

Code No. and Date Received	Name and Address of Applicant	Description and Location of Proposed Development
15/0601/FULL 18.09.2015	Hazrem Environmental Ltd Mr P Goddard Fern Close Pen-y-fan Industrial Estate Newport NP11 3EH	Develop an up to 100,000tpa Solid Recovered Fuel (SRF)/Refuse Derived Fuel (RDF) production facility Land At Nine Mile Point Industrial Estate Cwmfelinfach Newport

**APPLICATION TYPE:** Full Application

### SITE AND DEVELOPMENT

Location: Nine Mile Point Industrial Estate, Cwmfelinfach. The site occupies 1.06 hectares of land within the Nine Mile Point Industrial Estate. The industrial estate was built in the 1970s by the Welsh Development Agency, and provides some 35 industrial units ranging in size, supporting a variety of activities including manufacturing, workshops, administration offices and distribution warehouses.

Planning approval (reference P/05/0155) in respect of industrial and distribution offices (B1, B2 and B8) on the land subject of this current application was originally approved in June 2005, in respect of the construction of eight units amounting to 3280 square metre of floor space. A subsequent planning application (reference 07/0439) seeking an increase in height and other layout and elevational modifications was approved in June 2007 allowing ten units for B1, B2 and B8 industrial uses, amounting to 3315 square metres in floor space.

Those applications were not implemented and are now expired.

Site description: The current site is undeveloped and has a number of trees and vegetation within and around it. The western edge is raised upon a bank, and the rest of the site is relatively flat with small undulations. The site is bordered by an industrial unit to the east and roads to the south and west. Across the road to the west there are a number of industrial units and an area used for car parking. To the north and south of the site - across the adjacent road - is an area of woodland. The Sirhowy River runs parallel to the southern edge of the site beyond the woodland.

The closest residential property to the proposed site is approximately 460 metres to the west in the village of Cwmfelinfach.

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Access to the site, is currently via Greenmeadow Road off the B4251 New Road and has been positioned to the south of the site away from the adjacent factory entrances. There are no public rights of way, access routes to or across the proposed site.

Development: Full planning permission is sought in respect of an up to 100,000 tonnes per annum (tpa) Solid Recovered Fuel (SRF)/Refuse Derived Fuel(RDF) production facility.

The SRF/RDF production plant would sort, shred and dry non-hazardous commercial, industrial and household waste to produce SRF/RDF bales. The resulting bales would be wrapped and stored before being transported offsite to facilities which would utilise the product to generate energy.

Waste would be delivered to the site off Greenmeadow Road, via the 'in' weighbridge and tipped into the tipping bay within the fully enclosed building. Vehicles will drive up the eastern edge of the site and over the weighbridge close to the northern exit.

All vehicles must be weighed when they enter and exit the site. Therefore the weighbridge has been positioned to allow for this and to ensure HGVs do not have to wait on the external roads. Spaces have been incorporated in to the site for HGVs to wait. A dedicated vehicle entrance/exit for staff has been provided to the south of the site to ensure staff safety.

Vehicles are required to enter the main building in order to tip waste and collect materials. However due to space constraints vehicles are not able to drive through the building. Therefore vehicles have sufficient space to manoeuvre and reverse into the building and then drive back out and around the edge. Sufficient space has been incorporated into the design to allow safe manoeuvring of 25 tonne vehicles.

The materials would pass through a series of shredders, screens, and magnets. Inert materials, recyclable plastics and metals would be extracted as appropriate leaving a mix of mainly non-recyclable paper, card, wood, textiles and plastics. For SRF output, the material would pass through a rotating drum drier to reduce the moisture content, thereby increasing the materials calorific value. There will be an option in the process to produce output material loose, however, if this is a requirement the finished product would be held within the building prior to collection. The resulting bales would be transported by fork lift trucks to the bale storage building onto roll on/roll off vehicles and bulkers to offsite facilities which would utilise the product to generate energy.

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## Planning application 15/0601/FULL Continued

The majority of the facility would be enclosed within an industrial building, and the delivery of waste would take place within the enclosed building and the recyclable skips are within the enclosed building. Roller shutter doors will be located at either end of the building. Once baled and wrapped, the bales would be stored within a covered bay within the site. A drier stack and other machinery associated with the process would be situated to the east outside of the main building.

