

Code No. and Date Received	Name and Address of Applicant	Description and Location of Proposed Development
14/0688/LA 07.11.2014	Caerphilly County Borough Council Mr R Napper Ty Pontllanfraith Blackwood Road Pontllanfraith Blackwood NP12 2YW	Carry out internal works to provide a Waste Transfer Station, office accommodation and welfare facilities, fleet and vehicle maintenance, stores and carry out external works to provide a car park, a lorry park, a fuel station, stores/compounds Ty Dyffryn, 5A & 5B Alder Avenue Dyffryn Business Park Ystrad Mynach Hengoed CF82 7TW

APPLICATION TYPE: Local Authority Application

SITE AND DEVELOPMENT

Location: The property, the subject of this application, is known as Dyffryn House which is located on the Dyffryn Industrial Estate. This estate is an established employment site laying to the south of Ystrad Mynach in the heart of the Rhymney Valley.

Site description: The access to the site is from the spine road, called Alder Avenue, which runs through the Industrial Estate. This road has a direct junction with the A469, Llanbradach By-Pass, at a point approximately half a mile to the north of the site entrance.

The Dyffryn House site has an approximate area measuring 6 Hectares, and comprises the following elements:-

1. A roughly square shaped building with a floor area of 1.4 Hectares approximately. The western side of this building houses a two storey element which contains the office accommodation. Behind this sits the large covered area which occupies the large factory space, which was constructed to accommodate a substantial printing works.

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2. Parking space in front of the building.
3. A large rectangular area of relatively flat grassland to the north of the building, which is bordered by a hedge.
4. An area of concrete hard-standing on the eastern side of the building, a large part of which is currently used for the storage of rock-salt supplies.
5. A substantial area to the east of the yard which is overgrown and contains a stream course. This land slopes subsequently grades upwards as it nears the border with the A469.

Dyffryn House itself is bounded to the west, south and north by existing industrial operations. As indicated above the A469 runs along its eastern flank.

Development: Dyffryn House is proposed to be redeveloped to have multi-functional use and, in principle, accommodate most of the Council depot based services and further Local Authority offices as well as a new Waste Transfer Station (WTS). The application as originally submitted also included a Householder Waste Recycling Centre (HWRC), however this element was removed from the description as a result of subsequent discussions held during the processing of the application. The current proposal removes all the activities originally indicated to be held on the undeveloped greenfield area to the east of the site. This was necessary due to the potential flooding situation the development of this land would involve. This will be elaborated upon further as part of the analysis of the scheme.

In view of the nature of the scheme the application was accompanied by an Environmental Statement (i.e an ES). This ES has been carried out in accordance with The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (hereinafter referred to as the EIA Regulations). The ES summarises the potential significant impacts and effects associated with the development and operation of the proposed Dyffryn House site, identifying where necessary mitigation measures to prevent, reduce and where possible offset any significant adverse effects on the environment.

The identification of the environmental effects to be assessed was undertaken through a Scoping exercise with officers of the Planning Department. The following topics were agreed for inclusion in the ES:-

- Air quality and odour;
- Biodiversity and ecology;
- Flood risk;

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Ground conditions and water quality;
Noise and vibration; and
Transport, traffic and access.

Additional/updated information on Noise, Odour and Flooding has subsequently been submitted with the result that the ES has been re-advertised in accordance with the requirements of the Regulations.

Within the existing Dyffryn House building, offices will remain and will accommodate a maximum of 200 staff to provide Council services, such as the Planning and Engineering Divisions.

The WTS will be constructed at the south east quarter of the existing Dyffryn House. The WTS will handle approximately 70,000 tonnes/year waste from the region, including 20,000 tonnes/year dry recyclables, 15,000 tonnes/year of green and food waste and 35,000 tonnes/year of residual waste. The waste will be manually sorted, and compressed. Waste will be removed from the site daily.

The north east quarter of the Dyffryn House building will accommodate other depot services, such as fleet maintenance and management, waste management and cleaning, ground maintenance and building operations depots.

The external areas of the site will be developed as follows:-

- A. - HGV parking spaces at the rear of the site (62 spaces)
- B. - 300 public car parking spaces, mainly to be constructed on the level grassland area to the north of the building.
- C. - Covered bicycle storage
- D. - Fuelling station.
- E. - Vehicle wash area for HGV's.

The WTS facility will be operational 7 days a week, with the exception of 3 Bank Holidays per year for Christmas Day, Boxing Day and New Year's Day. The offices will be operating 5 days a week with the exception of 8 Bank Holidays per year.

It is proposed that Dyffryn House will operate a flexible working day for office staff between 7:00 a.m. and 7:00 p.m. with the waste operational staff starting at 6:00 a.m.

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A total of around 300 staff are expected to arrive at the site throughout the day.

An operational licence will be obtained to permit the operation of the WTS provided that various conditions are achieved. This is over and above any planning permission obtained by an operator.

The Dyffryn House building does not require structural works to be carried out. The mechanical services of the building will undergo maintenance works. The offices area would be reconfigured and re-organised with no major construction activities. The warehouse area will be resurfaced, concrete walls will be constructed and steel ramps, a weighbridge as well as security fencing will be installed to enable the operation of the WTS and depot services.

The site's road infrastructure will be redeveloped to allow safe access for the public and large Other Goods Vehicles (OGV's). An additional site entrance will be constructed to the north of the existing site entrance to be only used by the public to access public car parks. The existing south site entrance and south access road will only be used by OGVs to access the WTS and depot services. As a result the two traffic streams will be kept separated.

The originally submitted scheme required two additional access bridges to be constructed across the watercourse at the rear of the site to connect the north and south access roads with the proposed HRWC. This element has subsequently been removed from the proposal.

The applicant has provided a phasing schedule for the construction of the total development. It is anticipated that , if approved, the facility will be fully operational in 1 year from the commencement date. This schedule is subject to amendment but states as follows:-

Phase 1 - January 2016 - June 2016. Redevelopment of existing Dyffryn House building to accommodate a WTS;

Phase 2 - April 2016 - December 2016. Redevelopment of site infrastructure and the existing building to accommodate multi-purpose activities such as offices, vehicles maintenance and depot services;

This would mean that the total facility would available in January of 2017.

