

PLANNING & DEVELOPMENT COMMITTEE

20 OCTOBER 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 22/0343/10 (GH)
APPLICANT: Purolite
DEVELOPMENT: Construction of a new two storey office building and single storey gatehouse building.
LOCATION: UNIT D AND C PUROLITE INTERNATIONAL LTD, LLANTRISANT BUSINESS PARK, LLANTRISANT, PONT-Y-CLUN, PONTYCLUN, CF72 8LF
DATE REGISTERED: 22/07/2022
ELECTORAL DIVISION: Llantrisant and Talbot Green

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

REASONS:

The construction of an office extension and gatehouse building, to support the existing business operations, would be consistent with the character of the site and surrounding area, and would create new employment opportunities. Furthermore, the development would not affect the amenity and operations of the closest neighbouring occupiers and would not be detrimental to highway safety.

REASON APPLICATION REPORTED TO COMMITTEE

The proposal is not covered by determination powers delegated to the Director of Prosperity & Development.

APPLICATION DETAILS

Full planning consent is sought for the construction of a two storey office building and single storey gatehouse at Purolite, Llantrisant Business Park.

The gatehouse would be located at the main entrance to the site and would include a security office reception area and welfare facilities. Its 8.3m length and 4.2m width mean it would be of modest size.

Conversely, the office accommodation would be of a far larger scale and constructed to the north-west facing front of the existing building. It would have an irregular footprint to a maximum width of 22.3m and maximum depth of 23.7m. The two floors would contain open-plan and separate offices, together with meeting rooms, welfare facilities and ancillary storage etc.

Both new buildings, which would provide just under 890m² of additional floorspace, would have external finishes comprising elevations of black and grey cladding, to be enclosed by a flat aluminium-capped roof. Fenestration would be aluminium framed, also in grey.

The site layout plan demonstrates that the remaining space to the front of the site would be re-laid out in part, to provide parking for visitors only, a paved footpath and some soft landscaping, as well as an indication of where air conditioning plant would be located.

Lastly, an amended site layout plan was received from the Applicant's Agent, which includes the extended car park which was recently approved via a separate planning application ref 22/0532/10. This extended car park, now under construction, will provide sufficient spaces to replace those that would be lost by the proposed development.

SITE APPRAISAL

The application site relates to the premises of Purolite, which are located to the southern part of Llantrisant Business Park.

The property consists of a large two-storey building of typical industrial estate unit appearance, with a car park to the front and delivery yard to its south-western side. Access is provided by an un-named no-through road to the front of the site, which connects with Heol-Y-Sarn around 190m to the north.

All of the surrounding land, save for the adjoining open countryside to the south and east, is occupied by other industrial land uses and buildings of a similar scale and style. The nearest residential properties are located approximately 0.34km to the south and 0.62km to the north of the site.

PLANNING HISTORY

The most recent and relevant applications on record associated with this site are:

22/0343/10: Extension to the new car park previously granted under application ref 17/0876/10. (Amended plans, with minor positional changes, received 26/5/22). Decision: 08/06/2022, Granted.

21/1441/10: Installation of a storage tank farm and associated hard standing and regrading works and new construction access. Decision: 08/12/2021, Granted.

18/0241/10: Proposed alterations to existing car park and new access to highway. Decision: 30/04/2018, Granted.

17/0876/10: Construction of new car park and extension to existing access road. Decision: 05/10/2017, Granted.

PUBLICITY

The application has been advertised by direct notification to neighbouring properties and notices were displayed on site.

No letters of objection or representation have been received.

CONSULTATION

Highways and Transportation

No objection subject to conditions.

Dwr Cymru Welsh Water

No objection in principle to the foul flows discharging to the public sewer.

Natural Resources Wales

Concerns are raised in respect of the disposal of foul drainage, given that Welsh Government Circular 008/2018 stresses that the first presumption must be to provide a system of foul drainage discharging into a public sewer. However, as noted above, DCWW has indicated in their consultation response that the development can connect to the public sewer.