The proposed development would include the following components situated on sealed, concrete hardstanding: -

- the main building including a tipping bay, recycling bays and the SRF/RDF line;
- external machinery;
- bale storage area;
- Admin office;
- 2 weighbridges;
- Staff/visitor parking (12 spaces including 2 disabled spaces).

SRF is a quality alternative to fossil fuel produced from waste including paper, card, wood, textiles and plastic. With a moisture content of less than 15%, SRF has a high calorific value and can be used in facilities such as cement kilns.

RDF is made of waste, which includes biodegradable material as well as plastics. It has a lower calorific value than SRF and is used in combined heat and power facilities.

The development will provide eighteen jobs. The SRF facility is proposed to operate over two 12 hour shifts, with 4 operational staff per shift. The facility will be operating 24 hours per day, 7 days per week, although direct waste deliveries to the building will be restricted to Monday to Friday - 7:30 to 18:00; Saturday - 7:30 - 13:00 and no vehicle movements on Sundays or Bank Holidays.

Import of materials would be via refuse collection vehicles (RCV with a bulk load of 10 tonnes) or bulk container transport from waste transfer stations but it is reasonable to assume that the greatest proportion of material would be delivered to the site by large bulk HGVs (with a bulk load of 25 tonnes) from a number of source locations.

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The export of materials from the facility is seen to consist of three components; firstly the manufactured RDF/SRF bales which largely destined for Newport Docks; secondly the recyclable material, which would be transported to the appropriate recycling plant for each type of material; and thirdly the residue, which will be sent to landfill. The average tonnage per vehicle leaving the site is 25 tonnes. Whilst the transfer of material off-site in terms of residues or RDF/SRF bales will largely be transported into shipping containers on 44 tonne (16.5m) articulated vehicles.

The Transport Statement submitted with the application provides a predicted level of traffic generated by the SRF facility taking into account operational and non-operational traffic of the facility, staff and visitor travel and construction traffic. A Delivery Management Plan will be introduced that will prevent HGV arrival and departure movements to and from the site during the AM and PM highway network peak hour periods. This will reduce the impact of the development on the operation of the local highway network. In assuming most deliveries are concentrated over a seven hour weekday period (09:00 - 16:00) and an assumption of 3 hours on a Saturday in avoiding peak hours, this would equate to 38 hour assumed non-peak hour delivery period each week. This would equate to no more than three vehicle trips per non-highway peak hour. This is seen to create only a negligible traffic impact in terms of scale and significance to Greenmeadow Road in accessing the local highway network itself.

Dimensions: The site has an area of 1.06 hectares.

The main building measures 80m (length), 45m (width) and 14m (height)

The external machinery has a footprint of approximately 65m (length) 15m (width) 15m (Height) and is situated to the west of the main building including the Drier Stack, which is 1.2m in diameter and 19m (height)

The bale storage bay is 28.5m (length) 11.4m (width) 3m (height) and is positioned to the north of the building.

The Administrative Office is 10m (length) 6m (width) 4m (height).

Materials:

Roof and building will comprise steel cladding sheets. Vehicle access doors will be galvanised roller shutters and personnel access doors and windows will be coated aluminium. However, no details of colours to be used has been provided.

The boundary fencing will be steel palisade.

Ancillary development, e.g. parking: 10 car parking spaces, 1 motorcycle space, 2 disability spaces and 8 cycle spaces.

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### PLANNING HISTORY 2005 TO PRESENT

P/05/0155 - Create industrial, distribution and associated offices (B1, B2 and B8)  
- Granted 02.06.05.

07/0439/FULL - Erect buildings for industrial, distribution and associated offices within B1, B2 and B8 Use (generally as approved under Planning Application P/05/0155, but with increased height and other layout and elevational modifications) - Granted 21.06.07.

06/0839/FULL - Erect new storage warehouse and car parking - Finally disposed of 30.05.08.

### POLICY

#### LOCAL DEVELOPMENT PLAN

Site Allocation: Policy EM2.28 protects Nine Mile Point as a Secondary employment Site.

