

**REFERENCE:** P/14/38/BCB  
**APPLICANT:** BCBC COMMUNITIES DIRECTORATE  
**LOCATION:** 40B STURMI WAY, VILLAGE FARM INDUSTRIAL ESTATE, PYLE CF33 6BZ  
**PROPOSAL:** CHANGE OF USE TO HOUSEHOLD WASTE RECOVERY CENTRE  
**RECEIVED:** 31 October 2014

### **APPLICATION/SITE DESCRIPTION**

The application proposes a new Community Recycling Centre (CRC) as a direct replacement for the existing facility at Tythegston. The facility is to be relocated to a vacant site at 40B Sturmi Way, Village Farm Industrial Estate, Pyle.



### **Aerial View of Site and Surroundings**

The new CRC facility will serve the western part of the Borough and will be located at the eastern end of the Industrial Estate. The facility will utilise the existing office building at the north-eastern corner of the site.

It is expected that the facility will still operate with the same opening hours:

- Summer - Monday to Friday: 8.30am to 8pm: Saturday and Sunday: 8.30am to 6pm
- Winter - Monday to Sunday: 8.30am to 4.30pm

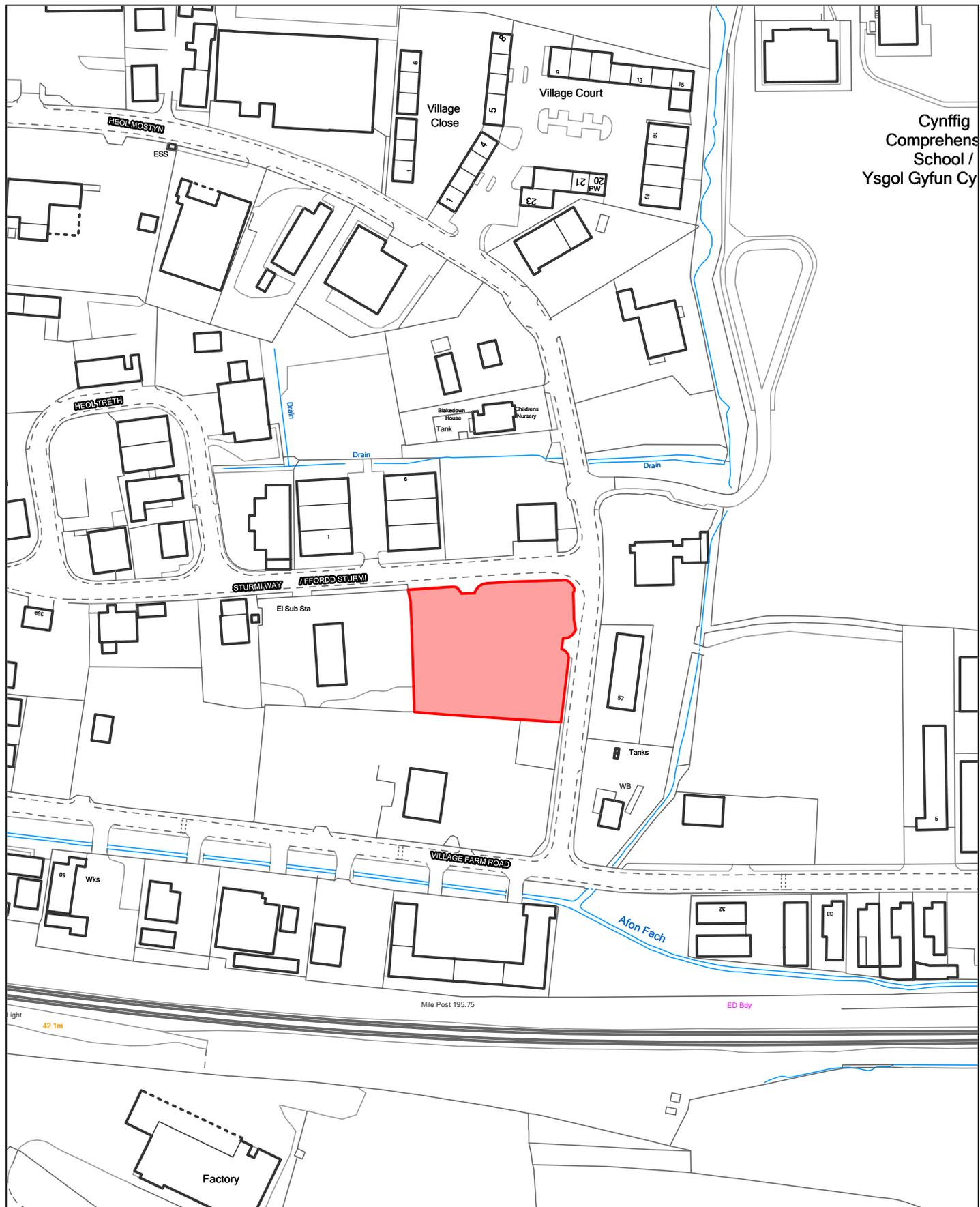
The site will be closed on Christmas Day, Boxing Day and New Year's Day.

