

Core Valley Line Transformation Works

Permitted Development Rights Proforma – Proposed Works at Rhymney Station

The Town and Country Planning (General Permitted Development) Order 1995

Part 11A

This proforma has been completed to assist Amey Infrastructure Wales (AIW) and Caerphilly County Borough Council in determining whether works proposed to existing infrastructure benefit from permitted development rights conveyed by The Town and Country Planning (General Permitted Development) Order 1995 Part 11 Class A.

This proforma has been completed with the aid of, and in the context of, the Memorandum of Understanding (Document TRAN01- KAW-ZZ-CVL-GSP-T-PS-000001) which was shared and agreed with local planning authorities affected by the Core Valley Lines works in Spring 2019.

Location of Development	<p>Description: Existing Rhymney Station</p> <p>Grid Reference: SO 311091 207454</p> <p>Nearest Rail Station: Rhymney Station. The station serves the Up Rhymney Down track. The existing line speed is 15mph through the platform. There are sidings also at this station.</p>
Description of Works	<p>Development Type: <i>Plans showing the site's location, plans, elevations and sections are provided:</i></p> <p>TRAN01-KAW-R5-RHY-DDR-A-AR-000001 A01 (Rhymney Station Location Plan and Existing Site Plan) TRAN01-KAW-R5-RHY-DDR-A-AR-000002 A03 (Rhymney Station Existing Building Existing 3D View, Existing Ground Floor Plan and Proposed Alterations TRAN01-KAW-R5-RHY-DDR-A-AR-000003 A03 (Rhymney Station Existing Building Proposed 3D View, Proposed Ground Floor Plan and Proposed Alterations TRAN01-KAW-R5-RHY-DDR-A-AR-000006 A01 (Rhymney Station Existing Building Existing Elevations) TRAN01-KAW-R5-RHY-DDR-A-AR-000007 A01 (Rhymney Station Existing Building Proposed Elevations) TRAN01-KAW-R5-RHY-DDR-A-AR-000103 A03 (Rhymney Station New Staff Accommodation Proposed Ground Floor Plan) TRAN01-KAW-R5-RHY-DDR-A-AR-000106 A02 (Rhymney Station New Staff Accommodation Proposed External Elevations) TRAN01-KAW-R5-RHY-DDR-D-HW-000001 P05 (Rhymney Station Highways and Drainage General Arrangement)</p>

TRAN01-KAW-R5-RHY-DDR-D-HW-000002 P01 (Rhymney Station Highways and Drainage Construction Details)
TRAN01-KAW-R5-RHY-DDR-D-HW-000003 P03 (Rhymney Station Highways and Drainage Vehicle Tracking)
TRAN01-KAW-R5-RHY-DDR-D-HW-000004 P03 (Rhymney Station Highways and Drainage – Drainage Layout)
TRAN01-KAW-R5-RHY-DDR-C-CV-000036 A01 (Rhymney Station Platform Extension General Arrangement)
TRAN01-KAW-R5-RHY-DDR-C-CV-000037 A01 (Rhymney Station Cleaning Platforms General Arrangement)

Platform Extension

The existing platform is a single sided platform on the downside of the existing tracks. It is of masonry front wall construction, with a previous steel modular extension to the south.

The Rhymney Station works include a new platform, to provide two usable platforms for the trains. The existing platform (current length of 127m) will be extended by 25m to the south and a new platform edge built to the east, creating an island platform.

The remainder of the platform will be a single sided platform with a length of 55m. The total operational length for the new platform will be 84m.

There is a future provision to extend the platform by 40m, to accommodate 6-car trains; however, this is not part of this prior approval application.

To provide the space for the island platform, various pieces of the existing infrastructure will be demolished or moved. This includes the access ramp off the rear of the existing platform, an existing building, part of the existing car parks and compound and also various items of railway equipment including the starting signal for the existing platform.

The island platform will be 5.0m wide along the full length. The single platform will have a clear width of 2.5m to any platform furniture. Lighting columns and CCTV will be extended along its full length.

The proposed new platform and extension is to increase the capacity of the network at Rhymney Station and to potentially accommodate the fast light intercity and regional train (FLIRT) vehicles at the station. Both platforms will be accessed from the existing access points at the existing station building, which will remain unchanged. The platform extension will be of crosswall and plank type construction with blockwork walls and concrete foundations. However, the extension type and foundations will be confirmed at detailed construction design (Stage E).

