the eastern side of the site, with the exception of the very northern part for which Phase 1 reserved matters approval (under 20/0161) has already been granted for the CVLICC building, on which work is well advanced, with the building itself appearing substantially complete (at least externally).

The eastern boundary of the site is defined by the alignment of the A470 and its associated highway verge, whilst the western boundary follows for its greater extent the alignment of Ffordd Bleddyn (in its remodelled form, as proposed under submission 20/0806) together with length of the adjacent Taff Trail route. At its southern extent the site truncates beneath Cardiff Road and to the north the site boundary accords with that of the CVLICC building (as approved as Phase 1 of the wider development)

The former Garth Works Industrial Estate buildings have now been cleared from the site and consented site preparatory works are now well advanced. Ffordd Bleddyn itself has been closed to vehicular traffic at the southern (Cardiff Road) end for some months now and a significant amount of inert material, required as part of the construction works, has been deposited on the carriageway.

PLANNING HISTORY

The former Garth Works Industrial Estate had a long planning history, with a high number of relatively minor and advertisement applications, relating to individual buildings/units within the former Estate. However, that has now been cleared and so only the recent relevant applications associated with the KA/TfW scheme are referred to below. *(It should be noted that the history below does not list every single application submitted. In addition to the main applications referred to below there have also been a number of Discharge of Condition and Non-Material Amendment applications relating to both 18/0314 and 19/0380 and the individual Phases of development).*

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| 21/1095 | Phase 4 submission of reserved matters (pursuant to condition 9 of consent 19/0380) for the demolition of the existing Taffs Well Railway Station pedestrian footbridge and replacement with new footbridge, incorporating lifts
Still to be determined |
| 21/0568 | Phase 3 submission of reserved matters (pursuant to condition 9 of consent 19/0380) for the creation of a new South Wales Metro Core Valley Lines main depot facility
<i>(current application, subject of this report)</i> |

- 20/1369 Phase 2A submission of reserved matters (pursuant to condition 9 of consent 19/0380) for engineering works comprising piling works associated with proposed Ffordd Bleddyn bridge
Approved 23/12/21
- 20/0806 Phase 2 submission of reserved matters (pursuant to condition 9 of consent 19/0380) for highway works, incorporating the remodelling of Ffordd Bleddyn and Cardiff Road, including the construction of bridge structures to facilitate rail access into the proposed Taffs Well Rail Depot
(Also on this agenda for Committee's consideration and determination)
- 20/0161 Phase 1 submission of reserved matters (pursuant to condition 9 of 19/0380) for the erection of a new Core Valley Lines Integrated Control Centre (CVLICC) building.
Approved 12/08/20
- 19/0380 Section 73 application seeking amendments to Condition 10 as imposed on 'hybrid' planning permission 18/0314 (which granted (A) full planning permission for the demolition of existing buildings on the Garth Works Industrial Estate part of the site; and (B) outline planning permissions for a rolling stock depot comprising of a warehousing building, stabling area accommodating rolling stock, substation, wash down point, sanding facility and delivery tracks, ancillary workshop and offices, decked car parking providing maximum of 214 car parking spaces, demolition and relocation of existing railway footbridge and platforms, and associated landscaping, highways and access infrastructure works
Cond. Perm 09/10/19
- 18/0314 Hybrid Planning Application to deliver a rolling stock depot on the existing Garth Works Industrial Estate site comprising of the following: Part A: Full planning application for the demolition of existing warehouses on the existing Garth Works Industrial Estate site. Part B: Outline planning application to provide a rolling stock depot comprising of a warehousing building, stabling area accommodating rolling stock, substation, wash down point, sanding facility and delivery tracks, ancillary workshop and offices, decked car parking providing a maximum of 214 car parking spaces, demolition and relocation of existing railway footbridge and platforms, and associated landscaping, highways and access infrastructure works.
Cond. Perm 01/08/18

PUBLICITY

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

Two responses have been received.

The first of these queries the extent of what is being proposed under the scope of the application and points out that night time working at the wider site have impacted on residents as a consequence of the noise and use of lighting.

