

REFERENCE: P/18/520/FUL

APPLICANT: Rockwool Ltd Wern Tarw Road, Wern Tarw, Bridgend, CF35 6NY

LOCATION: **Rockwool Ltd Wern Tarw Road Wern Tarw Bridgend CF35 6NY**

PROPOSAL: New hardstanding to the south of the plant for external storage of materials, new operational buildings and new vehicular access off Wern Tarw Road

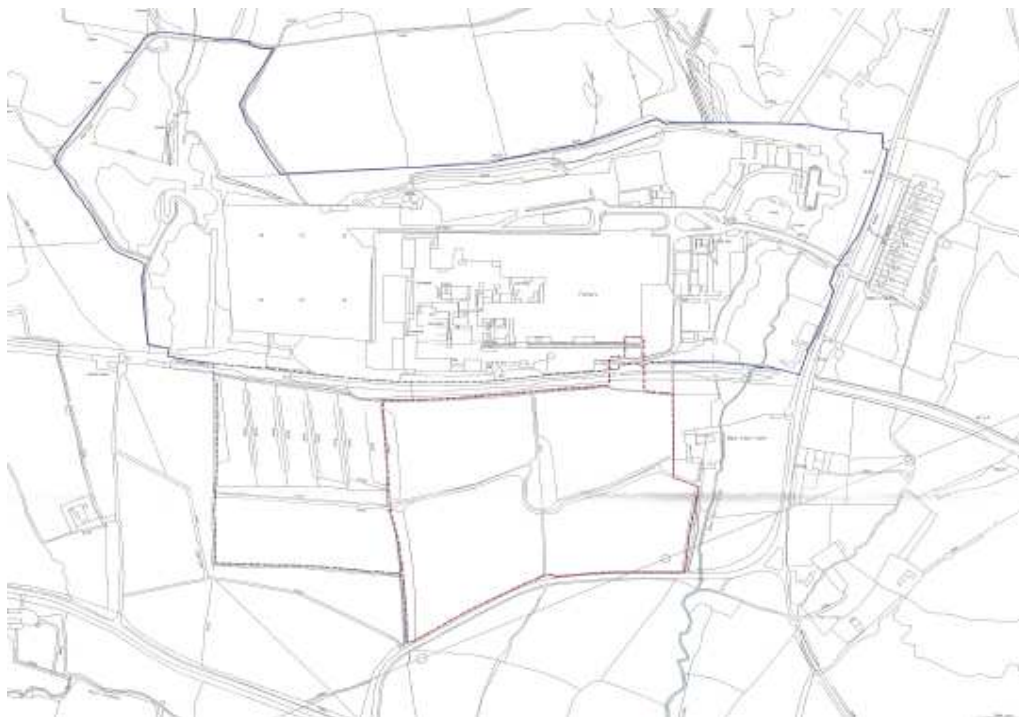
APPLICATION/SITE DESCRIPTION

Rockwool Ltd. propose to increase the production capacity at their established factory in Pencoed by reviving one of their three production lines and furnaces which was “mothballed” a number of years ago (and which has already got consent). This is the result of growing demand across the UK and Europe for their range of products.

As part of this process they are also looking to improve the efficiency and logistics of the business by providing a larger and more accessible external storage area immediately to the south of their existing factory with access from Wern Tarw Road. The company has purchased the land from the owner of Wern Fawr Farm and the development will take place across the central two land parcels of four.

A multi-million pound investment from Rockwool Global Headquarters in Denmark has been secured to undertake this process together with additional storage space for the finished product (including building insulation; industrial and technical insulation for process industry; marine and offshore; customised solutions for industrial application; wall and facade systems; acoustic ceilings; horticultural substrate solution; noise and vibration control) to improve the efficiency of the site in terms of deliveries, unloading and loading.

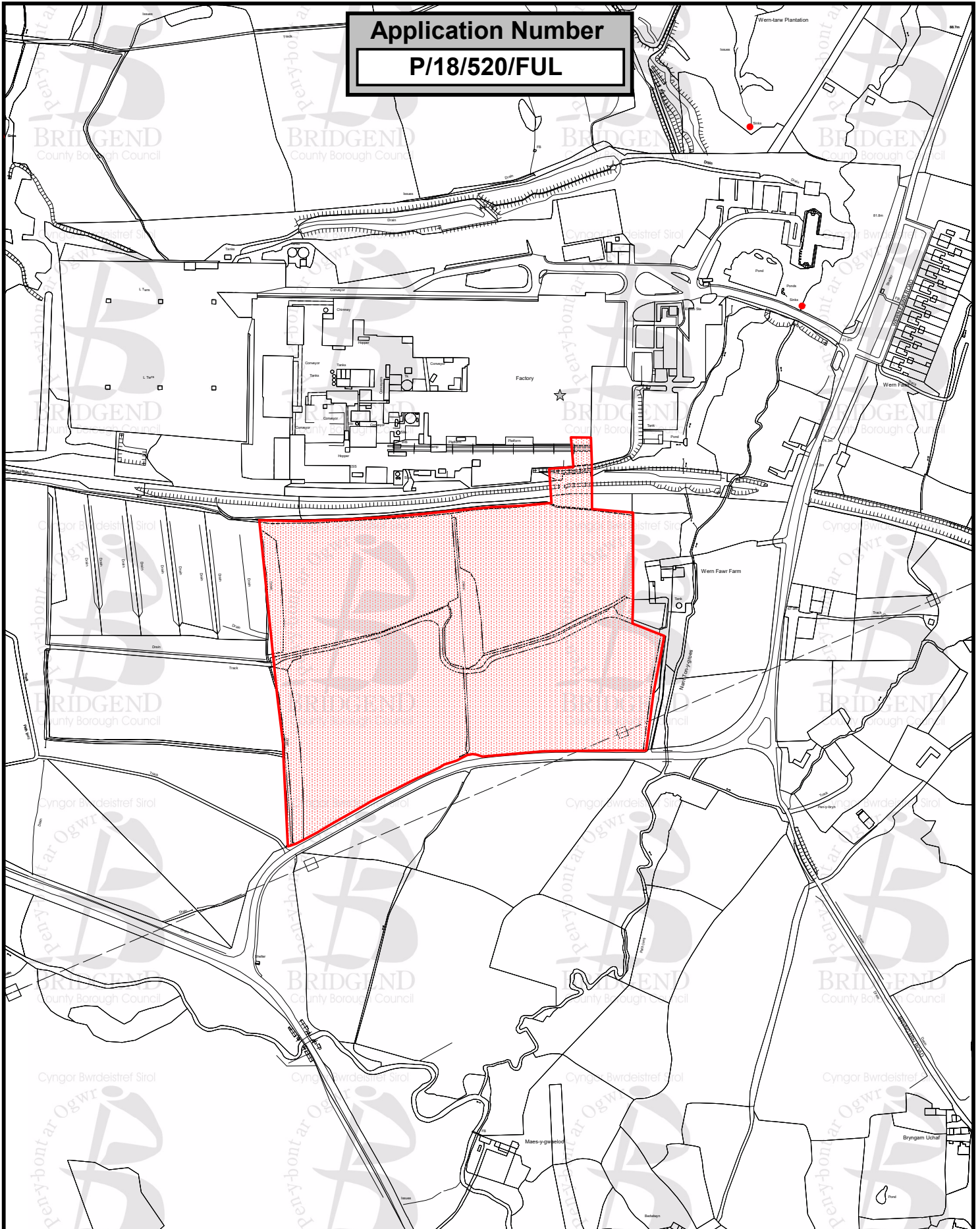
The area of new development revolves around a new concrete hardstanding area (including an asphalt entrance and access road/parking area/loading area for HGVs) of approximately 20 acres to the immediate south of the current facility.



Application Site (red) and Surrounding Area (blue) controlled by Rockwool Ltd.

Application Number

P/18/520/FUL



Scale 1:5000

**Date Issued:
22/08/2018**

**Development-Mapping
Tel: 01656 643176**

Mark Shephard

Corporate Director-Communities

Communities Directorate,
Bridgend County Borough
Council, Civic Offices,
Angel Street,
Bridgend CF31 4WB.