Stabling Area (Cleaning Platforms)

The following works are proposed at the existing stabling area south of the existing station (and west of the platform extension/modification works described above):

- New cleaning platforms within the existing stabling area to facilitate driver and cleaning crew access.
- New footpath crossing over the Roads 1 to 4 to allow access to the cleaning platforms between the 4-car FLIRT trains.

A total of four cleaning platforms are proposed, each approximately 80m in length and a minimum of 700mm in width. Typically, each platform would be approximately 865mm high (from track level to platform) and consisting of steps and handrail at each end, fence (approximately 1.18m high - from platform level). Next to the stepped access would be a chain arrangement (rather than a fence) for an approximate length of 3m to line up with the train door(s). The proposed platforms will be based on a duracomposite hop up platform – detailed design to be determined. Foundations will be sustainably-sourced reinforced concrete – detailed design to be determined.

A footpath crossing is proposed (in a broad east to west direction) to enable access between the cleaning platforms. Additionally, there is an existing crossing (over Road 1 to 4) that will need to be removed along with existing lineside equipment to facilitate the new cleaning platforms.

Staff Welfare Facility

The existing staff welfare facility building is located at the southern extent of the existing hardstanding (immediately adjacent the southern extent of the existing platform). This building is fabricated from six 9m x 3m modular units and was installed in 2007. It is considered that the existing building is no longer fit for purpose and is proposed to be dismantled, and replaced with a new, larger staff welfare building on land to the south (on land partially used for existing staff car parking, and on land partially used to store railway construction/maintenance materials including concrete blocks, drainage pipes and track). These materials along with the small modular building with its own electric supply will need to be relocated further south in the new “lineside Compound”.

The new staff welfare facility has been designed to accommodate a larger number of staff including the provision of better facilities for female members of staff. Existing access facilities have been replaced new for old based on current ADM requirements Welsh Building Regulations 2010. The proposed building would include provision for workspace, locker rooms, meeting rooms, accessible toilets, and drying room.

The proposed welfare facility building would be approximately 12.5m x 24.8m with a pitched roof height of approximately 3.33m (to the eaves). The roof would be set at 1.5 degree pitch and constructed of profiled composite steel with bonded membrane, finished in grey. The external walls would be constructed in brick (using red and grey contrasting bands). The windows and doors would be polyester powder coated double glazed finished in dark grey. A ramped access (with overhanging canopy and handrails) would be provided on both the northern and southern elevations.

Lineside Compound

The land at the far southern extent will be cleared of scrub vegetation and utilised as a lineside compound (to accommodate the construction/maintenance materials that are currently being stored further to the north (on land proposed to be used for the new staff welfare facility). The existing modular building to the north (in the existing materials storage area) provides an electricity supply on site and would be relocated to the new lineside compound.

Station Building

The existing station building is a traditional stone-built station building which once provided accommodation for ticketing. The building is now used for cleaning supply storage. Currently the station does not have a ticket office, ticket machine, public toilets or waiting room.

It is proposed to upgrade the existing building to enable it to be put back to public use with ticket machines, public toilets and a heated waiting room.

The northern half of the building will be modified to create accessible access into a new public waiting room, including space for a wheelchair. This will involve the removal of two doors and their replacement with accessible doors (including external ground adjustments adjacent the doors to provide level access). The existing door on the northern elevation will be replaced with a glass door to provide more light. The existing storeroom at the centre of the building will be retained for that use, but an internal wall will be added to close it off from the new public waiting room. The existing toilet facilities at the southern extent of the building will be retained.

Car Parking

The land currently used for public car parking between the existing station building and the existing staff welfare building, the land occupied by the existing staff welfare building, and the northern extent of the land currently providing some of the existing staff car parking facilities (to the immediate south of the existing staff welfare building) will be remodelled to extend the provision of public car parking (45 spaces, of which 4 are disabled). The current provisions for public car parking in this location is 29 spaces.

Some of the land currently used for the storage of materials at the southern extent of the site will be remodelled to provide staff car parking to the south of the proposed staff welfare building. Approximately 19 staff car parking spaces will be provided (current provision is approximately 12-15 – unmarked ad hoc spaces).

The remodelling works described above will include a new access road along the eastern extent to access the public parking; the access road would continue to the south (via a security gate) to provide secure vehicular access to the new staff welfare building, the associated new staff car parking to the south, and the new lineside compound at the far southern extent.

