

DELEGATED REPORT

Application No:	P/25/0312
Site Address:	Old Saw Mill Court Street Merthyr Tydfil CF47 8DU
Development:	Demolish existing units and construct five new units and associated parking
Case Officer:	Kate Glover
Site Visit:	11th December 2025
Application Expiry Date:	4th May 2026
Consultation reply date expired:	29th June 2026

APPLICATION SITE

The application site relates to a parcel of land containing a collection of single-storey industrial buildings. The site occupies a corner position at the junction of Court Street (northwest) and Yew Street (southwest). It is bounded by a railway line to the rear (northeast) and adjoins another existing industrial premises to the side (southeast). Unit 1 is used as parking and storage in association with a funeral director's business currently occupies the northern corner of the site. This unit benefits from its own dedicated vehicular access via Court Street. A second vehicular access point is accessed via Yew Street and leads to a parking area. The site is enclosed by boundary walls which exceed 3m in height.

External materials used on the existing buildings consist of a mixture of natural stone, render, concrete patching, and areas of wood and uPVC cladding, and the buildings incorporate large, industrial-scale roller shutter doors. Roofs feature a combination of corrugated iron and concrete tiles. The boundary walls are similarly mixed in finishes and include dressed stone, natural stone, render, concrete patches, red brick, and concrete blocks.

The built environment around to the site comprises of a mixture of uses, including retail, industrial/commercial units, public space and public buildings. The residential properties nearest to the site, are those which are located in Trevithick Gardens. The nearest residential properties to the site are located approximately 20m east and it is noted that the railway bridge is positioned between the site and these residential properties.

Directly opposite the site (northwest), is small church and there is a public car park approximately 40 metres distant in the same direction. To the south of the site are a

number of small units which contain a variety of commercial activities including a supermarket, and valeting and vehicle repair garages.

The site is not in, but adjacent to the boundary of the Town Centre conservation area. The site is also visible from an area of public open space which is located within the conservation area and this open space also contains St Tydfil's Church and Ironwork Fountain Canopy which are grade II listed buildings.

The application site is located within the settlement boundary, a Primary Growth Area, the Town Centre (High Street and Pontmorlais) Urban Character Area (UCA1) as designated within the Merthyr Tydfil Replacement Local Development Plan 2016-2031.

PROPOSED DEVELOPMENT

The application seeks to demolish the majority of the buildings on site, with only the vehicular access from Court Street and the northeast and northwest walls of the building currently used in association with the funeral directors to be retained. In place of the demolished structures, a single-storey building would be constructed and contain four commercial units with activities falling within the Use Class B2. The operational hours of the units are stated as: 08:00 to 18:30 Monday to Friday, 08:00 to 17:30 on Saturdays, and on Sundays and Bank holidays, 08:00 to 12:00.

The new building would measure approximately 5.20m high, 10.12m deep, and 24.7m long. The principal elevation would contain a standard door and larger openings finished with a roller shutter. The external materials are stated as being render and the roof box profile sheets.

The rear elevation of the proposed building would run along the northeastern boundary which is close to the railway bridge, and the side elevation (southwest) would form a portion of the boundary enclosure.

To the front of the principal elevation would be the sites, principal access, designated parking and turning area. The existing entrance via Yew Street would be closed and a new, vehicular access point would be created further along Yew Street. The new access would measure approximately 8.0m and would be fitted with sliding gates designed to operate along the inside of the new boundary wall. The internal courtyard area would accommodate parking for three vans and one car, a turning area and a dedicated bin storage area.

In respect of the boundary walls, a number of changes to the existing heights and materials are proposed. The section of the northwestern boundary wall that does not form part of the elevation for Unit 1 is to be repaired and finished in render, with a new pedestrian access entrance inserted towards its western end. The existing boundary wall along Yew Street would be demolished and, except for the position of the new vehicular access, replaced with a stone wall measuring approximately 1.06m in height, topped with 1.1m railings. Finally, the southeast boundary wall is to be reduced in height from approximately 5.21m to 3.62m.

A bat survey, Green Infrastructure Statement, and lighting plan have been submitted in support of the planning application.