O/Drive/Plandraw/new MI layouts/
Committee DC Plan

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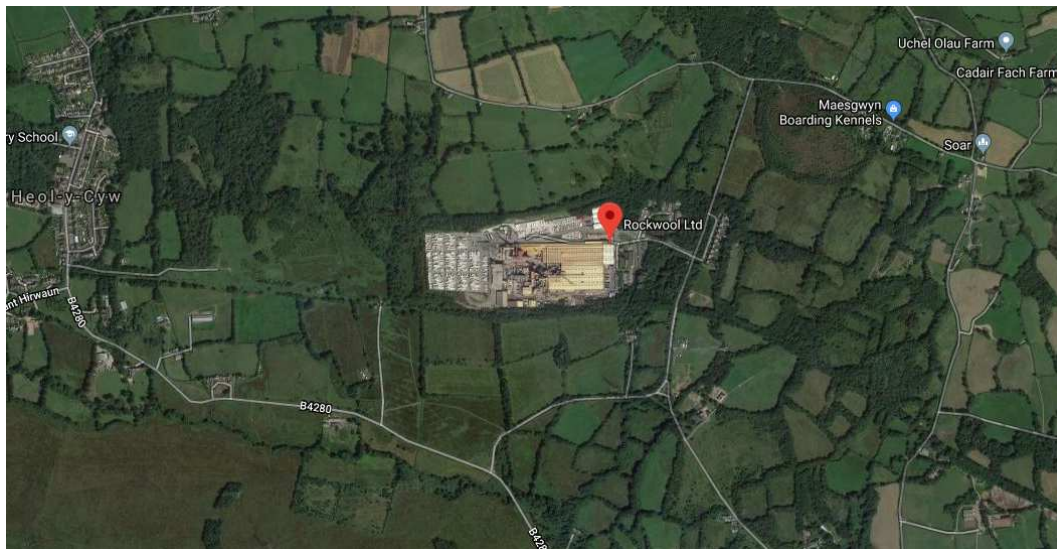
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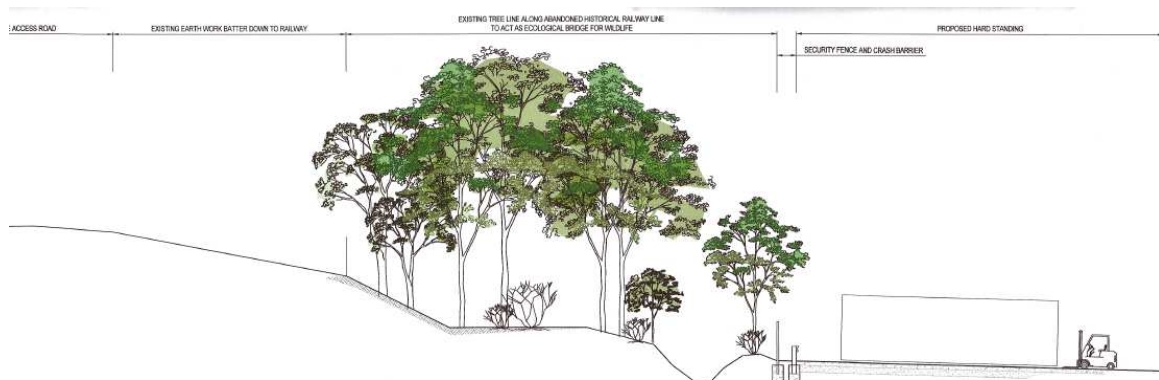
The new storage space facility will allow the company to free up some space at the current site entrance opposite Wern Farm Road, maximise the capacity of the factory to produce, store and deliver their products and employ an extra 65 permanent full time workers on the site.

The two parcels of land at the extreme ends of the application site (to the west and east) would not be developed as part of the scheme, although they will be utilised for biodiversity improvements and land drainage mitigation/attenuation purposes and will retain a reasonable buffer zone between the site and the occupiers of the neighbouring farm house (Wern Fawr Farm) to the east and Heol y Cyw to the West.



Aerial View of Site and Surroundings

There is a significant drop in level (approximately 10m) between the existing factory site and the proposed external storage area to the south of the site which will necessitate a fully insulated conveyor belt to transfer the product to the holding area. The conveyor belt will exit the existing factory approximately 10m above site ground level.



SECTION 3-3 CHANGE IN LEVEL BETWEEN PROPOSED AND EXISTING SITES

Typical Site Section

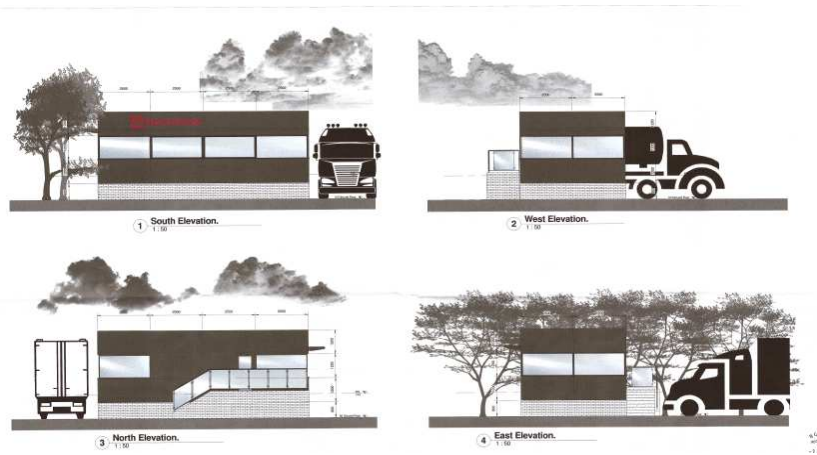
Whilst the amount of raw material being delivered to the site via the main entrance opposite the residential properties at Wern Fawr Road will increase, a new access off the road linking the B4280 and Bryngarn Road will facilitate the onward transportation of the product(s) to the end customer and reduce the level of traffic going in and out of the main access opposite Wern Fawr Road.



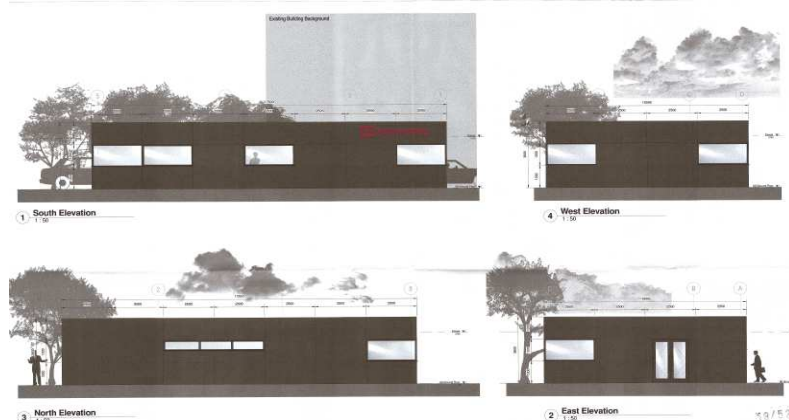
Proposed Site Layout Plan

The only new buildings proposed are a simple security cabin close to the entrance into the site (including an office, toilet and sink), a logistics/driver welfare building to the north-west corner of the external storage area (including an office, toilets, lockers, a drying room, a dining area, meeting room and storage) and a single storey garage building for 16 forklifts (with gas store) towards the north east corner of the site and the proposed conveyor. The buildings will be clad in Rockwool's own products including the use of Rockpanel cladding to the outside of the building and Rockwool insulation. The two sites will be linked by the conveyor system and a new pedestrian route.

The HGVs will congregate within 18-20 parking bays before moving on to 10 side loading bays. There will also be space for 12 trailers to be stored on site.



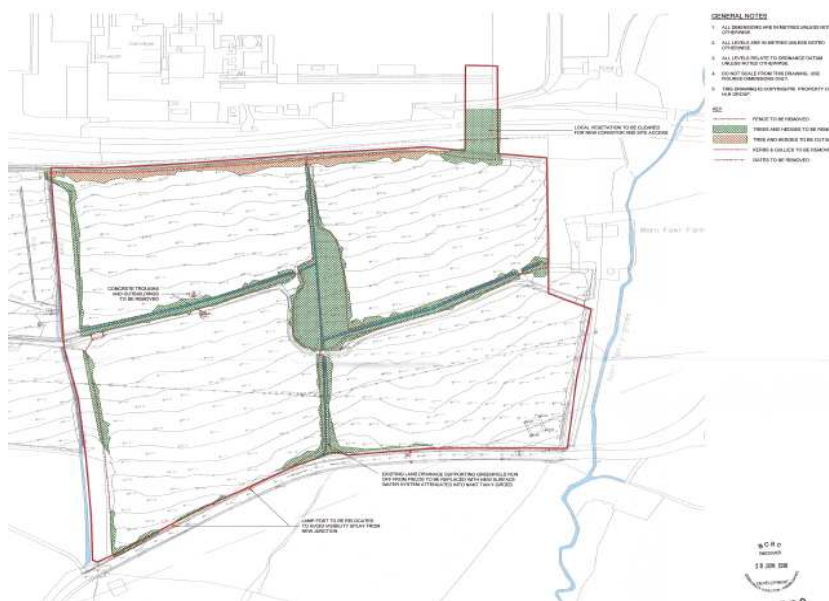
Proposed Elevations of Security Lodge



Proposed Elevations of Logistics/Welfare Building

The open storage area will accommodate 5m high stacks of the product, a boundary/acoustic fence and lighting columns.

The proposal will result in the loss of hedgerows within the site and the required visibility splays for the new access into the site will necessitate the translocation of a part of the frontage hedgerow along Wern Tarw Road.



Proposed Site Clearance Plan

In addition to the hard engineering works, attenuation swales and a land drain are proposed to the south-east and south west corners of the site (with scope for rainwater reuse) along with retaining structures at various points around the site. An extensive soft and hard landscaping scheme is proposed to screen the visual/noise impact of the development and in order to mitigate for any loss of biodiversity/habitats.

Cycle parking and shower facilities are available at the main factory site and employees at the new logistics site will have access to them.

It is expected that works will commence in October 2018 and the “de-mothballed” production line and the storage facility will be operational by the end of Quarter 1 in 2019 (i.e. the end of March 2019).

The comprehensive logistics approach is expected to provide the following benefits:

- Removal of the bottleneck at the current site entrance opposite Wern Fawr Road;
- A reduction in the number of trucks at this main access point (the number of trucks that will pass through the existing access is expected to decrease from an estimated 6.5 trucks per hour at full capacity to 3.6 trucks per hour once the new logistics centre is operational);
- The protection of approximately 404 existing permanent, full-time positions and the creation of an additional 65 additional permanent, full-time positions; and,
- Maximising the full capacity of the Pencoed site to attract further investment in Pencoed/the County Borough from the wider Rockwool Group as a major employer in the region.



Proposed Landscaping Scheme

The application site is separated from the established factory site by a disused and overgrown railway line and drainage ditch but is crossed by National Grid Electricity Overhead Lines and pylons and the Brynna-Margam Transco Gas Main; it lies to the west of a row of semi-detached residential properties at Wern Fawr Road and the Brynna and Wern Tarw Site of Special Scientific Interest; to the south west of a group Tree Preservation Order (1989 Ogwr Borough Council No. 16); it lies within the Primary Coal Resource Safeguarding Area; to the north of Nant Crymlyn Site of Importance for Nature Conservation and is bounded by Public Rights of Way.