The second letter makes the following points:

- A restriction should be put in place in respect of the washing and sanding works that no overnight (with effect from 7.00pm-7.00am) working should be allowed to take place;
- The residents of Taffs Well have had little opportunity to oppose these plans, with the depot being imposed on them under the support of Transport for Wales and the Minister;
- The residents of Taffs Well will experience an unnecessary level of undue stress and environmental discomfort if restrictions are not legally applied to protect them;
- Residents are reliant on Rhondda Cynon Taf to ensure that necessary measures are put in place to protect residents;
- Whilst the new electric trains may be quieter (as pointed out by the Minister in a response to a local resident) the associated washing/sanding machinery will be loud, especially if allowed to operate at night;
- The Council should be satisfied that noise levels do not breach acceptable levels. If required the applicant should be requested to undertake further environmental studies;
- The Council should give consideration to providing a pocket of local residents with noise monitoring facilities for a period of time when the operation begins so that assurances can be secured that the development is operating within acceptable levels.

CONSULTATION

RCT Highway Development Control Section – consideration has been given to issues of access, circulation, parking.

No objections are raised and no further conditions suggested on the basis that the conditions imposed by the overarching application 19/0380 would apply to all phased elements of the development.

Welsh Government – Transport (Network Management Division) – Welsh Government does **not object** although a full s.278 (of the Highway Act) agreement shall be entered into.

Notwithstanding the s.278 process and prior to entering into this, design works shall also be accompanied by a structural assessment of the effect of the carriageway realignment on the bridge in accordance with CS454 with the required provision of an assessment certificate.

The existing parapet is not suitable for mounted cyclists on the NMU Active Travel route. This should meet standards and be amended a part of the s.278 detailed design drawings

RCT Public Health & Protection – no objections have been raised to the works the subject of this reserved matters submission.

RCT Flood Risk Management – raise no objections to the application, subject to compliance with the requirements of the drainage conditions as imposed on the outline planning permission. It is also highlighted that the applicant will also need to attain approval under the SuDs consenting regime, approval for which lies outside scope of planning approval.

Natural Resources Wales – have no objection to the proposed development as submitted.

Dwr Cymru/Welsh Water – We have no objection to the application for approval of the reserved matters subject to compliance with the requirements of the drainage conditions imposed on the outline planning permission, and the subsequent applications to vary the conditions thereon

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

Sustrans – We are pleased to see that TfW have taken on some of previously expressed design suggestions for the Taff Trail, NCN Route 8 in particular what appears to be a priority crossing over the access road to the CVLICC building.

However, comments are made in respect of the need to ensure that the scheme is fully compliant with Active Travel Design Guidance having regard to the interests of pedestrians and cyclists.

Concern is also expressed about areas where the walking and cycling route runs parallel to the high security fence and the lower level fence on the western side of the car park.

Countryside Section (Ecologist) – ecology interest have been covered through previous submissions. No objections are raised.

Environmental Public Health Service Wales – as this application considers only internal layout, boundary and surface treatments and the appearance of the structures it does not raise any environmental public health concerns and therefore we have no comment.

South Wales Fire and Rescue Service – raise **no objection** but indicate that the developer should consider the need for the provision of:

- Adequate water supplies on the site for firefighting purposes; and
- Access for emergency firefighting appliances

Cadw – have **no objection** to the proposed development

Glamorgan Gwent Archaeological Trust (GGAT) – the current reserved matters application makes no change to our understanding of the archaeological resource and therefore we have **no objection**, subject to the submission of the archaeological report.

Cardiff County Council (adjoining LPA) – raise **no objections**. However, comment is made in respect of the need to ensure full and proper consideration is given to the detail of the Taff Trail in the vicinity of the site and that the quality of this key route is not compromised.

POLICY CONTEXT

The LDP policy context set out below is as was indicated in respect of the whole, wider scheme in respect of 19/0380.

Rhondda Cynon Taf Local Development Plan (LDP)

The application site lies entirely within defined settlement limits.

Core policies

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

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

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

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

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

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

Area Wide policies

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

Criteria specifically relevant to this proposal are noted below:

Criteria 1 – are within defined settlement boundaries

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

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

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

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

Criteria 8 – sites that are well related to utility services

Policy AW4 – provides for the negotiation of planning obligations

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

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

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

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

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

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

Southern Strategy Area policies

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

Supplementary Planning Guidance

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

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

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

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

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

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

National Guidance

In the determination of planning applications regard should also be given to the requirements of national planning policy which are not duplicated in the Local Development Plan, particularly where national planning policy provides a more up to date and comprehensive policy on certain topics.