In addition, a condition for a construction environmental management plan is recommended, due to the proximity of the site to the Llantrisant Common and Pastures SSSI and the potential for pollution via dust, material storage and surface water runoff.

Public Health and Protection

No objection, subject to a condition requiring a site investigation for contamination.

Western Power Distribution

A new connection or service alteration will require a separate application to WPD.

Countryside – Ecologist

The development would have minimal ecological impacts, although car park landscaping may support nesting birds. Therefore, a condition is recommended that for any shrubbery removed, a nesting bird method statement is provided. In terms of biodiversity enhancement, a condition for bird box provision is also recommended.

Flood Risk Management

Given the total construction area is greater than 100m², the applicant will be required to submit an application to the Sustainable Drainage Systems (SuDS) Approval Body (SAB) and also comply with Part H of the Building Regulations.

The Flood Risk Management section also recommends a condition is for the submission of details in respect of the management of surface water. However, since the area of site where the buildings would be constructed is already hard-surfaced, such a condition would be considered unnecessary.

South Wales Fire and Rescue Service

Notes that a comprehensive fire strategy should be provided which indicates the package of fire safety measures that are proposed to satisfy The Building Regulations and should address any variations to current guidelines.

No other consultation responses have been received within the statutory period.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021, that is has been reviewed and is in the process of being replaced. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LDP for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

The application site lies within the settlement boundary for Llantrisant.

Policy CS2 - The policy emphasis in the Southern Strategy Area (SSA) is on sustainable growth that protects the culture and identity of communities by focusing

development within defined settlement boundaries. Emphasis will also be on protecting the cultural identity of the strategy area by protecting the natural environment.

Policy AW2 - The policy provides for development in sustainable locations which are within the settlement boundary; would not unacceptably conflict with surrounding uses; and have good accessibility by a range of sustainable transport option.

Policy AW5 – The policy identifies the appropriate amenity and accessibility criteria for new development proposals. It expressly states that the scale, form and design of the development should have no unacceptable effect on the character and appearance of the site and the surrounding area. There should also be no significant impact upon the amenities of neighbouring occupiers and should, where appropriate, retain existing features of natural environmental value. In addition, the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

Policy AW6 - The policy supports development proposals that are of a high standard of design that reinforce attractive qualities and local distinctiveness. Furthermore, proposals must be designed to protect and enhance landscape and biodiversity by providing measures for mitigation and enhancement, where appropriate.

Policy AW8 - Seeks to protect and enhance the natural environment from inappropriate development.

Policy AW10 - Development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

Supplementary Planning Guidance

- Design and Placemaking
- Access, Circulation and Parking Requirements
- Nature Conservation

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). 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), WG's current position on planning policy at regional and national level.

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 – Employment / Housing / Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability / Placemaking

SE Wales Policies

- Policy 33 – National Growth Areas Cardiff Newport & the Valleys – SDP/LDP/large schemes.

Other relevant national policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;

PPW Technical Advice Note 12: Design;

PPW Technical Advice Note 18: Transport;

PPW Technical Advice Note 23: Economic Development;

Manual for Streets

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.

Main Issues:

Principle of the proposed development

The Purolite site is located both within Llantrisant Business Park and the defined settlement boundary, which means that the development would correspond with the general aims of LDP Policy CS2.

Policy AW2 aims to direct development to sustainable locations within the settlement boundary in the Southern Strategy Area. In this case the proposal would comply with the relevant criteria of this Policy and it is noted, in particular, that the development

would not conflict with the surrounding land uses, the majority of which are industrial and therefore fall within Use Classes B1, B2 and B8.

Policy CS2 also recognises the economic importance of growth and investment opportunities within the Southern Strategy Area which benefit the whole of Rhondda Cynon Taf. National planning policies encourage a positive approach towards developments which generate economic prosperity and regeneration, therefore weight can be given to the proposal's economic benefits.