The site is also outside, but in close proximity to, the Cefn Hirgoed and Hirwaun Common Land and lies outside the area allocated as the Wern Tarw Employment Site that is allocated and protected for employment development within use classes B1, B2 and B8.

Therefore, the proposed site is within an area classed as open countryside.

The scheme has been the subject of detailed pre-application consultation and, as well as the plans for the scheme, a raft of documents, assessments, surveys and reports have been submitted in support of the application, as follows:

- Design and Access Statement
- Utilities Statement
- Visual Impact Assessment
- New External Lighting Report
- Noise Assessment Report
- Stage 1 -2 Road Safety Audit
- Bat Report – Interim
- Breeding Bird Report
- Coal Mining Risk Assessment Report
- Dormouse Report – Interim
- Flood Risk Assessment Report
- Hedgerow and Woodland Report
- Great Crested Newt Report
- Natural Vegetation Classification Report
- Otter Survey Report
- Pre-Application Consultation Report
- Phase II Geo-Environmental and Geotechnical Ground Investigation Report
- Reptile Survey Report
- Preliminary Ecological Appraisal Report
- Drainage Strategy
- Delivery Management Plan
- Transport Assessment
- Barn Owl Survey Report
- Dormouse Report
- Updated Bat Report
- Ecology Mitigation Master Plan Report
- Construction Environmental Management Plan Report

In accordance with Part 1A of the Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016, the proposal has been the subject of a pre-application consultation process with specialist consultees and the community including the Community Council, local Members and residents.

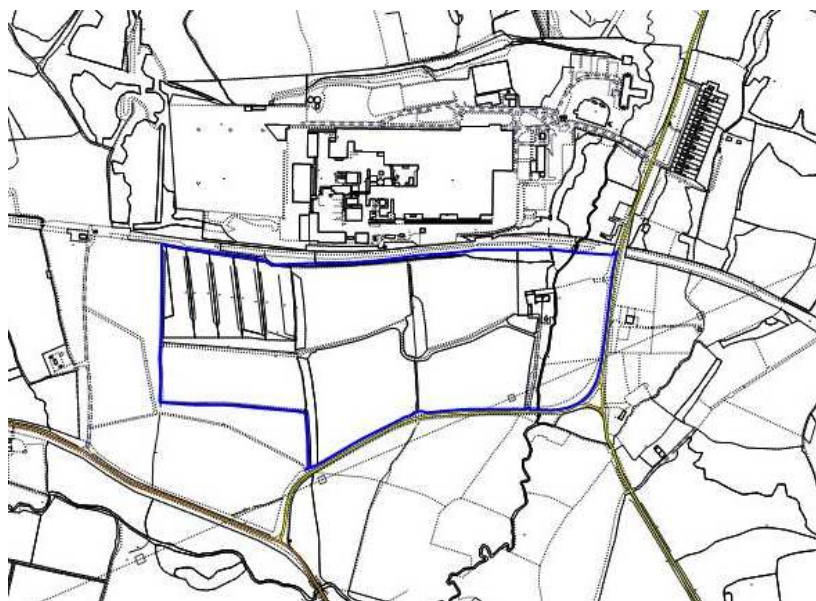
As referred to above, the Pre-Application Consultation (PAC) Report, which includes a summary of all representations received, has been submitted as part of this application.

As part of this process, a community engagement event was held at Rockwool Ltd. on 5 June 2018 (including a presentation to all attendees) and a separate public meeting with the Coychurch Higher Community Council was attended by Rockwool representatives on 24 July 2018.

On the basis of the information submitted with this application, no “significant” environmental effects of the proposed development have been identified and, where non-significant effects of the development have been identified, these can be avoided or mitigated. Due to its location close to the existing facility, the retention of natural boundary features and the nature and scale of the development, any effect is unlikely to be significant and, in the opinion of Bridgend County Borough Council, the scheme is not an EIA development and an ES was not required in response to a formal request for a Screening Opinion. In compliance with the regulations, this Screening Opinion decision has been placed on Part 1 of the Planning Register.

PLANNING HISTORY AND RELEVANT BACKGROUND

The land was originally proposed as a candidate site for industrial purposes as part of the Local Development Plan (LDP) process (see plan below).



In considering the site, the Local Planning Authority (LPA) did not allocate it on the basis that it was not related to a growth area or sustainable settlement as part of the LDP spatial strategy.

The candidate site, as it was being proposed by the Trustees of Dunraven Estates, was an entirely speculative B1, B2 and B8 extension that did not specifically relate to the expansion of the adjacent Rockwool factory.

It is noted that the previous Unitary Development Plan dedicated land adjacent to Rockwool for their expansion immediately to the west/north west, but this land was deleted from the LDP on the basis that there were no expansion plans for the factory, of that scale, at that particular time.

However, the previous allocation does demonstrate Rockwool's potential expansion was considered in principle, albeit relating to different land parcels. It is also accepted that the land is poor quality, badly drained Class 5 agricultural land that was formerly associated with deep and opencast mining.

In terms of planning history, the following applications are relevant to the proposal:

P/11/639/FUL	New Product Storage Warehouse & Production Building Extension - Approved 28/12/11
P/08/297/FUL	Amendments to Approval P/07/1433/FUL inc. Relocation of Buildings, Filling Part of Culvert, New Enclosure - Approved 05/06/08
P/07/1433/FUL	Amendment to Consent P/06/1588/FUL - Approved 18/02/08
P/07/683/FUL	Minor Amends To P/06/1206/FUL to Include Extensions to Hard Standings, Car Park & New Road Layout - Approved 09/08/07

P/06/1588/FUL	Factory Extension (Amendment to P/04/1543/FUL) – Approved 05/11/07
P/06/1206/FUL	Extension to Existing Warehouse for Unit Loading, inc. New Road Alignment & Ext., New Area for Trailer Parking - Approved 29/12/06
P/04/1543/FUL	Factory Extension - Comprising New Floorspace, New Car Park, New Chimney & Conveyor Belt - Approved 02/11/05

In 2007, a new chimney was constructed and the factory extended in anticipation of a requirement for an increase in production. With the global economic downturn in 2008 and a reduction in demand, one of the production lines was “mothballed” and has remained so since.

The Pencoed factory (which has been in existence for approximately 40 years) is in a position to mobilise quickly to increase production. With production increasing in 2018 it is increasingly apparent the current storage facilities are insufficient for the expected upcoming production output. Similar factories in the wider Rockwool Group have approximately double the storage for a comparatively lower production output.

PUBLICITY

The application has been advertised on site and in the press as the scheme does not fully accord with the provisions of the Development Plan, on the basis that it is development within the countryside.

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity expired on 31 July 2018.

CONSULTATION RESPONSES

Head of Street Scene (Highways): No objection subject to conditions.

Shared Regulatory Services - Air Quality Control Comments: No objection subject to HGVs following the proposed route to and from the site to avoid the need for further air quality assessments.

Shared Regulatory Services – Environment Team (Contaminated Land) Comments: No objection subject to conditions.

Shared Regulatory Services – Noise and Lighting Impact Comments: No objections subject to conditions.

Head of Street Scene (Land Drainage): No objection subject to conditions.

Coal Authority: No objection subject to a condition.

Natural Resources Wales (NRW): No objections subject to additional work and requirements as follows:

- The likely impacts of the proposals on bats and dormice.

- Confirmation that the proposals are unlikely to result in a detrimental impact to the maintenance of the favourable conservation status of the population(s) of these species.
- The submission of more detailed survey information for water voles.

In addition, whilst it is proposed to utilise a septic tank, depending on the volumes proposed, an Environment Permit may be required from the Water Quality Permitting Team. There is a foul water main running along the side of the proposed development and NRW would recommend connection to this as the preferred foul water disposal option.

Dwr Cymru Welsh Water: No objection on the basis that it is proposed to utilise on-site foul drainage in the form of a septic tank.

REPRESENTATIONS RECEIVED

Councillor Alex Williams has requested that the application be referred to Committee for consideration, has requested a site visit and has provided the following representation on behalf of his constituents:

I confirm, as a new Member of the Development Control Committee, I have not made a predetermined decision on the proposal.

I understand that the additional capacity which this will give Rockwool will mean that 200,000 tonnes of Rockwool will be able to be produced per annum rather than the current 125,000 tonnes and HGV traffic will increase from 6.5 vehicles per hour to approximately 11 vehicles.

In a post-Grenfell political context, there is a move to ensure that all high rise buildings have non-combustible cladding and I understand that Rockwool is one of the only providers to make this product in the UK.

Furthermore, I am sure we would all be supportive of Rockwool's commitment to use local contractors in the work to expand the plant and the additional high quality jobs which will be created as a result of the expansion.

However, there are still issues which need to be addressed during the planning process in my view.

Local residents have raised a variety of issues with me from environmental and air quality concerns, potential noise pollution and potential highways issues which, in my view, will need to be considered and addressed before planning consent is given for such a significant expansion in operations.

At present, I don't believe the current highway network can support such an expansion without major improvements and would like to see this addressed.

Given the many issues, I believe that this application should be considered in detail by the Development Control Committee and will reserve further comment until this stage.