Planning Policy Wales Edition 11 (PPW) was issued on 24th February 2021 in conjunction with Future Wales: The National Plan 2040 (FW2040). *(This was after the granting of the 'hybrid' application 19/0380/15).*

PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), WGs current position on planning policy at regional and national level.

PPW at Chapter 4 (Active and Social Places) at para. 4.1 (Transport) states that the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. Para. 4.1.9 confirms that Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport.

Para. 5.3.6 states that planning authorities must promote and facilitate the provision and decarbonisation of high quality public transport infrastructure....which could include improved facilities for park and ride schemes, new rail lines, including light rail, the provision of enhanced passenger services on existing lines.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

It is also considered the proposed development is compliant with the NDF, with the following policies being relevant to the development proposed:

- Policy 1 – Where Wales will grow
- Policy 2 – Shaping Urban Growth

- Policy 3 – Supporting Urban Growth
- Policy 6 – Town Centre First (*although this site itself doesn't lie within a town centre, it should be recognised that the development as a whole has a much wider significance in terms of supporting towns centres, such as Pontypridd and Aberdare, by facilitating the significant improvements to the Core Valley Lines rail network*)
- Policy 9 - Resilient Ecological Networks and Green Infrastructure Planning

Policy Wales Technical Advice Notes (TANs)

TAN 5: Nature Conservation and Planning (2009)

TAN 11: Noise (1997)

TAN 12 Design (2016)

TAN 15: Development & Flood Risk (2004)

TAN 18: Transportation (2007)

TAN 23: Economic Development (2014)

TAN 24: The Historic Environment (2017)

Government Circulars Other Relevant Documents

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

Other relevant Welsh Government Documents

- The Wales Transport Strategy 2021 – sets out the overall vision as to how Wales's transport system can help deliver Welsh Government's priorities, helping to create a more prosperous, green and equal society. (*At 7.3 of the published (10 March 2021) document the Strategy identifies delivery of the transport Metro systems (in all parts of Wales) as a Welsh Government priority over the next five years*).
- Wales Infrastructure Investment Plan – this sets the context for investment infrastructure in Wales, including transport infrastructure.
- Welsh Transport Appraisal Guidance (WeITAG) – a framework for assessing the impact and benefits of proposed transport interventions. It is aligned with the seven national well-being goals.

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

PLANNING CONSIDERATIONS

The proposed building of the new South Wales Metro Core Valley Lines Main Depot facility (comprising maintenance shed, office and accommodation building; sanding facility; vehicle wash building and plant room; underframe cleaning wash facility; associated electrical infrastructure (generator, low voltage and high voltage switch rooms); gatehouse; staff and visitor car parking; internal tracks, train stabling area and associated overhead electricity line infrastructure, gantries and inspection platforms) together with ancillary works of fencing, lighting, security and landscaping represents Phase 3 of the wider scheme for which the principle has already been established by virtue of the 18/0314 and 19/0380 consents.

It should be noted that the detail submitted with both the 18/0314 and 19/0380 outline applications indicated the provision of a second bridge (facilitating a rail link between the depot site and the railway line) running beneath Cardiff Road. This would have provided a second link from the Depot to the railway line. However, prior to the submission of this reserved matters application the Cardiff Road bridge had been withdrawn from the scope of the Taffs Well depot scheme.

It is understood that some significant utilities infrastructure was found to lie in a position (or in such close proximity) that would have required major diversion works to be undertaken. Such works would have had both significant cost and time implications for the delivery of the overall scheme. Accordingly, this second bridge was omitted and the scheme redesigned to function by only having the one bridge, with the twin track link between the depot and the railway line running beneath the remodelled Ffordd Bleddyn, as is the current proposal (*This element is as detailed under application 20/0806*).

Whilst the depot works only represent one phase (Phase 3) of the overall scheme they in reality do bring forward the largest and most physically distinctive element of the whole Taffs Well CVL development.