#### Policies:

SP2 - Development Strategy in the Northern Connections Corridor, SP6 - Place Making, SP9 - Waste Management, SP10 - Conservation of Natural Heritage, SP16 - Managing Employment Growth, SP21 - Parking Standards, CW1 - Sustainable Transport, Accessibility and Social Inclusion, CW2 - amenity, CW3 - Design considerations (Highways), CW6 - Trees, woodland and hedgerow protection, CW13 - Use class: Business and industry and CW15 - General locational constraints,

#### NATIONAL POLICY

European Policy sets out requirements that member states must comply with in terms of waste management. The following Directive is relevant to the proposed application:

The Waste Framework Directive (2008/98/EC) marks a shift in how we see waste, and identifies that it should be regarded as a valuable resource rather than an unwanted burden. The Directive Places emphasis on preventing waste from arising and preparing waste for reuse. The Directive also sets out more ambitious recycling goals.

National and Regional Planning Policy.

'Towards Zero Waste' (2010) sets out Wales overarching waste strategy to achieving zero waste by 2050, and sets out a long term framework for resource efficiency and waste management. Achieving the aims of this document relies upon a suite of waste sector plans.

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The 2007 Consultation Draft Regional Waste Plan 1st Review updates. The South East Regional Waste Plan (2004), which is intended to facilitate planning and control the development of a network of facilities to treat and dispose of waste in South East Wales. Section B of the review considers a range of technologies that would enable the region to meet or exceed legislative waste management targets, this includes RDF. Key principles include minimising the amount of waste produced; maximising the reuse of waste; and recovering energy from waste.

The 2014 Planning Policy Wales document sets out the land use planning policies of the Welsh Government. Chapter 4 focuses on Planning for sustainability, and sets out the main outcomes that the country wants to deliver. 'Climate Change Strategy for Wales' (2010) sets out the Welsh Government's strategy on tackling climate change, including achieving at least 40% reduction in all emissions in Wales by 2020 against the 1990 baseline.

Technical Advice Note 21 (Waste) (2014) provides advice on how the land use planning system should contribute towards sustainable waste management and resource efficiency, reflecting the new waste management drivers at a European Union and Wales Level. The document sets out the framework for facilitating the delivery of sustainable waste management infrastructure through the planning process; and the Industrial and Commercial Sector Plan (2013) sets out the agenda for the management of industrial and commercial waste, building upon the principles of 'Towards Zero Waste'.

### ENVIRONMENTAL IMPACT ASSESSMENT

Did the application have to be screened for an EIA? Yes

Was an EIA required? No.

### COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? Yes. There is a mine shaft present on site which has been completely filled in and capped. The development has been designed to ensure that there are no buildings or roads within 15 metres of the centre of the mineshaft.

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## Planning application 15/0601/FULL Continued

### CONSULTATION

Transportation Engineering Manager - Has no objection to the development subject to conditions being attached to any consent requiring 22 car parking spaces to be provided within the curtilage of the site, visibility splays, and the submission of a Delivery Management Plan which sets out the delivery strategy for the development and mitigates the impact on the highway network at peak times. He also confirms that the applicant will be required to obtain the necessary licence from the Highway Authority in order to construct the junctions onto Greenmeadow Road.

Senior Engineer (Land Drainage) - Requests a standard condition is attached to any consent requiring comprehensive proposals showing how surface water and land drainage flows from the site will be dealt with. He provides advice to be conveyed to the developer.

The Coal Authority - Concurs with the recommendations of the Geo-environmental Report (May 2015, prepared by Enzygo Ltd); that a single mine entry (shaft) poses a risk to the stability of the proposed development. Consequently, intrusive site investigation works should be undertaken in order to establish the exact situation regarding it. The Coal Authority is therefore able to recommend that the Local Planning Authority impose a Planning Condition should planning permission be granted for the proposed development requiring site investigation works prior to commencement of development. In the event that the site investigations confirm that the mine shaft cap is within the influence zone of the proposed building, this should be conditioned to ensure that the site layout is amended to avoid it. The Coal Authority therefore has no objection to the proposed development subject to the imposition of a condition or conditions to secure the above.

Minerals Officer - There is no objection on mineral safeguarding grounds. The site is within settlement boundaries and the Mineral Safeguarding Areas only apply outside settlements.

### ADVERTISEMENT

Extent of advertisement: The application has been advertised in the press, on site and 3 neighbouring properties have been consulted.