As is the case at the existing CRC sites in the Borough (Tythegston, Brynmenyn and Maesteg), tipping permits will be required for commercial sized vehicles and trailers.

The CRC will be operated by Kier as part of their waste contract with the Council. The Council changed its refuse collection arrangements in Summer 2017 in order to achieve Welsh Government targets for household waste recycling of 64 per cent in 2019-20 and 70 per cent in 2024-25.

The proposed modern facility is a fundamental part of achieving the targets and it will be able to accept batteries (car and household), bikes, bric-a-brac, cans, cardboard, cooking

Cynffig  
Comprehens  
School /  
Ysgol Gyfun Cy




**Bridgend County Borough Council**

Mark Shephard  
Corporate Director  
Communities  
Civic Offices  
Angel Street  
Bridgend CF31 4WB  
Telephone (01656) 643643

COMMUNITIES DIRECTORATE

**P/14/38/BCB**  
**40b Sturmi  
Way, Village  
Farm  
Industrial**

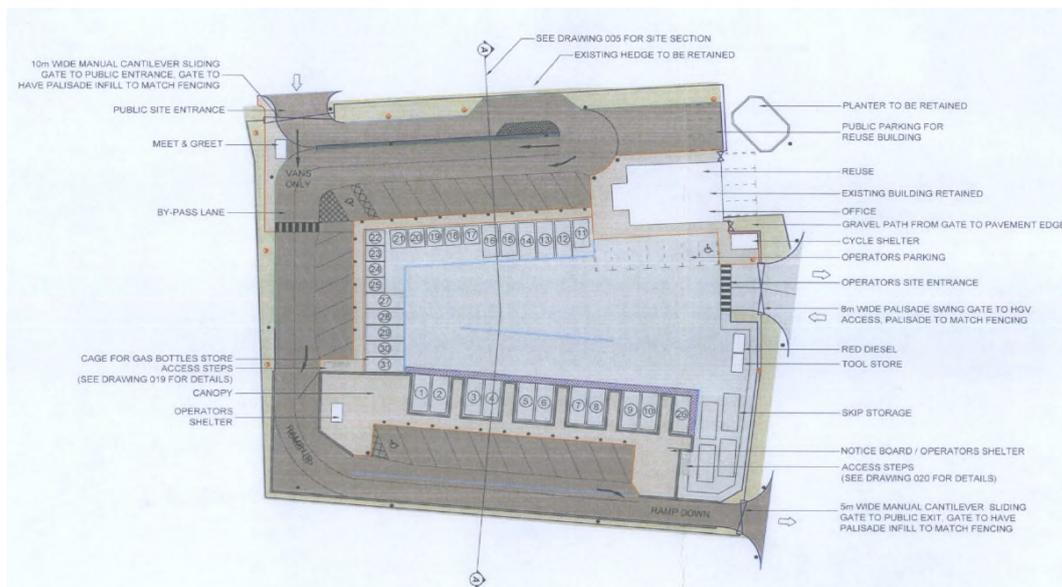


**Scale 1 : 2,500**  
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oil, gas cylinders, glass bottles and jars, green/garden waste, electrical and electronic items, fridges/freezers, motor oil, paper, paint, plastics, scrap metal, soil, textiles and wood. Plasterboard, rubble, soil and hard core are classed as construction waste and this type of waste will be limited to two bags with a maximum weight of 17kg each. For larger quantities, residents will have to book a skip or waste removal company as trade waste will not be accepted.

The facility will also accept non-recyclable materials but anyone who takes their household rubbish bags to the Community Recycling Centre will be asked to open the bags, remove all items that can be recycled and put them in the appropriate skips first.