PLANNING HISTORY

The relevant planning history is summarised below:

- | | |
|-----------|--|
| P/25/0313 | Two non-illuminated advertising boards
Pending consideration |
| P/11/0145 | Variation of condition 3 of planning consent P/10/0204 in order to retain a solid roller shutter door to the entrance to the yard
Approved: 28 Jul 2011 |
| P/10/0204 | Re-building of boundary walls with creation of window display and erection of store and alteration to roof cover
Approved: 07 Apr 2011 |

CONSULTATION

Planning Policy Officer No objections

Head of Engineering and Highways: No objection subject to conditions.

Planning Ecology Officer: No objection subject to conditions.

Dwr Cymru/Welsh Water: No objection subject to conditions.

Environmental Health Manager: No objection subject to conditions.

Transport for Wales: No objection.

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to adjoining properties and a site notice was displayed within the vicinity of the site.

No letters of representation were received following this publicity exercise.

POLICY CONTEXT

National Development Framework

Future Wales: the National Plan 2040 (February 2021) (Future Wales) sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

National Planning Policies

Planning Policy Wales (Edition 12, February 2024) (PPW).

The policies in PPW are supported by Technical Advice Notes (TANs). The most relevant TANs to this application are as follows:-

- TAN 24: The Historic Environment (May 2017)
- TAN 11: Noise (October 1997)

Local Planning Policies

The following policies of the Merthyr Tydfil County Borough Council Replacement Local Development Plan 2016-2031 (LDP) are relevant to the determination of this application:

- SW4 Settlement Boundaries
- SW11 Sustainable Design and Placemaking
- SW12: Improving the Transport Network
- EnW1 Nature Conservation and Ecosystem Resilience
- EnW4 Environmental Protection
- CW1: The Historic Environment
- EcW2: Protecting Employment Sites
- EcW3: Retail Hierarchy – Supporting Retailing Provision
- EcW5: Town and Local Centre Development

In addition, the application will be determined having regard to the advice contained within the following Supplementary Planning Guidance (SPG) Notes:

- Note 4, Sustainable Design
- Note 5, Nature and Development

PLANNING CONSIDERATIONS

The issues to consider under the assessment of this application relate to the principle of development, visual impact, including impact on the conservation area and listed buildings, impact on residential amenities, highway safety and parking, ecology, ground conditions, sewerage infrastructure and railway infrastructure.

Principal of Development

The Policy Team have not objected to the proposal and note that the development would be located within the settlement limits as defined by LDP Policy SW4, and is located within Merthyr Tydfil Town Centre, but outside the Primary Shopping Area.

Whilst the majority of the site is in a poor condition, evidence indicates the site was being used for a joinery business in 2016 and Unit 1 has been used as a funeral directors yard for many years. In addition, postal addresses associated with the site are indicated to be industrial uses and Ordnance Survey maps identify the site is a 'factory'.

Given the extant industrial nature of the site, its position directly adjacent to the railway bridge, other small industrial units in the vicinity, the demolition of the existing buildings and their replacement with new, although smaller, units falling under the B2 Use Class would not result in a change in the industrial nature and character of site.

It is noted that the use of Unit 1 would appear to continue as parking and storage connected with a funeral director's yard. Given that the public facing elevation on Court Street, does not include a public access points nor is there any intention to create a shop on the proposed plans, the continued use of this unit as a funeral directors yard would continue to be within the B2 Use Class.

Overall the proposal would not harm the vitality, attractiveness, and viability and would be complementary to the town centre. The proposed developments to the town centre

Accordingly, the proposal meets with the policy requirements of LDP policies EcW2, EcW3 and EcW5.

Visual Impact, Including Impact on the Conservation Area and Listed Buildings

The demolition of the existing buildings and their replacement with a smaller, new building featuring rendered elevations, pedestrian-sized doors, and roller shutter doors would not represent a significant detriment to the visual qualities of the site and surrounding area.

Similarly, the demolition and repairs to the boundary walls, would not harm the character and appearance of the area. The use of render on the northwest and southeast walls would be appropriate, and would match the elevations of the proposed units.