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Response: Twenty eight objections have been received on the following grounds:

- unacceptable increase in HGV vehicles through the villages leading to the industrial estate;
- there is a weight restriction on Islwyn Road;
- already parking congestion on Nine Mile Point Industrial Estate;
- highway danger, particularly in respect of children playing and going to school;
- damage to health and the environment;
- detrimental effect on wildlife;
- noise, smell pollution;
- unsightly appearance of such places;
- suggests the old Rowecord site in Risca as a more appropriate alternative;
- devaluation of property.

#### SECTION 17 CRIME AND DISORDER ACT

What is the likely effect of the determination of this application on the need for the Local Planning Authority to do all it reasonably can to prevent crime and disorder in its area? There are no specific crime and disorder implications material to the determination of this planning application.

#### EU HABITATS DIRECTIVE

Does the development affect any protected wildlife species? No.

A Preliminary Ecological Assessment has been submitted with the application. A desk-based study identified no nationally or internationally important sites within 2km of the site. However, it did identify two Local Nature Reserves, one approximately 0.7km from the site boundary and one approximately 1.45km from the site boundary. Eleven Sites of Importance for Nature Conservation (SINCS) were found within 2km of the site boundary. Records also indicated the presence of notable amphibians, badgers, bats, reptiles and birds within 2km of the site.

The majority of the site is comprised of semi-improved neutral grassland consisting of a range of common species. However, there are patches which have a more diverse herb presence. The site also consists of mixed scattered trees, short perennial habitat, marshy grassland, tall ruderal vegetation and standing water.

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The habitat assessment concludes that due to the nature of the proposed development and the distance between the development and significant sites, the proposed development is likely to have no significant adverse impacts on these habitats.

A number of recommendations have been made in order to ensure any potential impacts are reduced to an acceptable level, which include landscape enhancement and biodiversity enhancements.

### COMMUNITY INFRASTRUCTURE LEVY

Is this development Community Infrastructure Levy liable? The proposed development is a B2 General Industrial Use which is not liable for CIL.

### ANALYSIS

Policies: The application has been considered in accordance with local plan policies and national planning guidance.

When considering the planning implications of the proposed SRF / RDF production facility the key issues are: -

- Plant/Facility Siting;
- Traffic;
- Air Emissions /Health effects;
- Dust /Odour;
- Flies, Vermin and Birds;
- Noise;
- Litter;
- Design Principles and visible intrusion;
- Drainage
- Public concern.

### PLANT / FACILITY SITING

Most waste management activities are now suitable for industrial locations, with many falling within the general industrial class, B2 in the Use Classes Order (as amended) and the move towards facilities and processes being enclosed within purpose designed buildings rather than in the open air, has accentuated this trend. It should be noted that the application site is within the protected Nine Mile Point, Secondary Employment Site, identified by Policy EM2.28 of the LDP.

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Policy CW13 (C) of the LDP states:

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On sites allocated or identified as Secondary Employment Sites, development will only be permitted if it is:

- i within use classes B1(light industrial), B2 (General industrial) or B8 (Storage or Distribution);
- ii an appropriate sui generis use;
- iii to provide an ancillary facility or service to the primary employment use;
- iv an acceptable commercial service unrelated to class B uses.”

The justification in respect of the above confirms that "every industrial site that is allocated or protected for use class B2 is considered suitable, in principle, for the location of in-building waste management facilities. This commitment is also referred to in Policy SP9, and both policies fulfil the requirements of the National Waste Strategy and The Regional Waste Plan (RWP).

It is considered the proposed development of this site falls within the Use Class B2 and is therefore acceptable in principle, in planning terms. It should also be noted that planning approval has previously been granted in respect of the development of the site for B1, B2 and B8 as referred to above.

## TRAFFIC

The SRF/RDF Production facility will be served by both HGV and LGV vehicles with a potential impact on local roads and the amenity of local residents. Objections have been received in this respect. The applicant has submitted a Transport Statement, which provides a predicted level of traffic generated by the SRF facility taking into account operational and non-operational traffic of the facility, staff and visitor travel and construction traffic. A Delivery Management Plan will be introduced that will prevent HGV arrival and departure movements to and from the site during the AM and PM highway network peak hour periods. This will reduce the impact of the development on the operation of the local highway network and will be a condition of any consent.

