

# Planning Statement

Proposed Mixed-Use  
redevelopment

Commercial Street, Risca

On behalf of Lidl Great Britain Ltd

**PAC DRAFT**

February 2025



## Document control

Prepared by	Rhianon Jones
Checked by	Rob Mitchell

PAC DRAFT



# Contents

<b>1.0</b>	<b>Introduction.....</b>	<b>1</b>
1.2	Lidl's Investment in Risca.....	1
1.3	Purpose and Structure of Report.....	1
<b>2.0</b>	<b>Application Site and Surroundings .....</b>	<b>3</b>
2.1	The Application Site.....	3
2.2	Active Travel and Site Accessibility.....	5
2.3	Planning History .....	6
2.4	Pre-application Consultation and Engagement.....	7
2.5	Statutory Planning Application Consultation .....	7
<b>3.0</b>	<b>The Proposed Development.....</b>	<b>8</b>
3.1	Description of Development .....	8
3.2	Land Use .....	8
3.3	Design and Scale .....	8
3.4	Access and Parking.....	9
3.5	Landscaping and Green Infrastructure.....	10
3.6	Summary .....	10
<b>4.0</b>	<b>Planning Policy Context .....</b>	<b>11</b>
4.1	The Development Plan.....	11
4.2	Future Wales: The National Plan 2040 (February 2021) .....	11
4.3	Caerphilly Local Development Plan (to 2021).....	11
4.4	Other Material Considerations.....	15
4.5	Caerphilly Annual Monitoring Report 2024 .....	18
<b>5.0</b>	<b>Planning Considerations .....</b>	<b>20</b>
5.1	Introduction.....	20
5.2	Principle of Development .....	20
5.3	Local Housing Need .....	21
5.4	Placemaking and Design.....	22
5.5	Heritage .....	22
5.6	Flood Risk and Drainage.....	22
5.7	Biodiversity and Green Infrastructure.....	24
5.8	Arboricultural .....	25



5.9	Transport .....	25
5.10	Noise .....	25
5.11	Air Quality .....	26
5.12	Ground Conditions.....	26
5.13	Economic Benefit.....	27
<b>6.0</b>	<b>Summary and Conclusions .....</b>	<b>29</b>

### List of Appendices

Appendix 1 – Site Location Plan

Appendix 2 - Illustrative Layout Plan

PAC DRAFT



## 1.0 Introduction

- 1.1.1 This Planning Statement has been prepared by CarneySweeney (CS) on behalf of the applicant, Lidl Great Britain Ltd, in support of an outline planning application for the proposed mixed-use, residential-led redevelopment of the existing Lidl store site at Commercial Street, Risca ('the site').
- 1.1.2 The formal description of the development ("Proposed Development") is as follows:  
*'Demolition of the existing retail store and construction of a mixed-use residential (Use Class C3) and commercial (Use Classes A1, A2, A3) development including drainage infrastructure, landscaping, parking and all associated development.'*
- 1.1.3 This application is made in outline, with all matters reserved except access.
- 1.1.4 The proposed indicative scheme will be mixed-use combining dwellings (apartments and townhouses) and ground floor flexible commercial use fronting Commercial Street.
- 1.1.5 The site boundary is illustrated by the Site Location Plan which is included at Appendix 1. An Illustrative site layout (Appendix 2) is provided along with the supporting Design and Access Statement (prepared by HTC Architects) to illustrate the potential future comprehensive redevelopment of the application site.

## 1.2 Lidl's Investment in Risca

- 1.2.1 Lidl is committed to continuing to serve the local retail needs of Risca. Lidl intends to relocate the existing store to a nearby location 500m to the south along Commercial Street. A separate planning application has been submitted for an improved and larger Lidl store at the Former Bird Factory site, Commercial Street. The schemes are intended to be delivered in a phased manner.

## 1.3 Purpose and Structure of Report

- 1.3.1 This report focuses on the general planning policy issues associated with the application proposals. It is intended to assist Caerphilly County Borough Council (CCBC) in its determination of the application and has been prepared in accordance with the requirements set out in the Local Development Plan, Future Wales: The National Plan 2024, and Planning Policy Wales.
- 1.3.2 This report is not a standalone document and should be read in conjunction with the Design and Access Statement and other technical documents and drawings submitted with the application.
- 1.3.3 The remainder of the report is structured as follows:
- Section 2 provides a detailed description of the site;
  - Section 3 sets out the proposed development;



- Section 4 provides a summary of the relevant development plan policies;
- Section 5 outlines the key planning considerations; and
- Section 6 presents the overall conclusions.

PAC DRAFT



## 2.0 Application Site and Surroundings

### 2.1 The Application Site

- 2.1.1 The site lies within the defined settlement boundary of Risca. Risca forms part of the Southern Connections Corridor area in the southeastern extent of Caerphilly County Borough.
- 2.1.2 Risca, a linear settlement, sits between the A467, the Ebbw River, and the railway line, all running northwest to southeast. Newport lies approximately 4 km to the southeast of the site and Cardiff 7 km to the south.
- 2.1.3 The application site is located within Risca Principal Town Centre boundary as defined by the adopted Local Development Plan (LDP), which services a large area of the Southern Connection Corridor within the Lower Islwyn area.
- 2.1.4 The site comprises an existing Lidl food retail store and a customer parking area. As outlined in Section 1, Lidl is committed to continuing to serve the local retail needs for Risca and intends to relocate to a nearby location 500m to the south along Commercial Street. A separate planning application has been submitted for an enhanced replacement Lidl store at the Former Bird Factory site, Commercial Street.
- 2.1.5 **Figure 2.1** illustrates the application site location in context with the proposed relocation for the Lidl site.