The residents of 10, 13, 14, 15 and 17 Wern Fawr Road; 28 and 41 High Street, Heol y Cyw; Brynwith Crossing, Pencoed; The Old School House, Wern Tarw; and 1 Brynteg, Heol y Cyw have objected to the scheme as summarised below:

- the roads are not suitable for more HGVs,
- the impact on local drainage,
- increased noise levels,
- increased light pollution,
- increased air pollution, emissions, odours and more tuft fall outs,
- visual impact on the rural countryside,
- loss of wildlife habitats and insufficient ecological information/assessment (specifically known Soprano Pipistrelle and Brown Long Eared bat maternity roosts present approximately 300m to the NE of the proposed development),
- potential for the facility to be left as a “white elephant” if the production levels fluctuate/reduce,
- devaluation of property,
- increased likelihood of serious/fatal accidents on a country lane currently used by walkers, cyclists and horse riders,
- the incorrect reference to the new access being off Wern Fawr Road.

Coychurch Higher Community Council has submitted a list of questions, concerns and observations which can be summarised as follows:

1. Members feel that the increase in productivity of 10% is misleading as it refers to the number of jobs instead of an increase of 2/3 in production.
2. The average number of lorries per hour to the site is due to increase from 6.3 to 11 and this presents a number of concerns.
3. Lorries are currently parking overnight on local roads and the drivers sleeping in in their cabs – this is now likely to increase. How will this be monitored?
4. The hardstanding is over 4 fields that have poor drainage. What will happen to run-off?
5. The existing conveyor belt is noisy – the new conveyor will be running 24 hours a day. How does Rockwool know how noisy it will be? Plus there will be added noise from extra vehicles.
6. Will the existing hardstanding be utilised?
7. What chemicals are coming out of the stacks and what effect does it have on livestock? Is it monitored?
8. Why don't Rockwool have to monitor ambient SO2 levels?
9. What other gases/chemicals are emitted?
10. What about particulate matters?
11. Why are there no alarms for Rockwool plumes falling on residents?
12. Where is the evidence to show that the plumes are harmless and bio-soluble?
13. How often do the alarms go off, how long for and what is contained in the unfiltered emissions?

COMMENTS ON REPRESENTATIONS RECEIVED

In response to the comments made by Cllr Alex Williams, in terms of the increased production capacity of the factory, this is already being maximised as part of a previous consent. HGV traffic will increase overall but there will be less traffic at the main entrance into the site opposite Wern Fawr Road due to the separation of vehicles delivering the raw material to the factory and vehicles transporting the product away from the site.

The environmental and air quality concerns, potential noise pollution and potential highways issues are addressed in the Appraisal section of this report.

In response to the comments made by residents, the majority of the concerns are addressed in the Appraisal section of this report. Devaluation of property is not a

material planning consideration. The potential for production levels to fluctuate in the future is wholly dependent on the demand for Rockwool's products, however, the scheme will allow the company to keep up with current and projected levels of demand and the investment will protect the long term prospects of the site and employees. The road is a derestricted highway and there is already a risk of accidents and collisions. A speed survey has been conducted (which concludes that speeds along this stretch are generally between 30 and 45 mph) and it is considered that the warning signs etc. and the provision of off-road waiting spaces will improve highway safety within and around the site.

This will be improved further following another speed survey and Safety Audit once the operation of the business and the nature of the vehicles entering and leaving the site has changed. It should be noted that the Highway Authority does not object to the scheme.

Finally, with regard to the reference to a new access off Wern Fawr Road, the plans clearly indicate that the application site will be accessed via Wern Tarw Road and not the residential street.

In response to the concerns raised by the Community Council (which mainly relate to the production side of the business rather than the storage element that is the subject of this application) information has been provided by the applicant with additional comments from the LPA in *italics*):

1. The factory has been operating below capacity for many years. Production is increasing to match the capacity created by the expansion in 2008. No new capacity is being created by our proposed redevelopment. *The scheme relates to storage capacity and the efficiency of the operation/business rather than creating additional production capacity.*
2. A traffic assessment has been completed and submitted to Bridgend CBC. Integral to this are that: an assessment was made in 2007/2008 for the level of additional Rockwool related vehicles that would be required to meet the demands of the factory producing at full capacity – no new capacity is being created by our proposed redevelopment and visibility splays for the proposed new entrance have been designed and submitted as part of the application. As part of the application process, we welcome feedback from the Council to ensure that our proposals meet the needs of Rockwool and the local community. The condition of the local highway network is a matter for Bridgend CBC to comment on. *The additional capacity has been consented under a previous application and Rockwool could operate to that level now. As referred to above, the number of trucks that will pass through the existing access is expected to decrease from an estimated 6.5 trucks per hour at full capacity to 3.6 trucks per hour once the new logistics centre is operational – this is because only lorries delivering the raw product will enter and leave the site at that point. All lorries that are picking up the product for onward transmission will use the new access off Wern Tarw Road. The highways around the site are maintained by the Council and will continue to be maintained by the Council.*
3. We take this matter very seriously and continue to work with our hauliers to stop this practice. We have made it expressly clear that this is unacceptable and repeat offenders will be warned that their contracts will be at risk. *The proposed scheme includes parking bays and loading bays. It also includes a logistics building which will accommodate driver welfare facilities. It is expected that there will be a significant reduction in the number of HGVs queuing up outside the main entrance opposite Wern Fawr Road.*

4. The drainage of the existing site has been thoroughly assessed in liaison with BCBC and the drainage system for the proposed site designed accordingly. Deep swales have been proposed incorporating an overflow system from one to the other and the discharge drainage rate has been agreed with BCBC. The ditch to the south will prevent surface run-off to highway.
5. Noise measurements of the existing conveyor were made and, along with other noise sources, were used in the Noise Impact Assessment submitted to BCBC. The new conveyor will be enclosed and insulated with high performance acoustic materials in order that noise should not be an issue. The existing conveyor will also be covered in quarter 4 2018, which should further limit the potential for noise issues arising from this location.
6. The existing hardstanding will still be utilised.
7. Rockwool has an operational permit (EPR/BS6149IQ) issued and regulated by Natural Resources Wales (NRW). Air emissions are monitored on a continuous 6 monthly or annual basis as prescribed by the permit. Reports are submitted to NRW on a quarterly basis. Ambient concentrations of sulphur dioxide (SO₂) are monitored and the results shared with BCBC. Measured values are consistently below 5 parts per billion, which is well below the WHO air quality limit of 47 parts per billion. Air dispersion models are carried out to assess the potential impact of air emissions on local flora and fauna. *The Council's EHO has not objected to the development.*
8. We measure many different parameters from the emission points on site, as specified by our permit. Further to this, we are required to measure ambient concentrations of SO₂ outside the factory site. *The Council's EHO has not objected to the development.*
9. The majority is water vapour (steam). In addition to sulphur dioxide, the permit requires measurement of nitrogen oxides, carbon monoxide, particulate matter, hydrogen chloride, hydrogen fluoride, hydrogen sulphide and metals from the cupolas. Other emission points on site have requirements to measure particulate matter, ammonia, phenol, formaldehyde, volatile organic compounds and amines. *The Council's EHO has not objected to the development.*
10. Yes. From all emission points on site.
11. Our understanding is that this relates to wool tufts. We already have alarms on the exhausts from the five wool filter systems on site and we are investigating our other emission points to identify improvements and ensure best practice across the board on site. *The Council's EHO has not objected to the development.*
12. Numerous air dispersion models have informed the design of the stack height and emission limit values have been set independently of Rockwool by NRW. Rockwool insulation products manufactured in the UK are vigorously tested and conform to the EUCEB certification scheme. EUCEB is a non-profit association whose general purpose is to voluntarily certify that manufactured mineral wool fibres have a chemical composition within the ranges of exonerated reference fibres, which have been tested in accordance with the European protocols and have shown to be conformity with the Note Q of Regulation (EC) No. 1272/2008. These tests demonstrate that the fibre is sufficiently bio-soluble to pose no risk to human health if inhaled. Any fibre accidentally inhaled will be readily dissolved and cleared by the body's natural defences. *The Council's EHO has not objected to the development.*
13. There are alarms on a multitude of equipment across the site to ensure safe and efficient operation at all times. Regarding cupola (furnace) operation, normal practice is for the exhaust gases to pass through filters to remove the ash then pass through the combustion chamber to be oxidised before being released to air via the 75m high stacks. The filter and combustion chamber together are

referred to as the abatement system. In extreme circumstances, the abatement system is bypassed for a short period as a control mechanism. All time spent in bypass is recorded automatically and measured in seconds. By its very nature, the bypassing of the abatement system is an event we try to avoid, so it is not possible to state a meaningful frequency of use. Use of the bypass system for up to 2 minutes is usually sufficient to resolve the issue that caused it. If the situation is more complex, Rockwool operates strict shutdown procedures after 20 minutes (i.e. emptying the contents of the cupola). In 2018 to date, we have recorded use of bypass for 0.02% of production time. The unfiltered emissions contain ash and non-oxidised gases. *The Council's EHO has not objected to the development.*

POLICY CONTEXT

The most relevant policies relating to the proposed development form the adopted Bridgend County Borough Council Local Development Plan (LDP)(2013) and are:

Policy ENV1 – Development in the Countryside
Policy ENV4 – Local/Regional Nature Conservation Sites
Policy ENV6 – Nature Conservation
Policy ENV7 – Natural Resource Protection and Public Health
Policy ENV9 – Mineral Safeguarding Areas
Strategic Policy SP2 – Design and Sustainable Place Making
Strategic Policy SP3 – Strategic Transport Planning Principles
Strategic Policy SP4 – Conservation and Enhancement of the Natural Environment
Policy PLA4 – Climate Change and Peak Oil
Policy PLA7 (8) – Transportation Proposals (Brynmenyn and Pencoed, via Heol y Cyw)
Policy PLA11 – Parking Standards
Policy REG1 (37) – Employment Sites (Wern Tarw)

Supplementary Planning Guidance Notes (SPG):

SPG07: Trees and Development
SPG17: Parking Standards
SPG19: Biodiversity and Development: A Green Infrastructure Report
SPG21: Safeguarding Employment Sites

As stated above, the works are outside the designated employment site in the open countryside and, therefore, the main issue is that the expansion proposals are beyond the allocated policy area as identified in the adopted LDP 2013.