This Council's Transportation Engineering Manager has considered the Transport Statement and has raised no objection to the development on the basis that the site is located within an allocated industrial employment site subject to conditions being attached to any consent, which require visibility splays onto Greenmeadow Road, twenty two car parking spaces within the site together with a Delivery Management Plan as referred to above.

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## AIR EMISSIONS / HEALTH EFFECTS

Objections have been raised in relation to this aspect of the development. The application has been supported by an Odour and Air Quality Assessment, which describes the potential for air quality and odour impacts associated with the operation of the proposed SRF/RDF facility. The report has been considered by this Council's Head of Public Protection. It should be noted that the SRF/RDF facility will require a Permit before the site can be operational under the provisions of Environmental Permitting (England and Wales) Regulations 2010. The regulation of the Permit will be carried out by Natural Resources Wales and will cover issues such as emissions.

## DUST / ODOUR

Because the SRF/RDF production facility is located within an enclosed building, potential odour emissions can normally be controlled through the building ventilation system. The assessment of odour contained in the Odour and Air Quality Assessment has been carried out to identify base line conditions, and consider the impact of the proposed development on the baseline conditions. The assessment concludes, in terms of odour, the overall risk of odour release from all potential sources is considered to be 'small'. Therefore providing the proposed odour abatement - including the use of negative pressure within the main building; emissions being treated by a regenerative thermal oxidiser prior to release; and the use of fast-acting roller shutter doors, is put in place, the overall source of odour potential of the facility is judged to be 'small'. Also the likely odour effects on all receptors - including residential and commercial properties is considered to be 'negligible' and overall, provided the proposed mitigation is put in place, there are no reason from an odour or air quality point of view as to why the proposed development should not go ahead. This Council's Head of Public Protection has considered the contents of the assessment and has raised no objection to the development subject to conditions being attached to any consent reinforcing the mitigation measures outlined in the report.

## FLIES, VERMIN AND BIRDS

The enclosed nature of the operations will limit the potential to attract vermin and birds. Nevertheless, it is considered appropriate to attach conditions to any consent which require the storage of non-conforming waste in suitable covered impervious containers prior to removal, with no external preparation, mixing or screening of waste operations, commercial vehicles leaving and entering the site to be either fully enclosed or provided with sheets to cover all loads, and finally a scheme of Pest Control for the premises.

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## NOISE

A Noise Assessment was carried out to establish the existing background noise levels at sensitive receptors close to the site, and consider the noise impacts of the proposed development on these receptors. The assessment identifies that during typical daytime operations of the proposed facility, the noise generated is considered to be acceptable, and rated as '...having a low impact.' During a typical overnight operational scenario, the facility would generate noise considered as having 'a low likelihood of having an adverse impact' to 'having a low impact.' Overall, the noise assessment concludes that the operations of the proposed facility, as defined within the scope of the noise report, would not be significantly detrimental to the noise climate of the area, and there are no reasons from a noise point of view as to why the proposed development should not go ahead. The Head of Public Protection concurs with the result of the Noise Assessment.

## LITTER

If good working practices are adhered to, i.e. vehicles are either enclosed or covered, and reception and processing are undertaken indoors then litter problems should not exist. Conditions may be attached to any consent in this respect.

## DESIGN PRINCIPLES AND VISUAL INTRUSION

A Landscape and Visual Impact Assessment (LVIA) has been submitted in support of the application to consider the likely effects of the proposed development upon landscape character and visual amenity. Overall the LVIA concludes the development will not result in any significant adverse landscape or visual effects, particularly given the industrial context of the site. The LVIA has been considered by this Council's Landscape Planner who agrees with the findings of the report and offers no objection on landscape grounds. In addition the application is supported by a Proposed Landscape Strategy, the contents of which are considered acceptable in principle. However, specific details of hard and soft landscaping may be required by attaching a condition to any consent.

In terms of design the proposed industrial design of the building reflects the context of the site as an industrial estate. The scale and form of the building is considered acceptable in planning terms. However in the absence of details being provided it is considered appropriate to attach a condition to any consent requiring details of the colours of the finishes to be used. Also, it is considered that the use of palisade fencing as the proposed boundary treatment can be improved by the use of a higher quality specification particularly given the sites location at the entrance to the estate. This may be addressed by attaching a condition to any consent.