With regard to vehicle movements during construction the application indicates the following numbers of such movements;

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"3 axle or concrete mix wagons, dumper trucks, compactor, 360°excavator, hydraulic hammer, vibratory roller and workforce' s cars/vans will be present during construction. The number of construction vehicles on site will vary in each construction phase: in Phase 1 approximately 1080 HGV movements are expected with an additional 10 workforce cars/vans per day; in Phase 2 approximately HGV 700 movements will be experienced each way with an additional 20 cars/vans per day."

The applicant indicates that the vast majority of workforce, delivery vehicles and construction machinery will arrive to Dyffryn House site through the main industrial estate access road off the A469 roundabout and will access the site through the existing site entrances. Vehicles will utilize existing car parking areas and construction vehicles will be stored on site. General construction materials and one abnormal load (weighbridge) is expected to be delivered to site, all materials will be stored in the Dyffryn House building.

Dimensions: The existing building will remain unaltered externally. It has a floor area measuring 1.4 hectares and a maximum height to the eaves of 7.3 metres and to the apex a maximum height of of 11.5 metres.

As indicated above the site area is approximately 6 hectares in total, although not all of this area will now be utilised as part of the proposal.

Materials: The building is a steel frame structure clad in profile metal sheets. The large yard at the rear is covered in concrete.

Ancillary development, e.g. parking: A new car-park comprising over 300 spaces is to be provided as part of the scheme. This is in addition to the existing parking provision for office staff at the site. Parking spaces for 62 OGV's is also to be provided at the rear of the building.

PLANNING HISTORY

07/0612 - Retain the siting of a storage container - Granted 03.07.07.

P/96/0477 - Construct materials recycling centre - Granted 24.10.96.

P/05/1656 - Utilise existing office space and front car parking area for Caerphilly County Borough Council use - Granted 16.02.06.

P/05/1404 - Obtain Certificate of Lawfulness for a proposed use to prepare recycling material and prepare residue waste streams for recycling or disposal - Granted 18.11.05.

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5/5/95/0119 - Erect 3 no. illuminated signs - Granted 28.04.95.

5/5/94/0557 - Erect 800 sq.m. extension to factory and offices currently under construction - Granted 29.09.94.

5/5/94/0264 - Erect 14,760 sq.m. factory with offices to be used as a printing works - Granted 22.06.94.

POLICY

LOCAL DEVELOPMENT PLAN

Site Allocation: The site is located within the settlement limit identified in the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010. In that plan it is included as part of a site specifically designated for employment purposes (EM2.13 - Dyffryn Business Park). This section of the estate is further shown as being a "primary site" in the employment hierarchy contained in the plan, as it relates to the Northern Connections Corridor. Primary sites are ones that will be permitted for B1, B2, and B8 use along with appropriate sui generis use.

Policies: There are a number of Local Development Plans which relate generally to this development, however the policies of specific relevance in respect to this proposal are as follows:-

SP9 - Waste Management, CW2 - Amenity, W3 - Design Considerations Highways, CW5 - Protection of the Water Environment and CW13 - Use Class Restrictions - Business and Industry.

NATIONAL POLICY In this regard the following policy documents are relevant to this proposal:-

Planning Policy Wales (Edition 7).
Technical Advice Note (i.e. TAN) 12 - Design.
TAN 15 - Development and Flood Risk.
TAN 21 - Waste.

ENVIRONMENTAL IMPACT ASSESSMENT

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

Was an EIA required? Yes.

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COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? Yes. The Coal Authority were subsequently consulted on the ES submitted with the application which contained a section on Ground Conditions. Their comments are contained below in the report.

CONSULTATION

Natural Resources Wales - initially raised objection to the entire scheme on flooding grounds. Additional information was thereafter submitted by the applicant and the objection was withdrawn in respect to the building, which houses the Waste Transfer Station, stores and servicing facility. The application was therefore amended to delete the household recycling element to the east of the building.

Thereafter the proposal was considered to be acceptable subject to conditions being imposed to regulate/control certain aspects of the operation.

Principal Valuer - indicated the he had no comment to make on this proposal.

Transportation Engineering Manager - made no objection to the proposed scheme subject to conditions relating to highway safety and vehicle management arrangements.

Head Of Public Protection - comments that after considering the additional information provided in the ES no objection is raised. A range of conditions relating to the control of potential pollution sources are however recommended for imposition on any consent granted.

Senior Engineer (Land Drainage) - makes a number of detailed drainage comments for the applicant's attention and requires a scheme for land and surface water drainage to be conditioned.

Countryside And Landscape Services - comments that a management plan for the wooded area was necessary and also landscape plans for the new car-park were required. However with the deletion of the HWRC from the scheme the management plan is no longer necessary.

With regard to site ecology a number of conditions are recommended in respect to habitat protection and invasive species control.

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The Coal Authority - on the basis of the information submitted the Coal Authority raises no objection to the application.

Aneurin Bevan Health Board - the comments of the Health Trust are contained in the body of the report. They raised no objection subject to matters such as air quality ,dust and odour etc. being addressed.

ADVERTISEMENT

Extent of advertisement: The application has been advertised in the press, by way of site notices and with direct neighbour notification letters to 52 properties. In view of the fact that the application has been accompanied by an Environmental Statement which has been carried out in accordance with The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (hereinafter referred to as the EIA Regulations) copies of this ES have also been displayed in Llanbradach and Ystrad Mynach libraries. A display/exhibition was also undertaken at Penallta House for public and members.

The ES has subsequently been revised with extra information on topics such as flooding, noise and odour. This revised ES has been re-advertised using the same arrangements as previously employed, with the exception of the exhibition at Ty Penallta.

Response: In response to this consultation exercise 36 letters of objection and a petition signed by 12 residents has been received. There was also one letter which raised issues for consideration, sent in by the Health Board.