### Proposed Site Layout Plan

The Industrial Estate is allocated and protected for B1, B2 and B8 employment development but it is has also been earmarked as a site which can accommodate a waste treatment facility under Policy REG1(36) of the Local Development Plan (LDP). In fact, it is specifically identified as an area for the provision of new waste treatment facilities to meet the regionally identified need to treat up to 228,000 tonnes of waste per annum under Strategic Policy SP7(3) of the LDP.

The CRC will be accessed by the public via Sturmi Way with an egress onto Heol Mostyn to the east of the site as a one way system. Operators and HGVs will access the site off Heol Mostyn to the south of the retained building. The site will be secured by cantilevered sliding gates, palisade fencing and an existing hedge.

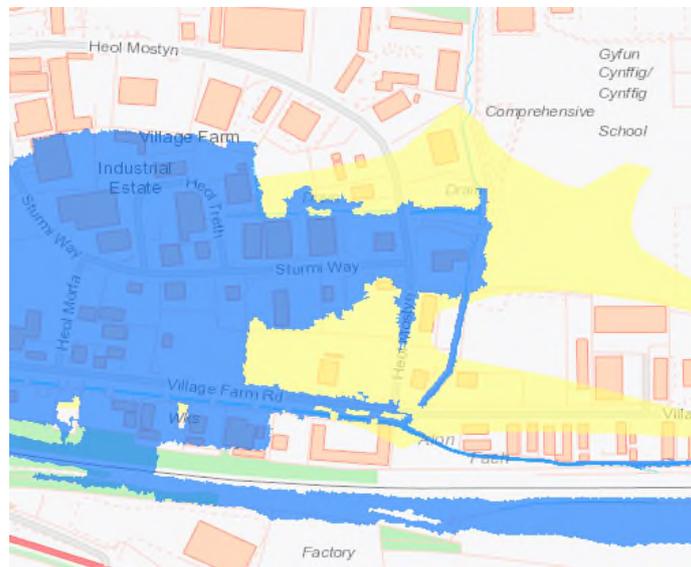
The 2 storey brick office building will be retained and occupied by the operators. It will accommodate a canteen/mess room, offices, a reception area, a storage space for waste that can be reused and toilets at ground floor level and offices, a meeting room, a smaller kitchen/canteen, store rooms, toilets and a shower room at first floor level. Users of the facility will be able to navigate towards, and park in front of, the relevant skips for their waste and there will be a separate parking area for visitors to the offices and reused goods unit.

The site will include an operators hut close to the entrance into the facility and a separate Operators shelter on the upper level close to the exit. The development will necessitate retaining structures and ramps and a series of traffic signs to direct users.



### Proposed Operators Shelter

The site and the Industrial Estate lie within the settlement development boundary of Pyle and it also lies within Zone C2 of the TAN15 Flood Maps and is at fluvial risk of flooding from the Afon Fach.



### PLANNING HISTORY AND RELEVANT BACKGROUND

P/14/25/DPN Proposed Demolition of Two Storey Office/Workshop – Approved 13/2/14

### PUBLICITY

The application has been advertised on site and in the press.

Neighbouring occupiers have been notified of the receipt of the application and the submission of amended plans in 2018.

The period allowed for response to consultations/publicity expired on 1 October 2018.

### CONSULTATION RESPONSES

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

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

**Shared Regulatory Services – Noise Comments:** No objection.

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

**Coal Authority:** No objection.

**Natural Resources Wales (NRW):** NRW has significant concerns with the proposed development on the basis of flood risk, that it lies within Zone C2 of the TAN15 Flood Maps and the Flood Consequences Assessment fails to comply with section A1.14 of TAN15. However, Section 6 of TAN15 requires the LPA to determine whether such a development at this location is justified.