Constituent elements of the depot site

The creation of the depot facility will incorporate the following elements:

- maintenance shed, office and accommodation building
- sanding facility;
- vehicle wash building
- plant room
- underframe cleaning wash facility
- associated electrical infrastructure (generator, low voltage and high voltage switch rooms)
- gatehouse
- staff and visitor car parking

- internal tracks, train stabling area and associated overhead electricity line infrastructure, gantries and inspection platforms
- and ancillary works of fencing, lighting, security and landscaping represents

The gross internal floor area (GIFA) of the proposed site buildings as indicated by the illustrative 19/0380 outline application had a combined total GIFA of 8,920sq.m. The scale of the buildings has somewhat reduced as a consequence of the design process, since the granting of 19/0380, which has resulted in the buildings the subject of this current reserved matters proposal having a combined GIFA of 7640sq.m. A not insignificant reduction of 1,280sq.m. which has largely been as a consequence of removing a second floor level from the office and accommodation element from the main site building.

The tallest proposed building within the depot is the maintenance shed and this has also reduced in height (albeit only slightly) from that height anticipated at the outline stage, down from 15m to 14.9m.

Across the site the external materials and cladding have been updated with the proposed cladding panels to be used now arranged vertically rather than horizontally as shown within illustrative plans submitted as part of application 19/0380.

Main maintenance shed, office and accommodation building

This is the biggest building on the site and stands to the eastern side of the site, running parallel with the eastern boundary and the A470 beyond. Between the maintenance shed and the eastern boundary stands the enclosed Sanding Shed building and the vehicle machine wash area

The main bulk of the maintenance shed building is approx. 110m in elevational length, facing to the east (A470) and has a depth (width) of some 42.5m. The western elevation, of the whole building, facing inwards and towards Ffordd Bleddyn and Taffs Well Railway Station beyond is longer at some 175m, as this element (falling to a lower two storey height, with a roof parapet) also incorporates the office, staff accommodation/welfare facilities and a cleaners block.

The submitted plans show separate dedicated areas for both KeilosAmy and Stadler staff.

The height of the main maintenance shed (which at it's highest point is lower than the large 15m high Forgemasters building that formerly stood on the site) is largely dictated by the need to accommodate appropriately sized overhead travelling cranes (a 2 tonne crane and a 8 tonne crane will be used), together with monorail hoists and a high level gantry.

The second floor of office accommodation anticipated at the 19/0380 outline stage is now omitted from the scheme, resulting in a less bulky building and a more simplified design approach. Externally it is proposed to in the main utilise grey/antracite external finishing cladding materials (although the full range of materials are to be considered under discharge of condition/s application 21/0849 – condition 28: materials) with the

specific use of contrasting red and white Trafnidiaeth Cymru-Transport for Wales corporate branding on the main building elevations and red parapet detailing.

Ancillary buildings and equipment

Other than for one very small cleaning store building all the ancillary elements are situated to the north of the of the main maintenance shed building. In the main these are shielded from view, when looking from the west as the majority would be behind the two storey office/accommodation projection of the building.

These elements include - the associated electrical infrastructure (low voltage and high voltage switch rooms); a compressor room; a generator; traction battery store; fire fighting store for battery store and an under frame cleaning wash; a vehicle wash plan room; and, a rainwater harvesting storage area.

Across the site other very minor elements, such as bin waste stores gas cage and workshop bin stores are also provided.

Sanding shed building and vehicle machine wash

Both of these elements stand independently to the east of the main maintenance shed building and are only separated from the eastern boundary by the presence of internal track 14.

The vehicle machine wash in effect operates and has the appearance of a large car wash.

Both the sanding shed building and vehicle machine wash are served by internal track 13.

As with the other smaller buildings/elements identified above it is proposed that the sanding shed building and vehicle machine wash utilise the same range of material colour finishes in order to accord with the much larger maintenance shed building.

At the outline 19/0380 stage it was indicated that the vehicle wash and sanding facility would be situated on the western side of the building. It is considered that the location now proposed to the eastern side of the building is a better solution, in that the maintenance building itself will provide a significant barrier to any potential noise generated by these operations carrying across to properties on the western side of the main railway line, beyond Taffs Well Railway Station (Cardiff Road, Llys Hafan, Alfred's Terrace, Leon Avenue, Anchor Street, Church Street). It does now bring these operations nearer properties to the east (Cemetery Road, Abbey Close, Forest Fach and Wood Cottages on Forest Road). However, all of these are on the eastern (opposite) side of the busy A470 trunk road and at a distance far enough away that it is considered there will not be any significant impacts on residential amenity.