Taking the above into account, the location of the development would be very acceptable and its further contribution to economic activity and the support of existing and new local jobs would accord with local and national planning policies.

Impact on the character and appearance of the area

The development would be located at the most southerly part of Llantrisant Business Park, within a cul-de-sac of similar industrial uses and where the surrounding units are of typical 'big shed' mass and appearance.

The siting of the small gatehouse and layout of the remaining car park area are of little concern, given their small scale, and would have little impact on the street scene.

In respect of the large two-storey office, the modular design and appearance of this building can best be described as being of a plain form. However, whilst such a design might be less acceptable as part of a modern commercial office district, the site context within an industrial area gives less cause for concern.

As noted during a visit to the site, it is unlikely that the development would have a wider visual impact. For example, any views from the old town of Llantrisant would be very unlikely due to the local topography which rises away from the site, and where longer views might be available towards the valley floor from any direction, the office building would not seem incongruous within the business park setting.

Therefore, it is considered that the proposal would not be harmful to the character and appearance of the site or surrounding area.

Impact on neighbouring occupiers

The proposed development would increase the intensity of use of the site, although since most of the new floorspace would be for office use, the potential is for a greater number of traffic movements rather than any kind of manufacturing noise.

As previously mentioned, the site is part of a large and busy industrial estate. Nearly all of the neighbouring properties and those close to the site, some of which are also part of the Purolite business, are industrial in character, and are where manufacturing or office-based activities take place.

Therefore, also noting that there are no dwellings located in close proximity to the site, it is considered that no detriment would be caused to the amenity of neighbouring occupiers, or any other third parties disadvantaged by the development.

Access and highway safety

Access

There would be no significant alterations to the proposed access. The property is accessed from Llantrisant Business Park, which has been designed and built for safe vehicular and pedestrian movement and is satisfactory to serve the proposed development.

Parking

The Council's SPG for Access Circulation and Parking sets out that the proposed development is located within Zone 3 and for an office use would require 1 space per 25-35m² of floorspace.

With a GFA of 724m² the development would require between 29 to 37 car parking spaces in addition to a service bay to accommodate calling service and delivery vehicles. Provision should also be made for cycle parking, motorcycle parking and parking bays with facilities for EV charging.

The details contained within the submitted site plan indicate that the existing and future off-street parking requirements would be met by the previously approved car park extension. Therefore, the application is acceptable in this regard.

Closure of Access

The proposed closure of a redundant access and reinstatement as highway verge is acceptable in principle and would require the applicant to submit details of the reinstatement for approval. This can be secured by condition and would require the developer to enter into a highway agreement under S278 of the Highways Act, together with an appropriate bond to undertake the works within the highway.

National Sustainable Placemaking Outcomes

Chapter 2 of PPW11 emphasises that development proposals should demonstrate sustainable placemaking, to ensure that the right development is achieved in the right place, and states that development proposals should be assessed against the national sustainable placemaking outcomes.

PPW acknowledges that not every development proposal will be able to demonstrate that they can meet all of the outcomes, or that it can be proved that an attribute of a proposal will necessarily result in a particular outcome.

It is also recognised that the interpretation of the relevant criteria will depend upon the detail and context of the proposal and the application site, and in the planning balance, that greater material weight may be given to some attributes rather than others.

Therefore, in addition to consideration of the placemaking merits of the scheme within the sections of the report further above, the proposed development is considered to align particularly well with the following national sustainable placemaking outcomes:

- **Creating and Sustaining Communities:** The development will provide jobs to meet society's needs and is of an appropriate development density.
- **Facilitating Accessible and Healthy Environments:** The application site is close to a bus and cycle route and has good connections to the principal highway network, Ely Valley Link Road/A4119 and the M4.
- **Growing Our Economy in a Sustainable Manner:** The development would create construction jobs and foster economic activity by providing a permanent employment base for existing and new employees.
- **Maximising Environmental Protection:** The development would be required to include biodiversity enhancement measures and water resources would be managed naturally via the use of sustainable drainage options to gain SAB approval.