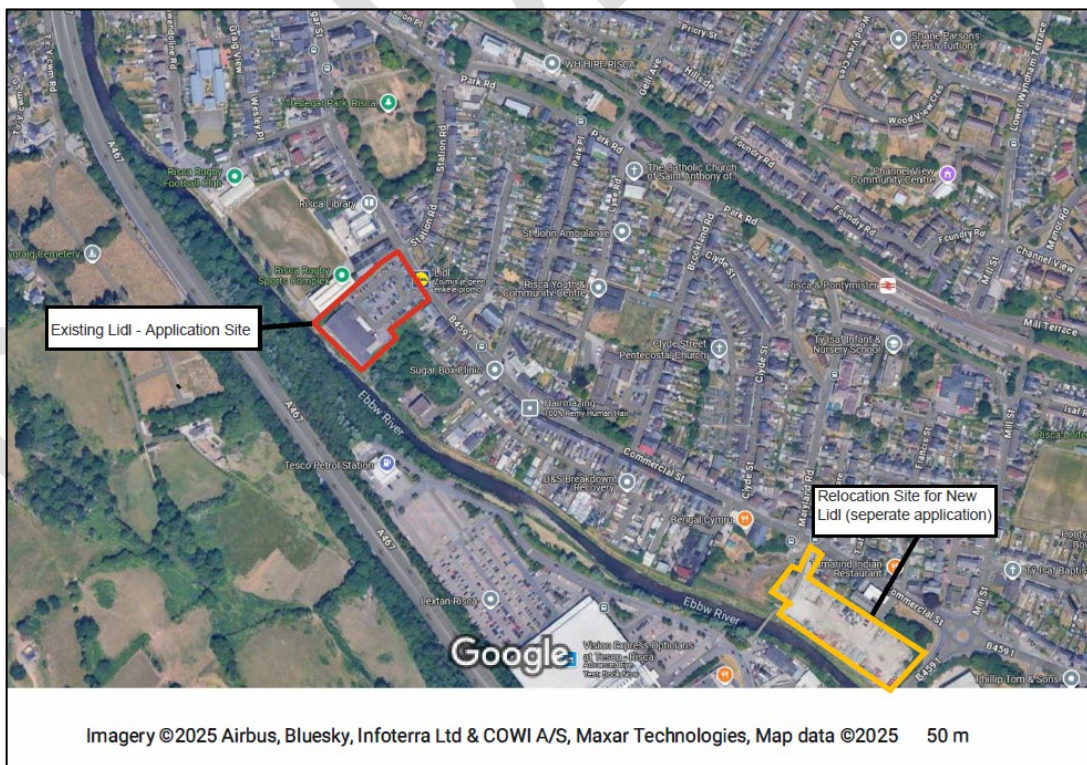


Figure 2.1: Site Context: Existing Lidl and Proposed Relocation



- 2.1.6 The application site is rectangular in shape and located off Commercial Street. It extends to 0.67ha and is generally level in nature. The application site is bound to the northeast by Commercial Street and the Ebbw River to the southwest. Risca Rugby Club and Bethany Baptist Church bound the site to the northwest. Risca Dental Practice and an area of woodland bounds the site to the southeast. The site has a generous frontage onto Commercial Street.
- 2.1.7 Vehicular access to the site is from Commercial Street providing access to both the customer car park and service area for deliveries to the store.
- 2.1.8 The site does not lie within a Special Landscape Area, nor is it affected by any conservation areas and there are no listed buildings on the site. There are a number of listed buildings nearby, as follows:
- Grade II Bethany English Baptist Church and attached Sunday School Listed building - Grade II adjoining the site to the west;
  - Grade II Commercial Street War Memorial Listed building – directly opposite the site on Commercial Street; and
  - Grade II Former Risca Palace Cinema Listed building –to the west, just beyond the Bethany English Baptist Church and attached Sunday School.
- 2.1.9 The site does not lie within or near an Air Quality Management Area. The NRW Development Advice Map (DAM) shows the site as falling within Zone C1 and Draft Flood Map for Planning Flood Zone 2 TAN15 Defended Zone along with the whole of Risca Town Centre. The site lies within a Coal Mining Reporting Area. The Ebbw River, directly to the south of the site, is a non-statutory Site of Importance Nature for Conservation (SINC). There are no other statutory or non-statutory designations of relevance to the site.
- 2.1.10 The character of the surrounding area is representative of a town centre location with a variety of uses in close proximity to the site, including comparison and convenience shops, financial and professional services, food and drink outlets, churches, sports facilities, as well as housing. The shops within the town centre are predominantly small independent retailers, giving Risca the feel of a market town. The former Palace Cinema, which lies near the site along Commercial Street has been redeveloped into a Library and Customer First facility. The town benefits from having the large Tredegar Grounds Park located at its centre, and approximately 50m to the north of the site along Commercial Street. Risca Primary School lies within a walking distance of approximately 250m and Ty Isaf Infant and Nursery School within a walking distance of approximately 700m.
- 2.1.11 The built architecture of the area of Risca is typical of a Welsh Valley town and is characterised by Welsh terraces of mid-19th Century and 20th Century. The town lies at the south-eastern





edge of the South Wales Coalfield and a coal mine used to operate in the town with terraced housing nearby for miners.

## 2.2 Active Travel and Site Accessibility

2.2.1 Owing to its prominent town centre location, the site scores very highly in Active Travel terms and is a sustainable location for new housing. The accessibility of the site will actively promote the use of alternative modes of travel by proposed residents. The proposed residents would benefit from various facilities which are located within walking distance of the site, including a doctor surgery, pharmacy, police station, Tredegar Park and other sports fields, Risca Library, primary schools, and dentist. See **Figure 2.2** below.



**Figure 2.2 Local Amenity Context**

2.2.2 Bus stops are situated 70m to the east along Commercial Street, which provides access to all the key bus services routing through Risca. These services provide frequent bus travel opportunities through both Risca and the wider area.

2.2.3 Risca and Pontymister rail station is located a short walk from the site. The station provides access to regular rail services routing between Cardiff / Newport and Ebbw Vale, which can support potential longer distance employee commuting trips to the site.

2.2.4 In summary, it is considered that the site has high levels of accessibility by most of the main non-car modes of transport. Access to the site by foot and cycle is of an excellent standard, and



bus connections are also available within close proximity, thereby enabling access to the site from a range of local destinations.

## 2.3 Planning History

2.3.1 An online search of the Council's planning page has revealed the following planning history relating to the application site.

**Table 2.1. Planning History**

Application Ref.	Description	Date	Status
15/1193/FULL	Erect front extension to Lidl Foodstore and install new external trolley bay and entrance lobby with associated works	11/03/2016	Approved
P/00/0179	Amend Conditions (6), (8) and (12) of planning permission P/99/1034	13/04/00	Refused
P/99/1034	Construct food retail unit and associated car parking	10/02/00	Approved
Lidl Operational	Description	Date	Status
16/0054/NCC	Vary Condition 8 of planning consent 10/0162/NCC (Vary Condition (8) of Planning Permission P/99/1034 not to open to customers before 0800 hours or after 2100 hours on any day) in order to provide uniform servicing hours	30/03/2016	Approved
P/01/1037	Amend condition to allow greater delivery hours	06/12/2001	Approved
10/0162/NCC	Vary Condition (8) of Planning Permission P/99/1034 not to open to customers before 0800 hours or after 2100 hours on any day	03/06/2010	Approved
07/1277/ADV	Erect one wall mounted advertising hoarding	27/11/2007	Approved
07/0023/ADV	Erect free standing sign	17/07/2007	Refused
12/0080/ADV	Replace flagpole sign	13/04/2012	Approved
16/0464/ADV	Erect various signage	03/08/2016	Approved
Adjoining – Land Rear of 3-39 Commercial Street	Description	Date	Status
07/1261/OUT	Construct two retail units and associated car parking	17/02/2011	Approved

### Land Rear of 3-39 Commercial Street

2.3.2 Land to the southeast of the site forms a historic allocation for commercial development in the LDP (adopted 2010, Allocation C4.8), and outline planning permission for two retail units was granted on the site in 2011 (under ref. 07/1261/OUT). However, no reserved matters or details



relating to conditions were submitted. The planning permission lapsed in February 2016. This land is within the control of Lidl.

- 2.3.3 Since the LDP allocation, and indeed the outline planning permission on the site, vegetation and trees have established on the site. In the context of PPW12 and the requirements of Chapter 6, it is considered that redevelopment of the land is not deliverable or viable. Nonetheless, as outlined in Section 3, the illustrative layout ensures maintenance access for ecological and/or landscaping purposes can be achieved if required.

## **2.4 Pre-application Consultation and Engagement**

- 2.4.1 The application submission follows discussions with Caerphilly County Borough Council Planning Officers, initiated in November 2024 whereby the draft proposals were submitted to the LPA for comment, including, inter alia, the principle of mixed-use development on the site.
- 2.4.2 A separate pre-application SAB enquiry was submitted to the Caerphilly County Borough Council SAB Officers in January 2025. The team also carried out pre-application discussions with Dwr Cymru Welsh Water (DCWW) in February 2025. DCWW was consulted for confirmation of foul and freshwater capacity in this area of Risca and to understand the position of any underground assets. This process has helped to inform the design layout.

## **2.5 Statutory Planning Application Consultation**

- 2.5.1 The Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 (“the 2016 Order”) sets out the requirements to undertake pre-application consultation (PAC) in respect of all planning applications for major development.
- 2.5.2 This draft Planning Statement is submitted in the context of the PAC requirements. On completion of the PAC process, a PAC report will be submitted with the full planning application in due course.
- 2.5.3 The PAC report will detail the pre-application consultation undertaking including documenting responses to the pre-application consultation; and how feedback is addressed in the application proposals.



## 3.0 The Proposed Development

### 3.1 Description of Development

3.1.1 The proposed development seeks outline planning permission and is described as follows:

*“Demolition of the existing retail store and construction of a mixed-use residential (Use Class C3) and commercial (Use Classes A1, A2, A3) development including drainage infrastructure, landscaping, parking and all associated development.”*

3.1.2 As outlined above, a separate planning application has been submitted for the latest generation replacement Lidl store at the Former Bird Factory site, Commercial Street. Both schemes are intended to be delivered in a phased manner. Once complete, the combined schemes will result in Risca benefiting from:

- A modernised and enhanced Lidl on a site 500m to the east of the current store. The new store will significantly increase the staff and customer experience and offer.
- The delivery of much-needed new homes within a sustainable location in the heart of Risca Town Centre.
- The creation of an active street presence at the frontage of Commercial Street with ground floor commercial space proposed.
- A number of other spin-off benefits for both sites including improving active travel links including pedestrian connections to the town centre, green infrastructure enhancements, and job creation (construction and operation).