Internal tracks, train stabling area and associated overhead electricity line infrastructure, gantries and inspection platforms

Since the outline 19/0380 stage the depot scheme, as noted earlier in this report, has been re-designed to operate with a single twin track point link to/from the main railway line only, as a consequence of the omission of the Cardiff Road under-bridge.

The link from the depot to the railway line enters/leaves the site at the southern end, just before the adjacent Ffordd Bleddyn/Cardiff Road junction. The works to facilitate the provision of this link are included within the scope of the works submitted under the Phase 2 reserved matters (*which are also on this meeting's agenda for consideration and determination*).

This link wraps around the eastern side of the staff/visitor parking area and can then be routed to the main train/vehicle stabling area (internal track nos. 1-9) which lie to the western side of the main maintenance shed building; be routed into the maintenance shed (internal track nos. 10-12); be routed through the sanding shed and vehicle wash machine (internal track 13); or, be routed around the eastern extent of the site on track 14.

Whilst the associated overhead electricity line infrastructure above the stabling areas has by necessity a somewhat stark functional appearance it is at a level which is below the first floor roof level of the office and accommodation element of the main maintenance shed building. Accordingly, when viewed from the principle western views these elements will be seen against a backdrop of the building and it is not considered will be significantly visually intrusive.

New main access, gatehouse and car parking staff/visitor area

The new main access to/from Ffordd Bleddyn into/from the depot site is a detail covered in the Phase 2 reserved matters application 20/0806 and is to be gained via a spur from/to a new roundabout feature on Ffordd Bleddyn.

On entrance to and exit from the site staff and visitors must pass a gatehouse building (described within the Design and Access Statement as having a 'Pebble' shape). This small building (approx. 9.3m x 9.1m across the widest elevations) will accommodate a small office, parcel room, kitchen, WC, equipment room and cleaner store. Associated security entry/exit barriers are controlled from the gatehouse.

Once past the gatehouse traffic either goes into the staff /visitor parking area or (by passing through additional security controls/gates pass around towards the main maintenance shed building, as driving up along the front of this building accesses 4 disabled parking bays – which are located closer to the building itself than the main area of staff/visitor parking.

The ground level masterplan indicates 114 parking spaces with a further 10 spaces allocated for electric vehicle charging and a further 10 spaces which appear to be allocate for visitor parking. A further 4 disabled parking spaces (referenced above) are identified within the depot complex giving a total parking provision for staff and visitors of 128 spaces.

A further four smaller spaces for motorcycle parking are also provided within the staff carpark together with an area for cycle parking. Sufficient space is available to facilitate provision of additional facilities for cyclists and motorcycles within the depot and carpark should demand arise.

In light of the outline consent where the original masterplan identified 120 spaces for depot staff and visitors and parking for CVLCC staff has been accommodated as part of a separate planning application providing 29 spaces with the permanent park and ride parking is to be delivered by means of a future phase. Therefore, the proposed parking provision for staff and visitors satisfies the requirement set at outline application stage.

No specific parking arrangements are provided for commercial vehicles associated with the depot operations, however, 4 spaces within the staff and visitor car park are oversized to accommodate parking of larger vehicles such as a transit van and the internal access road layout provides sufficient space for such parking provision to be provided within the site.

No specific details of electric vehicle charging infrastructure has been provided beyond the indication of allocated bays, however, this requirement would be addressed by condition 23 of the overarching approval 19/0380/15 (which will be considered as part of the associated discharge of condition/s application 21/0849)

On this basis the parking provision is considered acceptable.

Ancillary works of fencing, security and landscaping

In terms of landscaping finishes across the site then in the main, due to the nature of the operational requirements of the site, these are areas of hard surface finish landscape.

Most of the site in, around and under the internal tracks will be ballasted areas. Areas to the northern and southern ends and along the immediate western facing frontage of the main building, together with the site access will be completed in an asphalt construction finish. Separate footpaths will be identifiable from their finishes. The staff/visitor parking circulation area will be of an impermeable asphalt construction, whilst the individual parking bays themselves will be completed in block paving construction.

A limited area of green landscaping is indicated in the southern extremity of the site and around the fringes of the staff/visitor parking area.