Summary of observations: The basis of the objections received are as follows:-

1. Residents already live with the problems of an existing waste related company on the Dyffryn Business park (mainly smell, dust and litter). The proposed development will exacerbate these problems.
2. The area, which includes a new hospital, sports complex and housing will be covered with rats, flies and seagulls, as well as the unacceptable smells.
3. De-valuation of property.
- 4 Site flooding will result in waste standing in water. Flood defences have not been maintained and as a result will allow water to enter the site.
5. Highway capacity and safety concerns will be raised if the proposal goes ahead.

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6. The site will interfere with existing development (houses, businesses).
7. There will be "toxic smells" from rotting foods.
8. This represents a continuing destruction of Ystrad Mynach by the Council. The police station (with prison), the hospital and the sports complex have all altered the nice area it had previously been.
9. Businesses and householders will relocate away from the area to the detriment of the local economy.
10. Increased pollution will adversely affect health issues.
11. Soot particles will be trapped in the valley due to "temperature inversion". This reflects the lack of air movement in the valley.
12. Noise problems will occur to local residents, particularly in the early morning.
13. Ty Dyffryn is on a flood plain and not suitable for such a use.
14. Who will monitor the site to ensure that it only deals with the waste its authorised for?
15. The nearness of the operation to the new hospital will be detrimental to the health of the patients. Microbes and smells will be carried into the ventilation system of the hospital.
16. "It is understood that the Aneurin Bevan Health Board strongly object to the proposal." Their objection is supported.
17. There will be 1,000 vehicles a day to and from the site.
18. Vehicle movements from the site will need careful monitoring.
19. The nearby power line will make the "particles" much more active and will allow them to travel further and drive them deeper into the lungs.
20. If flooding occurs at the site what contingency plans are there to deal with the waste which will be prevented from using the facility?
21. What signage will be used to prevent waste vehicles using Caerphilly Road?
22. What assessment has been made on the benefits of the facility in respect to the loss of employment and business at the site? Has the impact on communities been measured?
23. How will the increase in the amount of pollution be adequately controlled by conditions?
24. How can the health of young children at the nearby adventure playground be protected from the effects of increased traffic?
25. What provision has been considered in respect to the reduction of pollution from the waste vehicles which will attend the site?
26. Will the council be seeking to change the fuel it currently uses to a greener fuel e.g. electric?
27. The existing waste operation on the estate is currently unregulated and causes problems.

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28. Where are the costings that show the sites that have been considered and rejected in favour of this site?
29. The indoor operation will require large extractor fans which will throw dust and odour into the air towards The Rise.
30. Would it be more beneficial to expand the existing site in the area rather than designate a new one?
31. The site is "clearly already contaminated" and is not suitable for the use proposed.
32. The on-site "contamination" will end up in the River Rhymney and thereby pollute that watercourse.
33. Will livestock in adjoining fields be affected by contamination? If so will compensation be payable?
34. Are there any proposals for incineration facilities of any kind?
35. How will staff working at the site be protected?
36. The ES confirms that there will be an increase in pollution from the operation.
37. No consultation with the local residents was undertaken prior to the application being submitted.
38. Will this facility be offered to other Local Authorities to transfer and sort their waste?
39. The provision of on-site fire prevention measures.

The letter from the Area Health Board raised a range of matters from air quality control, dust and odour management, TAN 15 advice on flooding mitigation, the proximity to Ystrad Mynach Hospital etc. The letter concluded by saying that subject to adequate controls being in place they would have no significant concerns in relation to the potential public health impacts from the proposed development.

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? It is not considered that the determination of this application will have a detrimental effect on issues of crime prevention and disorder in this area.

EU HABITATS DIRECTIVE

Does the development affect any protected wildlife species? No. The Council's Ecologist indicates that on the basis of the information submitted as part of the ES there are no protected species affected by the proposal.

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Is this development Community Infrastructure Levy liable? No.

ANALYSIS

Policies: To provide context to the policy considerations of this scheme it is relevant to provide a level of background information relating to the selection of the Dyffryn site for this application.

Prior to this application being submitted the applicant held discussions with officers of the Planning Department to establish the need for planning permission and the use category into which the application fell. The Applicant was advised that the proposal required permission and that the combination of uses identified in the description placed the proposal as a sui generis use (i.e in a category of its own). The applicant was further advised that the development was one that officers of the Planning Department considered to be of a nature that required an Environmental Impact Assessment to be undertaken and an Environment Statement to be submitted in support of it.

This conclusion was reached on the basis that the proposed development is considered to fall within Schedule 2 of the EIA Regulations under Class 11(b) Installations for the disposal of waste.

The thresholds and criteria within this category that trigger the need to consider whether an EIA is needed are as follows:-

- The disposal is by incineration; or
- The area of the development exceeds 0.5 hectare; or
- The installation is to be sited within 100 metres of any controlled waters.

Incineration is not proposed at this site, however the proposed area of the development significantly exceeds 0.5 hectares (approximately 6 hectares) and there are controlled waters located within 100 metres; as such the need for EIA and an Environmental Statement (ES) was considered and confirmed to be required.

The EIA process starts with a scoping exercise where the topics to be included for further studies are identified and agreed. The topics in this ES are outlined in the description of development outlined above.

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EIA is a structured process to identify the potential impacts of a proposed development, and the likely residual effects that are predicted to be significant post mitigation. These are then reported in the ES which is submitted in support of the planning application to assist in the decision making process. The ES also provides stakeholders and the public with a basis on which to make comments to the local planning authority on the environmental effects associated with the proposed development.

The ES summarised the environmental effects on a topic by topic basis. The methodology used sought to assess these effects during both the construction and operational phases.

Article 5 and 7 of the Waste Framework Directive imposes waste management duties on local authorities. The requirement includes an integrated and an adequate network of waste management facilities with the main objective to ensure the most appropriate disposal or treatment facility is located as close to the origin of the waste as possible.

The Landfill Directive also imposes requirements such as the reduction of the amount of biodegradable municipal waste sent to landfill to 35% of the 1995 level by 2020, and the treatment of wastes before landfill.