### 3.2 Land Use

3.2.1 The range of uses and approximate floorspace/unit numbers are set out below. It should be noted that this represents a maximum quantum of floorspace that could be delivered as part of the redevelopment.

- Up to 42 residential dwellings comprising a mix of 1 and 2-bedroom apartments and townhouses. The proposals will be at least LDP policy compliant (10%) with regard to affordable housing;
- Up to 3770 sq ft / 350 sq m (GIA) flexible commercial use at ground floor (Use Classes A1, A2 and A3).

### 3.3 Design and Scale

3.3.1 The main principles that have informed the development relate to the retention of site access point, responding drainage easements, buffer zones and taking advantage of the site topography to introduce a SAB attenuation feature at the lowest point on the site. The illustrative



layout ensures maintenance access for ecological or landscaping purposes can be achieved to the adjoining land if required.

- 3.3.2 Re-establishing a ‘strong’ streetscape along Commercial Street is a key objective of this design. The mixed-use development block will front onto Commercial Street, creating an attractive and cohesive street scene, with an appealing use of glazing that creates a distinctive and active frontage.
- 3.3.3 The scale of development has been informed by an analysis of the local context. Storey heights will generally be 2 storeys across the site with the use of 3 storeys to help establish a strong presence along Commercial Street. The upper and lower limits for heights, width, and length are set out in Table 3.1.

**Table 3.1 Minimum and Maximum Scale**

	Residential Dwelling	Residential Apartment Block	Mixed-Use Block
<b>Upper</b>	Height: 9m Width: 7.2m Length: 12.5m	Height: 14m Width: 13.1m Length: 20.2m	Height: 14m Width: 20.15m Length: 34.4m
<b>Lower</b>	Height: 5m Width: 4.2m Length: 8.5m	Height: 7m Width: 9.1m Length: 12.5m	Height: 10m Width: 16.15m Length: 30.4m

- 3.3.4 However, detailed design matters, such as visual appearance, materials and architectural detailing will be considered as part of subsequent reserved matters applications. Despite this, the outline proposals have established an overarching design approach that emphasises high-quality, sensitive urban design that responds to the surrounding contextual character, which will be further reflected at the detailed design stage by the layout and individual buildings.
- 3.3.5 Further details are provided on the accompanying Illustrative Site Layout Plan and Design and Access Statement prepared by HTC Architects.

### 3.4 Access and Parking

- 3.4.1 Vehicular access to the development will be provided via the existing access point from Commercial Street.
- 3.4.2 The site location is within a highly accessible area within Risca, and the development will harness this connectivity by integrating pedestrian and cycle access throughout. The ground-



floor retail units will open directly onto Commercial Street, fostering active engagement with the street and promoting foot traffic.

- 3.4.3 The development will provide off-street parking spaces, which are designed to meet the needs of both residents and commercial users, ensuring ample parking without overwhelming the site. Cycle parking will be provided within the development to encourage the use of bicycles as a sustainable mode of transportation.

### 3.5 Landscaping and Green Infrastructure

- 3.5.1 The proposed site will improve connectivity through planting along the northwest, northeast and southeast boundaries, which link to off-site vegetation. The development will include green spaces and communal areas for residents. Sustainable Urban Drainage Systems (SuDS) can be incorporated into the landscaping design to manage stormwater effectively. Additionally, native planting and biodiversity measures will be integrated into the public and private spaces to improve the ecological value of the site.

- 3.5.2 Further details regarding the landscape and green infrastructure approach are included within the suite of landscape drawings and Green Infrastructure Statement prepared by Corscadden Associates.

### 3.6 Summary

- 3.6.1 In summary the illustrative layout provides the following:

- Up to 350 sq m of high-quality ground floor commercial space (Use Class A1, A2 and/or A3) which provides active frontage onto Commercial Street);
- Provision of high-quality housing with a range of house types, sizes and tenures, including affordable housing that responds to locally identified needs;
- Strong accessibility within Risca Centre and strong accessibility to local public transport through pedestrian and cycle connections;
- A proposed urban form that responds to the local character through appropriate scale and form;
- Retained access to adjoining land to allow for management of existing hedgerows and trees and the introduction of ecological enhancement on site to promote biodiversity and ecology;
- Planting through the developed area of the site to soften the street scene;
- Creation of a green buffer along the southern boundary that will help ensure access to flood defences; and
- Creation of a SUDS attenuation pond.



## 4.0 Planning Policy Context

### 4.1 The Development Plan

4.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

4.1.2 The Development Plan for this site comprises:

- Future Wales – The National Plan 2040 (published February 2021)
- The Caerphilly County Borough Council Local Development Plan (adopted November 2010)

### 4.2 Future Wales: The National Plan 2040 (February 2021)

4.2.1 Future Wales is the Welsh Government's highest tier of development plan in Wales. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole. Under policy one of this document, 'where Wales will grow', the Welsh Government supports sustainable growth in all parts of Wales.

4.2.2 Policy 2 'Shaping Urban Growth and Regeneration – Strategic Placemaking' which sets out that the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure.

4.2.3 Policy 9 'Resilient Ecological Networks and Green Infrastructure' notes the importance of enhancing ecosystems, biodiversity and green infrastructure when considering approaches to development proposals through nature-based methods.

4.2.4 Policy 12 'Regional Connectivity' refers to improving the connectivity in urban areas by integrating active and sustainable travel and public transport. Active travel is encouraged in all new developments in the form of walking and cycling to promote a reduction in the reliance on the private car.

### 4.3 Caerphilly Local Development Plan (to 2021)

4.3.1 The Caerphilly County Borough Council adopted their LDP in November 2010. It forms part of the statutory development plan alongside Future Wales - The National Plan 2040. The LDP is intended to form the adopted development plan for Caerphilly Borough up to 2021 and is therefore now time expired.

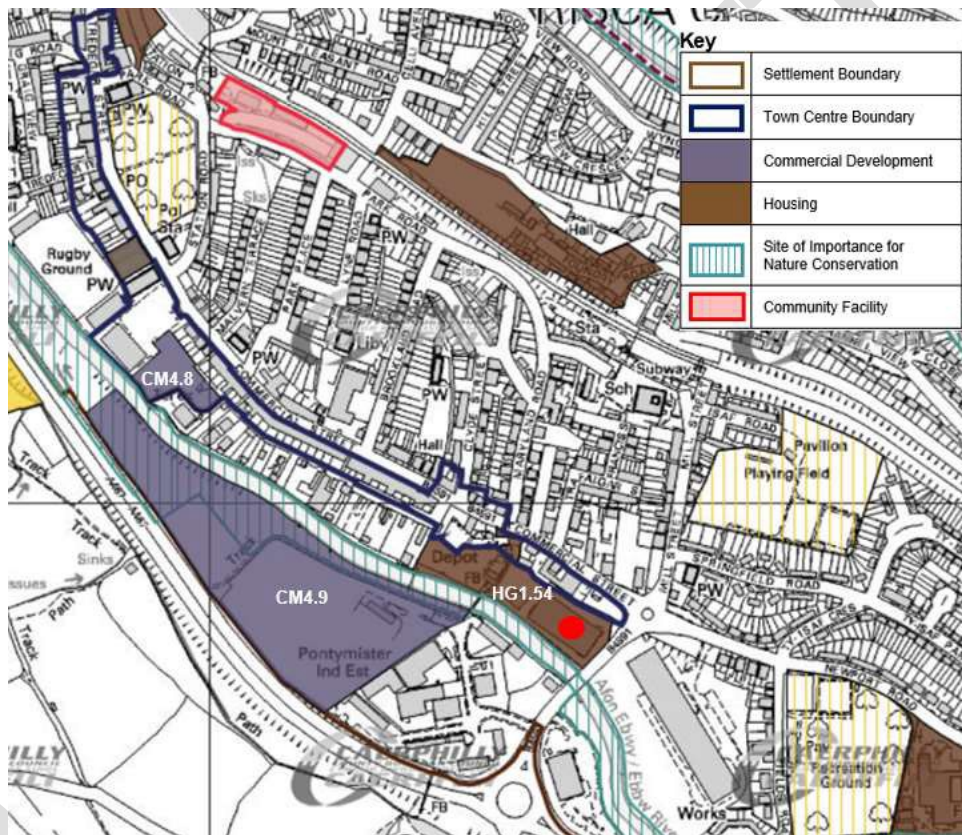
4.3.2 The LDP identifies Risca as an important key settlement within the Southern Connections Corridor (SCC) and is classed as a Principal Town (**LDP Policy SP4**).