The significant majority of the whole external site boundary (right along the eastern boundary with the A470, across the northern part of the site where it abuts with the area of the (Phase 1) CVLICC building and down the western boundary to the new roundabout and into the site along the northern side of the new site access road) will be secured by a 2.5m high solid panel security fence (with an additional 300mm security topping). The lower part of the western boundary, adjacent to the staff/visitor car parking area and the southern boundary, adjacent to Cardiff Road will be defined by the use of steel post and rail fence and a low security pedestrian steel guardrail.

Whilst a solid panel security fence is not perhaps the most visually attractive there is a clear understanding of the need for security given the nature of the site operation and accordingly no objection is raised to the details submitted.

Phasing of the proposed depot works

KA/TfW's indicated construction programme has slipped from those start dates given within the submission. However, they indicate the following:

- Phase 1 – Maintenance shed and office building (April 2021 - June 2022)
- Phase 2 – Stabling facilities and associated track (May 2021 - August 2022)
- Phase 3 – Car Park and security office/gatehouse (Oct 2021 – Oct 2022)
- Phase 4 – Landscaping and final works (Oct 2021 – Oct 2022)
- Phase 5 – Testing and commissioning (March 2022 – Oct 2022)

Whilst the timescales have slipped it does indicate a full construction period of some 18 months.

As a consequence of the closure of Ffordd Bleddyn construction site traffic connected with the Phase 3 depot works (as was indicated at the 19/0380 stage) is diverted north of the site on the A470 to the Nantgarw interchange and then diverted via Moy Road onto Ffordd Bleddyn from the north. The applicant clearly states that no construction traffic will be allowed through Taffs Well village.

In the case of Phase 3 depot works the discharge of conditions relating to approval of the CEMP – Construction Environmental Management Plan (condition 18), the CMS – Construction Method Statement (condition 25) and the CNMP – Construction Noise Management Plan (condition 38) are amongst those conditions for which agreement is sought under the associated discharge of condition/s application 21/0849.

During the depot construction works which will, to a significant extent, run parallel with the Phase 2 Ffordd Bleddyn highway works part of the Taff Trail will be closed, necessitating the provision of a suitable diverted route prior to such closure. This issue and the solutions proposed are appropriately dealt with under the Phase 2 application 20/0806 report (*also on this agenda*) as those works fall within the parameters of the Phase 2 site, as opposed to the Phase 3 depot site.

Visual impact and Residential Amenity

In their consideration of 19/0380 (the 'outline' permission) Members noted the fact that the new main site maintenance shed building will constitute the biggest and most visually prominent element of the whole scheme. However, it was noted that the height of the building would be no higher (and it is now slightly lower) than the Forgemasters building that used to stand on the site, in approximately the same position.

Whilst the new depot development will undoubtedly create a large new commercial/industrial use in the locality it remains the assessment (as was the case when considering 19/380) that the creation of the depot facility can be accommodated

within the context of the surrounding area without significant detriment to public visual amenity within the wider area or the amenity of nearby residents.

It is not considered that the depot will have any significant impact on the levels of residential amenity currently enjoyed by occupiers of properties to the west of the main railway line in Cardiff Road, Llys Hafan, Alfred's Terrace, Leon Avenue, Anchor Street or Church Street or to the east of the A470 in Cemetery Road (and the estate beyond) or Forest Road.

Ecology/Biodiversity

On 23 October 2019 (so 2 weeks after 19/0380 was granted) Welsh Government's Chief Planner wrote to all LPA Heads of Planning advising that Planning Policy Wales (PPW) 10 (since superseded by Edition 11 – February 2021) sets out that "planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity". This policy and subsequent policies in PPW respond to the Section 6 Duty of the Environment (Wales) Act 2016.

The letter clarified that in light of the legislation and Welsh Government policy outlined above, where biodiversity enhancement is not proposed as part of an application, significant weight will be given to its absence, and unless other significant material considerations indicate otherwise it will be necessary to refuse permission.

It is important that biodiversity and ecosystem resilience considerations are taken into account at an early stage in development plan preparation and when proposing or considering development proposals. Planning authorities should be proactive and embed appropriate policies into local development plans to protect against biodiversity loss and secure enhancement.