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## DRAINAGE

There is a soakaway within the north eastern quadrant of the site. In order to allow the soakaway to remain active, buildings cannot be constructed over it. However roads can be built over it providing that a geogrid is positioned between the soakaway and the road surface. Therefore the development has been designed to ensure that there are no buildings over the soakaway. This Council's Senior Engineer (Land Drainage) has raised no objection to the development subject to a standard condition being attached to any consent requiring comprehensive proposals showing how surface water and land drainage flows from the site will be dealt with.

## PUBLIC CONCERN

Public concern founded upon valid planning reasons (known as material considerations) can be taken into account when considering a planning application. It is noted that the application was supported by a Statement of Community Involvement which confirmed that two neighbouring properties were consulted but no response received. However, in response to consultations carried out, objections to the development have been received from the public as referred to above. Most of the objections have been addressed in the analysis of the report but a summary of the concerns is provided as follows: -

- unacceptable increase in HGV vehicles through the villages leading to the industrial estate. See TRAFFIC above.
- there is a weight restriction on Islwyn Road. There is a weight restriction on Islwyn Road but it is 'except for access' which allows deliveries to the industrial estate.
- already parking congestion on Nine Mile Point Industrial Estate. The Highways Engineer has raised no objection to the development.
- highway danger, particularly in respect of children playing and going to school. The Highways Engineer has raised no objection to the development but conditions are requested which require a Delivery Management Plan as discussed under Traffic above.
- damage to health and the environment. This Council's Environmental Health Officers have raised no objection to the development subject to conditions as discussed above.
- detrimental effect on wildlife. There will be no significant detrimental impact upon wildlife.
- noise, smell pollution. This aspect of the development has been addressed above.

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- unsightly appearance of such places. The development is in respect of an industrial use which is to be carried out within the confines of an industrial building on an existing industrial estate. The only external operation will be the storage of bales, which are wrapped prior to their removal off site.
- suggests the old Rowecord site in Risca as a more appropriate alternative. The location of the development applied for is a matter for the applicant and not the Local Planning Authority.
- devaluation of property. This is not a material consideration in terms of the assessment of the planning application.

Comments from Consultees: The concerns of the statutory Consultees referred to above may be addressed by attaching appropriate conditions to any consent.

Comments from public: See above.

Other material considerations: None.

In conclusion, it is considered the proposed development does not conflict with local plan policies or national planning guidance and subject to the imposition of appropriate conditions is considered acceptable in planning terms.

**RECOMMENDATION that Permission be GRANTED**

This permission is subject to the following condition(s)

- 01) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.  
REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
- 02) Good housekeeping practices and a closed door management strategy shall be maintained on the SRF/RDF buildings; hereby approved at all times including fast closing access doors, which shall be interlocked to ensure two doors cannot open at once during operation, all in accordance with a scheme to be submitted and agreed with the Local Planning Authority prior to the commencement of the use of the buildings and plant hereby approved.  
REASON: Prevent odour/air pollution in the interests of public health.

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- 03) There shall be no external preparation, mixing and screening of waste at the site.  
REASON: To prevent odour/air pollution in the interests of public health.
- 04) There shall be no Heavy Goods Vehicle deliveries to or from the site outside the following times: 07:30 - 18:00hrs Monday to Friday, 07:30 - 13:00hrs Saturdays; and no such deliveries on Sunday or Bank Holidays.  
REASON: To protect the local residential amenity from traffic noise.
- 05) All odours generated in the SRF/RDF building hereby approved, shall be captured and maintained under negative pressure and treated in the odour treatment system (RTO), all in accordance with a scheme to be submitted and agreed with the Local Planning Authority prior to the commencement of the use of the buildings and plant hereby approved. This system must be monitored to ensure the fugitive release of odours from the building is prevented.  
REASON: In the interests of public health.
- 06) Storage of non-conforming waste shall be in suitable covered impervious containers prior to removal, details of which shall be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of the use of the buildings and plant hereby approved.  
REASON: To prevent odour/air pollution in the interests of public health.
- 07) Wheel cleaning of all commercial waste vehicles leaving the site hereby approved shall be carried out, details of which shall be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of the use of the buildings and plant hereby approved.  
REASON: To prevent any contamination leaving the site in the interests of public health.
- 08) Prior to the use of the buildings and plant hereby approved commencing, a scheme for Pest Control for the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme must be adhered to thereafter.  
REASON: To prevent pests being attracted to the area in the interests of public health.