4.3.3 The LDP advises that whilst there is a need for Risca to continue to capitalise on its proximity to Newport and Cardiff, the priority and emphasis will be on the redevelopment of existing sites and not on the release of any substantial new greenfield land (para. 3.166).

4.3.4 The LDP Proposals Map shows the site is located within the settlement boundary (**LDP Policy SP5**) and within the Town Centre boundary (**LDP Policy CM1.4**). The application site is not subject to any site-specific policy designations and can be described as ‘white land’. Land to the southeast of the site is allocated for commercial development (**LDP Policy CM4**). This commercial allocation is based on a lapsed planning permission for retail uses.

4.3.5 An extract from the LDP Map is provided **Figure 3.1**.



**Figure 3.1: LDP Proposal Map Extract**

4.3.6 The policies of relevance to the proposed development are discussed in further detail below.

**Principle of Development**

4.3.7 **Policy SP3 Development Strategy** – advises that development proposals in the Southern Connections Corridor will promote sustainable development that: uses previously developed land within settlement limits; reduces car-borne trips by promoting more sustainable modes of travel; makes the most efficient use of the existing infrastructure; has regard to the social and economic function of the area and; protects the natural heritage from inappropriate forms of development.





- 4.3.8 **Policy SP4 Settlement Strategy** - states that the Council supports existing settlements, which will be enhanced based on their role and function in the settlement strategy. Under this Policy, Risca has been identified as a Principal Town.
- 4.3.9 **Policy SP5 Settlement Boundaries** - states that settlement boundaries define areas where development would normally be allowed. This policy also promotes the effective use of land and concentration development within settlements.
- 4.3.10 **Policy SP14 Total Housing Requirement** - states that the Council has made provision for 10,269 dwellings. Paragraph 1.80 states that opportunities for residential development will be targeted at settlements with good rail and bus services.
- 4.3.11 **Policy SP15 Affordable Housing Target** - states that the Council seeks to deliver at least 964 affordable dwellings during the plan period. Paragraph 1.81 suggests that the provision of a choice of housing that is affordable to the local population is vital to the Caerphilly population accessing good quality homes.
- 4.3.12 **Policy CW11 Affordable Housing Planning Obligations** – the Council will seek to negotiate 10% of affordable housing in the Rest of Caerphilly County Borough (which excludes) area on sites of 5 or more dwellings.
- 4.3.13 **Policy CW14 Use Class Restrictions: Retail** – sets out that changes of use of the ground floors of class A1 retail premises to other uses will only be permitted in Principal Town Centre where:  
i) The commercial vacancy rate of the centre has been over 10% for over a year and ii) For a change to residential use the property is located on the edge of the centre.
- 4.3.14 **Policy CW15 General Location Constraints** - ensures that development proposals will be considered against the following criteria where they apply: (A) Development proposals will not be permitted if they prejudice the implementation of wider comprehensive redevelopment or constrain the development of any adjacent site for its allocated land use; (B) Within the settlement boundaries, proposals for all types of development accord with the role and function of the settlement within which they are located.
- 4.3.15 **Policy CM1 Principal Town Centre Boundary** - defines boundaries for the Principal Town Centres in the SCC which includes Risca.

**Placemaking and Design**

- 4.3.16 **Policy SP6 Place-Making** - which seeks to ensure that development proposals contribute to creating sustainable places by having full regard to the context of the local, natural, historic and built environment and its special features.
- 4.3.17 **Policy CW2 Amenity** Development proposals must have regard for all relevant material planning considerations in order to satisfy the following requirements: A. There is no unacceptable impact on the amenity of adjacent properties or land; B. The proposal would not result in



overdevelopment of the site and / or its surroundings; C. The proposed use is compatible with surrounding land uses and would not constrain the development of neighbouring sites for their identified land and; D. Where applicable, the viability of existing neighbouring land uses would not be compromised by virtue of their potential impact upon the amenity of proposed new residential development

- 4.3.18 **Policy CW10 Leisure and Open Space Provision** - which requires developments which accommodate 10 or more dwellings to make provision for; well-designed open space; and appropriate formal children's play facilities.

**Active Travel and Highways Considerations**

- 4.3.19 **Policy CW1 Sustainable Transport, Accessibility and Social Inclusion** - which sets out that development proposals that are likely to generate a significant number of trips will only be permitted provided:

A Walking and cycling are modes of travel which have been actively encouraged for short trips to and within the development and to nearby services and facilities, including public transport nodes, through the provision of appropriate infrastructure

B Provision has been made for ease of cycling, including secure bike storage and cyclist facilities

C It has been demonstrated that where a significant number of freight trips will be generated, the least environmentally damaging route will be utilised

D The use of Green Travel Plans has been encouraged, where appropriate

- 4.3.20 **Policy CW3 Design Considerations – Highways** – which sets out that development proposals must have regard for the safe, effective, and efficient use of the transportation network and ensure that new access roads within development proposals are designed to a standard that: i Promotes the interests of pedestrians, cyclists and public transport before that of the private car, and ii Safely and effectively accommodates the scale and nature of traffic, which those roads are intended to serve.

- 4.3.21 **Policy SP21 Parking Standards** states in order to implement the Parking Standards laid out in the CSS Wales Parking Standards 2008, the Council will identify Parking Zones. The site is considered to sit within parking Zone 2 (town centre or city fringe) and Zone 3 (urban).

**Built Heritage and Natural Heritage**

- 4.3.22 **Policy SP10 Conservation of Natural Heritage** - states that the Council will protect, conserve, enhance and manage natural heritage.

- 4.3.23 **Policy CW4 Natural Heritage Protection** - which advises that development proposals that affect locally designated natural heritage features, will only be permitted where they conserve and where appropriate enhance the distinctive or characteristic features of the Special Landscape Area (SLA) or Visually Important Local Landscape (VILL) and when in close proximity to sites



designated as Sites of Importance for Nature Conservation (SINC) proposals either: i) Conserve and where appropriate enhance the ecological or geological importance of the designation, or ii) Are such that the need for the development outweighs the ecological importance of the site, and where harm is minimised by mitigation measures and offset as far as practicable by compensation measures designed to ensure that there is no reduction in the overall value of the area or feature.

4.3.24 **Policy NH3 Sites of Importance for Nature Conservation** are identified and will be protected at locations including the Ebbw River.

4.3.25 **Policy CW6 Trees, Woodland and Hedgerow Protection.** Development proposals on sites containing trees, woodlands and hedgerows, or which are bordered by one of more such trees or hedgerows, will only be permitted provided that:

A Where arboricultural surveys are required, they are submitted and approved, including any mitigation, compensation or management requirements, as part of the planning application.

B Root systems will be retained and adequately protected for the duration of all development activity on site.

C Development proposals have made all reasonable efforts to retain, protect and integrate trees, woodlands or hedgerows within the development site.

D Where trees, woodlands or hedgerows are removed, suitable replacements are provided where appropriate.