Policy ENV1 (Development in the Countryside) states:

Development in the countryside of the County Borough will be strictly controlled. Development may be acceptable where it is necessary for:

- 1) Agriculture and/or forestry purposes;*
- 2) The winning and working of minerals;*
- 3) Appropriate rural enterprises where a countryside location is necessary for the development;*
- 4) The implementation of an appropriate rural enterprise/ farm diversification project;*
- 5) Land reclamation purposes;*
- 6) Transportation and/or utilities infrastructure;*
- 7) The suitable conversion of, and limited extension to, existing structurally sound rural buildings where the development is modest in scale and clearly subordinate to the original structure;*

- 8) *The direct replacement of an existing dwelling;*
- 9) *Outdoor recreational and sporting activities; or*
- 10) *The provision of Gypsy Traveller accommodation.*

Where development is acceptable in principle in the countryside it should where possible, utilise existing buildings and previously developed land and/or have an appropriate scale, form and detail for its context.

The supporting text to this Policy advises that:

4.1.8 A number of site specific proposals in the LDP are located outside of these boundaries (settlement boundaries). Although these allocations are located in the countryside, there would be a general presumption in favour of their development for specific purposes of their designation, subject to satisfying other policies.

4.1.9 Development in the countryside should benefit the rural economy, whilst maintaining or enhancing the environment. Therefore, new building in the countryside outside defined settlements or areas allocated for development in the LDP will be strictly controlled.

4.1.11 It is accepted that certain developments may be appropriate in the countryside, provided that they will encourage rural enterprise and bring wider community benefits to the County Borough or region. Examples are mineral extraction or improvements to transportation or essential utility service infrastructure, where these developments could not be located in neighbouring designated settlements. However these developments will still need to meet other policies in the Plan, particularly those in relation to nature and environmental protection.

4.1.12 Policy ENV1 therefore represents the starting point for the assessment of all future development proposals for development in 'the countryside' of the County Borough. The Policy will not be set aside lightly, in the interests of maintaining the integrity of the countryside.

In the determination of a planning application, regard is also given to the requirements of National Planning Policy (Planning Policy Wales) which are not duplicated in the LDP.

The following Welsh Government Planning Policies and Technical Advice Notes are relevant to the determination of this planning application:

- Planning Policy Wales Chapter 3** Making and Enforcing Planning Decisions
- Planning Policy Wales Chapter 4** Planning for Sustainability
- Planning Policy Wales Chapter 5** Conserving and Improving Natural Heritage
- Planning Policy Wales Chapter 7** Economic Development
- Planning Policy Wales Chapter 8** Transport
- Planning Policy Wales Chapter 10** Retail and Commercial Development
- Planning Policy Wales Chapter 13** Minimising and Managing Environmental Risks
- Planning Policy Wales TAN 4** Retail and Commercial Development
- Planning Policy Wales TAN 5** Nature Conservation and Planning
- Planning Policy Wales TAN 18** Transport
- Planning Policy Wales TAN 23** Economic Development

More specifically, in terms of development in the countryside, Planning Policy Wales (PPW) at paragraphs 5.5.1 and 5.5.2 states *in the interests of achieving sustainable development it is important to balance conservation objectives with the wider economic needs of local businesses and communities and when considering any development proposal ... local planning authorities should consider environmental impact, so as to avoid, wherever possible, adverse effects on the environment. Where other material considerations outweigh the potential adverse environmental effects, authorities should seek to minimise those effects and should, where possible, retain and, where practicable, enhance features of conservation importance.*

In terms of Economic Development, PPW at paragraph 7.6.1 states *Local planning authorities should adopt a positive and constructive approach to applications for economic development. In determining applications for economic land uses authorities should take account of the likely economic benefits of the development based on robust evidence. In assessing these benefits, key factors include:*

- *the numbers and types of jobs expected to be created or retained on the site;*
- *whether and how far the development will help redress economic disadvantage or support regeneration priorities, for example by enhancing employment opportunities or upgrading the environment;*
- *a consideration of the contribution to wider spatial strategies, for example for the growth or regeneration of certain areas.*

APPRAISAL

The application is referred to Committee as the proposal, whilst adjoining an allocated B1, B2 and B8 use site (under Policy REG1 (37) – Employment Sites (Wern Tarw)) is for a development in the open countryside and as such represents a departure from Policy ENV1 of the Local Development Plan that is recommended for approval and to consider the concerns and objections raised by local residents and Coychurch Higher Community Council as well as the request from the Local Ward Member to refer it to Committee.

The planning system manages the development and use of land in the public interest, contributing to improving the economic, social, environmental and cultural well-being of Wales, as required by the Well-being of Future Generations (Wales) Act 2015. It should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land and protecting natural resources and the historic environment.



Extract from the LDP Proposals Map

A well-functioning planning system is fundamental for sustainable development (Paragraph 1.2.1 of Planning Policy Wales - Edition 9 - November 2016 refers).

Up-to-date Local Development Plans (LDPs) are a fundamental part of a plan-led planning system and set the context for rational and consistent decision making in line with national policies. Planning applications must be determined in accordance with the adopted Plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 refers).

The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies (including Welsh Ministers) to carry out sustainable development and it is accepted that a plan-led approach is the most effective way to secure sustainable development through the planning system.

The adopted Bridgend Local Development Plan (2013) (LDP), which was subject to a Sustainability Appraisal, seeks to focus development in four strategic regeneration growth areas with the objective of delivering more sustainable patterns of development.

The application site lies within the open countryside and is not allocated for development under any policies of the LDP however, it lies directly adjacent to an established business (Rockwool Ltd.) which does not have enough expansion space within its current site.

As referred to above, the land was originally proposed as a candidate site for industrial purposes as part of the LDP process. The LPA did not designate it as part of an extended allocated site as it was not directly related to a growth area or sustainable settlement as part of the spatial strategy.

The development was an entirely speculative B1, B2 and B8 extension that did not specifically relate to the expansion of the adjacent Rockwool factory but this is now the case and it is likely that, if the application is permitted, this part of the site would be included within the Rockwool employment site in the impending Replacement LDP (2018-2033) Review process.

It should also be noted that the Unitary Development Plan did dedicate land adjacent to Rockwool for expansion (albeit immediately to the west/north west of the site) but this land was deleted from the LDP on the basis that the business did not have any plans to expand at that point. The situation and market have changed considerably over the intervening years and the wider Rockwool Group are investing in the business.

In terms of the land that will be utilised for the expansion of the business, it is generally accepted as being poor quality, badly drained Class 5 agricultural land that was formerly associated with deep and opencast mining, is crossed by various utilities and is directly adjacent to, but at a lower level than, the established factory site at Rockwool.

Having regard to the above context, it is considered that the expansion into the countryside is justified in this instance subject to detailed design criteria and compliance with other LDP policies.

Policy SP2 of the Bridgend Local Development Plan and the suite of Supplementary Planning Guidance provide a robust framework for assessing the details of this application.

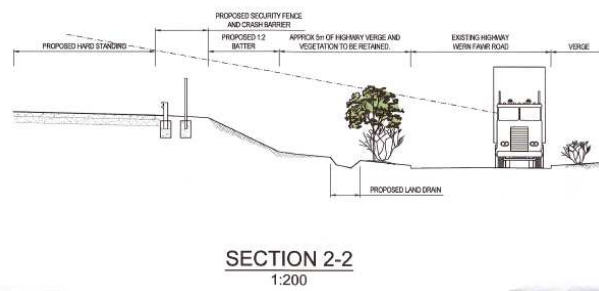
Provided that the principle of the development in the open countryside is accepted, all development is required to contribute to creating high quality attractive sustainable places, which enhance the community in which they are located. The Policy

establishes fifteen criteria against which development proposals will be assessed and in respect of this application, it is considered that criteria 2), 3), 4), 6), 8), 9), 10), 11), 12) and 13) are relevant to this specific proposal and are addressed below.

2) Having a design of the highest quality possible, whilst respecting and enhancing local character and distinctiveness and landscape character and 3) Being of an appropriate scale, size and prominence

A Design and Access Statement and a Landscape Visual Impact Assessment have been included with the submission. Whilst it is acknowledged that the hardstanding storage area will be functional and industrial in appearance, the retention and provision of boundary features and planting will preserve the rural nature of the site from mid to long distance views into the site. This is helped by the fact that the site is at a considerably lower level than the existing factory site and will be seen in the context of that backdrop and established boundary features along the disused railway line.

A short stretch of the hedgerow fronting Wern Tarw Road will be removed to accommodate the new access into the site and corresponding visibility splays however, this impact will be mitigated by the proposal to translocate/replant the hedgerow behind the splays. The storage area of the site will be elevated above the road level along Wern Tarw Road (as illustrated below). However, any direct views into the site from the road will be screened by a combination of retained boundary planting and security/noise attenuation fencing.



The buildings on the site are all low level, single storey units and the proposed conveyor belt between the existing factory and the hardstanding storage area is located to the western side of the application site and will be viewed in the context of national grid pylons and a backdrop of the factory and established woodland. Therefore, overall, the visual appearance, design and scale of development are acceptable in this location adjacent to the established factory.