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- 09) Prior to the commencement of the development a scheme shall be submitted to and agreed in writing by the Local Planning Authority to deal with the contamination of the site. That scheme shall include a ground investigation and a risk assessment to identify the extent of the contamination and the measures to be taken to avoid risk to the occupants of the development when the site is developed. The development shall be carried out in accordance with the approved scheme.  
REASON: In the interests of public health.
- 10) No building approved by this permission shall be occupied or approved uses commence until a report has been submitted to and approved in writing by the Local Planning Authority which verifies that the required works have been undertaken in accordance with the remediation strategy.  
REASON: To protect public health.
- 11) Notwithstanding the submitted plans no works shall commence on site until after revised parking details have been submitted to and approved in writing by the Local Planning Authority, which indicate a minimum of 22 off- street parking spaces within the curtilage of the site. Such provision shall be laid out and constructed in accordance with the approved plan prior to beneficial occupation of the buildings hereby approved first commencing and maintained free of obstruction for the parking of motor vehicles only.  
REASON: In the interests of highway safety.
- 12) The proposed entrance and exit points onto Greenmeadow Road shall provide for visibility splays of 2.4m x 43m in both directions which shall be provided prior to the commencement of the use of the access. No obstruction or planting above 900mm shall be placed or allowed to grow in the required visibility splays.  
REASON: In the interests of highway safety.
- 13) The proposed site gates shall be located clear of the highway as indicated on the approved plan.  
REASON: In the interests of highway safety.
- 14) Prior to beneficial occupation of the buildings hereby approved first commencing a Delivery Management Plan shall be submitted to and approved in writing by the Local Planning Authority which sets out the delivery strategy for the development and mitigates the impact on the highway network at peak times. Deliveries to and from the site shall accord with the agreed strategy at all times.  
REASON: In the interests of highway safety.

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- 15) No development shall commence until details of a scheme for the disposal of surface water and land drainage flows from the site has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented in accordance with the approved details prior to the beneficial use of the development and retained in perpetuity.  
REASON: To ensure the development is served by an appropriate means of drainage.
- 16) No development shall take place until an intrusive site investigation has been carried out. The results of the site investigation and methodology used shall be submitted to the Local Planning Authority before any development begins. If any land instability issues are found during the investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development shall be submitted to and approved in writing by the Local Planning Authority. Remedial measures shall be carried out prior to the first beneficial use of the development in accordance with the approved details and retained in perpetuity.  
REASON: To ensure the stability of the site
- 17) If during the course of development, any unexpected land instability issues are found which were not identified in the site investigation referred to in condition (16), additional measures for their remediation in the form of a remediation scheme shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved additional measures which shall be retained (for the period agreed in the remediation scheme / inperpetuity)  
REASON: To ensure the stability of the site
- 18) Details of the colours of the external finishes of the main building, external machinery and administrative office shall be submitted for consideration and approval in writing with the Local Planning Authority. The development shall be carried out in accordance with the agreed details prior to beneficial occupation.  
REASON: In the interests of visual amenity.
- 19) Notwithstanding the submitted plans, details of the boundary treatment of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details prior to beneficial occupation of the buildings hereby approved.  
REASON: In the interests of visual amenity.

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- 20) Prior to the commencement of the development a scheme depicting hard and soft landscaping shall be submitted to and agreed in writing by the Local Planning Authority. The agreed details shall be carried out in the first planting and/or seeding season following the occupation of the development. Any trees or plants which within a period of 5 years from the completion of the development die or are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.  
REASON: In the interests of the visual amenity of the area.
- 21) The development hereby permitted shall be carried out only in accordance with the following plans and other submitted details:  
CRM.083.001.P.D.003.B, D.001, and D005.B (or any plans or details subsequently agreed in writing by the Local Planning Authority as an amendment to the approved plans).  
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

Advisory Note(s)

The following policy(ies) of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010 is/are relevant to the conditions of this permission: CW2, CW3.

The applicant is advised of the comments of the Transportation Engineering Manager, Senior Engineer (Land Drainage), The Coal Authority and Wales and West Utilities

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