**Drainage**

4.3.26 **Policy CW5 Protection of the Water Environment** - Development proposals will only be permitted where they do not have an unacceptable adverse impact on the water environment, and where they would not pose an unacceptable risk to the quality of controlled waters (including groundwater and surface water).

**4.4 Other Material Considerations**

**Planning Policy Wales Edition 12 (February 2024)**

4.4.1 PPW 12 sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes (TANs). In accordance with the Well-Being of Future Generations (Wales) Act 2015, the primary objective of PPW, as set out at Paragraph 1.2, is “to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales”.

4.4.2 Key sections relevant to the proposals include:

4.4.3 **Previously Developed Land** - PPW12 indicates that previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is



suitable for development (para 3.55) and one of the national sustainable placemaking outcomes involves prioritising the use of previously developed land and existing buildings.

- 4.4.4 **Placemaking** – PPW12 sets out that, to maximise well-being and the creation of sustainable places, the concept of ‘placemaking’ should be at the heart of the planning system. Paragraph 2.8 advises that development proposals “must seek to promote sustainable development and support the well-being of people and communities across Wales. This can be done by maximising their contribution to the achievement of the seven well-being goals and by using the five Ways of Working, as required by the Well-being of Future Generations Act. This will include seeking to maximise the social, economic, environmental and cultural benefits while considering potential impacts when assessing proposals and policies in line with the Act’s Sustainable Development Principle”. Paragraph 2.9 goes on to clarify that “The most appropriate way to implement these requirements through the planning system is to adopt a placemaking approach to plan making, planning policy and decision making”.
- 4.4.5 **Healthy Lifestyles** – Promoting healthier places forms a key Well-Being Goal set out in PPW12. Paragraph 3.22 states LPA’s “...should develop and maintain places that support healthy, active lifestyles”. Paragraph 3.20 highlights “Disadvantaged and deprived communities tend to be disproportionately affected by health problems”.
- 4.4.6 **Accessibility** – PPW12 sets out that the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which for example: “are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car” (Paragraph 4.1.10). Paragraph 4.1.32 continues to indicate that: “Planning authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling”.
- 4.4.7 **Green Infrastructure (GI)** – PPW12 explains that GI plays a fundamental role in shaping places and our sense of well-being, and is intrinsic to the quality of the spaces we live, work and play in. Paragraph 6.2.4 advises that the planning system must maximise its contribution to the protection and provision of green infrastructure assets and networks as part of meeting society’s wider social and economic objectives and the needs of local communities. PPW further advises that a green infrastructure statement should be submitted with all planning applications and that this will be proportionate to the scale and nature of the development proposed describing how green infrastructure has been incorporated into the proposal. In the case of minor development, this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question.



**Technical Advice Notes**

- 4.4.8 **Technical Advice Note 2: Planning and Affordable Housing (published June 2006)** - ensures that planning contributes to the need for affordable housing to achieve mixed and sustainable communities. It demonstrates how local planning authorities and developers can work together to deliver affordable housing and social inclusion.
- 4.4.9 **Technical Advice Note 11: Noise (1997)** – which sets out that Local planning authorities should consider whether proposals for new noise-sensitive development would be incompatible with existing activities, taking into account the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future. Such development should not normally be permitted in areas which are, or are expected to become, subject to unacceptably high levels of noise and should not normally be permitted where high levels of noise will continue throughout the night.
- 4.4.10 **Technical Advice Note 18: Transport (2016)** - explores the transport aspect of planning developments and in terms of this application, it is important to take note that “maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels” (paragraph 4.13).
- 4.4.11 **Technical Advice Note 24: The Historic Environment TAN (2017)** - provides specific guidance on aspects of the historic environment including on Listed Buildings and conservations areas.
- 4.4.12 **Technical Advice Note 23: Economic Development (2014)** - explores the benefits of economic growth and that it defines economic development as development that generates wealth. It is important that LPAs recognise the need to “guide economic development to the most appropriate locations, rather than prevent or discourage such development” (paragraph 1.2.5).

**Supplementary Planning Guidance and Town Centre Action Plans published by Caerphilly County Borough Council:**

- 4.4.13 **Risca and Pontymister Town Centre Action Plan (adopted 2014)** - The Risca Town Centre Action Plan (RTCAP) was adopted in June 2014 to 2019 and is now time expired. It was intended to provide an update of the 2002 Risca and Pontymister Town Centre Action Plan and context for the regeneration of the town centre over the 5 years to 2019.
- 4.4.14 **Lower Ebbw and Sirhowy Valleys Masterplan (Approved October 2022)** - The masterplan sets out the future development and regeneration opportunities proposed for the Lower Ebbw and Sirhowy Valleys. The masterplan states *“It is flexible and can adapt to changing economic and market conditions and meet the requirements and aspirations of both the private and public sectors through regular review. The masterplan is designed to be reviewed every five years...”*
- 4.4.15 Other relevant **Supplementary Guidance** includes:



- LDP1 - Affordable Housing Obligations (SPG Updated November 2020)
- LDP4 - Trees and development (SPG, January 2017)
- LDP5 - Car Parking Standards (SPG, January 2017)
- LDP6 - Building Better Places to Live (SPG, January 2017)

## 4.5 Caerphilly Annual Monitoring Report 2024

- 4.5.1 The main aim of the AMR is to assess the extent to which the LDP Strategy and policies are being achieved. It therefore has two primary roles: firstly to consider whether the policies identified in the monitoring process are being implemented successfully; and secondly to consider the plan as a whole against all of the information gathered to determine whether a complete or partial review of the plan is necessary.
- 4.5.2 The 2024 AMR covers 1 April 2023 – 31 March 2024 and confirms that the annual house building rate fell from 380 in 2022/23 to 278 in 2023/24.
- 4.5.3 The housing trajectory (Appendix 1 of the AMR) shows that, during the adopted LDP plan period, the number of dwellings constructed each year was consistently below the annual average requirement (AAR) of 575 dwellings per annum since 2008/09.
- 4.5.4 By the end of 2020/21, the cumulative total of dwellings that had been developed was considerably lower than the number of dwellings that the plan made provision for based on a straight-line AAR trajectory of 575 dwellings per annum. At that point, it would have been assumed that 8,625 dwellings would have been constructed. However, only 5,588 had been



built, equating to 65% of the housing requirement. This represented a shortfall of 3,037 dwellings, or 35% below what should have been delivered.

4.5.5 The 2024 AMR confirms that there is a shortfall of affordable housing. The AMR states that only just over 40% of the target identified within the LDP has been delivered. The AMR confirms that this shortfall remains a matter of concern for the Council.

4.5.6 As acknowledged within the 2024 AMR, Planning and Environment Decisions Wales (formerly the Planning Inspectorate) continues to take the view that the under-delivery of housing remains a material consideration which needs to be taken into account in the determination of planning applications.

4.5.7 The 2024 AMR states that in the period up to the adoption of the 2nd Replacement LDP, the Council will continue to address the shortfall in the housing land supply through proactive action, including:

- Considering proposals for new residential development on their relative planning merits on a site-by-site basis and having due regard for the need to increase the housing land supply in line with national planning policy and guidance;
- Identifying schemes where funding opportunities could be exploited to deliver regeneration projects, including for housing and employment; and
- Prioritising affordable and new-build Council housing on brownfield sites to help preserve the natural environment.

**2nd Replacement Local Development Plan 2020 – 2035 (2RLDP)**

4.5.8 The Council are currently in the process of preparing the 2<sup>nd</sup> Replacement Caerphilly County Borough Local Development Plan (for the period to 2035). At the time of writing, consultation on the Pre-Deposit (Preferred Strategy) is currently underway, until 26 February 2025. A Third Call for Candidate Sites is also currently out for consultation.

4.5.9 The Adopted LDP, whilst time expired, continues to provide the policy framework for the determination of planning applications while the 2nd Replacement Caerphilly County Borough Local Development Plan 2020 - 2035 (2RLDP) is being prepared. Adoption of 2RLDP is currently anticipated for August 2027.