There would be visual connectivity between the site and the adjacent conservation area and the site can be seen from the area of public open space and, around the listed fountain. To ensure the colours of the external materials do not detract from public space and listed buildings, it is reasonable to control the finished colour of the proposed doors, roller shutter doors, and rendered areas. The use of stone and metal railings for the new boundary wall along Yew Street is welcomed.

Accordingly, the proposal complies with LDP Policies CW1, SW11 and TAN24.

Impact on Residential Amenities

The Environmental Health Manager has raised no objections to the proposal. The application site holds an established industrial use and is located adjacent to a mix of uses characteristic of its town centre setting. Notably, the immediate surrounding area is primarily non-residential, consisting of a supermarket and other small-scale commercial operations.

The nearest residential properties are situated within the residential estate Trevithick Gardens. A railway bridge intersects the intervening space between the application site and this estate, providing a significant physical buffer. Given this separation, it is highly unlikely that the proposed B2 operations would generate a level of noise or disturbance sufficient to warrant a refusal of planning permission. Further to this the fallback position in relation the extant industrial use of the site is noted.

Consequently, the proposal is considered to comply with LDP Policy SW11.

Highway Safety and Parking

The Head of Engineering and Highways, has not objected to the proposal and has provided advice in respect of manoeuvring space behind vehicles and recommended conditions in relation to the provision of a dedicated turning area, calculations for structures greater than 1.0m in height and within 1.0m of the highway, the height of the front boundary enclosure, the operation of the entrance gate and the finished surface of the access and parking area.

The Head of Engineering and Highways notes that the proposal does not strictly achieve the standard 6.0m long manoeuvring area behind parking spaces as set out in guidance provided by the Wales Parking Standards. However, the scheme represents a substantial material improvement over the existing site conditions, where vehicles currently have little

to no internal manoeuvring space. To address the short fall in turning space, they recommend that the space dedicated to delivery vehicles is instead used as a dedicated turning area and marked up as such on the site.

Technical details submitted in support of the application demonstrate that cars and light goods vehicles (vans) can, without relying on a dedicated area, safely enter, turn and egress the site in a forward gear. Further to this, given the modest scale of the development, which comprises of five small industrial units, it is unlikely that deliveries would be frequent enough to permanently occupy this space. Consequently, in the event that a vehicle requires additional manoeuvring clearance, it is entirely reasonable for the delivery space to serve a dual purpose, functioning flexibly as both a delivery and a shared manoeuvring area. As such it is considered that the requested condition would not be necessary in this instance.

The request for structural calculations for structures above 1.0m and within 1.0 metre of the highway is noted. However, planning conditions must be necessary, reasonable, relevant to planning, and should not duplicate controls available under other legislative regimes. The proposed walls are standard boundary enclosures and do not perform any retaining function. As such, the imposition of planning conditions for structural calculations is considered both unnecessary and unreasonable.

Regarding the recommended condition restricting the boundary wall to a maximum height of 0.9m to protect visibility, this restriction must be balanced against the significant betterment the scheme delivers. Further to this the height of the wall (approximately 1.06m) is provided on the submitted plans and the Head of Engineering and Highways has not objected to the proposal. While the existing access onto Court Street will remain unchanged, the primary access onto Yew Street is currently constrained by its 3.5m width and flanked by solid boundary walls which exceeding 2.0m in height. This arrangement severely limits driver visibility and forces vehicles to reverse onto Yew Street.

The proposed development improves this configuration by introducing an 8.0m wide access point. The solid boundary wall would be reduced to 1.06m in height, and while this wall will be topped with 1.1m high railings, this feature is visually open and provides a proportionate balance between active highway visibility and site security. Consequently, the proposed access represents an improvement to highway safety, rendering the strict 0.9m height condition unreasonable.

To ensure that the visibility benefits achieved by this development are secured for the lifetime of the development, it is considered necessary and reasonable to remove standard permitted development rights. A condition can be imposed to remove rights under Part 2, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), and prevent any future changes to open design of the railings or the construction of a solid wall to the height of the approved railings. As such any changes would require the express benefit of planning permission, thereby safeguarding highway and pedestrian safety.