At the northern extent of the site (to the north of the existing station building), there are currently 22 car parking spaces (2 of which are disabled) plus bicycle rack storage. This area will be retained for car parking but remodelled to include further provision for disabled parking (3 disabled spaces in total) and motorcycle parking.

On land further to the north of the existing parking spaces north of the existing station building, it is proposed to further extend the car parking area to provide an additional 26 car parking spaces. This land will be cleared of vegetation and will require the loss of trees to facilitate the new car parking provision (see below).

Reason for Development:

As operator and developer of the Wales and Borders rail service and South Wales Metro, AIW will be undertaking extensive upgrades to the Core Valley Lines. The improvements described above form part of the enhanced services being delivered as part of the Core Valley Lines Transformation.

Replacement of Existing Structure: Yes No

As described above (dismantling of existing staff welfare building and provision of new staff welfare building).

Distance to nearest residential property:

The nearest residential properties are along the Terrace (parallel to the station) at distances of approximately 15m.

Description of neighbouring land uses:

To the west of the station is the A469 which runs parallel to the railway lines with mature woodland in between. To the east of the station is residential development along The Terrace, again parallel to the station and railway lines. Rhymney River also runs east and parallel to the railway and station and west of The Terrace. The town of Rhymney expands further to the east of the existing station; Rhymney Town Conservation Area is in close proximity to Rhymney Station and encompasses land to the east and north.

Description of surveys undertaken:

Arboriculture Impact Assessment

An Arboricultural Survey and Impact Assessment is currently underway. A replacement planting/landscape mitigation scheme will be developed once arboriculture impacts are quantified. This will be shared and discussed with the Council in due course.

Ecology

The following ecological surveys/reports have been undertaken:

Ecological Constraints Technical Note (Rhymney Station)

A Phase 1 Habitat survey was undertaken to assess the habitats on site and the potential for protected species to be present. The following habitats were recorded on site; semi-natural broadleaved woodland, semi-improved neutral grassland, tall ruderal habitat, tall ruderal and short ephemeral and perennial mosaic habitat, fencing and buildings and hardstanding. These habitats have the potential to support the following protected species; breeding birds, bats, badgers, otters and reptiles. The invasive plant species cotoneaster was also recorded on site. Recommendations are provided to avoid impacting on these species during works and enhancement opportunities (such as re-planting of native species to provide biodiversity net gain, creation of refugia piles for small mammals, and provision of bat and bird boxes) for the site are also provided.

Ecological Constraints Technical Note (Rhymney Station Car Park Extension)

An Extended Phase 1 Habitat Survey was undertaken to assess the habitats on site and potential for protected species to be present. The following habitats were recorded within the survey area; dense / continuous scrub, amenity grassland, fencing, buildings, hardstanding and bare ground. Habitats adjacent to site include semi-natural broadleaved woodland and running water (the Rhymney River SINC). The habitats on site have the potential to support the following protected species; breeding birds, badger, bats, otter and common reptiles. Recommendations are provided to avoid impacting on these species during works. Enhancement opportunities for the site (similar to those described above) are also provided.

Bat Constraints Technical Note (Rhymney Station Building)

No bats were recorded emerging from or re-entering building B1, as such, no further recommendations with regards to bats and the building are provided. Should construction works need to be undertaken at night, directional lighting should be employed to minimise light spill into adjacent habitats, particularly the

	<p>woodland to the north and west of the site, and the River Rhymney to the east, as these habitats are likely to provide important commuting and foraging routes for bats.</p>
<p>Part 11A</p>	<p><u>Test 1</u></p> <p>Does an authorising Act or Order exist which authorises the nature of development proposed?</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Name of the relevant Act or Order:</p> <p>The Rhymney Railway Act 1854 authorised the railway at this mileage, and further powers were obtained in 1864 to acquire additional land to the north (see Appendix C).</p> <p>The provisions of the Railway Clauses Consolidation Act 1845 incorporated powers under Section 16 for the then railways companies and their successors in title (now AIW) to undertake future works, not limited to the construction of the railway, but including all acts necessary for making, maintaining, altering or repairing and using the railway. It is considered that the provision of this development is required in order to service and maintain the Core Valley Lines network.</p> <p>Why does this Act or Order authorise the nature of the development proposed?</p> <p>The Acts authorised this stretch of line and structures associated with it. They provide wide ranging powers which enable the railway operator to undertake modifications and new development required to maintain the railway.</p> <p>Is the development located within the operational land of the railway or on other land where there is evidence that the land was associated within the railway?</p> <p>Yes. All of the development proposed falls within the operational railway land.</p> <p>If the answer to the above is ‘no’, Part 11A is not relevant and the development does not benefit from permitted development rights by virtue of Part 11A.</p> <p>If the answer to the above is ‘yes’, and the Act or Order was passed before 1st July 1948, proceed to Test 2.</p> <p>The answer to the above is yes to all elements.</p> <p>If the answer to the above is ‘yes’, and the Act or Order was passed after 1st July 1948, proceed to Test 3.</p> <p><u>Test 2</u></p> <p>Does an Article 4 Direction exist which specifies restrictions to railway infrastructure? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>As far as AIW is aware, an Article 4 Direction does not cover the proposed development site.</p>