The Authority also has to comply with the regional waste management agreement, Prosiect Gwyrdd (Project Green). A new waste facility will assist the Authority with improving the efficiency of waste operations and meeting targets and the agreement under Prosiect Gwyrdd.

It is from this starting point that the applicant approached the waste management requirements indicated above. The ES gives a detailed assessment of the main alternative sites that were considered, in accordance with the EIA Regulations. These alternatives included both strategic and detailed options.

The former includes the following:-

1. 'Do-nothing' option;
2. Alternative site location; and
3. Alternative site layout.

Whilst the latter identifies five specific sites which were investigated for their potential suitability. These were as follows:-

- (i) Bedwas Highways Depot,
- (ii) Tiryberth Depot Central Stores Building,
- (iii) Dyffryn House,

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- (iv) Full Moon Transfer Station and,
- (v) Former Trehir Landfill Site.

The ES explains why an alternative site was necessary and why the Dyffryn site was the "Preferred " option, with the main benefits being summarised below:-

- It has a strategic, Mid-Valley location with easy access from the whole county borough;
- There is an existing building structure to accommodate WTS and further functions;
- It has the potential for further expansion;
- It has good, existing infrastructure for operational vehicles.

Based on this background the first policy in the LDP of relevance to be considered is SP9 - Waste Management. In line with the National Waste Strategy this policy seeks to reduce the land take-up for waste facilities. To assist in this regard the policy indicates that all allocated and protected B2 industrial sites are designated as potentially suitable locations for new in-building waste management facilities, which provides substantial choice in meeting the estimated land requirement of up to 10.4 ha.

This Policy (i.e. SP9) can be read in association with Policy CW13, for whilst this use is not strictly a B2 (General Industrial Use) it is shown as being located on an estate designated as a primary employment site within the LDP. Criterion B of Policy CW13 (Use Class Restrictions - Business and Industry) sets out those uses which are considered permissible on such sites:-

- Development within use classes B1, B2 or B8;
- Appropriate sui generis uses; or
- Facilities or services which are ancillary to the primary employment use.

Such an installation would therefore be permissible in policy terms. Furthermore, the supporting text to this policy explicitly states that every industrial site that is allocated or protected for B2 use is considered suitable, in principle, for the location of in-building waste management facilities, in compliance with Policy SP9. The two policies therefore cross-reference each other in respect to waste management facilities.

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The next policy to be considered is CW2 - Amenity. This policy has four criteria. These are as follows:-

- 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-use
- 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.

With regard to the first Criterion the ES has identified residential properties, industrial properties as well as car parks within a 200m radius from the Dyffryn House site as being sensitive receptors.

There are a number of residential properties with the closest being located approximately 180 metres to the south east, on "The Rise" estate.

With regard to the issue of the impact of the operation on the residential amenity of these dwellings the ES provided information relating to air quality, odour, noise and vibration. As indicated above the waste transfer element will be undertaken within the closed building. To minimise odorous and microbiological releases from the proposed development, it is indicated that the WTS will be kept under negative pressure at all times and entrances and exits will be equipped with airlocks and quick acting doors or air curtains to minimise odorous release to external air. Air releases through a ventilation system will be treated through an air filtration system equipped with appropriate bio filters to treat air and reduce odour.

It is indicated that under normal operating conditions waste will be removed from the site the same day that it is brought to the site to be processed. This short residence time of waste within the WTS will prevent the build-up of odorous emissions and microbiological activity by avoiding the decomposition of waste streams. Good practice site operations should prevent any food wastes from coming into contact with the floor.

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With the deletion of the HWRC from the scheme there is no longer any handling of waste material in the open air. Also as the majority of the residential properties are located to the south-west from the proposed development site. There is a strong dominance of winds from the west at this location. As there are no residential properties, industrial properties or car parks located within 200 metres of the proposed development in this direction, it is considered unlikely that any nuisance would occur.

Consequently with respect to dust and odour mitigation measures have been suggested as acceptable to the Local Planning Authority as part of the up-dated ES. This information has subsequently been considered by the Head of Public Protection and, subject to conditions, has been found to be acceptable.

With regard to noise and vibration the submitted assessment seeks to address the vibration and noise emissions generated by the proposed redevelopment of Dyffryn House site. It assesses noise emissions from construction, noise breakout from inside the building and noise emissions from external activities in the external areas.

Once again the deletion of the HWRC from the scheme reduces noise levels during both construction and operational phases. The reason for this being that this activity is carried on in the open air.

Once again the Head of Public Protection is satisfied with the contents of the ES and considers that, with mitigation via the use of conditions, the proposal is acceptable in respect to the impact on the nearest residential properties. The requirements of Criterion A are therefore considered to be satisfied.

The second criterion refers to overdevelopment of the site and its surroundings. It is evident from the size of the area of land involved (6 Hectares) and the scale of the building itself that the WTS and servicing operations can be carried on wholly within the structure and car-parking can be provided on available land within the boundary. The rear of the building, which is currently used as a storage yard area, will be used as a parking area for HGV 's. There will also be a wheel wash and a fuel storage compound sited there. These latter elements are located close to the building which screens it from view and effect in regard to its surroundings.

Criterion B is therefore considered to be complied with.

The third criterion addresses the compatibility of the proposal with surrounding land-uses and whether it would constrain the operation of these uses. The impact of the industrial receptors has been considered in the ES in respect to both construction and operational phases.

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It must be recognised that this site is located on an industrial estate, in a building formerly occupied by an extremely large printing business, which would have employed a transportation department to deliver heavy loads from the site. Access, in all probability, would be onto the A469 and thereafter into the wider network. This latter A Class road is a main strategic highway route through the Rhymney Valley and deals with 31,512 vehicles per day.

The Head of Public Protection's comments with regard to the impact on all relevant receptors indicates that the operation applied for is one that can be controlled to an acceptable level by the use of conditions and through the system issued 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. A combination of such limitations will administer the operation of the facility.

Therefore it is considered that the use is suitably located on the Dyffryn Business Park (note Policies SP5 and CW13 above), and can be undertaken without constraining the surrounding land-uses. Criterion C is therefore complied with.