**Dwr Cymru Welsh Water:** No objection subject to conditions.

## **REPRESENTATIONS RECEIVED**

**Councillor Mike Kearn** has requested that the application be referred to Committee for consideration and has provided the following representation on behalf of his constituents:

*The volume of traffic that will be using the proposed facility and the number of vehicles visiting the existing site at Tythegston has increased greatly in volume and it is not unusual for up to 30 cars to be queuing on the road to access this existing site on a weekend.*

*This is a very busy estate and it is unclear whether the access road to the site is suitable for queuing traffic, it is likely to add to congestion on the industrial estate road.*

*The proposed site is in close proximity to Cynffig Comprehensive School campus which has an entrance directly alongside the plant, this is in use by vehicles accessing the school with pupils. There appears to have been no risk assessment on the impact to pupils from traffic pollution or indeed to pedestrians visiting businesses in the area. There is a nursery sited very close to the proposed recycling plant and the young children use the open area around the nursery for outside activities.*

*I must also express concern about the additional traffic that will be using the A48 entrance to the trading estate. This is already a serious congestion point which creates traffic queues back to and onto the roundabout at key points of the working day. There are no traffic lights or pedestrian crossing points to safeguard pedestrians and drivers.*

**Pyle Community Council** outlined their grave concerns and observations which can be summarised as follows:

1. The Council has no objection to the physical presence of the Plant on the Industrial Estate, the objection is totally on the increased number of vehicles having to negotiate the junction of the A48 Pyle Road and Heol Mostyn at the entrance into the Estate.
2. The junction has already been the scene of fatal accidents and my Council is concerned the increased traffic usage could lead to more serious accidents and even fatalities.
3. A report of the Highways Dept. and any traffic surveys on the number of vehicles using the existing facility and the present number of vehicles using the junction are requested.

**The occupiers/owners** of Shillibiers Ltd (43 Village Farm Road), Jeff Reilly Plant Ltd. (29 Village Farm Road), All Spares (Plot 1 Heol Mostyn), Cynffig Comprehensive School, K & E Commercials Ltd. (39A Sturmi Way), Aircraft Maintenance Support Services Ltd. (8 Heol Mostyn), Medical and Professional Investment LLP (1 Heol Mostyn), Wedding Belles (1

Heol Mostyn), 2 Brynglas Terrace, 12a Sturmi Way, 35 Heol Mostyn, Truck Trailer & Bus Components Ltd. (51 Village Farm Ind. Estate), 127, Village Farm Road, Apex Drilling Services, 26 Sturmi Way, Tonic Studios Ltd., Plot 9a Heol Mostyn and 12 Heol Cambrensis have objected to the scheme as summarised below:

- The consultation process has not been acceptable/lack of publicity.
- The increased traffic levels within the estate and the queues along Pyle Road.
- It is already impossible to get off the Estate at peak times.
- The development will have an adverse effect on their businesses.
- The risk that it will have the same traffic impacts as the CRC facility at Brynmenyn Industrial Estate,
- Businesses on the Estate already attract a lot of heavy plant traffic.
- The development will increase the risk of accidents and Road Rage on the Estate.
- The Estate has one entrance and one exit.
- Increase in vermin, odours and air pollution.
- The development will have a detrimental impact on pedestrian safety.

### **COMMENTS ON REPRESENTATIONS RECEIVED**

The majority of the objections revolve around the issue of traffic congestion and highway safety and these points are addressed in the appraisal section of this report. The development is not a landfill site and it will be managed to ensure that there will not be any detrimental impacts by way of pollution.

### **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:

Strategic Policy SP2 – Design and Sustainable Place Making

Strategic Policy SP3 – Strategic Transport Planning Principles

Strategic Policy SP7(3) – Waste Management – Village Farm Industrial Estate

Policy PLA4 – Climate Change and Peak Oil

Policy PLA11 – Parking Standards

Policy REG1 (36) – Employment Sites (Village Farm Industrial Estate)

Supplementary Planning Guidance Notes (SPG):

SPG17: Parking Standards

SPG21: Safeguarding Employment Sites

As stated above, the works are within the designated employment site and on a previously developed site that is not suitable for nature conservation.

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 Policy is relevant to the determination of this planning application:

Planning Policy Wales 10 (PPW10) – December 2018

More specifically, Section 5.13 Sustainable Waste Management Facilities of PPW10 advises that the benefits which can be derived from proposals for waste management facilities as well as the impact of proposals on the amenity of local people and the natural and built environment must be adequately assessed to determine whether a planning application is acceptable. The Welsh Government's policy for waste management is

contained in Towards Zero Waste and associated sector plans. Planning authorities should, in principle, be supportive of facilities which fit with the aspirations of these documents and, in doing so, reflect the priority order of the waste hierarchy as far as possible. For all wastes, suitable locations for sustainable waste management development should be identified in development plans as well as criteria by which applications for such developments will be determined, recognising that the most appropriate locations will be those with the least adverse impact on the local population and the environment and with the best potential to contribute to a broad infrastructure framework.