## 5.0 Planning Considerations

### 5.1 Introduction

5.1.1 This section assesses the proposed development against prevailing development plan policies, taking into account material considerations. The analysis is presented using the framework of the planning policy themes identified in Section 3.

### 5.2 Principle of Development

5.2.1 The application site is located within the defined settlement boundary of Risca and consists of brownfield, previously developed land. The site's redevelopment is supported by planning policy at all levels. As a brownfield site within the settlement boundary, PPW12 expresses a presumption in favour of its redevelopment, especially sites that would promote sustainability objectives.

5.2.2 The LDP (2010), the Risca Town Centre Action Plan (2014) and the more recently published Lower Ebbw and Sirhowy Masterplan (2022) establishes significant and strategic aspirations for Risca. The delivery of high-quality sustainable development at this previously developed site accords directly with this strategy. It will help the ongoing transformation in the attractiveness of the settlement, which is required to underpin the long-term sustainability of its role and function over the plan period and beyond.

5.2.3 The proposal will deliver much-needed housing on a previously developed site in the heart of the Town Centre. Affordable homes can be delivered as part of the application proposal in accordance with adopted policy requirements. This will help to alleviate pre-existing affordability issues and accommodate those who are unable to afford market housing. The precise proportion, mix and tenure of affordable housing will be confirmed through the detailed design stage. However, the outline proposals for affordable housing will be in line with the adopted LDP policy requirements for at least 10% within Risca. We understand there is strong market interest in development of the site subject to planning permission.

5.2.4 The application proposal will deliver a quantum of flexible ground floor commercial space (Use Class A1, A2 and/or A3) fronting onto Commercial Street. The active ground floor and natural surveillance from the residential properties above will interact with the street frontage, contributing positively to the quality and attractiveness of this part of the Centre. The frontage will align with the wider Centre and will reinforce the predominant character of this traditional Welsh Valleys town.

5.2.5 It is acknowledged that land adjoining the site to the southwest is the subject of a commercial allocation under Policy CM4.8 of the adopted LDP and could be deemed to conflict with Policy CW16. However, this land is within the control of Lidl. Since the LDP allocation, and indeed the outline planning permission on the site, vegetation and trees have established on the site. In the





context of PPW12 and the requirements of Chapter 6, this site is not considered deliverable for commercial development (its previous permission having lapsed long ago without market interest). Nonetheless, as outlined in Section 3, the illustrative layout ensures maintenance access for ecological or landscaping purposes can be achieved if required.

5.2.6 The proposed relocation of Lidl to the former Bird Factory Site (subject to planning) will allow delivery of the application site. As outlined in the preceding sections, Lidl is committed to investing in Risca Centre. Subject to planning permission being granted, both schemes will be delivered in a phased manner. Once complete, the combined schemes will result in Risca benefiting from:

- A modernised and enhanced Lidl on a site 500m to the south of the current store. The new store will significantly increase the staff and customer experience and offer.
- The delivery of much-needed new homes within a sustainable location in the heart of Risca Town Centre.
- Re-establishing an active street presence at the frontage of Commercial Street with ground floor commercial space proposed.
- A number of other spin-off benefits for both sites including improving active travel links including pedestrian connections to the town centre, green infrastructure enhancements and job creation (construction and operation).

5.2.7 Overall, the development of this site for the uses proposed is considered acceptable in principle and to fully accord with Policies 2, 9 and 12 of the Future Wales: the National Plan and Policies SP3, SP4, SP5, SP14, CW11 and CW14, and CM15.

### 5.3 Local Housing Need

5.3.1 The proposed development will deliver up to 42 new homes including a policy-compliant element of affordable housing. As outlined within the Caerphilly Annual Monitoring Report for 2024, the Council is consistently underdelivering on housing over the plan period. The AMR confirms that by the end of 2020/21, the cumulative total of dwellings that had been developed was considerably lower than the target figure of 8,625 dwellings, with only 5,588 dwellings built. This represented a shortfall of 3,037 dwellings, or 35% below what should have been delivered. The AMR further confirms that there is a significant shortfall in affordable housing of more than 60% below what should have been delivered. The AMR confirms that this shortfall remains a matter of concern for the Council and acknowledges that the under-delivery of housing remains a material consideration that needs to be taken into account in the determination of planning applications. The Council has taken a proactive approach to address this shortfall including considering proposals for new residential development on their relative planning merits on a site-by-site basis and



prioritising affordable and new-build Council housing on brownfield sites to help preserve the natural environment.

- 5.3.2 The proposed development fully accords with this pro-active approach. The delivery of housing, including affordable housing on a previously developed site is a significant social benefit. Such a benefit is a material planning consideration that weighs heavily in favour of granting planning permission. The proposal accords directly with the Council's strategy to address a consistent undersupply of housing.

## 5.4 Placemaking and Design

- 5.4.1 The application is supported by a Design & Access Statement (HTC Architects) and a suite of illustrative drawings.

- 5.4.2 The suite of architectural plans submitted with this application confirms that the site can accommodate this scale of development. The importance of good design is set out in both local and national policy. The outline proposals have established an overarching design approach that emphasises high-quality and sustainable design and makes a more efficient use of land at the site. The outline proposals seek to respond to the surrounding historic and contextual character, which will be further reflected at the detailed design stage by the layout and individual buildings.

- 5.4.3 The site is within a sustainable location and is within proximity to existing open space (Tredegar Park). This accessibility will promote the use of local open space, support its continued provision locally and be of significant benefit to the residents of the development.

- 5.4.4 The proposed development therefore accords with the relevant design policies of the adopted LDP including Policies SP6, CW2 and CW10. Further information on the design of the proposed development is provided in the accompanying Design and Access Statement.

## 5.5 Heritage

- 5.5.1 The site contains no designated or non-designated built heritage assets. It is however abutted to the west by a Grade II listed Bethany Baptist Church. Directly opposite the site, there is a Grade II listed Commercial Street War Memorial Listed building. Further to the west, just beyond the Bethany English Baptist Church, lies the Grade II Former Risca Palace Cinema Listed building.

- 5.5.2 The design approach will transform the positive contribution of the site to the character and appearance of the area and responds sensitively to the surrounding heritage assets.

- 5.5.3 It is considered that nearby designated heritage assets will be unaffected by the development. Listed buildings that lie further afield would also be unaffected due to distance from the proposed site and screening.

## 5.6 Flood Risk and Drainage



- 5.6.1 A Flood Risk Consequence Assessment and Drainage Strategy has been undertaken by Waterco in support of this application. The report outlines the potential flood risk to the site, the impact of the proposed development on flood risk elsewhere, and the proposed measures which could be incorporated to mitigate the identified flood risk. The purpose of the Drainage Strategy is to identify water management measures, including Sustainable Drainage Systems (SuDS) and to provide surface water runoff reduction and treatment.
- 5.6.2 The Flood Consequence Assessment has been supported by and should be read in conjunction with the Waterco Hydraulic Modelling Report (document reference: 15679-HMR-01). The modelling report has been prepared for the relocation site of the new Lidl store at the Former Bird Factory site. However, the model outputs cover the site considered by this report.
- 5.6.3 The FCA confirms that whilst the site is located within Flood Zone C1 on the Welsh Government Development Advice Map – an area considered at flood risk, it is served by significant infrastructure, including flood defences, with a 0.1% (1 in 1000) or greater annual probability of flooding. The FCA advises that the risk of flooding from all sources has been assessed and the main potential source of flooding at this site is fluvial flooding from the Ebbw River. The FCA concludes that the site is flood-free during the 1% AEP plus 25% CC event and as such complies with A1.15 of TAN15. In accordance with Section A1.15 of TAN15, maximum tolerable flood depths of up to 600mm are considered acceptable during the 0.1% AEP event. To comply with A1.15 of TAN15, ground levels in the topographical low point in the centre of the site will be raised by a maximum of 250mm. To avoid floodwater displacement, the site raising will be achieved through cut and fill. The fill material will be taken from the higher western extent of the site where flood depths are generally less than 400mm. Detailed site levels will be considered at the reserved matters stage; however, flood depths should not exceed 600mm during the 0.1% AEP event.
- 5.6.4 In respect of drainage, the Drainage strategy confirms that to comply with the Statutory standards for sustainable drainage systems, flow control will be used and attenuation provided on-site to accommodate storm events up to and including the 1 in 100 year plus 40% climate change event. The report further advises that discharge of surface water to the Ebbw River at a limited 1 in 1 year greenfield runoff rate of 4.2 l/s appears to be the most practical option. The proposed discharge rate will be split between two drainage areas. Drainage area 1 (mixed-use extent of the site) will have a limited discharge rate of 1 l/s. Drainage area 2 (residential element of the site) will have a limited discharge rate of 3.2 l/s.
- 5.6.5 Attenuation storage will be required on-site in order to restrict surface water discharge to a combined rate of 4.2 l/s. Attenuation can be provided within attenuation tanks located beneath access roads and car parking areas, and an attenuation pond located in the south-western



extent of the site. All stormwater will pass through the attenuation pond prior to discharge to Ebbw River.