The final requirement of policy CW2 refers to the impact of new residential development on the viability of an existing enterprise. These circumstances are not relevant to this application and the criterion is therefore not applicable.

Policy CW2 is therefore complied with.

With regard to the policy relating to Highway Considerations (i.e. CW3) the comments of the Transportation Engineering Manager are relied upon. These confirm the arrangements at the site and on the Business Park itself are acceptable, subject to conditions.

The ES, in its assessment of "Traffic, Transport and Access" concludes that the highest potential for disruption would occur in peak hour time and therefore the effect of the proposed additional traffic was assessed on peak hour background traffic. It has been determined that the additional traffic in peak hours have insignificant effect on the background traffic on Alder Avenue. This conclusion is generally one that the Council's Transportation Engineering Manager believes is accurate.

CW3 is therefore complied with.

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Policy CW5 addresses the protection of the Water Environment. The policy is two-fold: (i) deals with development which has an adverse impact on the aquatic environment and (ii) those which pose a risk to the quality of the controlled waters (including ground water and surface water). In this regard the comments of Natural Resources Wales (i.e. NRW) are key.

They have commented that they are satisfied that these matters can be addressed by way of the imposition of conditions designed to control the development to an acceptable level. The surface water drainage arrangements proposed (e.g. Sustainable Urban Drainage Systems SUDS) for drainage of the new development areas) could also require the involvement of the Council's Senior Engineer (Land Drainage).

Subject to the controls required by these bodies the proposal is considered to comply with this policy.

With regard to the Welsh Government advice contained in the relevant Technical Advice Notes (i.e. TAN's) it is considered that in respect to TAN 12 (Design) not all of the aspects of the advice are relevant. This is because the design of the site retains the existing building and its external appearance. The internal space is to be redesigned to rationalise available space and provide additional office accommodation, internal storage areas, vehicle maintenance bays and the proposed waste transfer station. Also the majority of the access arrangements are in place and will remain unaffected.

With the deletion of the external based HWRC from the scheme the operations are almost wholly contained within the building and as a consequence are visually screened. The site is also secure and accessible by sustainable means of travel. The proposed development is well connected by bus with several bus routes serving Dyffryn Industrial Park. The nearest bus stops are located approximately 270m away on Caerphilly Road. There are footpaths running parallel to the carriageway offering pedestrian access to the site.

TAN 12 is therefore considered to be complied with.

TAN 15 'Development and Flood Risk' is particularly relevant in this instance as the application site lies within Zone C1 as defined by the Development Advice Map referred to in this TAN. On this basis a Flood Risk Assessment (i.e. an FCA) was submitted with the application. In their assessment of the FCA the NRW considered the site as comprising three elements. These were the WTS (highly vulnerable development), a car-park (less vulnerable) and a HWRC (highly vulnerable).

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NRW subsequently objected to the scheme as the submitted FCA failed to demonstrate that the consequences of flooding could be acceptably managed for the lifetime of the development in accordance with TAN 15.

As such the applicant prepared amendments to the flooding information contained in the ES and resubmitted it to the NRW. Their response was that two of the elements (the WTS and the car-park)) were now acceptable but the third (the HWRC) remained unacceptable and as such the NRW maintained their objection to this part of the development.

The applicant considered this response and subsequently this element of the scheme was withdrawn from the description of the development. A re-consultation process was undertaken with the standard consultees and the public on this revision to the description and the amended ES.

The result of the above series of events has resulted in the acceptability of the development in respect to the advice contained in TAN 15. Conditions are recommended based on the NRW's further advice.

As the application is for a waste facility TAN 21- Waste, requires the submission of a Waste Planning Assessment for such proposals. The applicant has prepared and submitted such an assessment for the Ty Duffryn development to the NRW who have responded to the effect that after reviewing the document they have no adverse comments to make in relation to it. As such the guidance contained in this TAN has been adhered to.

It is therefore considered that there are no policy objections to this application.

Comments from Consultees: As is indicated above the application has been amended to address the concerns of consultees such as the NRW and the Head of Public Protection, who have raised concerns regarding the impact of the scheme. These concerns have resulted in the amended /additional information being provided which has resulted in the scheme being altered to provide an acceptable scheme.

As a result none of the standard consultees raise objections to the development which could sustain a refusal of permission. A number have recommended conditions which are set out below.

Cont....

Application No. 14/0688/LA Continued

Comments from public: Prior to addressing the responses of the general public it is important to note that many were made before the scheme was amended by the deletion of the HWRC, which was a substantial element of the original proposal and was to have taken place in the open air.

The responses to the points raised are as follows:-

1. The presence of existing problems at the estate are matters to be addressed separately. They should not be used to attempt to justify the refusal of the current submission.
2. The Waste Transfer activity will take place wholly within the building however, due to the nature of the materials being handled it is anticipated that the activities will attract pests. The submitted information indicates that waste will not be allowed to accumulate within the tipping hall and the floors will be kept clean through the use of loaders, which will collect any spilled waste and deposit them into out-going vehicles on a regular basis. In addition to these measures, standard pest control methods will be implemented as part of the waste management licence.
3. The issue of property devaluation is not a material planning consideration.
4. The WTS element of the scheme will be enclosed by flood gates which will prevent water, probably from the River Rhymney being allowed to flow into this area. Consequently any waste on site will be protected from this threat. These gates will be required by condition.
5. Highway capacity and safety issues are dealt with in the comments of the Transportation Engineering Manager. He has raised no objection to the application subject to the imposition of conditions relating to any permission granted.
6. The whole point of the submitted Environmental Statement is to summarise the potential significant impacts and effects associated with the development and operation of the proposed Dyffryn House site, identifying where necessary mitigation measures to prevent, reduce and where possible offset any significant adverse effects on the environment. This includes its impact, on a range of topics on the surrounding area, which includes other buildings such as factories and houses. The consideration of this submitted information by a wide range of consultees is designed to ensure that development's impact on its surroundings is limited and acceptable. In this instance the proposal is considered to be of a standard where planning permission can be granted.
7. Conditions will be included on any permission granted which will ensure that there will be no overnight storage of Waste material in the waste reception hall. Also an air treatment system will be installed to deal with odours captured within the building.