4) Using land efficiently by: (i) being of a density which maximises the development potential of the land whilst respecting that of the surrounding development; and (ii) having a preference for development on previously developed land over greenfield land

As referred to above, this Rockwool site has the least amount of storage space in comparison to its sister sites across Europe. The retention of the boundary features and western/eastern parcels of land as a natural buffer to the site will ensure that the development does not result in the overdevelopment of the site in keeping with its setting, particularly the large factory to the immediate north. Whilst the site has been taken over by nature over the years, it is accepted that it is poor quality, badly drained Class 5 agricultural land that was formerly associated with deep and opencast mining and the expansion of the factory into this area is considered to be acceptable and

justified in terms of its efficient use of land and minimal impact on the character of the area.

6) Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access

The submitted layout and the impact of the development on the highway network have been thoroughly examined by the Transportation and Engineering Section.

The application is supported by a Transportation Assessment (TA) and a Vehicle Speed Survey along with an initial Stage 1 Safety Audit.

The TA clearly indicates that the application scheme is intended to result in the efficient storage and distribution of products and will not result in any additional vehicle movements to and from the site over and above what could happen given the nature of the extant permissions on the site (which are not currently operating to their maximum).

Whilst the TA suggests that the traffic generation of the site will increase from historic/current levels this was previously considered as part of the permission for the third manufacturing line.

The submitted speed data indicates that the measured 85%ile speeds of traffic approaching the access are 30.37mph (eastbound) and 44.03mph (westbound). The submitted drawing (number 102093/C130 Rev P3) shows sufficient vision to accord with the requirements of TAN18 for the new access.

Notwithstanding this, there is concern that the nature of the road passing the new access point is de-restricted in nature and there are vehicle speeds in excess of the 85%ile speed but still within the legal limit. Also the access will generate large slow moving vehicles and there is concern that any conflict in vehicles could have serious consequences. Although the speed data is considered to be accurate, it cannot predict what may happen to vehicle speeds once a significant portion of the HGV traffic on the route is removed from the road to the eastern side of the new access by the proposal.

In order to ensure that the access remains safe once the proposal is operational and traffic flows have altered, the developer will be required to undertake another Road Safety Audit with an up to date speed survey. The Safety Audit will form part of the scheme for access and will need to consider the new speed data and the developer will need to address any issues or mitigation works as part of the scheme.

A revised/updated Delivery Management Plan will also be secured via the imposition of a condition together with a Construction Management Plan to minimise the impact of the development and its implementation on the surrounding highway network.

There are no objections to the proposal from a Highway safety perspective, particularly as the number of vehicles using the existing site entrance will be reduced as a result of this new storage area, advance warning signs will be erected around the new entrance, the scheme includes for lorry parking bays within the site and the development will have a natural traffic calming effect on the adjoining unrestricted highway to limit speeds. The HGVs will access the Rockwool factory via Junction 35 of the M4 to avoid any negative impacts on nearby settlements, particularly Heol y Cyw, and it is considered that the local highway network can accommodate the scheme.

8) Avoiding or minimising noise, air, soil and water pollution and 9) Incorporating methods to ensure the site is free from contamination (including invasive species)

In terms of noise impact, the Noise Report submitted with the application demonstrates that there will be no adverse impacts from the development to the properties at Wern Fawr Road or the adjoining tenanted Wern Fawr Farm. The proposed conveyor system will be enclosed and constructed as per Section 6.3 of the Noise Report. In addition, the existing chain link conveyor belt to the north of the existing site and closer to Wern Farm Road will be used on a limited basis and improved to reduce the level of noise it produces.

The potential noise levels are likely to result in an adverse impact at the property located to the south west of the development site. As a result, in order to mitigate the noise, it is recommended that a 3m high acoustic barrier is erected as illustrated and proposed in Figure 5 on page 23 of the Noise Report.

Therefore, together with conditions restricting the type of forklift truck warning systems to be employed on the site and limiting the construction periods for the development, it is considered that the noise impact of the development will not have a significantly detrimental impact on neighbouring residential amenities or the surrounding countryside.

In regard to air quality, in accordance with EPUK and IAQM guidance “Land-Use Planning and Development Control: Planning for Air Quality, January 2017”, table 6.2, and based on the projected figures of generated HGV movements from the current baseline, an Air Quality Assessment is not required in support of this application.

Planning permission has been granted previously which allows for the level of HGV movements captured within the submitted TA but it is necessary to restrict the traffic to using the assigned route via the M4, as outlined in the TA report Figure 4.4. The factory complies with strict legislation and licensing requirements as enforced by Natural Resources Wales and the Council’s Shared Regulatory Services Officer does not have any concerns about the impact of the factory and this scheme on air quality.

In terms of ground contamination, the Contamination Assessment Report submitted with the application did not identify any significant issues. However, given the history of the site, the potential for contamination to be encountered during the development cannot be ruled out completely. Consequently conditions relating to unforeseen contamination are attached to the recommendation.

A ground gas assessment has been undertaken but further monitoring is required to confirm that ground gas protection measures do not need to be incorporated into the development. This is also secured by condition to ensure that the risks to future users/staff is minimised.

10) Safeguarding and enhancing biodiversity and green infrastructure

This requirement reflects Section 40 of the Natural Environment and Rural Communities Act 2006 states that ‘every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity’. This “duty to conserve biodiversity” has been replaced by a “biodiversity and resilience of ecosystems duty” under Section 6 of the Environment (Wales) Act 2016 which came into force on 21 March, 2016.

Section 6 (1) states that “a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions.”

Section 6(2) goes on to state that “In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular (a) diversity between and within ecosystems; (b) the connections between and within ecosystems; (c) the scale of ecosystems; (d) the condition of ecosystems (including their structure and functioning); and, (e) the adaptability of ecosystems.”

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires Local Planning Authorities to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. The three tests that must be satisfied are: (1) That the development is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment".(2) That there is "no satisfactory alternative". (3) That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range".

The Preliminary Ecological Appraisal submitted with the application identifies that the Brynna a Wern Tarw SSSI is located within 2km of the site. Additionally, there are 11 non-statutory sites of nature conservation value located within 2km of the site (mostly designated for the presence of Marshy Grassland (purple moor grass and rush pasture), native semi-natural woodland, and mosaic habitats).

The desk study identified records for bats, badger, brown hare, European hedgehog, hazel dormouse, Eurasian otter, reptiles, great crested newts and other amphibians, birds and invertebrate within 2km of the site. Receptors which may be subject to adverse effects in the absence of mitigation are statutory designations (Brynna a Wern Tarw SSSI); non-statutory designations (Brynau Gwynian SINC, Heol-y-Cyw East, Nant Crymlyn SINC, Rockwool Grounds SINC); Marshy Grassland; Section 7 Semi-Natural Broadleaved Woodland; Section 7 Hedgerows; Watercourses; Bats; European Hedgehog; Hazel dormouse; Eurasian otter; Common reptiles; Great Crested Newts & other amphibians; Birds; and Invertebrates.

Additional vegetation and protected species surveys were recommended and undertaken as part of the planning application including a National Vegetation Classification Survey; Bat activity surveys; Bat emergence/re-entry surveys on the building and mature trees; Hazel dormice surveys; Otter surveys; Reptile surveys; Amphibian surveys on waterbodies within 500m of the site; and Breeding bird surveys.

The site has the potential to provide suitable foraging, nesting and shelter for a number of species groups including protected species.

The submitted surveys and reports have been assessed by NRW. Whilst they do not object to the proposals, they have requested additional work and details including an assessment of the likely impacts of the proposals on bats and dormice, confirmation that the proposals are unlikely to result in a detrimental impact to the maintenance of the favourable conservation status of the population(s) of these species and the submission of more detailed survey information for water voles.

Since receiving their comments, the applicant has concluded their surveys and has submitted updated reports with recommendations and mitigation measures. These are included within an Ecology Mitigation Master Plan Report (August 2018) and a Construction Environmental Management Plan Report (dated August, 2018). In addition, the applicant will have to apply for a European Protected Species Licence from NRW before works commence on site and the applicant's consultants are aware of this requirement. The consultant has also been made aware of the additional requirement for further surveys for water voles.

As part of the scheme, there are clear opportunities to enhance the habitats' connections and foraging areas within and around the site despite the requirement to remove internal hedgerows and broadleaved woodland.

These opportunities and enhancements include retaining rush pasture habitats in the western part of the site, enhancements to the adjacent habitat to the west of the site which will benefit amphibians at a local level, three new swales to provide opportunities for a variety of wildlife including amphibians, the creation of wildlife friendly aquatic features, hibernacula and terrestrial habitat creation and enhancement, retention and provision of hedgerows and woodlands, the implementation of a planting scheme and management regime and habitat creation/translocation measures. Hedgerow sections being lost as a result of the development proposals, will be translocated to areas proposed for habitat creation, to speed up the establishment of replacement foraging habitat.

Other measures proposed include the provision of areas of dense and scattered scrub within the proposed green infrastructure to provide suitable habitat for dormouse; planting of species rich native hedgerows within landscape areas to provide suitable corridors and foraging habitats for dormice and other wildlife; infilling gaps in existing hedgerows that are going to be retained, the provision of more food resources on site by planting native species and appropriate management of hedgerows and planting.

A dormouse crossing will be created at the location of the conveyor belt, in the north east corner of the site, to maintain connectivity through the woodland belt. The crossing will be incorporated into the design of the conveyor belt and will comprise a strip vegetated with scrub species, below the gantry, approximately 43m long and 8m wide. Hazel coppice and honeysuckle will be established at either end of the crossing to encourage use by dormouse.

The landscape proposals for the site are shown on planting plan 297./18./PP001 and will be enforced as part of any consent. The landscape proposals for the site include the creation of approximately 0.38ha of woodland habitat; 1150m of hedgerow habitat; 0.62ha of wildflower grassland habitat and 3 swales.