- 5.6.6 The attenuation pond will provide water quality, amenity and biodiversity value. In summary, the FRA and Drainage Strategy demonstrate that the development accords with national and local policy requirements and satisfies TAN15 criteria. The site can therefore be safely developed without flood risk and without increasing flood risk elsewhere.

## 5.7 Biodiversity and Green Infrastructure

- 5.7.1 The application is supported by a Preliminary Ecological Appraisal (PEA) prepared by Biodiverse Consulting. The PEA presents the key ecological constraints and opportunities in relation to the development.
- 5.7.2 The site was subjected to PEA walkover survey during which habitats were assessed in line with the UK Habitat Classification (UKHab) methods. There were no access restrictions, and the survey was conducted within the optimal botanical survey period.
- 5.7.3 Taking into account the overall low ecological value of the site, species protection measures to be implemented, and the proposed habitat creation and enhancement, there will be no significant, adverse effects on existing, ecological features as a result of the proposed development. There is therefore no harm in terms of ecology that would count against the proposals.
- 5.7.4 A Green Infrastructure (GI) Strategy is prepared by Corscadden Associates. The GI Statement demonstrates how GI has been taken into consideration and integrated into the development. It also illustrates how all elements of the proposed and existing GI, any associated uses and movement network have a clear role and purpose in the new development and comply with key Green Infrastructure strategic policies.
- 5.7.5 All residential perimeter blocks are designed to provide secure either private or communal garden spaces and safe streets with a mix of both hard and soft landscaping appropriate to each. These spaces will offer tree and planting, creating a soft environment and a pleasant outlook from the proposed dwellings, ensuring there is always a visual or physical connection to nature.
- 5.7.6 The proposed development therefore accords with the relevant biodiversity and green infrastructure policies of the adopted LDP including Policies SP10, CW4 and NH3 and those set out by the Future Wales and PPW12.



## 5.8 Arboricultural

- 5.8.1 An Arboricultural report including a Tree Survey and Transport Constraints Plan has been prepared by Arboricultural Technician Services Ltd in support of the application.
- 5.8.2 The report assesses the quality and constraints of the trees at the site. The findings of this survey have informed the outline design proposals. It seeks to preserve and minimise damage to the important trees on or adjacent to this site.
- 5.8.3 The report concludes that there are no significant trees that present a major constraint to the redevelopment. The proposals are considered to be in compliance with Policy CW6 of the LDP.

## 5.9 Transport

- 5.9.1 To determine the impact of the proposed development on the local highway network a Transport Statement (TS) has been prepared by Corun. The TS focuses on the accessibility of the site and associated surrounding transport infrastructure. More specifically, it is an assessment of vehicular trips undertaken by all modes of transport and it examines the predicted trip generation anticipated as a result of the development proposed. The effect of the proposal on the surrounding transport infrastructure has also been scrutinised, together with the provision of schemes which seek to enhance sustainability and enrich transport infrastructure to the betterment of all those that travel within the area.
- 5.9.2 Vehicle access to the site is currently provided in the north, via a priority junction arrangement along Commercial Street. The re-development proposals would retain this access arrangement at the site. The traffic impact of the proposed development has been assessed via a detailed capacity analysis that demonstrates that the access would operate within capacity and anticipated to lead to a significant reduction in the total volume of vehicle movements generated into the site and would therefore have a potentially beneficial impact on traffic volumes and capacity across the surrounding highway network.
- 5.9.3 Overall, the site is proven to be in an accessible and sustainable location that is in accordance with the LDP and Caerphilly's parking standards. To conclude, it is considered that the proposed development will not have a negative impact on the highway network in terms of safety or usage and it has been demonstrated that adequate vehicular access to the development is achievable, together with good provision of movement within the site.
- 5.9.4 The proposed development therefore accords with the relevant transport policies of the adopted LDP including Policies CW1, CW3 and SP21 and those set out by the Future Wales and PPW12.

## 5.10 Noise

- 5.10.1 Inacoustic were commissioned to assess the impact of potential noise arising from a proposed development to understand potential noise effects and how these may be mitigated. Noise



measurements have been undertaken at the site and a subsequent 3-dimensional noise modelling exercise conducted.

- 5.10.2 The findings of the report advise that the site is largely categorised as achieving compliant internal noise level (NEC B of TAN11, with only the closest row of development to Commercial Street experiencing a higher categorisation of requiring further detailed consideration and mitigation to ensure compliance with standards (NEC C), on the road-facing facade.
- 5.10.3 As a result, the report recommends that the vast majority of the site will not require any uplift in insulation beyond that required for thermal requirements; however, the facade overlooking Commercial Street will require some acoustic mitigation. For external amenity areas, the report findings set out the proposed development will comply with the relevant noise standards.
- 5.10.4 Overall, it has been demonstrated that noise does not present a constraint to residential development on the site. Noise mitigation can be detailed at reserved matters stage. It has been demonstrated that the proposals respond appropriately to the environment and meet the requirements of the relevant British Standard and TAN 11 (Noise).

## 5.11 Air Quality

- 5.11.1 The application is supported by an Air Quality Assessment prepared by SLR. The report assesses the potential dust impacts during the construction of the development. The report concludes that providing mitigation measures are implemented, such as those outlined in Section 7.1 of the report, residual effects from dust emissions arising during the construction phase are considered to be 'not significant'. Given the short-term nature of the construction phase, there is predicted to be an insignificant effect on air quality from construction-generated vehicle emissions. During the operational phase, the assessment concludes that the proposed development is expected to generate distributed road traffic volumes below the relevant indicative EPIC & IAQM screening criteria. As such, the operational effects on local air quality arising from road traffic emissions associated with the proposed development can be considered 'insignificant'. A qualitative site suitability assessment has been undertaken following EPIC & IAQM guidance, with reference to publicly available air quality datasets. Effects associated with likely exposure of future residents of the proposed development are considered to be 'insignificant'.

## 5.12 Ground Conditions

- 5.12.1 A Phase 1 Ground Condition Assessment has been prepared by Remada. The report covers the full extent of the Lidl land ownership including the woodland vegetated area to the southeast of the application red line.
- 5.12.2 The report identifies the earliest available historical mapping of 1883 indicates the site to be occupied by a series of fields, with a surface water feature bisecting the site in an approximate north to south-east orientation. Between 1886 and 1901, the northern half of the site had been



developed as educational premises and would remain so until circa 1999. Satellite imagery from 2000 captured the present-day Lidl store under construction.

5.12.3 The report findings set out that:

- Published geological maps record that the site is underlain by superficial Alluvium deposits, a Secondary (A) Aquifer and St Maughans Formation bedrock, also designated as a Secondary (A) Aquifer.
- The site is not located within a Groundwater Source Protection Zone.
- The Coal Authority Consultants Mining Report states that probable unrecorded shallow mining as 'none', with no past underground mining recorded and no mine entries within 100m of the site boundary.
- The site is located in both a Lower Probability Radon Area (less than 1% of dwellings are at or above the Action Level) and an Intermediate Probability Radon Area (1% to 3% of dwellings are at or above the Action Level). However, in both cases, no radon protection measures are necessary in the construction of new dwellings or extensions on-site.