Cont....

Application No. 14/0688/LA Continued

8. The stated impact on Ystrad Mynach is a personal opinion which is not relevant to the determination of this application.

9. The operation of the facility will be the subject of planning condition control. It will also 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. Consequently the facility will be operated on a controlled regime designed to limit issues which could affect the wider environment.

10. The Head of Public Protection considers that the facility will not adversely impact on the health of the surrounding buildings so long as adequate mitigation measures are installed. To this end conditions are recommended to be attached to any permission granted.

11. Reference to the effect of "Temperature inversion" has been referred to by a number of objectors. The response to this is that in April 2015, an odour modelling assessment was undertaken as part of the planning application. The assessment considered the likely odour emissions, after any abatement from the development and their likely dispersion in the atmosphere.

The dispersion modelling assessment was undertaken using the latest version of AERMOD, an industry standard atmospheric dispersion model for modelling odour and approved for use by the Environment Agency. The dispersion modelling assessment has taken account of local meteorological conditions through the use of hourly sequential meteorological data and topological data to characterise conditions at the proposed development.

The dispersion modelling assessment has assessed worst case operational conditions that could result in odorous releases and concluded that the effects will not be significant.

12. The Head of Public Protection requires conditions relating to noise mitigation to be attached to any permission granted.

13. The position relating to the flood plain in respect to this proposal is addressed above in the report. NRW required the scheme to be reduced to ensure that flooding is not a determining factor.

14. The running of the site will be overseen by the Council's Waste Management Section. The monitoring of the permit will be undertaken by NRW.

Cont....

Application No. 14/0688/LA Continued

15. As part of the ES the impact upon sensitive receptors was considered. This changed depending upon the element being assessed (e.g. dust 200 metres of the site boundary, microbiological releases 250 metres). The hospital site far exceeded the distances used in such assessments. As such it is beyond the scope of the impacts of the nuisances objected to.

16. The Aneurin Bevan Health Board did not raise strong objections to the application. They did however raise issues relating to a number of matters which they required to be addressed by way of condition.

17. With the deletion of the HWRC from the scheme it is calculated that the traffic flow to the site will be greatly reduced and is anticipated to be less than 14,000 a year

18. The monitoring of vehicle movements too and from the site is a matter of day to day management and will be addressed, if necessary by the Waste Management Section.

19. The Head of Public Protection has raised no objection in this regard. There is a theory called "corona-ion hypothesis" which is based on the fact that high-voltage overhead power lines create charged particles in the surrounding air by a process of ionisation. However there is no evidence currently to support that this results in increases in ill health in the surrounding areas.

20. With regard to contingency plans in times of flooding there will be no need to remove the waste from the Waste Transfer Station. The waste will remain in a dry area protected by a flood barrier and flood gates.

21. No enforcement signs will be erected to stop vehicles using Caerphilly Road. Vehicles carrying waste or recyclable material from The Rise, Llanbradach or local areas off Caerphilly Road will not be prevented from using this route.

22. There were Socio Economic and Operational assessments carried out which did not show that the impact of the proposed site would result in the loss of employment at the business park.

23. The submitted information on a range of issues such as air quality, odour, noise, dust has been considered by officers and the standard consultees who have resolved to accept the facility subject to the imposition of conditions designed to control any adverse aspects.

24. This point is also covered in the response to 23 above.

25. All new vehicles that the Council require conform to the latest European Standards.

26. The Authority has trialled electric vehicles, fuel saving devices and technologies, additives and 'stop start' technology to the refuse compactors and will continue to trial and monitor greener, more efficient vehicle products. All new vehicles that the council require conform to the latest European Standard.

Cont....

Application No. 14/0688/LA Continued

27. As indicated in responding to Point 1 above this is a separate and distinct matter to the one currently before the Committee and should not affect the consideration of this proposal.

28. The ES contained an assessment of the alternatives considered for the provision of this facility. The selection of the site was made with legislative requirements, the need for the scheme and by assessing the potentials and drawbacks from three aspects: suitability for development; socio economic and operations and environmental aspects. Other sites considered required new Waste Transfer Station (WTS) buildings to be constructed, whereas the preferred site has an existing building which could be reconfigured at a much lower cost than the construction of a new WTS. The costings are complex and do not really compare like for like.

29. This aspect has been addressed in the response of the Head of Public Protection.

30. The alternative sites were considered fully in the ES, the contents of which indicates why this site was considered to be the preferred option.

31. The ES contains a section on Ground Conditions and Water Quality. This indicates that a site investigation was undertaken by White Young Green during September 2013. The site investigation identified that there is limited potential for contamination to be present and that the surface water and ground water quality is not of concern. There is a potential for land gas and volatile organic compounds being present. This information, which identified the limited nature of contamination at the site, was accepted by NRW and the Head of Public Protection.

32. NRW considered the impact on the aquatic environment and found it acceptable subject to conditions attached to any consent granted.

33. This is a matter to be addressed if it were to occur.

34. Incineration is not proposed at this site.

35. Health and Safety regulations will be used to provide protection to workers on site.

36. The ES confirms that any pollution associated with the facility can be mitigated to acceptable and safe levels.

37. The applicant undertook public exhibitions in the locality prior to the application being submitted. With regard to the submission itself a wide ranging consultation exercise was carried out in accordance with the EIA Regulations.

38. There are no plans to share this facility with other Councils.

39. The matter relating to fire prevention measures is one dealt with via the permit system.

Other material considerations: On the basis of the considerations above and the environmental information in the Environmental Statement it is recommended that planning permission is granted subject to conditions.