In respect of the other national outcomes listed, the development would be considered to have a neutral impact.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

The proposed development would be compatible with the surrounding land uses and would benefit the existing business, local economy and protect and provide local opportunities for employment.

The siting and use of the new buildings would not be expected to affect the operations of neighbouring businesses and would have safe access to the highway network with sufficient parking and circulation space.

The application is therefore considered to comply with the relevant parts of LDP Policies CS2, AW2, AW5, AW6, AW8 and AW10.

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

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

2. The development hereby approved shall be completed in accordance with the approved drawings and documents:

- 1001 Rev P07
- 1002 Rev P07
- 2001 Rev P01
- 1801 Rev P06
- 1802 Rev P03
- OPP1205939 Rev A Sales Floor Plan (Security Office)
- OPP1205939 Rev A Sales Elevations (Security Office)

and details and documents received on 18th March 2022 and 22nd July 2022 unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

3. No development shall commence, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority to provide for;

- a) the means of access into the site for all construction traffic,
- b) the parking of vehicles of site operatives and visitors,
- c) the management of vehicular and pedestrian traffic,
- d) loading and unloading of plant and materials,
- e) storage of plant and materials used in constructing the development,
- f) wheel cleansing facilities,
- g) the sheeting of lorries leaving the site.

The approved Construction Method Statement shall be adhered to throughout the development process unless agreed otherwise in writing by the Local Planning Authority.

Reason: In the interests of the safety and free flow of traffic in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. i). No development shall commence until a scheme to deal with contamination has been submitted to and approved in writing by the Local Planning Authority. The scheme, all aspects of which must be carried out by, or under the direction of, a suitably qualified competent person in accordance with BS10175, shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

(a) A desk-top study to identify and evaluate all potential sources and impacts of contamination relevant to the site. The desk top study should contain a conceptual site model.

(b) A site investigation shall be carried out to fully and effectively characterise the nature and extent of any contamination and its implications. The site investigation shall not be commenced until a desk-top study has been completed satisfying the requirements of paragraph (a) above.

(c) A written method statement for the remediation of contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to commencement and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

ii). The development hereby permitted shall not be occupied and/or operated until the measures approved in the scheme (i) have been implemented and a suitable validation report of the proposed scheme has been submitted to and approved in writing by the Local Planning Authority. Any validation report shall be carried out by, or under the direction of, a suitably qualified competent person.

iii). If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to and approved in writing by the Local Planning Authority prior to the work recommencing. Any revised contamination proposals shall be carried out by, or under the direction of, a suitably qualified competent person.

Reason: In the interest of health and safety and environmental amenity in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

5. No development shall commence until details of a scheme for the provision of biodiversity mitigation and enhancement measures has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a method statement for any existing shrubbery removed from site, which may support nesting birds, together with proposals for the provision of bird boxes.

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

Reason: To protect and enhance the natural environment in accordance with PPW11 and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. No development shall commence until a Construction Environmental Management Plan (CEMP) for the development site has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Construction methods: details of materials, how waste generated will be managed;
- General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Biodiversity Management: details of tree and hedgerow protection; habitats protection, avoidance and mitigation measures.
- Details of dust control measures.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use
- Traffic Management: details of site deliveries, plant on site, wheel wash facilities
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan. In particular, details of how pollution by land water or air will be prevented from affecting the SSSI.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: to ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction in accordance with PPW11 and Policies AW8 and AW10 of the Rhondda Cynon Taf Local Development Plan.

7. The parking spaces shall be retained in perpetuity in connection with the business unless otherwise agreed in writing by the Local Planning Authority. The approved details shall be implemented prior to beneficial occupation.

Reason: To ensure that vehicles are parked off the highway, in the interests of road safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.