The following Technical Advice Notes (TANs) are also of relevance in the consideration of these proposals:

TAN11 – Noise (1997)  
TAN12 – Design (2016)  
TAN15 – Development and Flood Risk (2004)  
TAN18 – Transport (2007)

Local Development Plan Policy SP2 (Design and Sustainable Place Making) states: All development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment by:

- 1) Complying with all relevant national policy and guidance where appropriate;
- 2) Having a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;
- 3) Being of an appropriate scale, size and prominence;
- 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;
- 5) Providing for an appropriate mix of land uses;
- 6) Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access;
- 7) Minimising opportunities for crime to be generated or increased;
- 8) Avoiding or minimising noise, air, soil and water pollution;
- 9) Incorporating methods to ensure the site is free from contamination (including invasive species);
- 10) Safeguarding and enhancing biodiversity and green infrastructure;
- 11) Ensuring equality of access by all;
- 12) Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;
- 13) Incorporating appropriate arrangements for the disposal of foul sewage, waste and water;
- 14) Make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change; and
- 15) Appropriately contributing towards local, physical, social and community infrastructure which is affected by the development.

The supporting text to this Policy advises that Policy SP2 demands a high quality of design incorporating equality of access in all development proposals and seeks to ensure that new built development is sensitive to its surrounding environment.

## **APPRAISAL**

The application is referred to Committee as the proposal, whilst being within an area allocated for B1, B2 and B8 use site (under Policy REG1 (36) – Employment Sites (Village Farm Industrial Estate) where a waste recycling would be acceptable under Strategic Policy SP7(3), is a major component of the Council's waste strategy and in order to consider the concerns and objections raised by local occupiers/business owners, Pyle 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.

A well-functioning planning system is fundamental for sustainable development.

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.

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 this location 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 the relevant criteria to this specific proposal 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 was included within the original submission. The site will incorporate and retain the existing office building and the remainder of the site will be in keeping with the Industrial Estate. Whilst it is acknowledged that the CRC will be functional and industrial in appearance, the retention and provision of boundary features and planting will soften the edges of the development site. This will be helped by having the lower public part of the site fronting Sturmi Way with a ramp up to the drop off points.



**View of Site and Office Building from Sturmi Way**



**View of Site and Office Building from Heol Mostyn**

*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, the CRC will be sited on a plot within an Industrial Estate and it will be operated efficiently with designated areas for different types of waste. The skips will be removed and replaced as soon as they are full. Although it has been vacant for a number of years, the site has been cleared and it is not a suitable habitat for nature conservation.

*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 applicant has provided a Transport Assessment to support this application, which has been assessed by the Highway Authority (HA) and also by the HA's external transportation consultants.

The layout of the site has been developed in conjunction with the HA using actual visitor data from the existing HWRC site at Tythegston to understand the level of use the site gets. In addition, visitor data from the TRICS database has been used as a sense check to ensure that the actual visitor numbers are broadly correct. Therefore, the proposed

layout will seek to mitigate the majority of queuing traffic accessing the site at peak times by holding queuing traffic within site and therefore not obstructing the free flow of traffic on Sturmi Way.

In considering the trips generated by this proposal and its impact on the local highway network, the Transport Assessment and the subsequent analysis have indicated that there are capacity issues with the priority junction of Heol Mostyn/A48. The junction is currently operating over capacity which is resulting in lengthy queues forming for northbound traffic wanting to turn right into Heol Mostyn from the A48.

This queuing is present in both the AM and PM traffic peaks. In addition there is also queues forming on Heol Mostyn in the PM traffic peak due to traffic wanting to turn right onto the A48.

As a result of the above, the Heol Mostyn/A48 priority junction does not have the capacity to manage the traffic that is likely to be generated by the proposed development, without substantial queuing on the A48 and Heol Mostyn which would be to the detriment of highway safety.

Notwithstanding the above, the Highway Authority has been involved in a separate project which is considering the options available to improve the capacity of the Heol Mostyn/A48 junction. The Council's Transportation Consultants for this project, Redstart, have produced an Options Report which proposes a number of alternative junction arrangements. As this project is in the final stages and progressing to detailed design stages, the HA is confident that a solution to increase capacity at the Heol Mostyn/A48 junction will be constructed in the near future for the benefit of the Industrial Estate as a whole by increasing capacity over and above what would be required to accommodate the CRC.