Turning to the Yew Street access gate, the submitted plans confirm that a sliding mechanism would be used and which would be contained entirely within the site boundary, thus ensuring the gates would not open outwards into the road. To safeguard pedestrians and overall highway safety, a standard planning condition can be imposed to ensure that no future entrance gates are designed or altered to open outwards onto the highway.

Overall, the proposal offers a benefit to local highway safety and on site turning and parking provision and is, therefore, compliant with LDP Policy SW11.

Ecology

The Planning Ecologist has not raised any objection to the proposal and notes the submission of 'The Old Sawmill, Court Street, Merthyr Tydfil, Initial Bat Inspection Survey Report' by Ecological Services Ltd, dated March 2026, Issue 1B (Bat Survey).

The Bat Survey confirms there is no evidence of bats using the buildings as a summer roost. Furthermore, due to a lack of construction and deterioration of the structures, the site is highly unlikely to support bats for winter hibernation. Nevertheless, as a precautionary measure, the Bat Survey recommends that demolition works would not take place during the winter hibernation period.

The accompanying Green Infrastructure Statement (GIS) notes that a section of ivy would need to be removed to facilitate the demolition of the buildings. To mitigate this loss, a native honeysuckle plant would be planted against the inside of the repaired northwestern boundary wall, thus preserving local foraging opportunities. Biodiversity enhancements would be delivered through the installation of bird and bat nesting boxes positioned high on the northeast (rear) elevation of the new building.

Exterior lighting details have been provided and illustrate that all external illumination will consist of downward-pointing units fitted with localized PIR sensors, positioned no higher than 2.5 metres above ground level to prevent light spill.

Local planning authorities seek to ensure that green infrastructure is protected, enhanced and the effects of climate change mitigated. With regards to Chapter 6 of Planning Policy Wales (Edition 12) the proposal raises no significant concerns given the degree of ivy which would be lost and appropriate mitigation is proposed. The mitigation for the loss of ivy and ecological enhancements can be controlled by condition, thus providing additional and protected habitats in the local area, and therefore contribute to the wider green infrastructure objectives.

As such, the proposal meets with the requirements of LDP Policy EnW1.

Ground Conditions

The Environmental Health Manager does not object to the proposal and notes that the site is within 250m of potentially contaminated land, and historic maps show some fill features on site. Due to the potential for land contamination the Manager advises conditions are used to secure site investigations and any necessary remediation measures are carried out to ensure the site can be appropriately developed without posing any significant health and safety risk. Given the industrial use of the site and proximity to the railway line, these conditions would be reasonable and ensure that the proposal complies with Policy EnW4 of the LDP.

Sewerage Infrastructure

Dŵr Cymru Welsh Water (DCWW) draw attention to the approximate position of a public sewer that crosses under Unit 1, and the proposal is acceptable in principle as the proposed works appear to sit entirely outside the standard 3m sewer protection zone.

However, DCWW requested a pre-commencement condition requiring a structural method statement and risk assessment to ensure the sewer is protected during the demolition and construction phase.

While these assets must be protected, consideration must be given to planning conditions and the duplication of controls available under separate legislative frameworks, including building regulations. As such, the developer can secure a formal Build Over Agreement directly with the DCWW and or address the matter through the building control regime.

DCWW's recommended condition restricting surface water drainage to the public sewer can be imposed and standard informative advisory notes be appended to the decision notice. Accordingly, the proposal meets with the requirements of LDP Policy EnW4.

Impact on Railway Infrastructure

The site is directly adjacent to the nearby railway bridge. Transport for Wales (TfW) raises no objection to the proposal and requests that the applicants are made aware of the need to engage with Transport for Wales Asset Protection division in relation to any TfW assets, buried or otherwise. As such, the proposal does not raise any concerns in relation to impact on the railway and the proposal meets with the requirements of PPW12.

Conclusion

The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act") has been taken into consideration when determining this application. In reaching the following recommendation, the ways of working set out at section 5 of the WBFG Act have been considered and thus the proposal is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by section 8 of the WBFG Act.