Securing a net benefit for biodiversity within the context of PPW requires a pragmatic response to the specific circumstances of the site. Working through the step wise approach and if biodiversity loss cannot be completely avoided (i.e. maintained), and has been minimised, it is useful to think of net benefit as a concept to both compensate for loss and look for and secure enhancement opportunities.

At the 19/0380 stage it was confirmed that no part of the (whole scheme) site lies within any local of statutory ecological/habitat designation. However, to the east of the site, on the opposite side of the A470, lies the Fforest Fawr SINC (Site of Interest for Nature Conservation), designated under policy AW8 of the LDP (site no. AW8.157). Slightly further away, to the west of the site lies the River Taff SINC (AW8.142). At a further distance of approximately 0.1km lie elements of the national level designated Cardiff Beech Woods Special Area of Conservation (SAC). The element to the south west lies on the other side of the River Taff and covers the wooded slopes around Taffs Well Quarry (operated by Cemex), on the left as one drives up the hill from Morganstown to Pentyrch. The element of the SAC to the south east of the application site comprises the wooded slopes around Castell Coch.

Appropriate supporting ecological assessment (Preliminary Ecological Appraisal PEA and Bat Survey) information was included within the overall 19/0380 submission. The

Council's Ecologist considered the information and raised no objection, subject to the imposition of conditions. In addition, the comments NRW were sought in respect of the proximity of the site of potential impacts on the Cardiff Beech Woods SAC. NRW raised no objection and confirmed their agreement with the conclusions reached in the report presented by the applicant's ecological consultant.

It should be noted that site wide (across the extent of the whole scheme) information has previously been submitted to and agreed (on 14/02/20) by the LPA in respect of conditions 29 (Bat and Bird Mitigation) and condition 31 (Wildlife Protection Plan) as imposed on 19/0380, under discharge of condition application ref 19/1145. It is considered therefore that full and proper consideration has been given to interests of ecology and biodiversity and that the scheme is compliant with local and national planning policy and guidance in this regard.

Other issues

The impact on and consequences for wider interests such as drainage and flood risk, geotechnical issues, noise, lighting and historic environment were fully considered at the outline (19/0380) stage and it is not considered that the details proposed under this current reserved matters submission will result in any greater impacts than those anticipated at the outline stage. Appropriate conditions to address issues were imposed on 19/0380 and those relevant to the development of Phase 3 have either been previously submitted and the details agreed or are under current consideration.

Community Infrastructure Levy (CIL) Liability

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

The application is for development of a kind that is liable for a charge under the CIL Regulations 2010 (as amended) however, the CIL rate for this type of development as set out in the Charging Schedule is £nil and therefore no CIL is payable

RECOMMENDATION: Approve, subject to imposition of the condition/s below

1. The development hereby approved shall be carried out in accordance within the following approved plans/drawings:
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000002 Site Location Plan
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000005 Illustrative Masterplan
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000006 Ground Level Masterplan

- TRAN01-ARC-R0-TAF-DDR-A-AR-000007 Proposed Site Sections AA, BB, CC, DD and EE
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000010 Proposed Ground Floor Plan - Main Shed & Offices
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000011 Proposed First Floor Plan - Main Shed & Offices
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000012 Proposed Roof Floor Plan - Main Shed & Offices
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000013 Proposed Elevations - North & South - Main Shed & Offices
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000014 Proposed Elevations - East - Main Shed & Offices
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000015 Proposed Elevations - West - Main Shed & Offices
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000016 Proposed Ground & Roof Plan - Gatehouse
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000017 Proposed Elevations - Gatehouse
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000018 Underframe Cleaning Wash Plans & Elevations
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000021 Ancillary Buildings Plan & Elevations
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000023 Sanding Shed
 - TRAN01-ARC-R0-TAF-DDR-A-AR-000024 Proposed Wash Plant Layout
 - TRAN01-ARC-R0-TAF-DDR-C-CV-503001-P02 (Planning) Site Wide General Arrangement Fencing Layout
 - TRAN01-ARC-R0-TAF-DDR-C-CV-511001-P02 Site Wide General Arrangement Paving Layout (Planning)
- An addendum to the Design and Access Statement submitted with application 19/0380/15 which sets out the modifications to the design as proposed within the reserved matters application.

Reason: In order to define the extent by the permission hereby granted and in order to ensure that the development is carried out in accordance with the approved plans.