However to ensure that the Heol Mostyn/A48 junction improvements are completed and implemented before the proposed HWRC site is used by the public, a Grampian style condition will be added to any consent along with a condition requiring full details of the junction improvements to be submitted to and agreed before any works commence.



**View of Junction into the Village Farm Industrial Estate off Pyle Road A48**

#### *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".

In this instance, the site does not sustain any protected species and there is limited benefit to be gained from introducing biodiversity enhancements in this industrial location.

#### *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.

#### *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 development on neighbouring occupiers, the impact on the viability of adjoining businesses is not strictly a planning matter however, the LPA wishes to preserve the integrity and viability of the Employment site as a whole to ensure a steady supply of job opportunities and prospects in the County Borough. The proposed improvements to the junction in advance of the CRC being operated will go a long way towards safeguarding the designation of the Industrial Estate as an Employment Site.

In addition to this, the peak times for the CRC (weekends/evenings) will not coincide with or clash with the normal business hours of the businesses on the site.

In order to limit the potential impacts of the development on the surrounding estate, a construction management plan, operating hours, a HGV Traffic & Delivery/Collection Plan and a queuing traffic management plan will be secured via conditions.

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 a CRC facility in the western part of the Borough, the proposed development will contribute to a more cohesive community.

In terms of flood risk Paragraph 6.6.25 of PPW10 states that development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself. The priority should be to protect the undeveloped or unobstructed floodplain from development and to prevent the cumulative effects of incremental development.

NRW have reviewed the Flood Consequences Assessment submitted with the application.

The Planning application proposes a non-vulnerable development. NRW's flood risk map, which is updated on a quarterly basis, confirms the site to be within Zone C2 of the Development Advice Maps (DAM) contained in TAN 15.

NRW consider that the application site is not shown to be flood free in the 1% Annual Event Probability (AEP) plus climate change event as required in Table A1.14 of TAN15.

The FCA shows that during all flood events the flood depth is simulated to be less than 300mm with velocities of less than 0.15m/s. The site therefore complies with Table A1.15 of TAN15.

There will be re-profiling of the site in order to develop the southern boundary and the development will displace a limited amount of flood water in an event however, this will be offset by the regrading of other areas within the site and there will be a net increase of flood storage of up to 27 cubic metres. Therefore, the acceptability criteria has been met and safe evacuation from the site can be achieved along Village Farm Road.

TAN15 also recognises that much of urban development in Wales has taken place alongside rivers and in the coastal plain. It is therefore inevitable that despite the overall aim to avoid flood risk areas, some existing development will be vulnerable to flooding and fall within Zone C (the application site falls within Zone C1).

Some flexibility is therefore necessary to enable the risks of flooding to be addressed and quantified, whilst recognising the negative economic and social consequences if policy and Planning decisions were to preclude investment in existing urban areas and the benefits of reusing previously developed land.

TAN15 confirms that further development in such areas whilst possibly benefitting from some protection, will not be free from risk and could, in some cases, exacerbate the consequences of a flood event for existing development. It calls for local authorities to use balanced judgement in their decision making. TAN15 does however, indicate that development should only be permitted within Zones C1 and C2 if it can be demonstrated that:-

- I. its location in Zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement; or,
- II. its location in Zone C is necessary to contribute to key employment objectives supported by the local authority and other key partners, to sustain an existing settlement or region, and
- III. it concurs with the aims of PPW and meets the definition of previously developed land, and
- IV. the potential consequences of a flooding event for the particular type of development have been considered and found to be acceptable.

In reference to all of the above criteria, the proposed development is acceptable in terms of flood risk. It is considered that the proposal is justified and that the minimal risks/consequences of flooding are acceptable.

Having regard to the above and the implementation of the measures and advice as outlined in the FCA, it is considered that the development accords with Policy SP2 of the Bridgend County Borough Council Local Development Plan (2013) and advice contained within Planning Policy Wales 10 (December 2018) and TAN15.

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

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 all material considerations relevant to this scheme, in planning terms it is considered that the CRC is acceptable in this specific location, particularly as the LDP specifically earmarks the Village Farm Industrial Estate as a suitable location for a waste facility and in regard to its potential impacts on surrounding residents by way of increased traffic, highway safety, noise, air quality and lighting.