A programme for hedgerow/woodland planting has been submitted as part of the application. To avoid killing/injury, dormouse will need to be removed from the site prior to works. This will be achieved through vegetation management.

The habitat losses/gains will result in a net loss of approximately 0.08ha of woodland habitat and approximately 26m of hedgerow habitat. However, given the current poor quality of the existing habitats on site for dormouse, the quality of the created habitats and enhancement measures to retained habitats being proposed, it is considered that there will be no significant residual adverse effect on dormouse as a result of the proposed development is anticipated.

A European Protected Species Licence for all species of bats roosting on site will need to be obtained from Natural Resources Wales before any works are undertaken on site. The development is unlikely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range. The licence application will however need to detail a mitigation and compensation strategy with the aim to ensure that the maintenance of any roosts and local bat populations at a favourable conservation status. Subject to the construction works complying with the conditions of the licence, the development will have complied with both local and national policy and legislation.

11) Ensuring equality of access by all

Developments must conform to the provisions of the Equality Act 2010 and it is understood that the site has been designed to make it accessible for all those who might use the site in the future with connecting links to the factory.

12) Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected

In terms of the impact of the proposed lighting scheme on neighbouring occupiers, the levels have been designed to comply with BSEN12464-2 – Light and Lighting – Lighting of outdoor works places and ILP guidance notes for obtrusive lighting to nearby properties.

However, there are areas where the lighting is well above what is actually needed. Following further clarification from the Noise Consultant, the lighting engineers have confirmed that the light overspill at Wern Fawr Farm has been calculated at 0.75lux. The ILP guidance for rural areas recommends that post curfew (after 11pm) this should be no more than 1lux. Therefore, although 0.75lux does not exceed the maximum limit of 1lux, it is close to it and the difference between the levels with no development and with development may consequently appear that much greater as, currently, the lighting levels experienced at Wern Fawr Farm are very low.

The new lighting will be provided with baffles so that the optics will be directed away from the farm, in order that there will be no direct glare into the building. From a statutory nuisance perspective the lighting is unlikely to amount to a nuisance with the baffles in place.

Although the anticipated specifications of the lights have been included in the report, the height of the lighting columns, how the lights are to be operated and the agreed operational hours do not appear to be stipulated.

The lighting scheme will be reconsidered through the imposition of a condition to ensure that the areas are not overly illuminated. This will also be considered in light of the biodiversity enhancements secured as part of the scheme.

Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5).

The well-being goals identified in the Act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development. By protecting the long term prospects of the facility and its workforce, the proposed development will contribute to a more cohesive community and the factory already incorporates measures which contribute to global responsibilities in relation to climate change.

13) Incorporating appropriate arrangements for the disposal of foul sewage, waste and water

Criterion 13 requires development to incorporate appropriate arrangements for the disposal of foul sewage, waste and water.

It is currently proposed to utilise a septic tank, depending on the volumes emanating from the logistics building and the security lodge, and NRW has advised that an Environment Permit may be required from their Water Quality Permitting Team if this is the case.

There is a foul water main running alongside the proposed development and NRW recommend connection to this as the preferred foul water disposal method. There may also be scope to utilise existing foul drainage within the existing factory site. Dwr Cymru/Welsh Water does not object to the use of an on-site septic tank. In order to secure the optimum solution to foul drainage on the site, suitable arrangements can be secured via the imposition of a condition.

In terms of flooding and surface water run-off the proposed development is not within a flood risk zone, is within 20m of a watercourse and does not propose to increase flood risk elsewhere.

Surface water will be disposed of via an existing watercourse. The proposed hardstanding areas will be served by a new surface water drainage network that will drain to attenuation ponds located to the south east and south west of the development site. Petrol interceptors will be installed at the downstream ends of the surface water networks prior to discharging to the attenuation ponds. Flows will then drain from the attenuation ponds to two separate existing watercourses. Ground levels are proposed to be lowered at the northern end of the site and raised at the southern end of the site, whilst gently sloping from north to south, as existing. A new ditch will be installed along the southern boundary of the site to prevent run-off onto the existing highway at Wern Tarw Road. The existing ditch located along the northern boundary of the site will be retained to manage flows from the northern catchment areas. Surface water from the development will drain via a new surface water network to three attenuation ponds. The drainage system will be designed to provide 30% betterment on the existing greenfield site.

The Drainage Strategy Report advises that infiltration is not a suitable method of surface water disposal. Surface water will be disposed of via two attenuation basins.

Based on the characteristics of the site, it is considered that a suitable foul and surface water scheme can be provided on the site without detriment to surrounding areas and this will be secured via a suitably worded condition.

CONCLUSION

Section 38(6) of the 2004 Act requires that if regard is to be had to the Development Plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.

Factors to be taken into account in making planning decisions (material considerations) must be planning matters, that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability.

In this case, it is considered that the information submitted in support of the current application is material to the determination of the application and has been taken into account during the consideration of the proposal.

On balance and having regard to the above weighing up of all material considerations relevant to this scheme, in planning terms it is considered that development is acceptable in this specific location due to the justification for the expansion of this established employment site within the County Borough and in regard to its potential impacts on surrounding residents by way of noise, air quality and lighting; any impact on the character and appearance of the site and surrounding countryside; its potential impact on biodiversity in and around the site; and its potential impact on the highway network and drainage in and around the site.

The application is therefore recommended for approval and referral to Council, subject to conditions and informative notes.

RECOMMENDATION

- A. The application be referred to Council as a proposal that is a departure from the Development Plan that the Development Control Committee are not disposed to refuse based on the supporting information submitted with the application, the limited incursion into the countryside and the operational requirements of the business.
- B. If Council resolve to approve the proposal, the following conditions be included on the consent:-
 - 1. The development shall be carried out in accordance with the following approved plans:
 - (04) 100 Location Plan
 - (04) 200 Site Plan As Proposed
 - S100 Revision P3 Conveyor Belt Structure Over Roadway
 - S110 Revision P1 Logistics Building Ground Floor GA
 - S111 Revision P1 Logistics Building Roof GA
 - S112 Revision P1 Logistics Building Steelwork Elevations
 - S113 Revision P1 Logistics Building Sections
 - S114 Revision P1 Logistics Building 3D View
 - S120 Revision P1 Security Lodge Floor Plans
 - S121 Revision P1 Security Lodge Steelwork Elevations
 - S122 Revision P1 Security Lodge Sections
 - S123 Revision P1 Security Lodge 3D View
 - S140 Revision P1 Forklift Truck Storage Plans

S141 Revision P1 Forklift Truck Storage Elevations
S142 Revision P1 Forklift Truck Storage 3D View
(04) 210PL Logistic Building Ground Floor Plan
(04) 211PL Logistic Building Roof Plan
(04) 213PL Logistic Building 3D Views
(04) 220PL Security Lodge Ground Floor Plan
(04) 221PL Security Lodge Roof Plan
(04) 223PL Security Lodge 3D View
(04) 230PL Forklift Truck Enclosure Ground Floor Plan
(04) 231PL Forklift Truck Enclosure Elevations As Proposed
C100 Revision P5 Proposed Site General Arrangement
C101 Revision P2 Proposed Surfacing General Arrangement
C102 Revision P2 Proposed Highway General Arrangement
C103 Revision P2 Proposed Levels
C105 Revision P1 Proposed External Typical Details
C107 Revision P2 Proposed Site Tracking 18m HGV
C108 Revision P1 Proposed Site Tracking Standard 16.5m HGV
C130 Revision P3 Proposed Junction General Arrangement
C151 Revision P1 Proposed Site Clearance
C160 Revision P3 Proposed Site Sections
C161 Revision P1 Existing and Proposed Elevations At Location Of Conveyor
C162 Revision P2 Wern Fawr Road Long Section Facing Development
C163 Revision P1 Proposed Retaining Walls
C200 Revision P1 Impact Assessment Logistics Layout
C500 Revision P3 Proposed Drainage General Arrangement
C502 Revision P4 Drainage Details Sheet 1
C503 Revision P1 Proposed Attenuation Swale GA
C504 Revision P1 Proposed Attenuation Swale Sections

All received on 28 June 2018.

(04) 222PL Security Lodge Elevation As Proposed
(04) 212PL Logistic Building Elevation As Proposed

Received on 2 July 2018.

287./18./PP001 Soft Landscape Proposals Planting Plan

Received on 20 August 2018

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

2. The new access off Wern Tarw Road shall be completed in permanent materials in accordance with the approved details prior to the development being brought into beneficial use and shall be retained and maintained thereafter in perpetuity.

Reason: In the interests of highway safety.

3. No works whatsoever shall commence on site until a scheme has been submitted to and approved in writing by the Local Planning Authority for measures to highlight the presence of the new site access off Wern Tarw Road. The scheme shall include for temporary "new road layout ahead" signs and permanent vehicle active warning signage on both approaches to the new junction. The approved scheme shall be completed as approved before the beneficial occupation of any part of the site. Furthermore the scheme shall also include for a Safety Audit which will be undertaken and submitted for agreement within 6 months of the access being brought into beneficial use with any recommended remedial measures implemented within a further 6 Months of the Safety Audit being agreed with the Local Planning Authority. The agreed works under the scheme and any further works or measures agreed following the completion of the Safety Audit shall be retained and maintained in perpetuity.

Reason: In the interests of highway safety.

4. The loading, turning and parking areas shall be completed in permanent materials with the individual bays/spaces clearly demarcated in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained and maintained as such thereafter in perpetuity.

Reason: To ensure a satisfactory form of development in the interests of highway safety.