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Application No. 14/0688/LA Continued

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) Details of land drainage shall be submitted to and agreed in writing with the Local Planning Authority before the works commence and shall be carried out in accordance with the agreed details before the development is brought into use.
REASON: In the interests of highway safety.
- 03) This permission shall not extend to the Household Waste Recycling Centre shown on drawing PL05. The area of land on which it is shown as being located shall remain free of operational development due to its siting within the flood plain.
REASON: For the avoidance of doubt as to the development hereby approved.
- 04) The development hereby approved shall not be occupied until the means of vehicular access has been constructed in accordance with the approved plans.
REASON: In the interests of highway safety.
- 05) The development shall not be occupied until the area indicated for the parking of vehicles has been laid out in accordance with the submitted plans and that area shall not thereafter be used for any purpose other than the parking of vehicles/motorcycles/cycles.
REASON: In the interests of highway safety.
- 06) Prior to the occupation of the development hereby approved the proposed means of access shall be laid-out, constructed and maintained thereafter, with vision splays of 2.4 metres by 90 metres. No obstruction or planting when mature exceeding 0.9 metres in height above the adjacent carriageway shall be placed or allowed to grow in the required vision splay areas.
REASON: In the interests of highway safety.

Cont....

Application No. 14.0688/LA Continued

- 07) Prior to the commencement of work on site, a travel plan shall be submitted to and approved in writing by the local planning authority and thereafter implemented in accordance with any timescales contained therein, unless as otherwise agreed in writing with the Local Planning Authority that the Travel Plan is not required.
REASON: To encourage the use of a variety of transport options.
- 08) The existing vehicle access located on the northern boundary of the site shall be closed off in a manner to be firstly agreed in writing with the Local Planning Authority. This closure shall be undertaken prior to the use of the site, hereby approved, commencing.
REASON: In the interests of highway safety.
- 09) The existing access located at the southern boundary of the site shall be improved in a manner and timescale to be firstly agreed in writing with the Local Planning Authority. Thereafter this improvement shall be completed prior to the operation hereby approved commencing.
REASON: In the interest of highway safety.
- 10) Prior to development commencing detailed site plans and landscape proposals for the proposed new car park to the north of the building and the extended car park in front of the building. These plans should identify existing landscaping which will be lost to the development as well as proposed planting. Specimen tree planting will be required to introduce shade and break up the mass of car parking on the north site of the building. Details of the tree pits for this planting will be required for approval. These plans should be agreed in writing with the Local Planning Authority, thereafter they will be implemented concurrently with the development
REASON: In the interests of amenity.
- 11) Prior to development commencing on site details of a 2m high noise barrier shall be submitted and agreed in writing with the Local Planning Authority This barrier shall be constructed along the northern and southern boundaries, adjacent to the yard at the rear of the building. The density of the barrier should be at least 20kg/m² and have no gaps. Thereafter the agreed barrier shall be constructed prior to the operations hereby approved commencing.
REASON: To control the impact of noise from the site.

Cont....

Application No. 14/0688/LA Continued

- 12) Construction phase works shall be limited to 0800 - 1800 hours (Monday - Friday) and 0900 - 1300 hours (Saturday) and no workings on Sunday or Bank Holiday.
REASON: In the interests of amenity.
- 13) Prior to the development hereby approved commencing details of an internal design scheme to ensure that internal noise transfer between the different uses in the development meet those specified by BS8233 shall be submitted to and agreed with the Local Planning Authority. Thereafter these agreed details shall be completed prior to the operations commencing.
REASON: In the interests of the amenities of staff working at the site.
- 14) 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.
- 15) Before any soils or hardcore that do not fall within the green category set out in Table 2 of the WLGA document 'Requirements for the Chemical Testing of Imported Materials for Various End Uses and Validation of Cover Systems 2013' are brought on to site, a scheme for their importation and testing for contamination shall be submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved scheme.
REASON: To prevent contamination of the application site in the interests of public health.
- 16) 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.
- 17) The hours of operation of the site shall be restricted to 0600 hours - 2000 hours Monday to Sunday.
REASON: In the interests of amenity.

Cont....

Application No. 14/0688/LA Continued

- 18) Prior to the commencement of the waste transfer station use hereby approved an odour management plan shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter the agreed scheme shall be implemented at all times to control odour at the site.
REASON: To prevent pollution.
- 19) A closed door management strategy shall be maintained on the waste transfer station buildings at all times. Fast Closing access doors shall be interlocked to ensure two doors cannot open at once during operation.
REASON: To control pollution.
- 20) There shall be no external preparation, mixing and screening of waste operations.
REASON: To control pollution.
- 21) The waste transfer station building shall be completely sealed prior to its first use for that purpose, and smoke and pressure tests shall be conducted to confirm that the process buildings provide sufficient containment. Tests shall be carried out prior to the first use of the building and following any amendments to the building.
REASON: To prevent pollution.
- 22) All odours generated in the waste transfer station building shall be captured and maintained under negative pressure and treated in the odour treatment system, details of which shall be submitted to and agreed with the Local Planning Authority prior to the commencement of that use. This system shall be monitored to ensure the fugitive release of odours from the building is prevented.
REASON: To prevent pollution.
- 23) The biofiltration system, to be installed in the building, shall at all times be maintained to ensure adequate and equal air distribution.
REASON: To prevent pollution.
- 24) Storage of non-conforming waste shall be in a suitable covered impervious container prior to removal from the site.
REASON: To prevent pollution.
- 25) Commercial vehicles carrying waste entering or leaving the site shall be either fully enclosed or be provided with sheets to cover all loads.
REASON: To prevent pollution.

Cont....