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

## **RECOMMENDATION**

(R02) That permission be GRANTED subject to the following conditions:-

1. The development shall be carried out in accordance with the following approved plans:  
Site Location Plan – Drwg. No. 002 Rev. 0 (received on 23 January 2014)  
Proposed Site Layout Plan – Drwg. No. 004 Rev. C0 (received on 10 September 2018)  
Proposed Drainage Layout – Drwg. No. 010A Rev. C0 (received on 10 September 2018)  
Proposed Services and Duct Layout – Drwg. No. 011 Rev. C0 (received on 10 September 2018)  
Traffic Signs and Road Markings Plan – Drwg. No. 012 Rev. C0 (received on 10 September 2018)  
Retaining Wall Elevations – Drwg. No. 014 Rev. C0 (received on 10 September 2018)  
Proposed Canopy Layout – Drwg. No. 021 Rev. C0 (received on 10 September 2018)  
Hardstanding Construction Details – Drwg. No. 026 Rev. C0 (received on 10 September 2018)  
Proposed Building Layout – Drwg. No. 028 Rev. C0 (received on 10 September 2018)  
Proposed Office and Reuse Elevations – Drwg. No. 007 Rev. 0 (received on 23 January 2014)  
Proposed Operators Shelter Elevations – Drwg. No. 009 Rev. 0 (received on 23 January 2014)  
Construction Details – Drwg. No. 010 Rev. 0 (received on 23 January 2014)

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

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

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

3. The loading, unloading, 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.

4. 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
  - the operational 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 preserve the amenities of adjoining occupiers.

5. 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 facility 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.

6. 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.

7. The Heol Mostyn/A48 junction improvements must be constructed and implemented prior to the CRC being brought into beneficial use. The junction improvements shall be carried out in accordance with a scheme that is to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the free flow of traffic and to maintain the operational capacity of the highway network.

8. No structure, erection or planting exceeding 0.9 metres in height above adjacent carriageway level shall be placed within the required vision splay areas of all accesses/exits at any time.

Reason: In the interests of highway safety.

9. No development shall commence until a HGV Traffic & Delivery/Collection Plan has been submitted to and agreed in writing by the Local Planning Authority. All servicing and delivery/waste collection vehicles movements to the HWRC shall be made in accordance with approved HGV Traffic & Delivery/Collection Plan once the development is brought into beneficial use and retained thereafter.

Reason: In the interests of highway safety and to ensure the free flow of traffic and to maintain the operational capacity of the highway network.

10. As identified in the submitted Transportation Assessment, the development within the application site shall be limited to the following land uses/parameters:
  - no more than 31 skips/receptacles for recycling.
  - up to 100sq m recycled goods retail
  - up to 100sq m of office space

Reason: In the interests of the free flow and safety of traffic and to maintain the operational capacity of the network.

11. No development shall take place, including any works of demolition/site clearance, until a Construction Traffic 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 Heol Mostyn/A48 during peak network hours and Marshfield Road at all times
  - 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. measures to control the emission of dust and dirt during construction
  - vii. the provision of temporary traffic and pedestrian management along Sturmi Way and Heol Mostyn

Reason: In the interests of highway and pedestrian safety.

12. No development shall commence until a queuing traffic management plan for times when the site is closed for skip changeover or other operational reasons has been submitted to and approved in writing by the Local Planning Authority. The plan will ensure that traffic does not queue onto the highway during times of temporary closure and shall be implemented on beneficial use of the site and retained in perpetuity.

Reason: In the interests of highway safety.

13. 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 a satisfactory form of development

14. **\* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS \***

Dwr Cymru Welsh Water has 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](http://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:-

- determining the extent and effects of such constraints;
- 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 licence.
- 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
- the responsibility for 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.

It is a requirement under Section 153 of the Highways Act 1980 that any gates must be located and fitted so as not to open out over the highway or footway.

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.

No lorries associated with the construction of the site should enter or leave the site during the periods of half hour either side of the times school commencing and ending and contact the Head Teacher of Mynydd Cynfig Comprehensive In order to make the school aware of the additional traffic movements.

The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:

- i. obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway;
- ii. indemnify the County Borough Council against any and all claims arising from such works;
- iii. give not less than one calendar month's notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

**JONATHAN PARSONS**  
**GROUP MANAGER PLANNING & DEVELOPMENT SERVICES**

**Background papers**

None