5. The proposed means of access shall be laid out with vision splays of 4.5m x 103m to the west of the new access and 4.5m x 154m to the east of the new access before the development is brought into beneficial use and the visibility splays shall thereafter be retained as such in perpetuity.

Reason: In the interests of highway safety.

6. No structure, erection or planting exceeding 1.0 metre in height above adjacent carriageway level shall be placed within the required vision splay areas at any time.

Reason: In the interests of highway safety.

7. Any entrance gates erected specifically to close the access, either temporarily or permanently, shall be set back not less than 5.0 metres from the nearside edge of carriageway.

Reason: In the interests of highway safety.

8. Notwithstanding the submitted details, prior to the development being brought into beneficial use an updated Traffic & Delivery Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. All servicing and delivery vehicle

movements to the site shall thereafter be made in accordance with the agreed Traffic & Delivery Management Plan in perpetuity.

Reason: In the interests of highway safety.

9. No development shall take place, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the routing of HGV construction traffic to/from the site in order to avoid the northern end of the unnamed road serving Rockwool, Wern Fawr Road or Bryngarn Road
 - ii. the parking of vehicles of site operatives and visitors
 - iii. loading and unloading of plant and materials
 - iv. storage of plant and materials used in constructing the development
 - v. wheel washing facilities
 - vi. temporary traffic and pedestrian management along the B4280

Reason: In the interests of highway safety.

10. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the beneficial use of the site commencing.

Reason: To ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.

11. The conveyor belt for the development referred to in Section 6.3 of the Noise Report entitled 'P18-283-R01-V1 June 2018 Rockwool Factory, Pencoed, Bridgend - New Storage Area and Access Road Noise' Assessment shall be fully enclosed with openings only for the spurs in accordance with the construction details as stated in Section 6.3 of the Report - composite construction formed of inner and outer profiled steel of 0.6mm thickness with a minimum 100mm cavity filled with Rockwool of a minimum density of 33kg/m².

Reason: To preserve the amenities of the countryside and adjoining occupiers.

12. An acoustic barrier with a minimum height of 3m shall be erected along the western boundary of the access road (as illustrated in Figure 5 of the Noise Report entitled 'P18-283-R01-V1 June 2018 Rockwool Factory, Pencoed, Bridgend-New Storage Area and Access Road Noise'). The barrier shall be imperforate with no holes or gaps along its length or base and have a surface mass of at least 10kg/m². The design details of the barrier shall be submitted to and approved in writing by the Local Planning Authority prior to the beneficial use of the site. The details shall include a location plan showing the exact position of the barrier, its construction details and confirmation of the level of attenuation that will be provided by the barrier. The design shall be implemented as agreed and the barrier shall be retained and maintained in perpetuity.

Reason: To preserve the amenities of the countryside and adjoining occupiers.

13. The forklift trucks to be operated on the site shall be fitted with white noise reversing alarms as opposed to tonal alarms in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the beneficial use of the site.

Reason: To preserve the amenities of the countryside and adjoining occupiers.

14. Prior to the beneficial use of the site, details of a lighting scheme shall be submitted to and agreed with the Local Planning Authority. The scheme shall include the following information:
- a plan showing the location, height and orientation of the lights, as well as the form and type of lights to be erected and at which locations (as two different types of lighting are included in the Lighting Assessment)
 - lighting levels within the development site to demonstrate that the areas within the site are not overly illuminated (i.e. which do not greatly exceed the 50lux in hardstanding areas) and do not exceed the levels that are recommended to comply with BSEN12464-2 – Light and Lighting – Lighting of outdoor works places of 50 average lux for hardstanding areas and 20 lux for areas for slow moving traffic and predicted levels in lux at the closest residential receptors following final choice of design, location and height of lighting columns to demonstrate that the levels do not exceed the ILP requirements for obtrusive lighting in E2 – Rural areas
 - a comparison of current lighting levels in lux of what the current lighting is at Wern Fawr Farm after 11pm compared with post development
 - the operational hours
 - the specific mitigation measures to reduce light spillage beyond the site boundary and to ensure there is no direct glare from any optics into any residential properties (e.g. baffles and screening and specify which lights are to have baffles) and upward light spillage and mitigation measures to ensure that the lights are only operational between the agreed hours.

Upon approval in writing, the details shall be implemented as agreed and thereafter the development shall be operated in accordance with the approved details and retained as such in perpetuity.

Reason: To protect biodiversity and to preserve the amenities of the countryside and adjoining occupiers.

15. Should the Local Planning Authority, in conjunction with Shared Regulatory Services Officers, deem it necessary to request one, a post-operation survey shall be undertaken and submitted for approval by the Local Planning Authority within one month of such request being made to demonstrate that the light spill beyond the site boundaries do not exceed the approved specifications. If the survey demonstrates that it does not meet the approved specifications, any remedial action necessary to achieve such approved levels shall be undertaken within one month of such request being made in writing by the Local Planning Authority.

Reason: To ensure a satisfactory form of development.

16. The recommendations and mitigation measures set out in the documents listed below shall be implemented as prescribed in those documents. The development shall be carried out in accordance with the recommendations, enhancements and mitigation measures within the following documents:

- External Lighting Report (dated June 2018)
- Noise Assessment Report (dated June 2018)
- Stage 1 -2 Road Safety Audit (dated June 2018)
- Breeding Bird Report (dated June 2018)
- Coal Mining Risk Assessment Report – Mitigation Strategy as detailed in Section 4 (dated 20 June 2018)
- Hedgerow and Woodland Report (dated June 2018)
- Great Crested Newt Report (dated June 2018)
- National Vegetation Classification Report (dated June 2018)
- Otter Survey Report (dated June 2018)
- Phase II Geo-Environmental and Geotechnical Ground Investigation Report (dated May 2018)
- Reptile Survey Report (dated June 2018)
- Preliminary Ecological Appraisal Report (dated March 2018)
- Drainage Strategy (dated June 2018)
- Barn Owl Survey Report (dated August 2018)
- Dormouse Report (dated June 2018)
- Updated Bat Report (dated August 2018)
- Ecology Mitigation Master Plan Report (dated August 2018)
- Construction Environmental Management Plan Report (dated August 2018)

Reason: To avoid doubt and confusion as to the nature and extent of the approved development

17. No development including ground and hedgerow clearance shall commence until the developer has been granted a licence by Natural Resources Wales pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations (2017) authorising the specified development to commence.

Reason: To ensure compliance with Regulation 55 of the Conservation of Habitats and Species Regulations (2017)

18. No development shall take place until a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area.

19. Prior to the beneficial use of the site, the sustainable drainage scheme for the site shall be completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with an agreed management and maintenance plan to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: To ensure a satisfactory form of development.

20. No building or product stack on any part of the development site (excluding the proposed conveyor belt) shall exceed 5m metres in height above the finished ground level of the site.

Reason: To ensure a satisfactory form of development.

21. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the site or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To preserve the amenities of the countryside and in the interests of biodiversity within and around the site.

22. A Landscape Management Plan, including management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the beneficial use of the site commencing. The Landscape Management Plan shall be carried out as approved.

Reason: To preserve the amenities of the countryside and in the interests of biodiversity within and around the site.

23. No development shall commence until details of existing ground levels and proposed finished ground and floor levels have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development relates appropriately to the topography of the site and the surrounding area.

24. Clearance and Construction works shall not take place outside 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays and not at any time on Sundays and Bank Holidays.

Reason: To maintain noise levels at a sustainable level in the interests of residential amenities.

25. Prior to the commencement of any development works and following completion of the monitoring scheme referenced in:

Wardell Armstrong, May 2018; Phase II Geo-Environmental and Geotechnical Ground Investigation Report Ref: CA11382/005

the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing by the Local Planning Authority.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

Reason: To ensure that the safety of future occupiers is not prejudiced.

26. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop and no further

development shall take place until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary, a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

27. Any topsoil [natural or manufactured] or subsoil to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

28. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

29. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced.

30. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

Dwr Cymru Welsh Water have confirmed that the applicant may need to apply to Dwr

Cymru Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The applicant is also advised that some public sewers and lateral drains may not be recorded on Dwr Cymru Welsh Water's maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry

Rainwater run-off shall not discharge into the highway surface-water drainage system. Failure to ensure this may result in action being taken under Section 163 of the Highways Act 1980.

The Highway Authority will require the Developer to enter into legally binding Section 111 Licence Agreement including an appropriate bond to secure the proper implementation of the proposed highway works and the adoption of the same as part of the maintainable highway. The commencement of the works on or abutting the existing maintainable highway will not be permitted until such time as the Agreement has been concluded.

The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for:-

- i. determining the extent and effects of such constraints;
- ii. ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:-
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- iii. The safe development and secure occupancy of the site

rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the

information available to it, but this does not mean that the land can be considered free from contamination.

No surface water is allowed to discharge to the public highway.

No land drainage run-off will be permitted to discharge (either directly or indirectly) into the public sewerage system.

To satisfy condition 10, the applicant must:

- Provide revised foul and surface water drainage layouts and additional drawings based on comments above;
- Provide an agreement in principle from NRW with regards to the acceptance and registration of the proposed foul water treatment units;
- Provide an updated maintenance plan in similar format to CIRIA C753 –SUDs Manual;
- Provide a design risk assessment for the whole project (including undertaking construction/maintenance activities in close proximity to the existing pylons/gas main).
- Provide a construction management plan associated with containing surface water runoff during the construction phase;
- Obtain ordinary watercourse consent for proposed discharge locations (BCBC land drainage are currently processing these applications).

MARK SHEPHARD
CORPORATE DIRECTOR COMMUNITIES

BACKGROUND PAPERS

None