Having regard to the policy context above, the proposal is considered to be acceptable and the following recommendation is made:

RECOMMENDATION: BE APPROVED subject to the following **CONDITIONS:**

1. The development shall begin not later than five years from the date of this decision.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and document:

Drawing Title: Existing and Proposed Site Plans, Drawing Number SM-04, Rev C,
Received on 27 April 2026

Drawing Title: Existing & Proposed Plans, Drawing No. SM-01, Rev D, Received on 12 June 2026

Drawing Title: Ecology Enhancement and Lighting Plan, Drawing No. SM-11, Rev A, Received on 30 June 2026

Drawing Title: Proposed Elevations, Drawing Number SM-03, Rev C, Received on 17 July 2026

Amended Ecological Survey - Initial Bat Inspection Report, Issue 1B, by BE Ecology, Received 30 June 2026

Green Infrastructure Statement and Biodiversity Enhancement Scheme Form, Received 17 July 2026

Reason -To ensure compliance with the approved plans and clearly define the scope of the permission.

3. **No development shall commence** until components 1 and 2 as set out below for a scheme to deal with the risks associated with land contamination have been submitted to and approved in writing by the Local Planning Authority:

1. A Phase 1 Preliminary Risk Assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from land contamination at the site

- 2. A Phase 2 Site Investigation Scheme, based on the findings of the Phase 1 assessment. The specific approach, scope, and methodologies of this investigation must be submitted to and approved in writing by the Local Planning Authority prior to any physical on-site drilling or sampling work being undertaken.

Following completion of demolition works but prior to the commencement of any building construction or foundation works, component 3 below must be submitted to and approved in writing by the Local Planning Authority:

- 3. The Results of the Approved Phase 2 Site Investigation alongside a detailed risk assessment and, based on these, an options appraisal and Remediation Strategy giving full details of the ground remediation measures required and how they are to be undertaken.

Prior to the beneficial use of the development, component 4 must be submitted to and approved in writing by the Local Planning Authority:

- 4. A Verification Report providing definitive data and evidence demonstrating that the works set out in the approved remediation strategy in (3) are complete, confirming the ground is safe for its intended use.

Reason - To ensure the risks associated with potential contamination at the site have been fully considered prior to the commencement of development, and where necessary, remediation measures and long term monitoring are implemented to prevent unacceptable risks from contamination. To accord with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

4. Prior to any building works associated with the alteration of Unit 1 and construction of Units 2, 3, 4 and 5 hereby approved, full details including samples and finished colour of the materials to be used for the proposed render finish, doors and roller shutter doors shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and maintained as such in perpetuity.

Reason - In the interests visual amenity of the area, the town centre conservation area and nearby listed buildings and to accord with TAN 24: The Historic Environment (May 2017) and Policies CW1 and SW11 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

5. **Prior to the development hereby approved coming into beneficial use** the bird and bat boxes shall be provided in accordance with approved plan Ecology Enhancement and Lighting Plan, Drawing No. SM-11, Rev A. The bird and bat boxes shall be maintained as such in perpetuity.

Reason - In the interest of biodiversity in accordance with the requirements of Planning Policy Wales 12, The Environment Wales Act and Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

6. **In the first planting season (March to May) after the development hereby approved coming into beneficial use**, the proposed planting shall be provided in accordance with the approved Green Infrastructure Statement and Biodiversity Enhancement Scheme Form. The scheme of planting shall be maintained as such in perpetuity.

Reason - In the interest of biodiversity in accordance with the requirements of Planning Policy Wales 12, The Environment Wales Act and Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

7. External lighting shall be erected strictly in accordance with approved plan Ecology Enhancement and Lighting Plan, Drawing No. SM-11, Rev A. Prior to the installation of any further external lighting, a revised lighting scheme shall be submitted to and approved in writing by the local planning authority. Any revised scheme of lighting shall be carried out in accordance with the approved details and retained in perpetuity thereafter.