Application No. 14/0688/LA Continued

- 26) All commercial and local authority waste vehicles leaving the site shall be subject to wheel cleaning in accordance with a scheme to be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of the use hereby approved.
REASON: To prevent pollution.
- 27) A scheme for Pest Control for the premises shall be submitted to and agreed in writing with the Local Planning Authority, prior to the commencement of the use hereby approved. This scheme shall be adhered during the duration of the operations hereby approved.
REASON: To control vermin.
- 28) There shall be no overnight storage of Waste material in the waste reception hall, unless as otherwise agreed in writing with the Local Planning Authority.
REASON: To prevent pollution.
- 29) Prior to the commencement of the development hereby approved, a construction phase noise scheme (to cover demolition and construction) shall be submitted to and agreed, in writing, with the Local Planning Authority. Thereafter, this agreed scheme shall be employed to deal with noise arising from the development.
REASON: To prevent pollution.
- 30) Prior to the commencement of the development hereby approved, a construction phase dust mitigation scheme (to cover demolition and construction) shall be submitted to and agreed, in writing, with the Local Planning Authority. Thereafter, this agreed scheme shall be employed to deal with dust arising from the development.
REASON: To prevent pollution.
- 31) The demolition or site/vegetation clearance associated with the development hereby approved shall not take place during the breeding season for birds, from March to August inclusive in any given year, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that breeding birds are protected. All British birds, their nests and eggs (with certain limited exceptions) are protected by law under Section 1 of the Wildlife and Countryside Act 1981 (as amended) and the Countryside and Rights of Way Act 2000.

Cont....

Application No. 14/0688/LA Continued

- 32) The development hereby approved shall be carried out fully in accordance with the recommendations made in Section 3 of the 'Preliminary Ecological Appraisal and further Ecology Surveys' Report dated December 2013, prepared by Mott MacDonald, unless otherwise agreed in writing by the Local Planning Authority. The details shall be implemented before the development hereby approved is first occupied.
REASON: To ensure adequate protection for protected species.
- 33) As part of the development the site boundary tree lines shall be retained as stipulated in the 'Preliminary Ecological Appraisal' dated December 2013, prepared by Mott MacDonald. The trees shall be fenced around their canopy drip lines during the development works to protect the trees and their root structures.
REASON: To ensure the retention and protection of bat commuting routes and foraging areas.
- 34) As part of the development the stream that runs along the rear of the site shall be enhanced as an open stream details of which shall be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of the development hereby approved. This stream shall be fenced off during the development works to protect the stream and its banks.
REASON: To ensure the protection of the stream and its banks.
- 35) Prior to the commencement of development a light mitigation strategy, including measures to ensure that street lighting and security lighting reduces light spillage into foraging habitats for bats, shall be submitted to the Local Planning Authority for approval. The lighting shall be installed in accordance with the approved strategy.
REASON: To ensure proper measures are taken to safeguard the habitat of bats, in the interests of biodiversity.

Cont....

Application No. 14/0688/LA Continued

- 36) Prior to the commencement of works on site, a method statement shall be submitted for approval to the Local Planning Authority detailing the treatment of Japanese knotweed on site. The treatment of Japanese knotweed shall be carried out in accordance with the approved details. REASON: It is an offence under the Wildlife and Countryside Act 1981 (as amended) to "introduce, plant or cause to grow wild any plant listed in Schedule 9 Part 2 of the Act". Japanese Knotweed (*Fallopia japonica* / *Polygonum cuspidatum*) is included within this schedule. All Japanese knotweed waste (the plant itself or material containing its rhizome) is classed as controlled/special waste and therefore must be disposed of in accordance with the Environmental Protection Act 1990 and the Environmental Protection Act Duty of Care Regulations 1991.
- 37) Prior to the commencement of works on site, a method statement shall be submitted for approval to the Local Planning Authority detailing the treatment of Himalayan Balsam on site. The treatment of Himalayan Balsam shall be carried out in accordance with the approved details. REASON: It is an offence under the Wildlife and Countryside Act 1981 (as amended) to "introduce, plant or cause to grow wild any plant listed in Schedule 9 Part 2 of the Act". Himalayan Balsam (*Impatiens glandulifera*) is included within this schedule.
- 38) Prior to the commencement of works on site, a method statement shall be submitted for approval to the Local Planning Authority detailing the treatment of Rhododendron on site. The treatment of Rhododendron shall be carried out in accordance with the approved details. REASON: It is an offence under the Wildlife and Countryside Act 1981 (as amended) to "introduce, plant or cause to grow wild any plant listed in Schedule 9 Part 2 of the Act". Rhododendron (*Rhododendron ponticum*) is included within this schedule.
- 39) Prior to the commencement of any works associated with the development hereby approved, a plan showing details of the provision of roosts and a means of access for bats at Ty Dyffryn shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented before the development hereby approved is first occupied. REASON: To provide additional roosting for bats as a biodiversity enhancement, in accordance with Section 40 Natural Environment and Rural Communities Act 2006, and policy contained in Welsh Assembly Government's Planning Policy Wales and TAN 5 Nature Conservation and Planning.

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Application No. 14/0688/LA Continued

- 40) Prior to the commencement of any works on site, details of the provision of nesting sites for bird species (House sparrow, House martin, Starling, Swallow and Swift) at Ty Dyffryn, Ystrad Mynach, shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented before the development hereby approved is first occupied.
REASON: To provide additional nesting opportunities for birds as a biodiversity enhancement, in accordance with Section 40 Natural Environment and Rural Communities Act 2006, Planning Policy Wales (2012) and paragraph 1.4.3 of TAN 5 Nature Conservation and Planning (2009).
- 41) The WTS finished floor level is to be set at or above the existing level of 89.75m AOD. The internal flood defence wall and gates should be constructed in accordance with the recommendations of the FCA and the proposed layout plan (CCBC, TH1008, PL14, July 2013).
REASON: To ensure the development remains flood-free during its operational lifetime in accordance with the guidance in TAN15.
- 42) The existing flood defence bund on the site should be retained and a maintenance plan for the structure in place for the lifetime of the development.
REASON: To ensure flood risk to the development from the Ordinary watercourse is managed in accordance with TAN15.
- 43) The land within the development site to the east of the Ordinary watercourse (Zone Z) will remain free of development and ground levels maintained as existing.
REASON: To ensure the risk to the site and third parties can be managed in accordance with TAN15.
- 44) If, during development, contamination not previously identified is found to be present at the site, no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority, through the submission of a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.
REASON: To protect the aquatic environment from pollution.

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Application No. 14/0688/LA Continued

Advisory Note(s)

Please find attached the comments of Council's Ecologist, Senior Engineer (Land Drainage, Head of Public Protection and Natural Resources Wales that are brought to the applicant's attention.

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 and SP5.