5.12.4 The report recommends an investigation of the lateral and vertical extent of made ground/fill beneath the proposed residential development; a collection of soil and groundwater samples from the areas identified above for contaminants of concern; and Ground gas monitoring; a ground investigation is undertaken to enable preliminary foundation design.

5.12.5 The report concludes that given the records in the Coal Authority's Consultants Mining Report, it is not recommended that a Coal Mining Risk Assessment (CMRA) be required for the site. No further action is considered necessary at this stage relating to coal mining at and beneath the site.

### **5.13 Economic Benefit**

5.13.1 There are a number of economic benefits of the proposed development, and this should be afforded due (substantial) weight in the determination of this outline planning application.

5.13.2 The proposed development can provide up to 42 new homes and up to 350 sq m of commercial space which will support and create construction jobs. The proposal has the potential for multiplier effects to support and create new jobs in the wider economy during the life of the development. A proportion of the additional residents to be accommodated will be of working



age and economically active to contribute to the economy and the new residents can contribute net additional local retail expenditure.

- 5.13.3 Welsh Government support a pro-growth economic agenda, prioritising economic development and the creation of jobs (TAN23). The potential economic impacts of the proposed development accord with the principles and policy provisions of national and local plan policy.

PAC DRAFT





## 6.0 Summary and Conclusions

- 6.1.1 This Planning Statement has been prepared by CarneySweeney (CS) on behalf of the applicant, Lidl Great Britain Ltd, in support of an outline planning application for the proposed mixed-use redevelopment of the existing Lidl store site at Commercial Street, Risca.
- 6.1.2 The scheme will be mixed-use combining up to 42 new homes and up to 350 sqm of ground floor flexible commercial use fronting Commercial Street.
- 6.1.3 Lidl is committed to continuing to serve the local retail needs of Risca. Lidl intends to relocate the existing store to a nearby location 500m to the south along Commercial Street. A separate planning application is being pursued for this development proposal.
- 6.1.4 This Planning Statement has demonstrated that the residential-led, mixed-use redevelopment of the Lidl site is entirely appropriate within this location and is fully compliant with both national and local planning policy.
- 6.1.5 The proposal will transform this area of the Town Centre. The development will deliver long-term policy objectives to implement new development within the existing settlement boundaries and previously developed sites, as anticipated in the adopted LDP (and other policy documents).
- 6.1.6 The supporting documentation submitted with the application demonstrates that there are no environmental or technical constraints to developing this site, which is well located within Risca Town Centre, with excellent access to existing local services and facilities.
- 6.1.7 In conclusion, the proposed development represents positive sustainable development that will transform this area of Risca Centre. The positive benefits are material considerations that weigh heavily in favour of granting planning permission without delay.



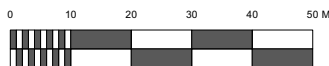
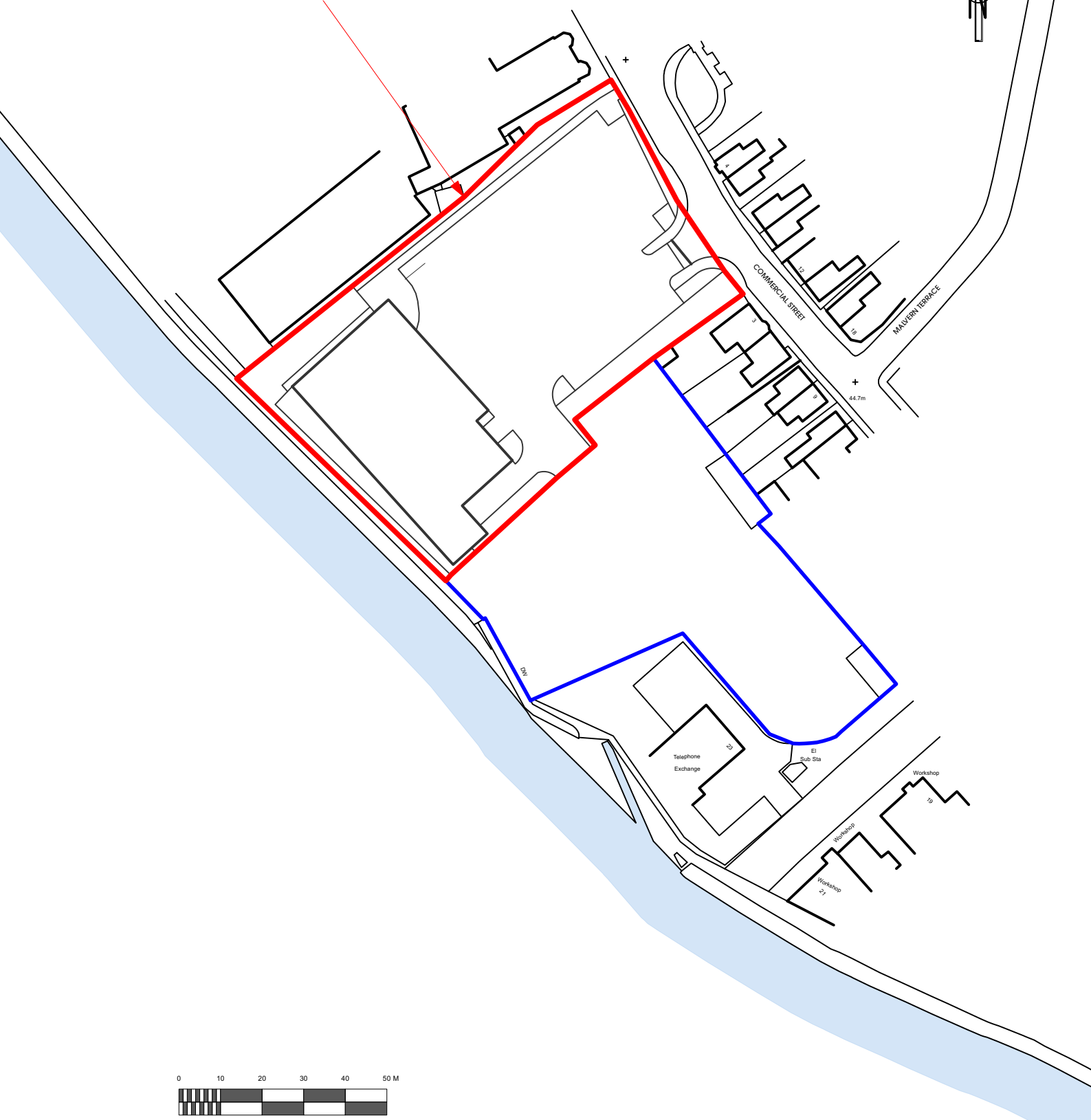
# Appendix 1 – Site Location Plan

PAC DRAFT





RED LINE BOUNDARY  
6783 SQM / 1.67ACRES  
0.6783 HECTARES



**htcarchitects**

York Place Studio  
8 Britannia Street  
Leeds  
LS1 2DZ

T: (0113) 244 3457

W: www.htcarchitects.co.uk  
E: info@htcarchitects.co.uk

client  
Lidl GB Ltd.



project  
Commercial Street  
Risca

drawing title  
Location Plan

date August 2024

status Planning

scale 1:1250 @ A4

drawn BM checked -

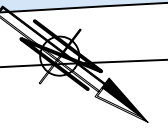
job no. 2966 dwg no. P409 rev. C

Update to boundary	BM
Added Blue line around the land that falls outside the red line boundary but within the ownership of the client	BM
Updated Title Block	BM
Description	Drawn

## Appendix 2 – Illustrative Layout Plan

PAC DRAFT





RED LINE BOUNDARY  
6783 SQM / 1.67 ACRES  
0.6783 HECTARES