Reason - In the interest of maintaining and enhancing biodiversity and to accord with Planning Policy Wales and Policy EnW1 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

8. **Prior to the development hereby approved coming into beneficial use** the approved vehicular access and parking/turning area shall be surfaced in consolidated materials (not loose stone or chipping) and shall be retained thereafter for the parking of vehicles. The parking and turning area shall remain available for such purpose in perpetuity.

Reason - In the interests of highway safety and ensure a suitable surface material is used, the parking and turning area is retained for the development and ensure

vehicles can exit the site in a forward gear, and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031)

9. At no time shall any access point on to the public highway or footpath be fitted with any doors or gates which open outwards.

Reason - To prevent obstruction to the highway, in the interests of highway safety to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

10. Notwithstanding the provisions of Class A of Part 2 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), the boundary enclosure along the Yew Street and Court Street frontages shall be retained as shown on approved plan Proposed Elevations, Drawing Number SM-03, Rev C. The approved stone boundary wall height, and the approved railings, shall not be changed, modified, or replaced with any alternative enclosure treatment or design.

Reason - To ensure that adequate highway visibility and sightlines are maintained for the new vehicular access on Yew Street in the interests of highway safety and the free flow of traffic, and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan (2016-2031).

11. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason - To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment and to accord with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

INFORMATIVES

1. This planning permission does not provide consent to undertake works that require a European Protected Species (EPS) licence. All bats and their roosts are protected under UK and European legislation. It is an offence to deliberately kill, injure, capture or disturb a bat or to recklessly damage or destroy their breeding sites or resting places.

If works are planned on a building/tree in which bats are found to be roosting, Natural Resources Wales (NRW) must be contacted. on 0300 065 3000 or at <https://naturalresources.wales/permits-and-permissions/species-licensing/apply-for-a-protected-species-licence/bat-licences/?lang=en>.

If work has already commenced and bats are found, or if any evidence that bats are using the site as a roost is found, work should cease and NRW should be contacted immediately.

Under these circumstances, an EPS licence is likely to be required to undertake the works within the law.

2. All birds, their nests and eggs are protected by law under the Wildlife and Countryside Act 1981 (as amended) while they are breeding.

If works to any trees, hedgerows and/or other nesting bird habitat (including buildings with suitable features) are to be undertaken, they will take place outside of the bird nesting season. If the works must be undertaken during the nesting season (generally from 1st March until 31st August, although birds are known to nest outside of these dates in suitable conditions), a breeding bird survey will be required and must be carried out by a suitably qualified ecologist. Any active nests identified will be protected until the young have fledged.

Where a Schedule 1 species (as defined in the Wildlife and Countryside Act - <https://www.legislation.gov.uk/ukpga/1981/69/schedule/1>) is involved, compensation for impacts, e.g., loss of nesting sites, will be devised and implemented.

3. Please be advised that the granting of this planning permission does not grant any Advertisement Consent under the Town and Country Planning (Control of Advertisements) Regulations. Any advertisement or signage displayed on the approved plans is not covered by this permission. The display of any advertisement is subject to a separate application process and is dealt with under permission reference P/25/0313.
4. The applicant is advised that the development site is located adjacent to Amey Infrastructure Wales (AIW) managed rail infrastructure. Prior to the commencement of any demolition or construction works onsite, the developer must contact AIW Asset Protection to establish a Basic Asset Protection Agreement and determine any potential interface with railway assets. The AIW Asset Protection team should be contacted initially via email at: CVLassetprotection@amey.co.uk.
5. The developer/applicant attention is drawn to the consultation response from Dwr Cymru Welsh Water (DCWW) received 24 June 2026. Although the proposed development is located more than 3 metres from the public foul sewer, the applicant is advised that DCWW retains statutory rights of access to its apparatus under the Water Industry Act 1991. The applicant must contact DCWW Developer Services before starting work to ensure that structural loads or excavations do not adversely affect the asset. Compliance with Building Regulations Part H may also be required.

The developer/applicant attention is also drawn to the advisory notes set out in the consultation response from DCWW received 24 June 2026.

RECOMMENDATION ENDORSED *G. Davies*

PP. Director of Neighbourhood Services

DATE: 20th July 2026