If the answer to the above is 'yes', permitted development rights under Part 11A are revoked.

If the answer to the above is 'no', proceed to Test 3.

Test 3

Does the development consist of or include the erection, construction, alteration or extension of a building or bridge, or the formation, laying out or alteration of a means of access to any highway?

Yes No

'Building' is taken to mean include any structure or erection, including any part of. The term 'building' does not include plant, machinery, gate, fence, wall or other means of enclosure.

The types of structures considered to comprise a building are railway signal boxes, substations, station platform canopies and amenity blocks.

If the answer to the above is 'yes', prior approval is required. Proceed to Test 4.

If the answer to the above is 'no', development is permitted development under Part 11A.

Test 4

Should the development be undertaken elsewhere?

Yes No

Please provide reasoning:

The proposed works are designed to increase the capacity and provide overall improvements to the existing facilities at Rhymney Station; space is relatively limited (confined predominately to the existing hardstanding areas/operational railway with the station surrounded by woodland, the Rhymney River and residential development) and it is considered that the proposed works has been appropriately considered and provides an efficient and effective use of space/solution to the required upgrade works.

If the answer to the above is 'yes', prior approval would be refused.

If the answer to the above is 'no', proceed to Test 5.

Test 5

Would the design or external appearance of the bridge or building proposed injure the amenity of the neighbourhood?

Yes No

Please provide reasoning including reference to development location and design selection:

	<p>The proposed works provide additional capacity and enhanced facilities for the local community (and others) using the Station as part of the planned wider improvements under the Core Valley Lines Transformation; the works would therefore contribute positively to the local community. The improvements to the station platforms are confined to existing operational railway land and are well screened from residential properties by existing trees (even taking into account some tree removal to facilitate the car park extension to the north). Winter views are possible from the residential properties along The Terrace; however the development would be seen in the context of its existing use as an operational railway station and no significant effects are likely to arise. The development would predominately be visible from the only public highway to the site off Tre-York Street and by those within the station; as above, such views would be within the context of its existing use as an operational railway station and no significant effects are likely to arise.</p> <p>The improvements to the existing station building retain the existing character (including materials) whilst the new staff welfare building is considered to be a much-improved design and appearance than the existing staff welfare building which will be dismantled. The use of coloured brick is considered to be fitting to the surrounding area and would be visually pleasing. Views of the new staff building and platform would be limited to pedestrians using the platform and station facilities; views from the existing residential properties along The Terrace would be limited (particularly due to the retention of existing vegetation and tree planting east of the Rhymney River) and would be seen in the context of the wider, existing railway platform and facilities.</p> <p>The proposed works in the stabling area (cleaning platforms and crossing) are on the operational railway, immediately adjacent the tracks, are well screened by existing vegetations and trees and are suitably distant from residential properties.</p> <p>For these reasons, it is not considered that its design or external appearance would injure the amenity of the neighbourhood.</p> <p>If the answer to the above is 'yes', prior approval would be refused.</p> <p>If the answer to the above is 'no', prior approval should be granted.</p>
<p>Outcome</p>	<p>Development is permitted development under Part 11A <input checked="" type="checkbox"/></p> <p>Prior approval under Part 11A will be sought <input checked="" type="checkbox"/></p> <p>Development is not permitted development and express planning consent is required <input type="checkbox"/></p> <p>Proforma completed by: Bobby Clayton (Axis)</p> <p>Date: 29th July 2022</p> <p>Completed proforma provided to: Caerphilly County Borough Council</p>